

SPORTSCAR®



MAKING IT

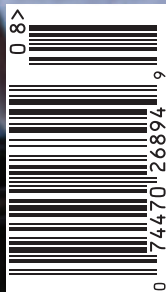
Race shop owner and multi-time champion Jesse Prather's secrets to success

DRIVING MID-OHIO
How to win the Runoffs

BREAKING BARRIERS
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GRIPPING DECISIONS
Making the perfect clutch

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Direzza ZII
Star Spec



HANKOOK
Ventus R-S3
(Version 2)

KUMHO TIRE
Ecsta V720

NEXEN
N FERA SUR4

TOYO TIRES
Proxes R1R

R-COMPOUND TIRES



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BFGoodrich
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ventus R-S3

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Tire Rack nicknamed tires produced since 2014 (DOT ending in 14) **Ventus R-S3 "Version 2"** to help identify them. While "Version 2" is not branded on the tire sidewall nor printed on their labels, these tires feature a 200 UTQG Treadwear rating and a revised tread compound designed to reach favorable operating temperatures faster and produce more grip in damp/wet conditions.



In 2015, Hankook Tires won the 2015 Formula Drift Pro and World Championships.

ventus V12 evo²

Max Performance Summer*

The Ventus V12 evo2 features a styrene polymer that lowers rolling resistance for improved vehicle fuel economy without surrendering dry and wet traction.



Directional Tread Design

Notched shoulders and 3D intermediate ribs flanking a continuous center rib promote dry handling and traction.

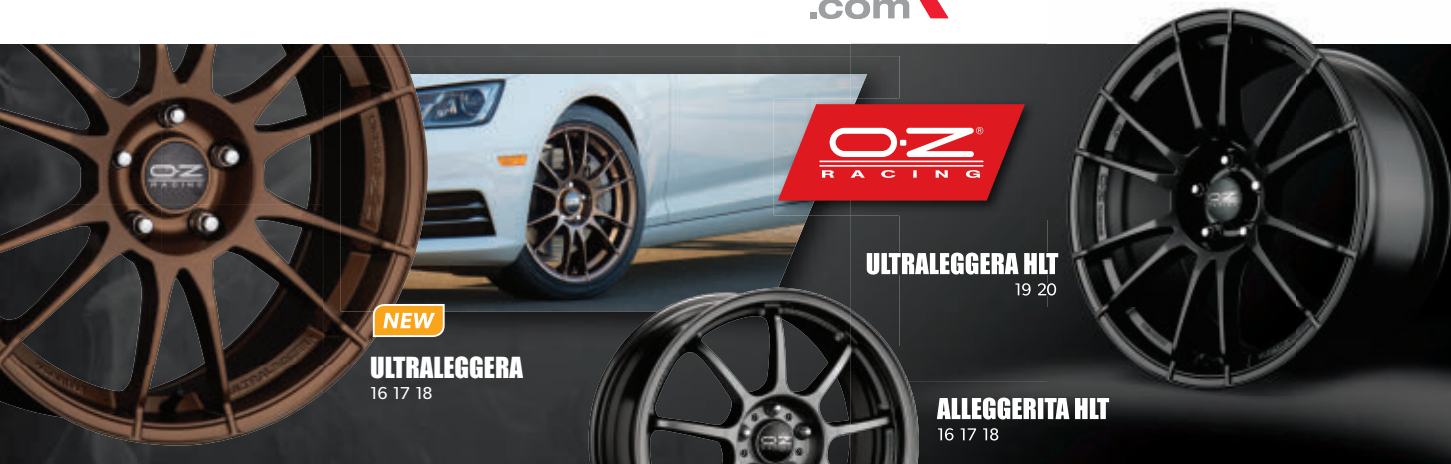


Aqua Jet Lateral Grooves

Promote efficient water evacuation from the center of the contact patch to enhance hydroplaning resistance and wet traction.

*Like all summer tires, the Ventus R-S3 and Ventus V12 evo2 are not intended to be driven in near-freezing temperatures, through snow or on ice.

Call or visit www.tirerack.com/hankook for up-to-date sizes and pricing.



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17



Kosei

Kosei K1 Racing
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15 17

Kosei K5R
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15 17

Kosei K8R
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15 17



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15 17

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special brilliant coating (15 17)
15 16 17 18

Enkei Tuning TY-5
black, hyper silver, pearl black
18 19

Enkei Tuning TS-10
storm grey, black, gold
17 18





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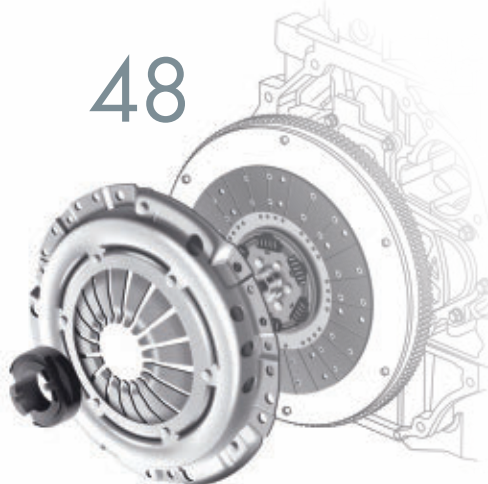
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Words to live by...or something...

FOR THE RECORD

It was Nicole Wong (right) vs. Annie Gill (left) in the final round of the Crows Landing ProSolo Ladies Challenge, and it came down to the wire with a record-setting tie. For the first time in ProSolo's 30 year history, the clock noted a 0.000sec difference. The round was rerun, and Wong emerged victorious.

DATE May 1, 2016

LOCATION Crows Landing, Calif.

WHAT Tire Rack ProSolo National Series

PHOTOGRAPHER Laura Kane





WILD WEEKEND

Hanna Zellers battled wet and wild conditions during a rain-soaked Saturday race at Blackhawk Farms Raceway. The determined 19-year old held true for a third place finish in Formula Enterprises.

DATE May 30, 2016

LOCATION South Beloit, Ill.

WHAT U.S. Majors Tour

PHOTOGRAPHER

Hillary Anderson Frank







DETROIT RUMBLE

Trans Am returned to the streets of Detroit during the first weekend of June for a limited invitational event. During Dual 2, Adam Andretti blasted from fifth to first in TA2 in a determined charge of redemption for his previous day's disappointment.

DATE June 3-5, 2016

LOCATION Detroit, Mich.

WHAT Motor City 100, TA2 race

PHOTOGRAPHER Chris Clark

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SAM POSEY JOINS MOTORSPORTS HALL OF FAME

Sam Posey began his career as an amateur racer before becoming a legend in Trans Am, Can-Am, and beyond. For his triumphs as a driver, popularity as a commentator, and magnetic personality, he will be inducted in the Motorsports Hall of Fame of America in late June in Daytona Beach, Fla.



LAT

Registration for the 2016 Tire Rack Solo Nationals, presented by Garmin VIRB, is now open. That also means it's time to register for Tire Rack Solo Nationals contingency programs. Many contingency opportunities require pre-registration. Details and instructions to register for each of these programs are available at the SCCA Contingency web page.

Hawk Performance will offer product certificates this year to podium finishers, with winners earning a \$125 certificate, second a \$75 certificate, and third a \$50 certificate. Mobil 1 is in the mix this year with \$100 cash and a \$50 product certificate for champions, plus product certificates for second place. In addition, all eligible class winners will be entered into a random drawing to win one (of three) Mobil 1 10x10 E-Z Up shelters.

Honda Performance Development is again involved this year, where winners in multiple classes driving Honda or Acura vehicles can earn \$500 for a win, \$300 for second, and \$100 for third. Formula Junior A and Formula Junior C

drivers can earn \$30 in HPD Bucks for a top-three finish. Additionally, Solo Triad winners earn \$500 in HPD Bucks.

Drivers using Bridgestone rubber on all four corners can earn \$500 for a class win, while the remaining two podium positions earn \$300 and \$100 each. Falken Tire is also offering cash prizes of \$1,000, \$500, and \$300 to podium finishers running on Falken products. Hankook Tire makes \$1,000 cash available to winners, as well as \$700 for second and \$500 for third, plus \$1,000 to Solo Triad winners.

BFGoodrich Tires, in 2016, offers up four free tires for class winners, two free tires for second and one tire for third. For those using Toyo Proxes R1R tires, Toyo Tires will give a cash award of \$1,000 to winners, \$750 for second and \$500 for the final podium position. There is also \$1,000 available to Solo Triad winners.

Hoosier Racing Tire will award drivers using their product with four free tires for a win and two free tires for finishing second. Kumho Tires winners will receive four tires for winners, two for

second, and one for third. Those awards are doubled for racers competing in any Street or Street Touring category. Nexen Tire USA has joined the fray with \$1,000 for a win, \$800 for second, and \$500 for third.

Subaru of America is offering \$1,000 for winners, \$750 for second, and \$500 for third. Mazda will pay \$1,000 for a win, \$600 for second, \$300 for third, and \$1,200 for Solo Triad victors. For those competing in a 2002 or newer Mini with original Mini powertrain, Mini USA offers a cash prize of \$1,000 for a win, \$500 for second, and \$250 for third.

Nissan racers using a GT-R, 370Z, current Sentra, Versa sedan, or Note edition can receive \$1,000 for a win, \$500 for second, and \$250 for third. Those driving non-current Nissan models will receive \$500 for a win. Meanwhile, Scion Racing and Toyota/TRD will pay \$1,000 to winners running a Scion engine and body or Toyota engine and body.

Visit the Solo Nationals web page on www.scca.com for more details. 📍

SOLO NATIONALS CONTINGENCIES READY FOR PAYOUT

Rupert Berrington



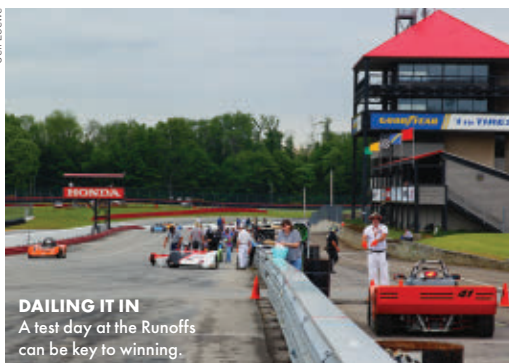


Rupert Berrington

REGISTRATION OPENS FOR RALLYCROSS

The 2016 RallyCross National Championship is just around the corner, with the landmark 10th anniversary event taking place on Sept. 30-Oct. 2 at the National Balloon Classic in Indianola, Iowa. Registration for the event will be opening soon (with past champions enjoying early registration), Head to www.scca.com and click the RallyCross link.

Jeff Loewe



DAILING IT IN
A test day at the Runoffs can be key to winning.

Runoffs test day and paddock information now available

Competitor and worker registration for the Sept. 19-25, 2016, SCCA National Championship Runoffs, presented by Garmin VIRB, at Mid-Ohio Sports Car Course doesn't open until July 20, but information about the test days and paddock is already available.

Registration will open at 9 a.m. CDT, with each competitor entry fee being \$775 prior to the Aug. 22 deadline. Following that deadline, additional fees add another \$200 to registration costs. Entries canceled prior to the Sept. 7 deadline will receive a full refund, while canceled entries after that date will face a \$200 cancellation fee.

Test days will take place Sept. 15-18, with fees ranging from \$795 for the Thursday test day to \$350 for the Sunday test day. Thursday's test day will feature no more than 40 cars per group, Friday and Saturday will be limited to no more than 50 cars per group, and Sunday will allow a maximum of 60 cars per group. As for the number of groups: Thursday features four groups, Friday five, Saturday will have six, and Sunday will see eight groups take to the track.

To quote SCCA's published paddock information, the 2016 Runoffs will utilize the SCCA online registration and paddock reservation system that was launched in 2015. This allows drivers to enter the event and select and reserve a paddock space or garage. There will be a fee to reserve a space in advance, or you can wait until you arrive at the event where you will be assigned a free grass paddock space in a designated area, on a first-come, first-parked basis.

There will be a variety of paddock sizes on pavement and grass, but while there is considerable space at Mid-Ohio, there are very few flat, "A+" paddock spaces. Many of the spaces have slopes, ruts, roots, grates, or holes. SCCA advises competitors come prepared with what you may need to make your paddock space functional.

More information can be found online at www.scca.com/runoffs. 📍

USRRC TREKS NORTH IN 2017

While the 2016 United States RoadRally Challenge is just on the horizon, news regarding the 2017 USRRC has already leaked, and it is set to be an impressive follow-up to this year's Ted Goddard and John Buffum designed USRRC. The dates for next year's USRRC are set for Sept. 15-17, 2017, covering many miles of Alaska's Kenai Peninsula, with lodging in Seward and Homer. The event will be organized by Arctic Alaska Region's Cheryl Babbe, and according to RoadRally eNews, the rallymaster is currently busy working on the event details. Those interested should send an e-mail to USRRC17eNews@comerodrallywith.us to be included in future mailings with more information on what should be an incredible USRRC. 📍

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CAN YOU PICTURE THAT?
USRRC competitors head to Alaska in 2017.

Club Racing seat rule revisited

The Club Racing Board previously announced that all FIA race seats with expired certifications would require use of a back brace starting in 2017. Based on member feedback and concerns about drilling holes in composite seatbacks, the CRB has rewritten the rule, which will be effective Jan. 1, 2017. The new 9.3.41 rule will read:

"The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted, so as to provide fore/aft and lateral support. Seats that have been homologated to and mounted in accordance with FIA

standard 8855-1999, or seats that have been certified to FIA. Standard.8862-2009 or higher may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated racecar. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 or No. 40 (lateral, bottom, etc.). Passenger seat back, if a folding seat, shall be securely bolted or strapped in place."

Of note is that while a seat back brace is not specifically required with the new rule, a seat must be safely mounted. "[The new wording] simplifies the rule and puts it back on the racer to make sure his seat is safe," explains Jim Wheeler, chairman of the Club Racing Board. "We removed the seat back brace requirement and just said that the seat has to be mounted securely. This will mean that everyone with slightly older FIA certified seats will not have to replace them, but any seat that is found, during a technical inspection, to be loose or to move side to side or front to back will need to be fixed." 📍

Photo: Boyce



BRACE YOURSELF

The FIA seat back brace rule has been revised.

SOLO NATS LATE REGISTRATION LOOMS

Registration for the 44th Tire Rack Solo National Championships presented by Garmin VIRB opened in full force on June 15, but it should be noted that late registration fees kick in on Aug. 10 at 12:59 p.m. CDT. At that time, the \$175 registration fee shifts to \$300 per entrant. Also of note is that on Aug. 17, the event's run/work order will be posted on www.scca.com.



Rupert Barrington



Clark McNis

Mazda supports Atlantic and F2000 Championships

POWERED BY...
F2000 and Atlantic Championship Series competitors using Mazda power now have new opportunities.

Mazda Motorsports has expanded its support by offering contingency offerings for the SCCA Pro Racing-sanctioned Atlantic and F2000 Championship Series. Mazda will post season championship cash awards for those Mazda-powered racers who finish in the top-five in either championship, and champions in each series are eligible to compete in the post-season Mazda Road to Indy shootout to earn an MRTI scholarship for 2017.

"We're really excited for Mazda to be part of the Formula Race Promotions program moving forward," says Alan Guibord, co-owner of Formula Race Promotions, which manages the race series. "Mazda has demonstrated their continued support of open-wheel racing and we're happy to be part of their efforts. It is an added bonus for our drivers in F1600, F2000, and Atlantic to be eligible for the Mazda scholarship shootout." 📍

SCCA adds Membership Communications Manager

Continuing its growth, the SCCA has expanded its marketing and communications department to include Johnathan Burchardt (RIGHT), who will be taking on the newly created role of Membership Communications Manager.

Burchardt steps into the full-time position at the Topeka national office after his recent volunteer work with SCCA Track Night in America Driven by Tire Rack, and a little more than two years as Southwest Louisiana Region's Membership and Publicity Chairman.

Efforts put forth by Burchardt as a Track Night Champion resulted in Track Night at NOLA Motorsports Park experiencing explosive growth, with a large portion of participants being directly attributed to his outreach.

In his new position, Burchardt will extend and improve communications

between the SCCA National Office and SCCA Regions and members. Some of these duties include the generation of additional content to better serve various SCCA program newsletters. He will also serve as a direct resource for Regions seeking to create and develop their own marketing and membership strategies. 📍



Philip Royce

SRF Gen3 pricing updated

SCCA Enterprises has announced a pricing change for the Gen3 Spec Racer Fords. As of Aug 1, 2016, the Gen3 motor kits will be priced at \$14,500 plus freight, while new Gen3 car kits will be \$42,500 plus freight.

All Gen3 motor kit orders with deposits on file at Enterprises will have until July 1, 2016, to make a full payment at the strike price committed with the initial deposit. If full payment is not made prior to July 1, the price will be adjusted to \$12,995 plus freight until July 31. After July 31, the price will be adjusted to \$14,500 plus freight.

All new Gen3 motor kits ordered and paid for prior to July 31, 2016, will be honored at the current \$12,995 plus freight. All new Gen3 car kits ordered and paid for prior to July 31, 2016, will be honored at the current \$38,000 plus freight.

To order a new Gen3 motor kit or a new Gen3 car kit, contact your CSR or Nikki LaRue at SCCA Enterprises. 📍



Hilary Anderson/Frank

GreenpowerUSA is Indy bound

The Indianapolis Motor Speedway, in conjunction with IndyCar and the GreenpowerUSA Foundation, are inviting teams of 33 high school students to design, build, and race a single-seat, student-driven electric car on the iconic Indianapolis Motor Speedway during the 2017 race festivities. This exciting event will take place during the traditional "Community Day" before the Indy 500.

The high school teams, selected from participating programs across the U.S., will be paired with Verizon IndyCar Series drivers for the famed 500 Mile Race in a competition that challenges young minds. The project requires teams of students to design and build a single-seat electric car and then compete in head-to-head races.

The Greenpower Electric Car Challenge is a project-based science, technology, engineering, and mathematics (STEM) learning initiative for broad levels of education. Visit www.greenpowerusa.net. 📍

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Race Technik	AZ	480-655-7475	Wine Country Motor Sports	FL	561-748-5328

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RUN FOR IT AT THE RUNOFFS

While registering for the 2016 Runoffs, also sign up for the 5K and Checkered Flag Dash. Festivities will kick off on Saturday evening, Sept. 24, following the final race of the day and will benefit the Cleveland Clinic Children's Hospital and Maxton's Fight Foundation. More information can be found at www.scca.com/runoffs.



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SPORTSCAR LIFE

I love fast cars. OK, so I'm not unique. All of us SCCA members love fast cars. But I also love motorcycles, car shows, car museums, automotive books, automotive art, and vintage cars. I would rather watch replays of the 1976 Indy 500 than live soccer or (gasp) live golf. Sound familiar? Congratulations, you are part of *Sportscar Life* - the love of all things automotive. To quote Edward Land: "If anything is worth doing, it's worth doing to excess."

The SCCA was built on the premise that having fun with cars meant speed. Competition events have been the backbone of the Club since its founding. Through the SCCA, we meet and associate with others who have similar interests, and soon become good friends.

However, a recent study commissioned by the SCCA to determine the value of *SportsCar* magazine revealed that 25 percent of our members do not participate in anything. They receive their copy of *SportsCar*, but do not engage in the Club's programs. Yet, they remain members of SCCA because they are part of *Sportscar Life*.

With our current membership hovering around 65,000, I believe, if we broadened our appeal to include some of those who identify with *SportsCar Life*, we could be a Club of more than 600,000.

Baloney, you say? Factoids: The Amelia Island Concours d'Elegance was attended by 32,000 in 2015; the Pinehurst Concours d'Elegance drew 12,500. There are over 100 top level Concours d'Elegance events held in the USA each year. Attending a concours, or a show-and-shine, or any

other display where the cars are the stars, qualifies you for inclusion in *SportsCar Life*.

Still not convinced? The North American International Auto Show had a 2016 "ticketed attendance" of 815,575. Let that sink in - in downtown Detroit, they attracted more car enthusiasts than the total population of the city. Amazing!

SportsCar Life; it is all around us. Sure, other sanctioning bodies and marque clubs appeal to much the same constituency as the current SCCA, but there remains a huge pool of unaffiliated potential members who would love to be a part of our Club if we would make an effort to reach them. After all, most SCCA members *do not* have a competition license.

The Board of Directors and SCCA National Staff have recognized this. We have restated our vision and mission statements to begin the process of broadening our appeal. We have also defined our values and our goals:

- **Vision statement:** To have fun with cars!
- **Mission statement:** Inspire, promote, and engage the American motorsports culture.
- **Values:** Legacy; membership experience; motorsport lifestyle; operational excellence.
- **Goals:** Maximize member satisfaction; strengthen the SCCA brand; long-term vitality, motorsports leadership; redefine motorsport.

And, last month, we updated the Strategic Plan (STRAP) to align it with the above statements, values, and goals. Programs like Track Night in America, Starting Line, and Bracket Enduro are just the start of our outreach. We will also be rolling out programs to train and strengthen our Regional leadership, because we recognize that the strength of SCCA resides with its members. Financially stable, motivated Regions are the key to maximizing member satisfaction, recruiting new members, retaining current members, and maintaining operational excellence.

So, I call to those participating in *SportsCar Life* - we are the SCCA and you are welcome here! Come join us and have fun with cars. To excess, of course! ☺

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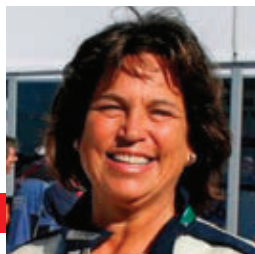


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CLUB VIEW

LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

GOOD STORIES, GOOD MEMORIES, GET FIRED UP!

The Mid-Ohio U.S. Majors Tour is in the books, and it was a near-record entry for a National Championship Runoffs qualifying race! When we were sitting around talking about what happened - who shined, disappointments, and general lie telling as usually happens when talking about a race weekend - it brought back a flood of so many great stories I thought would be fun to share with you.

For me, the years 1994 to 2005 were a serious commitment toward a Runoffs podium. I spent from 12 to 18 days in Ohio preparing for the Runoffs. We ran a three- to five-car team back in those days. Sometimes representing as many as six National Championships just out of our trailer. It was thrilling to be a part of it, and made the old axiom "You are only as good as your competition" a reality for me. I competed in a tough crowd and learned from the best.

Looking back at the results for those years - though my finishing positions were not so sterling - I can unequivocally say my development as a racecar driver was at its height. In those years, I went from hiding out in the trailer after qualifying in 1994, just trying to reconcile myself to the awful result, to breaking into the top 10 runners. It was some of the most disappointing racing and some of the best racing of my life.

THE STORIES

To this day, I vividly remember getting hit by Brad Stout, who had been sitting in the middle of the track and decided to start up and go left out of the keyhole - at exactly the same time I decided to pass him on the left. I ended up buried axle deep with pea gravel down the back of my driver's suit. In one of the best drives I've ever seen (albeit from the gravel trap), Brad went on to a podium finish. Insult to injury was that Speedvision used the footage of my off-course excursion as the opener on all Runoffs coverage. So I got to relive it dozens of times - always ending the same way no matter how hard I wished the result to change.

The start of the 1998 Runoffs from 29th out of 39 cars was epic - for a few hundred feet. It was as if the waters were parted, cars were to the left and right of me leaving a wide-open runway right down the middle of the track - to two cars sitting sideways right in my wide-open-throttle path. It didn't go well. But, like most drivers, I stuck it in gear and endeavored to rejoin the fray. Though it took me a corner or two to diagnose it, there was no functioning steering rod on the left side and I limped to the hot pits to watch.

Then there was the time a six-car pack headed into Madness on the last lap. Had

I known it was the last lap, I'd have pushed harder to make a couple of ambitious passes. But in a six-car, wheel-to-wheel dogfight, counting laps sometimes doesn't enter into it. Just staying alive is primary! Though disappointed as I looked up at the scoring pylon on the cool-off lap, the heady flush of excitement from a great race with Jeff Loughhead, Nuby, Dennis Andrade, and others was a salve to my seventh-place finish. That event is the reason I sport No. 7 on my racecar today.

No retelling of Mid-Ohio is complete without the Bill Noble story. He had come off a win at the last Road Atlanta Runoffs the previous year and recaptured the title in 1996 at Mid-Ohio. Naysayers vowed he wouldn't win at such a technical "drivers course." But he did. He named each of his five National Championships, and this one was called, well, I can't put it in print. But feel free to ask me next time you see me.

As with all great races like the Runoffs, there will be stories created at Mid-Ohio this year. Heroes will be crowned, there will be disappointments and victories - not all of which will be counted on the podium. I'm fired up and can hardly wait to be part of it. This is the Club that I want to belong to! 🏁

Membership Drive Contest

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

MEMBERSHIP REFERRAL LEADERS FOR MAY 2016

NAME	REF	REGION
Brian Ghidinelli	50	San Francisco
Gayle Jardine	41	Cal Club
Warren Leach	31	San Diego
Gal Mesika	30	Washington DC
J. Burchardt	20	SW Louisiana
Derrick Taylor	17	Buccaneer
Todd Higgins	15	South Jersey
Darren Gunn	9	Central Florida
Jim Nowlen	9	Milwaukee
John Zuccarelli	9	Florida

There are 1,450 additional members with at least one referral.

REGION LEADERS

(Category based on 2015 yearend membership)

REGION	GROWTH
Jumbo Regions (800+):	
Chicago	8.7%
Milwaukee	8.5%
Texas	7.1%
Large Regions (401-799):	
Finger Lakes	12.7%
Ohio Valley	7.9%
Northwest	7.4%
Medium Regions (200-400):	
Utah	30.0%
Mohawk Hudson	28.5%
Northwest Ohio	16.0%
Small Regions (<200):	
Puerto Rico	83.3%
Montana	51.6%
Great River	30.5%



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RACHEL BAKER

NEW ENGLAND REGION
SCCA MEMBER SINCE 2013

“I started autocrossing shortly after purchasing my BMW 135i, when a fellow 1 Series owner suggested I try it. This would be the first in a series of autocross events that would alter the course of my life. I was hooked. After two years, a local SCCA member approached me and asked if I wanted to drive with him. What? People want to share their cars? How exciting!

I attended an Evo Performance Driving School where, after riding with me, my instructor told me I needed to attend the Tire Rack Solo National Championships. I laughed it off.

My first National Solo experience came a year later when a fellow SCCA member offered to let me drive their car at a local Tour and then the Solo National Championships. The following year, the car that had been offered wasn't able to make an event, and fellow class competitors - having never met me before - offered to let me drive with them. I couldn't believe the generosity of these people! That year, 2013, had me driving three different cars with as many people, and eventually winning a National Championship!

So, this year I decided I would drive my own car. I was a little apprehensive being on my own and traveling to events, but I needn't have worried. Although everyone had their own car, class, and issues to deal with, they always managed to find time to give me moral support, driving analysis, and even changing sway-bar settings. Initially, I thought I would be driving on my own this year, but it turns out I've made such amazing friends that I'm never really on my own. I am super grateful to the SCCA for enabling me to meet people inside, and especially outside, my SCCA Region who are now some of my favorite and most important people in my life.”

IMAGE Perry Bennett



ANALOG



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Like a Virgin

RallyCross edition



Like a virgin: dirt for the very first time. That was how I felt, shiny and new. I've been eyeing SCCA RallyCross for a while; catching those drifty *SportsCar* shots of Subarus throwing rooster tails that obscure most of the car. I've always been a closet rally dreamer, and this is an easy way to stick a toe in the muddy water.

Years ago, I did get thrown onto Pikes Peak by the Bridgestone Supercar Series, back when it was all dirt. Best thing I ever did in a car, and I managed not to launch myself off the mountain like I did last year with Pikes Peak Racing's Nissan GT-R. Leading at the time, of course. After all these years hooked up, sliding on purpose is an urgent call.

I live outside Atlanta, and this region has started running events at a giant off-road park called Durhamtown, way out in the boonies. They use a simple circle track and infield meant for side by sides.

With no current racecar working, I drove down in my Volvo V70R hot all-wheel-drive wagon. It's very clean, and kind of low, but I have a lot of friends, and figured I'd have a look and then go begging if it didn't seem right for the Volvo. I walked the course and went begging. Not real rough, but not recommended for splitters and air dams.

You and your car will get dirty. Here in the Georgia countryside there was prodigious dust, though that mostly just added to the fun.

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

Courtesy Randy Pelt



PLAYING IN THE DIRT

Randy's first RallyCross experience involved a steep learning curve. And while he wasn't the fastest one on course that day, he might have had the most fun.

"Imagine, folks, sliding is actually the fast way around, and not just for show. What a concept - I love it!"

There was a small but dedicated dirt crowd, with more entrants under 40 than over, a good sign for the SCC of A. As I stood at the registration tent, I felt strange and out of place. New. Virgin. Lost. *Whaddu I do next?* Where's the course? What tires work? And on and on.

I trolled the paddock, ride antenna up, stumbling upon Christian Retterer, changing the tires to something made in Finland on a 1990 Eclipse Turbo AWD, co-driving with a spunky young woman named Deborah who had ridden in on a sport bike (bonus adventure points). They asked what I was driving, and I said I did not think my Volvo was a great idea, and Christian said, "Want to try this?" Randy said, "Do deer do it in the Georgia pines?"

I ran an Eclipse FWD for my ex, Linda, back in 1993, which she ran well at the Runoffs at Road Atlanta. I know the cars well, and could see Christian had done a lot of rally mods. But you can just drive up in your kid's high school car. Frankly, some of the fastest times were a very stock-looking 1992 Sentra and a nearly unmodified Miata (National Champ Charlie Davos and son Matt). Seems soft, tall, long bump-rubber factory suspensions work pretty dang well in the mud and weeds.

The field included mostly Subarus of all types, from late model STi to early Impreza to roof-racked Outback wagon. There was a nice new Mini, and even a Cadillac SRX, which never looked so big until between the cones. Funny, but there was not one Corvette.

The course was tighter than before due to a new fence installed around the site. It looked a lot like an autocross, just on dirt and grass. As I walked (hiked?) the course, I couldn't help busting out laughing - something that happened a lot that day. So, we're really gonna blast around these cones. Sitting here in the field. Little chuckle - big laugh! Like that. Y'know?

Then we all got one slow parade lap, possibly to read the bumps and terrain. Passengers are legal. It seems to be encouraged, even. The feel was very grass-roots, like my early autocross days, and I liked it. I hung back and watched a couple runs.

Yeow! This is so hooligan! The first car tore off the line throwing motocross-style roost, leaping over the crossroad and blasting a great arc of red clay and grass shavings across the sky, yeeeeeeaaahhh! Ha! There it came again - and again. What a show. The ground-bound contrails were glorious. Christian handed me a breath filter mask for our turn at course work, and now I see why. But I enjoyed the aerodynamic studies in the swirling dust clouds.

What a terrific sport. Imagine, folks, sliding is actually the fast way around, and not just for show. What a concept - I love it! But sliding too much still hurts the speed.

I rode with Christian, who made magic in the Eclipse. Beautiful all-wheel drifts the whole run. Made it look so easy. He spoke very highly of the Team O'Neil Rally School he'd just done, and his schooling showed. "It's

all weight management," he said. Speaking my language, I thought, pleased.

Then I hopped in; all arms and elbows and feet flailing, and laughing out loud, again. Huge understeer, full-lock plow, then huger oversteer, barely hanging on. Think ahead? How, when I'm about to cream this set of cones? Even with the Scandinavian gnarly rally tires, there ain't much grip. This sport takes finesse, and this rookie didn't have it. Yet. The instant I'd get up some speed, I'd be in big trouble at the next maneuver; and I loved it.

The course work chasing pylons turned out to be very entertaining. I ran my phone battery down shooting action pics. Is that bad? There's a lot of action, folks. And a lot of filthy, airborne silt, but it lent a lighthearted, youthful, what-the-hell-it's-a-party air. And did I mention, the majority of the entrants were youngsters under 30?

Get this: every run counted. Cumulative. I really liked that. It made an endurance event of it. Any pylon penalty would haunt you to the very end. I guess they have to, because the wear changes the course constantly. I proudly kept my nose clean, but Christian still kicked my tail. On a fun run in the Davis Miata, I was astounded at how quickly it would turn on dirt. Miata: the universal answer.

Smooth is still fast here, and believe it or not, you've got to think even farther ahead. I didn't. But it felt good to be a rookie in a new experience. People, you've got to try RallyCross! 🍷

MAKING IT

The road to success has been a circuitous one for Jesse Prather, but every step has led to where this three-time Runoffs National Champion and race shop owner wants to be

WORDS & IMAGES Philip Royle

“My dad started Club Racing in 1979 - in the same MGA he has today,” Jesse Prather explains as we sit down to chat in Jesse’s race performance shop, Jesse Prather Motorsports. His shop, located in the southern end of Topeka, Kan., is not only a stone’s throw from SCCA’s National Office, but also Heartland Park Topeka, the racetrack where Jesse claimed all three of his SCCA National Championships, two in F Production, one in E. It’s also not far from the race shop his father owns. Ultimately, all these elements worked in tandem to build Jesse’s dream.

“We went to the races ever since I was a baby, so I grew up at the racetrack,” he continues. “That’s what we did. We didn’t go on vacation - we went to the races.” Around 1990, the Prather family moved from Virginia to Topeka, which is where the family, both older and younger, set up shop, so to speak. Kent, Jesse’s dad (and now eight-time SCCA National Champion), opened Prather Racing, serving the British racecar community and, after some bouncing around through Idaho and Minnesota, Jesse came home to work with his father.



"My dad needed help in his shop in Topeka, so [my wife and I] came back and I worked for him for 10 years," Jesse explains of what was the beginning of his own rise to SCCA racing notoriety – ironically, not in British cars.

"I had a guy in town who was running a GT3 RX-7 convince me to take a rotary engine apart," he says. "I thought it was fascinating, so I started building his engines. Then around 2000, I bought an RX-7 for E Production and started developing that, and that's how it all started."

From there, Jesse expanded his father's British car racing business to include Mazdas, with almost instant success. The rotary engine business was going well, then Miatas showed up in Production and life for the Prathers changed. "Chris Bovis wanted to build a Miata, so we built that for him," Jesse says. "He ran it for a couple of years, then I bought his car in June 2006, ran my first race in that car in July, went to the Runoffs in September and won. That was my first year in a Miata, and it was awesome."

With SCCA Production-class Miata business ballooning, Jesse was forced to

"[I] ran my first race in that car in July, went to the Runoffs in September and won"

JESSE PRATHER



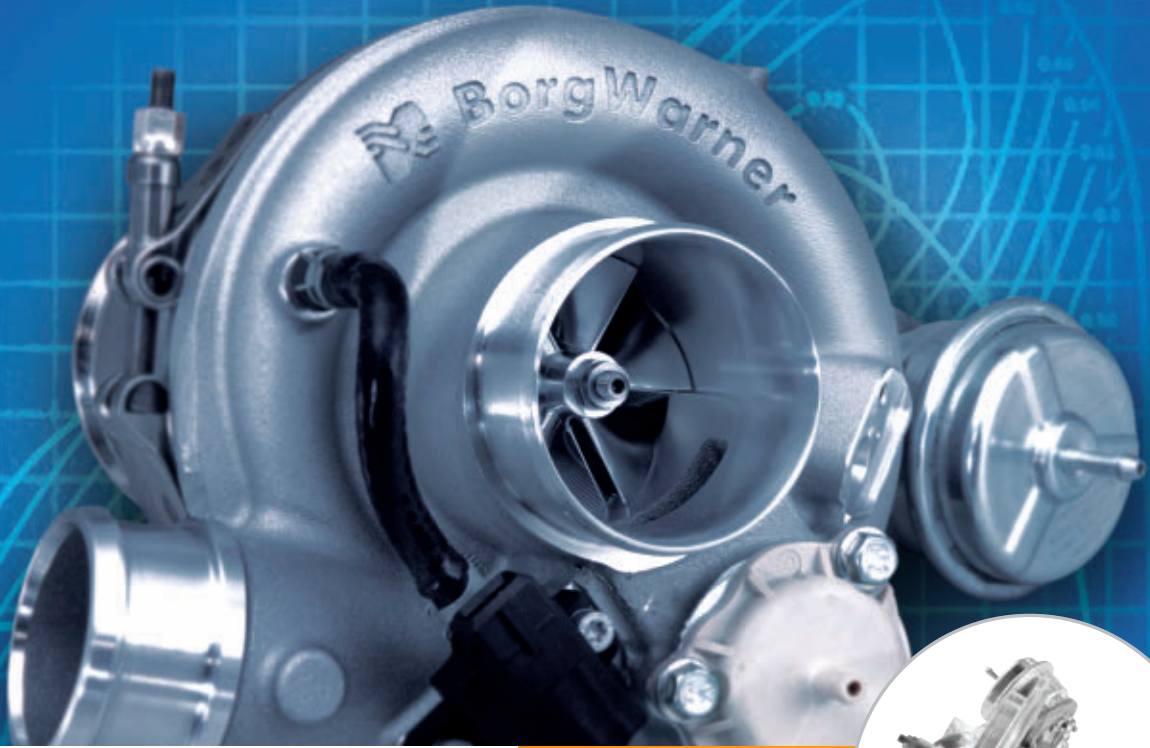
make a difficult decision. "In 2009, I decided it was time to take my Mazda business and go out on my own," he says. He rented a shop in town and took the plunge, being careful not to compete with his father's business. After a few years, however, he felt his business could do with a change ("I decided I wanted to stop paying rent," he admits), so he and his family moved to the edge of town to a house on 11 acres of land. Behind the house was a large metal structure perfect for the future of Jesse Prather Motorsports. "The building was just a metal exterior and dirt floor. I came in and designed it the way I wanted."



MEMORIES

(LEFT) Jesse Prather recalls the good times he had on track racing alongside Tom Thrash during the mid 2000s. Tom passed away seven years ago, but he's still in Jesse's thoughts. Jesse plans to roll out a new EP RX-7 for the 2017 season built as a tribute to his friend. (FAR LEFT) Jesse keeps photos of his racing and family in a drawer next to his work bench.

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COVER FEATURE

The building, where we're talking, is indeed nice. A dyno, a lift, eight cars, and enough tools to build championship-worthy racecars surround us. One of those cars, a third-generation MX-5 Jesse built for E Production, is arguably the racecar that started Jesse Prather Motorsports down its most recent journey. "Mazda was keeping an eye on some of the parts I'd developed over the years," he says. "They then approached me about selling some of my parts through Mazda Motorsports. We're over a year in on that now and there have been no problems."

The reason? Everything that comes out of his shop has Jesse's touch. "It's all stuff I developed and tested on my cars," he says. But while he's now selling more product than ever, he still aims for quality first. "It takes me time to provide Mazda with the big orders," he admits. "Even if I have someone make something for me, I inspect it all. Like the shocks; I assemble the shocks and put a base setting on every single one before sending them to Mazda."

While predominantly a Mazda and SCCA Production-class man, all but owning the Miata EP and FP Runoffs podium finishes as of late, Jesse has also branched out with his clientele, building the motor in Cliff Ira's Acura that won STL at the 2014 Runoffs. He's also reached into the Touring world, assembling the motor that won Touring 4 that same year.

"What drives me these days is to see my customers succeed," he says. "My goal is not about 100-percent focusing on me winning another National Championship - my goal is getting my customers National Championships. I get more satisfaction out of that than

"For 2017, I'm building a Tom Thrash tribute car...it's going to be fast"

JESSE PRATHER



OFFICE SPACE

Jesse Prather's office is a large metal building that looks like many other metal buildings in the area - from the outside. Inside, Jesse builds indeniably fast racecars.







CUSTOMER BASE

Jesse Prather does it all, from building racecars for customers to piloting them himself (ABOVE). While he anticipates his own return to the Runoffs podium soon, he gets just as much enjoyment from seeing his customers succeed (RIGHT).

anything else. It's about the customer and their successes."

That said, Jesse has plans to return to the Runoffs podium. "For 2016, I'm racing Spec Miata in a 1.6L car," he says, admitting his season has been hit and miss so far. While he plans to build a 1.6L motor for the car before the Runoffs and put on a respectable performance, this year's Runoffs will mostly be for fun. His serious plans involve a return to E Production in time for the Runoffs at Indianapolis Motor Speedway in a car that brings Jesse's story full circle.

"For 2017, I'm building a Tom Thrash tribute car," he says with a smile, as we stand next to his latest purchase, a first generation RX-7. Tom and Jesse raced side by side in E Production for years until Tom's unfortunate passing in 2009. You can tell the friendship meant a lot to Jesse.

"It's a project that Paul Pineider had that was intended to be a Tom Thrash team car, but after Tom passed away, Paul just had the car sitting, so I bought it from him," Jesse continues.

The RX-7 is mostly disassembled, but it's

"I'm a big family man. I work hard to provide for them... that's the way I am"

JESSE PRATHER

surrounded by custom parts just itching to go on. "It's going to be fast," he grins. "It's super trick. It'll be old school with new school thinking. Nobody has seen a car like this. For every little aspect of the build, I sit down and think of a way to make it better, or 'tricker,' or cooler - to make the car better, lighter, lower center of gravity, better suspension components, everything."


Around this time, Jesse's son Calvin pops into the shop to see how things are going. Calvin, at nearly 15 years of age, helps his father assemble some of the parts that ship from Jesse Prather Motorsports. Jesse says his kids are more into their own hobbies, but Calvin does show some interest. "My daughter's been through a Street Survival school, and my son will do that this year," Jesse says, "but as for getting them on the



Jeff Loewe

track, I've never pushed them to do it."

And this doesn't bother Jesse in the least. "I'm a big family man," he says proudly. "I work hard to provide for them. I don't spend late evenings or weekends out here in the shop if I don't have to; I prefer to spend time with them. That's the way I am. I work hard all week and I separate that from my family time - and I also have a fantastic wife I love to spend time with."

So what's next for Jesse and Jesse Prather Motorsports? "People ask me where I want to go now [with the business], and my answer is that I'm there," he smiles as we wrap up the interview and he itches to get back to work after a distracted morning with this photo shoot and interview. "I'm loving what I'm doing. As far as I'm concerned, I've made it. I'm right where I want to be." 

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Mid-Ohio Sports Car Course hosted the SCCA National Championship Runoffs from 1994 through 2005, and after 11 years away from the famous road circuit located in central Ohio, the Runoffs is making a return visit on Sept. 19-25, 2016. There will be two kinds of competitors making their way to the Midwest in September: those who have Runoffs experience at this track, and those who don't. In an effort to even the playing field, however, we've asked a few drivers with tremendous experience at Mid-Ohio to talk about the fast line, and any potential danger zones.

Who is our cast of experts? Scott Rettich calls Mid-Ohio his home course, and he's collected many Club and Pro Racing wins there over the years in both Formula cars and Spec Racers. John Heinrich earned eight National Championships in just five years on this track from 2001-'05. David Daugherty has claimed six championships at Mid-Ohio over the years. Randy

Pobst has three podium finishes, one championship, and numerous Pro Racing victories in both World Challenge Touring Car and GT on this course. Also of note is that Rettich, Heinrich, and Daugherty were on hand for the June Majors at Mid-Ohio, with Rettich and Heinrich scoring wins and Daugherty coming in a close second to Heinrich.

The Runoffs is set to compete on the 13-turn pro racing course configuration, which omits the "bus stop" chicane heading into Mid-Ohio's famous Keyhole hairpin turn. That designates the Keyhole as Turn 2 and the Carousel as Turn 12.

Mid-Ohio is also unique in that the green flag for Runoffs races is given on the long back straight between the Keyhole and the flat-out Turn 3 kink, while the checkered flag and restarts are given from the finish line between Turn 13 and Turn 1.

So, let's get started and see how much faster we can make you...

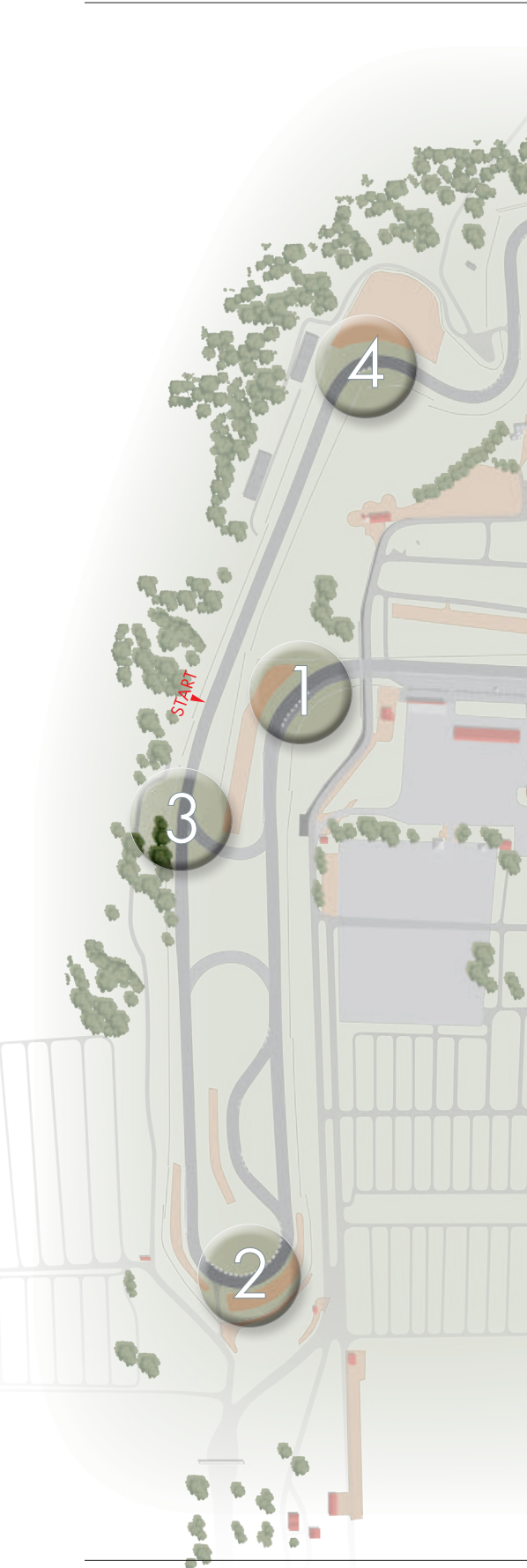


HOW TO WIN AT MID-OHIO

The secrets to successfully navigating Mid-Ohio Sports Car Course at this year's National Championship Runoffs exist here, in 13 easy steps

WORDS Jeff Zurschmeide

W82.6236°



TURN 1

Turn 1 is a long, left-hand sweeper of about 90 degrees, and one of the fastest turns on the course, as it sits between two substantial straights. The turn is important, and subtle, with some danger.

"Classically, you would move to the right, but since they repaved, you have to be to the left of the outside by half-a-car width," Heinrich says. "If you go wide and try to turn in, you have to go through an off-camber part of the turn and the car will understeer. Plus, you don't want to brake all that hard, so you don't want to take off too much speed. You'll lose time."

Daughterly employs a classic line, and keeps the car on the blacktop. "I like to apex about two-thirds of the way through the turn, and then drift out right to the rumble strips, without getting onto the rumble strips," he says. "The one crash I had there, I was on the rumble strips, and they drop off at the end, and the next thing you know you're in the guardrail on the left."

Rettich concurs with the warnings on this corner. "Go right up to the yellow curb, but be careful because, if you go off, you can definitely go for a ride," he says.

Pobst finds opportunity in this turn. "If you see the guy you want to pass is weak in Turn 1, you can pop out and brake straight for the apex, and thrust yourself in front. It takes a very aggressive late brake," he says.

TURN 2: THE KEYHOLE

Turn 2 is a classic right-hand hairpin leading onto the longest straight of the course, and the entrance to this corner is one of the classic passing zones at Mid-Ohio. This is a turn where personal preference comes into play, and there are several ways around.

"Setting up for the Keyhole, you can brake quite a bit later than you expect because you're going uphill," Rettich notes. "Then you turn in, and a lot of people turn in late and apex late, but you actually want to start turning in quite a bit sooner, and by the time the curbing starts, you want to be within five feet of the curb. Then apex about two-thirds of the way around the curb, and unwind the wheel to carry speed onto the backstretch."

Heinrich has a slightly different approach. "You don't take the classic line," he insists. "It's best to double-apex that turn. Brake from the outside of the track to the first apex. Also, don't go all the way to the outside, or you'll lose grip."

"There will be people who double-apex, but I apex two-thirds of the way around the turn," Daughterly says. "You also want to stay off the line if it's raining, because it gets very slippery."

TURN 3: THE KINK

Turn 3 is a flat-out right-hand bend in the back straight. For most SCCA Club Racing classes, this is barely a turn at all. It is significant, though, as it's the location of the green flag.

"I would recommend being ready to go early on the start. I think early greens are much safer at this track," Pobst says.

"Just be careful you don't end up in the sand trap at the end of the straightaway," Rettich warns. "The Kink is easily flat-out, then brake in a straight line."

TURN 4: CHINA BEACH

At the end of that long straight, you encounter a medium-length right turn of slightly more than 90 degrees. This is one of the classic passing zones, but the hazard here is a large field of pea gravel on the outside, set to catch cars that carry too much speed from the back straight.

"Turn 4 is all about setting up for Turn 5," Daughterly explains. "If you hit it right, you can really carry a lot of speed."

Heinrich agrees. "It's a fairly early turn-in, because it has to do with the way you take the next turn. I don't move to the right very far, and because of that I can earlier apex Turn 4 and carry more speed."

Rettich offers some home-track tips. "You can drive over quite a bit of the apex curbs here, because there's a lot of grip," he notes. "When you track out of Turn 4, let the car drive almost all the way up, because you only have to pull the car back over a few feet."



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TURN 5: MADNESS

Mid-Ohio is a predominantly right-turning course, but Turn 5 is one of the few serious left-hand corners, known to drivers as “Madness.” This corner is a medium-long turn of about 120 degrees, with the radius opening slightly on exit.

“You’ve got to carry speed over Turn 5 – it’s absolutely critical,” Daugherty teaches.

“It’s a quick tap of the brakes and then back to power,” Heinrich agrees. “You want to be right up to the curb, but not on the curb. Then you want to track out about two-thirds of the way, so you can get all the way back to the outside to set up for Turn 6.”

URNS 6-7-8: THE ESSES

The Esses at Mid-Ohio comprises Turns 6, 7, and 8 in a right-left-right combination that starts tighter and then opens up, building speed.

“Tap the brakes, turn in relatively soon and drive over the apex curb, then stay in third gear flat-out through the next several corners,” Rettich says of his open-wheel racecar and Sports Racer.

Daugherty favors a nuanced approach. “You want to use all the track at the exit of Turn 6, but get back a little bit before Turn 7,” he says. “Turn 8 is interesting – I’ve seen people apex a car-width out, and be faster than those right up against the apex. If you stay out farther in Turn 8, you straighten the straightaway a little bit better, you can brake a little bit better, and you can get into Turn 9 better.”

Heinrich speaks from experience with heavier, high-horsepower cars. “Find a line where you can carry momentum,” he

suggests. “It’s going to be different in a high-power than a low-power car, because a low-power car won’t be on the limit of the tires. In Turn 8, you can turn in a little earlier in a low-power car and take an early apex, but in a high-speed car you want a later apex.”

Pobst has a warning here. “I do not recommend a surprise pass into Turn 6. It’s almost impossible to pull off because the brake zone is so short,” he advises.

TURN 9

After a short straight for braking, Turn 9 is a medium-length right of just less than 90 degrees, heading up then down into the section known as Thunder Valley.

“You don’t want to brake too hard and upset the car, so release the brakes at turn-in, and turn relatively early,” Rettich advises. “You want to drive over the inside curb. You can carry a lot more speed than you think. Then as the car goes up over the crest, you’ll tend to get a little bit loose. Once you get close to the exit curbing, the track comes back and you can settle in, but this is one place you want to be cautious about using too much of the exit curb, because if you go beyond that curb, you can go off. This corner separates the fast drivers from the average drivers.”

“Two places to look for a surprise pass are between Turn 8 and Turn 9,” Pobst offers. “You set it up by using late apexes in the Esses, which will straighten you out for a surprise pass into Turn 9. You’ll have to protect that on the last lap! It’s a very aggressive late brake to avoid a crash.”





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TURN 10 AND 11

Turn 10 is another gentle right-hand bend, this time through Thunder Valley, leading up to a long left-hand bend of about 40 degrees.

"You're really just getting lined up for Turn 11," Heinricy says. "In a lower-power car, that's flat-out. Be smooth and carry speed."

Rettich sees opportunity here. "There's a potential passing zone leading up to Turn 10. Lift slightly and then back to power. It's a very fast corner. Use some of the inside curb and track out all the way," he says.

"Don't brake for Turn 11, it's a momentum turn and you want to carry speed," Daughtery advises for cars capable of the maneuver. "Go in fast, take the turn fast, use up all the road, and then don't worry about moving too far left to take Turn 12."

TURN 12: THE CAROUSEL

Turn 12 is known as the Carousel, and it's another right-hand hairpin like the Keyhole, but its position leading up to the finish line makes this corner critical on the last lap of every race.

"There are at least two or three different lines that work," Daughtery observes. "Some people stay all the way at the bottom and it works, but I drive two-thirds of the way across the track, and then turn the car, because it sets me up for Turn 13. One thing to watch for is that there's a bump at the exit of Turn 12, and if you're in a heavier-sprung car, it will put you sideways."

Heinricy thinks of this turn from the perspective of a racer who drives both B-Spec and Touring 1. "In a slow car, you use all of the exit of the Carousel, and you don't need to move all the way over, so Turn 13 is not a real turn; you can take it with an early apex. In a faster car, you have to give up the exit of 12 to make the most of Turn 13."

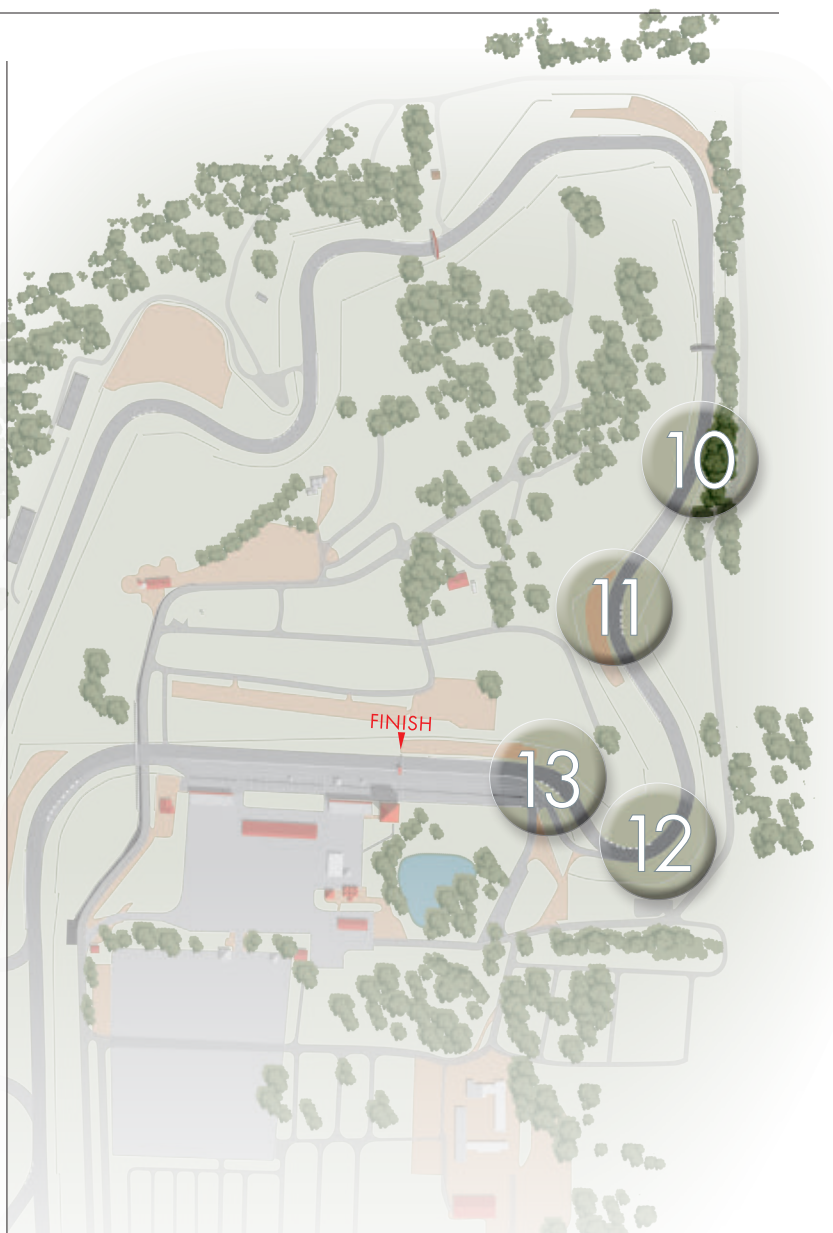
Rettich notes that there's a surface change that drivers can use to their advantage. "You can wait until the crest of the hill to start braking," he says. "There's a seam about 10 feet from the edge of the track on the inside that starts coming in. Follow the seam in the track to just gradually bring the car down."

TURN 13

The last turn in a lap of Mid-Ohio is an easy 45-degree left, taken under acceleration. Because this is the last turn leading to both the timing line and the checkered flag, it can figure more prominently than expected in both qualifying and a race.

"If you're going to run a good lap, you have to start in [Turns] 12 and 13," Daughtery explains. "On a really good qualifying lap, I'll make Turn 13 a really wide turn to get as much speed as I can going onto the straight."

Randy Pobst agrees, noting that the timing line is on the front straightaway just past Turn 13. "In the Carousel at the beginning of a qualifying lap, exit speed is important, but at the end of the lap, entry speed to the Carousel is important because of where the timing line is," he explains.



FINAL THOUGHTS

It's tempting to think of a track as a series of separate events, but the champions know that Mid-Ohio is also a cohesive whole, and you have to approach it with the right attitude to be consistently fast.

"Don't overdrive," Daughtery coaches. "Be smooth and carry speed. Mid-Ohio is absolutely a smooth track, and you should drive it with as light a touch as you can. You can't hustle it. To get fast, it's a matter of inches on every turn. There's no turn where you're going to win big or lose big. Whittle away at it."

"It takes a while to learn the nuances of the track and get good lap times," Heinricy agrees.

Pobst has a few areas of concentration to suggest. "Work on exits of the Carousel and Keyhole," he says. "Also, Turns 1 and 11 are both fast left-hand corners, and the slower corners with understeer are all right turns. So, you can offset your car's alignment or corner weights to make the car more stable in left turns, but more prone to rotate in the right hand corners."

Asked about a strategy to win, Rettich has a simple solution. "My plan is to drive smart and make sure I have a good strong car for the shootout in the last few laps of the race," he says.

That's good advice all the way around. 🍷



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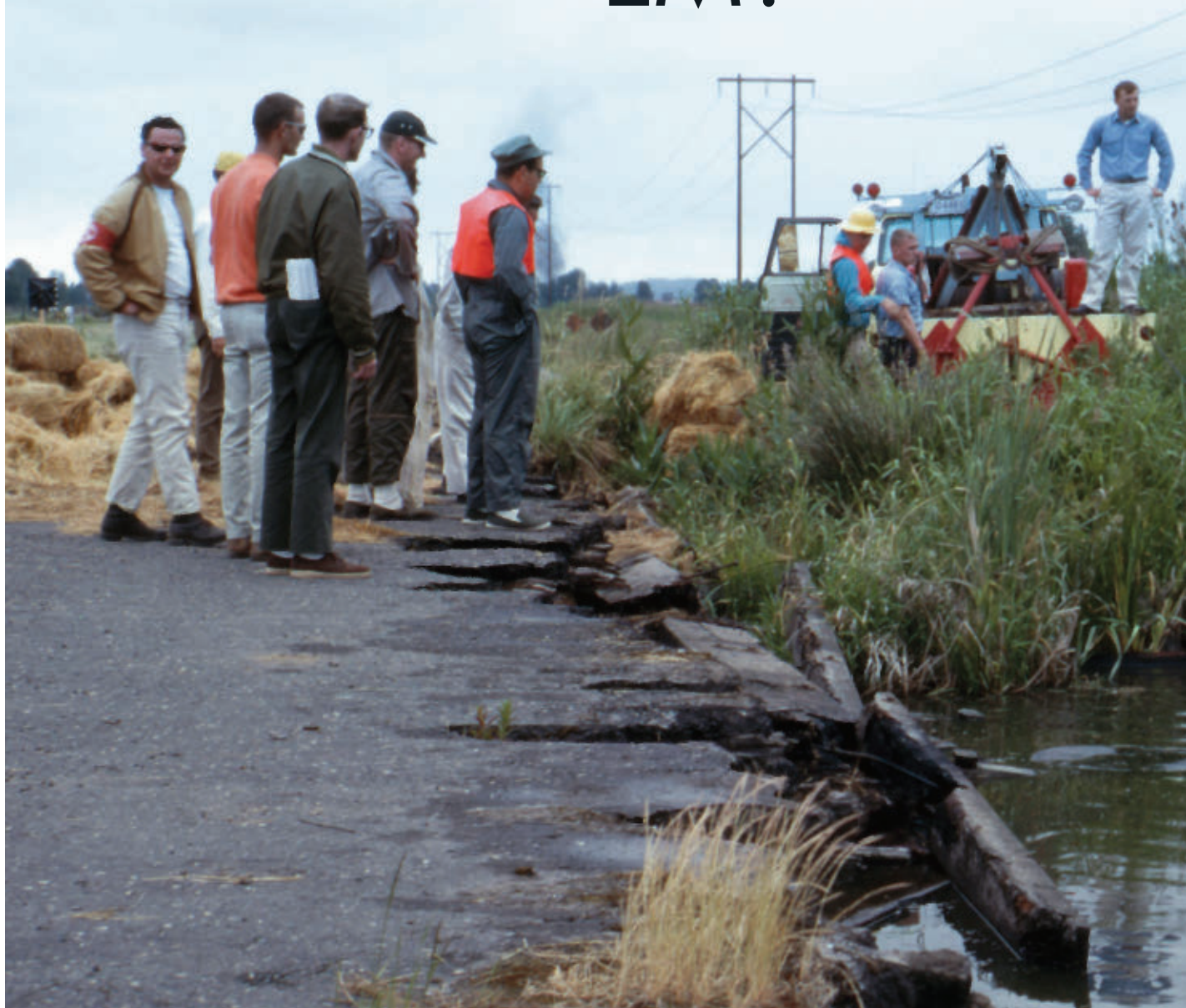


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RACETRACK BARRIERS WHO NEEDS 'EM?

Impact barriers have come a long way since the days of hay bales and half-submerged tires – and the development continues

WORDS Jeff Zurschmeide | MAIN IMAGE Courtesy PIR





LEARNING CURVE

A variety of racetrack barriers have been used throughout the years, from almost no barriers, which worked out not so well during races at Portland International Raceway (MAIN) in the 1960s, to half-buried tires, the likes of which Riverside International Raceway (RIGHT) once used in abundance.

LAT



There's an old joke among race drivers that says excessive speed will never hurt you - it's the sudden stop that does. Like most dark humor, it's funny because it's true. Nothing good happens in a crash, and if you crash into something heavy and hard, it's even worse for your car and your body.

From the beginnings of automobile racing, drivers and organizers recognized that some kind of barriers were necessary in key places around any given racecourse. In the early days, most road racing circuits were just country roads or city streets blocked off for the big day. A few bales of straw were generally placed between the racecourse and corner workers, starters, and spectators, but races were often held without even that much protection. The lack of safety barriers between spectators and cars led to some of racing's darkest moments in that era.

"Don't discount the early use of earth as a 'safety' barrier," recalls longtime SCCA racer and safety advocate Jim Downing. "One of the early reasons for the invention of the HANS Device was because of Patrick Jacquemart's fatal accident into the earth bank at Mid-Ohio in 1981. I also recall serious accidents at Sebring in the 1950s and '60s at the hairpin, which ended in an earth bank. I was there starting in 1956 as a young spectator."

In addition to hay bales, early racecourses abounded with hazards including trees, houses, phone poles, and ditches by the road. In 1966, after a devastating crash through a phone pole and into a farmer's barn, Formula 1 driver Jackie Stewart began to agitate for better track safety. "We were racing at circuits where there were no crash barriers in front of the pits, and fuel was lying about in churns in the pit lane. A car could easily crash into the pits at any time. It was ridiculous," Stewart explained.



BALE OUT

Hay bales were popular racetrack barriers, but early on even those weren't taken too seriously (LEFT, Portland International Raceway, 1966). By the late 1960s, the same track used hay bales to aid more substantial barriers (BELOW, 1969). These types of systems have since been replaced with concrete barriers on the straights, used to deflect rather than grab.

FINDING IMPROVEMENTS

As time went on, purpose-built racetracks replaced street courses. With the ability to design and improve a dedicated facility, racers began to improve their barriers. Freeway-style overlapping guardrails, frequently known by the trade name "Armco" became popular. Guardrails were often used with straw bales placed in front of the rail to provide some additional cushion in the event of a crash.

In the 1970s, flag stations were often protected by 55-gallon drums. These would be half-buried standing up, and then filled with sand for additional mass. A similar design is known as a Fitch Barrier, which is a plastic barrel filled with sand, or sometimes water. The inventor of the Fitch Barrier, John Fitch, was an SCCA racer and, like Jim Downing, is a member of SCCA's Hall of Fame.

Another development in this period was the tire wall, created from used tires by bolting several stacks of tires together into a unit weighing several hundred pounds. By arranging the tire units with some space to move, a tire wall offers a more compliant barrier than an earthen bank or a length of guardrail.

"The banded tire wall is a reasonable solution, cost-wise when that's necessary, and it usually is," Downing says.

Among the most common barriers in use today is the Jersey Wall, also known as K-rail

in the western states. Most often made of concrete, these barriers are designed to deflect a vehicle in a shallow angle collision. Loops of cable, cast into the concrete at either end, allow the barriers to be fastened together to produce longer lengths of wall.

All these developments helped to increase the safety of drivers and workers, and as a side benefit reduced damage to cars. Today, the FIA enforces strict standards for runoff surfaces, curbs, and barriers before a track can be certified for competition. The FIA regulations state in part, "As a general principle, where the estimated impact angle is low a continuous, smooth, vertical barrier is preferable, and where it is high energy dissipating devices and/or stopping barriers should be used, combined with a run-off area and deceleration system if there is sufficient suitable ground available."

ENERGY DISSIPATING BARRIERS

The effort to improve safety barriers continues, and developments in the last 20 years have greatly advanced the science of crash barrier design. In the late 1990s, some tracks adopted a system called Polyethylene Energy Dissipating System (PEDS) that consisted of large pieces of polyethylene foam placed along the wall and bound together. But a 1998 crash by Arie Luyendyk during an IROC race showed that the PEDS could bounce a car back across the track, and



the foam pieces came apart under the heavy impact, creating debris.

Oval tracks have since gravitated toward a design known as the Steel and Foam Energy Reduction (SAFER) barrier. Created by researchers at the University of Nebraska, this design uses closed cell foam cushions placed behind a wall made of square steel tubing. The SAFER barrier works because the metal surface will deform and the foam will absorb the force of impact in a high-speed collision.

Similarly, Tecpro barriers are used by Formula 1 tracks around the world. This design uses a foam-filled plastic shell with a central metal plate for reinforcement. Three nylon straps connect each section of barrier to its mates. Additionally, hollow plastic shells are used behind the Tecpro wall to absorb energy.

In every type of crash barrier design, the goal is the same: to dissipate the energy of an impact over time and space to protect the driver and control the motion of the vehicle.

"They've got great technology that absorbs a lot of the initial energy that snaps the driver's head - I think that's wonderful stuff," Downing says.

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DEVELOPMENT CONTINUES

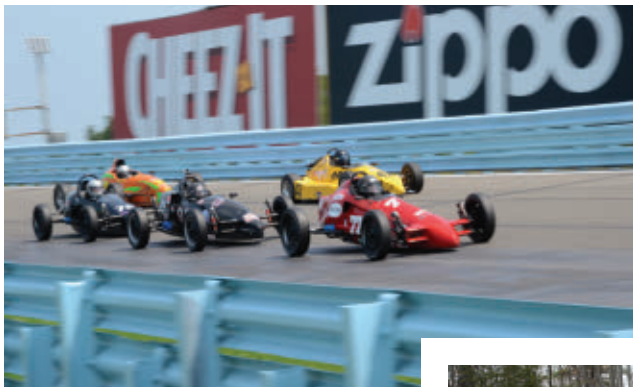
Richard Valentine is a longtime SCCA member, a professional racer, and a keen advocate for driver safety. Valentine is also the founder of Impact Safety Systems and inventor of the ProLink Barrier, a new form of energy dissipating crash barrier. The ProLink system is designed to bring the best aspects of all prior barriers together by providing the necessary cushioning effect in a configurable and connected package.

"The whole idea is to give a softer landing," Valentine explains.

The ProLink design is a series of hollow plastic barrier segments that fit together like a chain, with a tough plastic anchoring pin between segments. Once assembled, each segment can be filled with water to add weight. There is no limit to the number of barrier segments that can be connected, and the amount of water can be adjusted to provide varying amounts of resistance based on the barrier location.

"When they're linked together, they have a cumulative pull," Valentine explains. "The barrier gives you cushion when you hit it, but it drags the other barriers along, too."

Valentine makes his barrier segments from a thick composite plastic that stands up to impacts without cracking or shattering. Because the segments are modular, ProLink allows for any configuration including curves, 90-degree angles, and even switching course directions. The system is also designed to be stackable for storage.



Anthony Bragor

SOFTEN THE HIT
(LEFT) Tracks like Watkins Glen use a lot of close barriers. While the barriers look hard, they are designed to dissipate some of the impact. (BELOW) Crash barrier technology is still on the march, with companies like Impact Safety Systems prototyping new barriers.

"They're just plain easier," Valentine says. "Our barriers are extremely portable [and] lightweight when empty, with quick-release PVC anchoring pins, all of which makes deploying fast and simple. And, they reduce delays during crash cleanup – one worker can replace a barrier in less than 10 minutes."

From an SCCA perspective, one of the innovations Valentine has developed is a low-profile version of the ProLink barrier suitable for use in setting up Karting or Solo courses.

"If you use them to set up an autocross course, you can put directional arrows or brake markers in the pins. You can reconfigure these for any course design you want," Valentine says.

ProLink is already installed at tracks including Thermal Club, Thompson Speedway, and Inde Motorsports Ranch.

Looking to the future, Valentine is developing a new foam-filled barrier system



Courtesy Impact Safety Systems

that will deliver even higher levels of protection. Prototypes are being made now, and Valentine says they will be available in both soft and hard versions.

According to Valentine, "Hitting these new barriers will be like hitting a pillow!"

The work to make racing safer never ends – and that's as it should be. As tracks become safer for both human bodies and racecars, drivers will be able to push harder and challenge their skills in a safer environment. 📍

A NEW FACE

Many new racetracks are utilizing equally new impact solutions. The Thermal Club, which opened in 2014 in California, uses the ProLink barriers.



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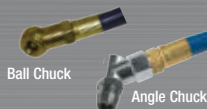
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GOLDEN ANNIVERSARY
(ABOVE) This will be the 50th Covered Bridge for Ted Goddard. (MAIN) A scene from Covered Bridge 48, with Mike Mazoway and Frank Beyer poised to win.

DON'T MISS THE 2016 USRRC

WORDS & IMAGES Rick Beattie



It's hard to imagine a motorsports event that has run for 50 consecutive years and has been organized by the same person, yet it exists. This Nov. 5-6, 2016, the United States RoadRally Challenge (USRRC) will include the 50th running of the Covered Bridge Rally, which features Ted Goddard as rallymaster, marking the 50th year he's headed up the now-historic, 50-year-old event.

New England Region is planning a full weekend of events centered on the USRRC's headquarters at the Mt. Snow Resort in West Dover, Vt., celebrating Goddard's accomplishment. But instead of the USRRC being three days of National rallies (Course, Tour, and GTA), beginning with the Coker Tire Challenge in 2014 and continuing with Cal Club Region's USRRC Lite in 2015, the USRRC has morphed a collection of a Region's best rallies – and this year's USRRC will put an exclamation point on that.

New England Region will host a welcome reception (and maybe more) on Friday night. Then, all day Saturday will feature the 50th running of the Covered Bridge Rally. As in past years, Covered Bridge will use paved and well-maintained unpaved roads in the vicinity of the hotel. Typically, there is a buffet lunch provided by the committee at their headquarters. This year there will also be a dinner Saturday evening.

Sunday offers a shorter Course rally with SCCA Hall of Fame member John Buffum as rallymaster. "JB," as Goddard always calls him, can write very tricky trap rallies and contestants should expect his best for this one. An awards ceremony will follow the Sunday rally.

Competitors will be cheating themselves, however, if they go just for the rallies. The setting and Goddard's hospitality have made Covered Bridge the memorable event it is.

Although the leaves have typically fallen by then, Vermont is nevertheless painted in Crayola colors, but from the simple box of eight, saturated by recent fall rains and crisp temperatures. That said, any kind of weather should be expected, sometimes on the same day.

Goddard's stories, with a bit of confident temperament thrown in, liven up the room even as other conversations start to wane, which has made Covered Bridge one of the best that SCCA RoadRally has to offer – and no one should expect anything less for this year's USRRC. Buffum has more than enough experience with Vermont Winter Rally and other TSD events to follow it all up with a perfect ending for the weekend.

Since the event is typically limited to 50 cars to permit control crew movements and to allow teams to finish before the early autumn nightfall, quickly answering the late August or early September registration invitation is recommended if you want to make the cut. ☺

IT'S COMPLICATED

From ingredients to assembly to heat management and beyond: everything you needn't know about performance clutches

WORDS Philip Royle

Chances are your competition vehicle puts power down via a clutch, which takes abuse with nary a complaint. But while there are a variety of clutch types and materials available, a clutch's ultimate ability to perform comes down to how it handles heat. But even that, in and of itself, is a complicated topic.

Managing clutch heat effectively begins with carefully chosen ingredients. "For years we've said the main factors in the clutch are pressure, area, and friction," explains K.C. Payne, Engineering Manager for Centerforce Clutch. "Pressure is straightforward - everyone knows what a pound is. Area is pretty straightforward - the area of a circle and calculating the surface area of that circle. But when you get into friction material ingredients, that's where the black magic comes in."

The specific ingredients are often proprietary information held close by the clutch manufacturer. There are, however, similarities. One common ingredient in organic clutches, says Payne, is carbon black, which is produced through a process of incomplete combustion of heavy petroleum products. That material works in conjunction with a woven rope or yarn, often fiberglass in non-carbon-fiber-based clutches. "The weave gives the friction material its burst characteristics, its strength characteristics, and also adds to the wear characteristics," Payne notes. A series of fillers and bonders are added to the mix, and a resin is used to hold everything in place.

"Friction materials consist of two basic components: a structural matrix, and modifiers to improve the friction performance," explains David Norton, owner of Spec Clutches & Flywheels. "The additives help increase the coefficient, make that

coefficient more consistent, help improve wear, improve wear of the opposing surface, make it smoother, and help make it quieter."

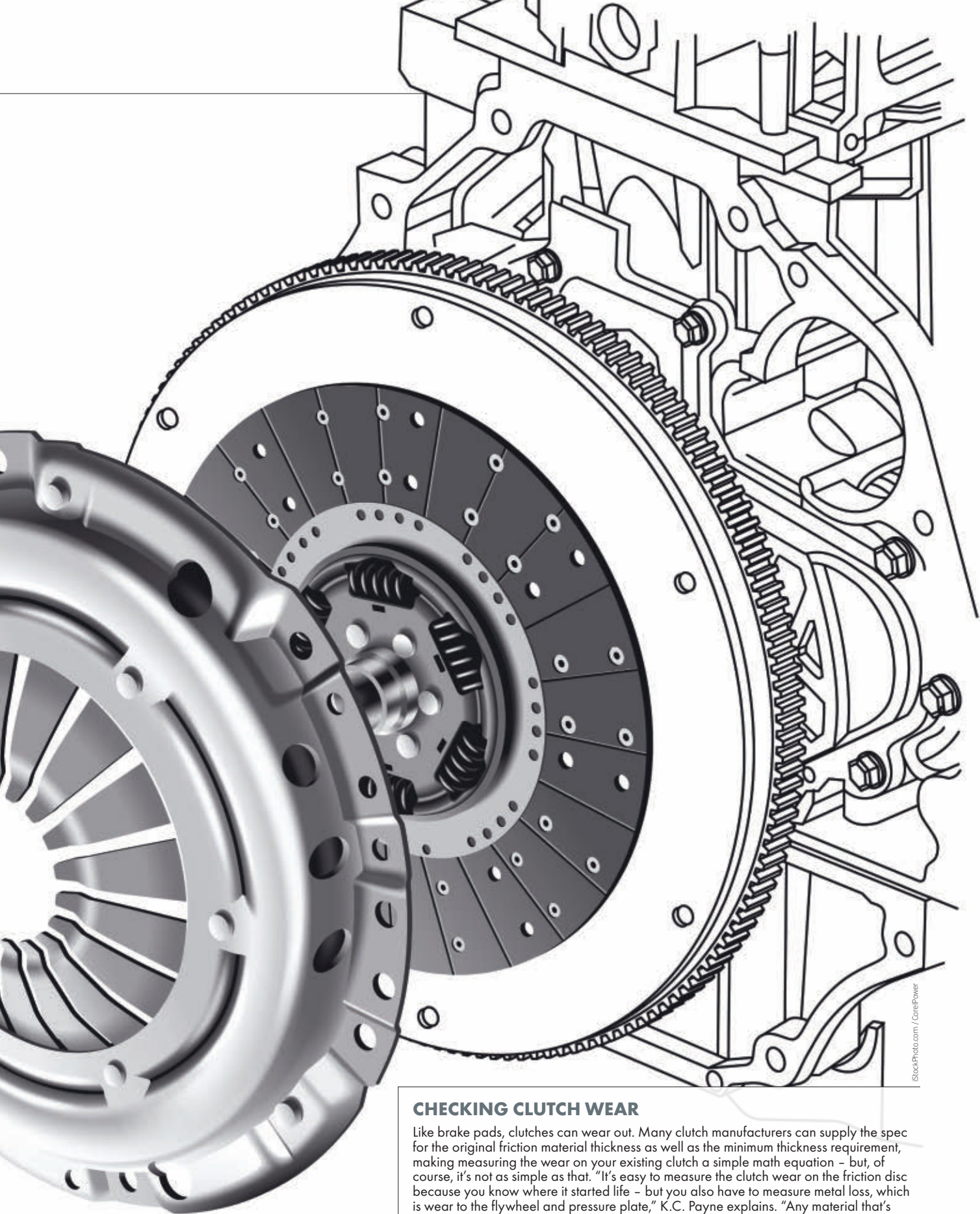
There are clutches made of exotic materials on the market, like full carbon fiber, but many SCCA competition classes specifically prohibit the use of these high-end materials - and for good reason. "Full carbon friction materials are very expensive to manufacture," Payne explains. "This is why you really only see them on very high-end applications." Consequently, our conversation focused on organic, semi-metallic, and full metallic construction.

So, what are some of the other ingredients in clutch friction materials? Surprisingly, cotton is not uncommon; graphite is also fairly common, thanks to its lubricity, Payne explains. "Back in the old days, they'd use lead," he says. "Lead was used to keep the friction material from sticking. Now, in the metallic compounds, there's graphite in the mix."

"Friction materials are defined by the agglutinant, or the substance that holds the particles together," says Norton. "For example, in sintered metal - metallic or semi-metallic puck and full-faced materials - the agglutinant is the molten metal used in coalescence [the formation of particles into a mass without liquefaction]. Carbon metals, graphite, limited amounts of iron, and non-ferrous metals like bronze and copper are some of the ingredients."

"In the case of organic facing, coalescence results from the chemical reactions between organic compounds, such as phenolic-modified resin and modified polymers," Norton continues. "The polymers are modified to better resist the heat and wear. Kelvar and bronze strands are also used in some organics."

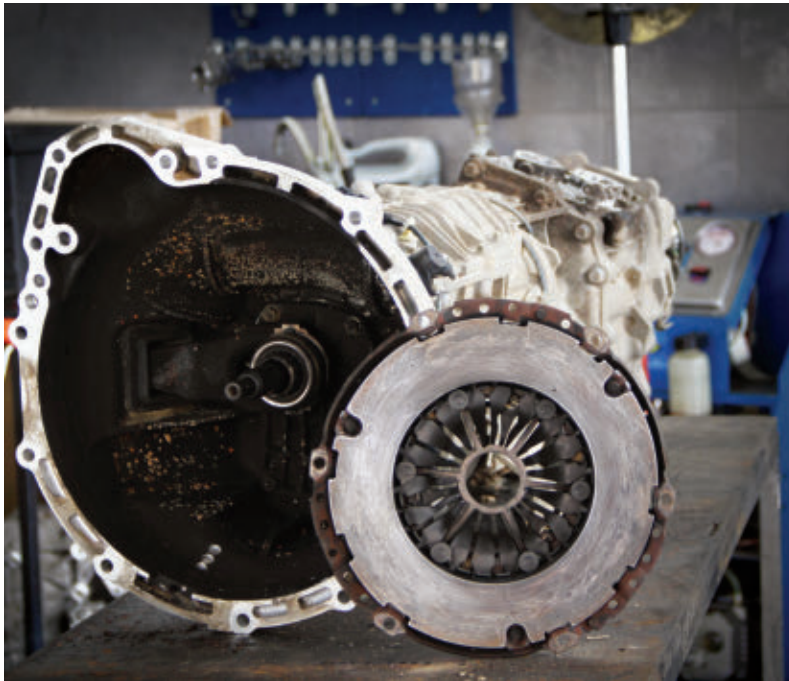




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CHECKING CLUTCH WEAR

Like brake pads, clutches can wear out. Many clutch manufacturers can supply the spec for the original friction material thickness as well as the minimum thickness requirement, making measuring the wear on your existing clutch a simple math equation – but, of course, it's not as simple as that. "It's easy to measure the clutch wear on the friction disc because you know where it started life – but you also have to measure metal loss, which is wear to the flywheel and pressure plate," K.C. Payne explains. "Any material that's removed from [those surfaces] counts as overall clutch wear, too."



INSPECTION SECTION

When removing your clutch, inspect everything that comes in contact with the friction material, like the pressure plate. The condition of the metal may reveal a lot about the clutch's life.

Getting the friction material to stick to the steel clutch backing plate is the next step. "They take the core, or the backing steel plate, and coat that with copper or brass, which are fairly low melting point temperature metals," Payne explains, "and then that's compressed with the friction material. The friction material also has copper in it, and with pressure and temperature, it basically melts the two materials together." Some clutch manufacturers, he notes, will add holes or barbs in the clutch core for strength.

That fairly low melting point is still hot, however - upwards of 2,500 degrees F in the case of metallic-based clutches, according to Norton - but if a clutch is extensively overheated during use, it is possible to have the friction material delaminate from the disc core. "It is possible, but it's not common," says Payne. "That can happen above 1,000 degrees F on the metallic clutches. Obviously, that temperature is lower on organic clutches."

According to Payne, the average bell housing temperature for street and mild performance applications is around 200 degrees F, with much of that heat being generated from clutch slip when the clutch is engaged and disengaged. "Organic materials are really not much use over

500 degrees F, as they begin to outgas," says Payne, noting that clutch outgassing is akin to brake fade.

Serious competition vehicles undoubtedly operate with bell housing temperatures above 200 degree F, so for those applications, there are clutches with more metallic ingredients. "Where the drop-off temperature in organic clutches begins is really where the metallic clutches come to life," says Payne.

For metallic clutches, "The temperature can easily top 1,000 degrees F for sintered materials without causing lasting damage, as long as it is for a very short duration," says Norton. "The metallic clutches for street use can operate at sustained temperatures up to 550 degrees F before wear rates start to increase."

Norton notes that carbon fiber clutches offer an exponentially greater ability to handle heat, exceeding 5,000 degrees F.

Like with selecting brake pads, it's important to choose a clutch that operates in the right temperature range - but even then, extenuating circumstances can lead to overheating. That said, overheating does not necessarily mean the end of life.

"It's one thing to overheat the unit with flash heat, as long as you've got a good recovery, which is what the flywheel and

pressure plate can help do between shifts," explains Payne.

While lightweight aluminum flywheels are a good way to decrease rotating mass, they also affect a clutch's ability to cool. "A good cast iron flywheel will draw a lot of heat out of the clutch," Payne notes. "If you put an aluminum flywheel in there, while it gives up the heat quickly, that heat has to have somewhere to go."

A potential solution to removing heat is moving air through the bell housing. "Properly vented bell housings that can produce a cross-flow of air could be better for cooling and expulsion of particles," Norton says. "However, it does present the opportunity for debris to enter the bell, and the effectiveness of the modification will depend solely on air-flow characteristics under the car."

While extreme heat probably won't delaminate the clutch's friction material from the backing plate ("The bond for both the metallic [and] semi-metallic [clutches] are more durable than the materials themselves," Norton explains), too much heat can warp components. You might be able to diagnose warped parts from inside the car in the form of clutch slip, chatter, or poor release characteristics. That said, a clutch disc rarely warps. "Warping occurs in the pressure plate or sometimes in the flywheel," says Payne.

If your clutch might have overheated, there are ways to evaluate. "If a clutch overheats, but not to the point that the properties of the material or surfaces are altered, cooling the unit will restore its performance," Norton says. "However, properly cooling it requires operation; not allowing a still state where it is susceptible to heat soak."

Once cooled, inspecting the clutch material, pressure plate, and flywheel should tell the tale. "We look at the heat in the flywheel and pressure plate," says Payne. "You'll normally get small heat checks that show it has had localized heat, not sustained heat." But if the clutch friction material is shiny or the metal components show massive discoloration, that's a sign of extraordinary, extended heat. "We've seen some clutches that got so hot it transferred some of the clutch friction material to the mating surfaces," Payne says, noting that this is, indeed, rare.

So, what does this mean for you? With the correct clutch installed, nothing, really. Failure is rare without extreme circumstances, and even then it still might be possible to minimize the damage and have the clutch live to race again. To find the right clutch, you needn't research complicated manufacturing processes or proprietary ingredients; rather, clutch shopping is as easy as surfing the web or picking up the phone. In other words, choosing wisely from the start means you'll never need to know anything you just read. ☺

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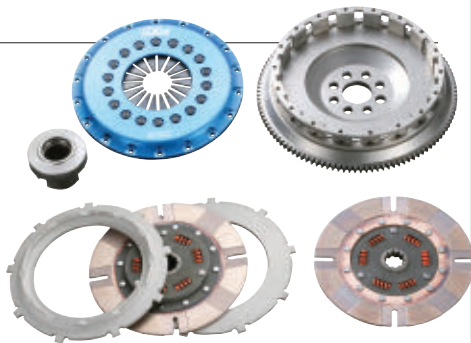
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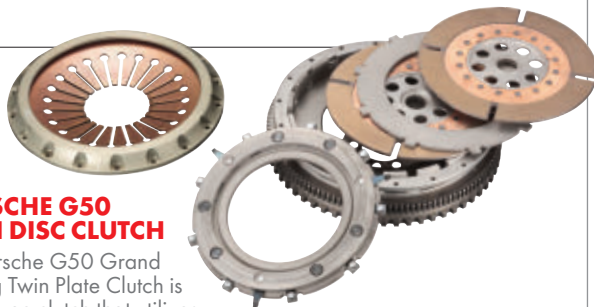
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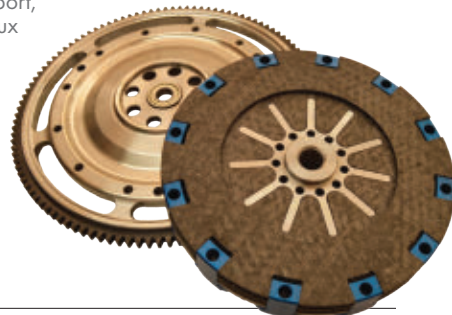
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Marking a wild third round for the 2016 Trans Am Championship, all five classes took to the winding Watkins Glen International circuit on May 15 for an intense day of racing – and snow. Running in its own group, the TA2, powered by AEM, race saw Dillon Machavern emerge victorious over a packed, 27-car field. Machavern led all but one lap of the caution-free race, claiming his second consecutive podium of the year and second victory of his Trans Am career. The win also breaks what, previous to his podium trip last round at Road Atlanta, had been a streak of poor luck for Machavern – a streak almost continued by a test-day incident that left his car in poor shape and Machavern's hopes dimmed.

"It's great to get the monkey off my back," said Machavern post race. "It seems like we've had just terrible luck since midseason last year. To come out here on our home turf and lead every green lap was pretty awesome."

Defending Trans Am champion, Amy Ruman, secured her second-consecutive victory of the 2016 season with a win in the Classic Tube 100. Ruman capitalized in a race that saw potential rivals suffer misfortune, eventually cruising to victory with a 28.098sec margin – crossing the finish line as snow began to fall on the 3.40-mile grand prix circuit.

"It was a great day," said Ruman. "Our first victory in a snowstorm! This McNichols 23... once we got into a groove before the snow started, we laid down some pretty good laps – a 1:49, I think. But these guys, my crew, my dad, they do a great job preparing the car for every race. These PME motors are great for us; we just kept our nose clean and sprinted out to victory."

In TA3, Trans Am rookie Mark Boden captured his second Trans Am win of the year and his first in the TA3 class after switching from TA5 – a switch that saw him battle early

on with both current points leader Randy Mueller and Cindi Lux.

"It was really fun, my first race in TA3," said Boden. "I wasn't sure how my car would stack up in this group, but we did pretty well. I really enjoyed the race; the Fall-line BMW was very good. Randy had me a bit in brakes; I had him in some other areas. It looked like he had a few transmission issues; I thought I was running away, and all of a sudden I got a call over the radio that Cindi was coming on strong in the snow!"

In TA4, two-time defending champion Ernie Francis Jr., secured his third consecutive victory of the year despite starting in third position, behind pole sitter Tristan Herbert and Brain Kleeman. TA5 saw Boden's teammate Tim Kezman secure a flag-to-flag victory, the first of his Trans Am career, giving the Fall-Line Motorsports team two wins on the day. 🏆

BEATING THE ODDS

Trans Am competition heats up as the snow falls during Round 3 racing at Watkins Glen | **WORDS** Clark Trexler, edited by Philip Royle | **IMAGES** Chris Clark



BATTLING THROUGH
Dillon Machavern (MAIN) overcame a near yearlong slump to win in TA2 at the Glen, while Amy Ruman (INSET) continued her charge in TA.

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A PLACE TO RACE
Classing certain cars in SCCA Club Racing can be tricky, especially those with existing spec class rules like Spec Mustang (LEFT). The CRB has been working hard to ensure everyone has a place to play.

RUNOFFS INVITATIONS

The landscape for which classes get invited to the Runoffs might be changing

WORDS Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Ken Brown

Although there are U.S. Majors Tour classes for just about any type of car, it's very difficult for a new class to become an SCCA Majors class. With the Majors classes tied so closely to the SCCA National Championship Runoffs, it's challenging to create a new class without eliminating an existing class, as we currently already have more classes than there are slots for races during the day at the Runoffs. This time crunch at our National Championship event has already resulted in some classes being combined for qualifying and, more often than not, the races too. Thus, adding additional classes heading for the Runoffs could just exacerbate the problem.

Consequently, the Club Racing Board is working on a new system that would separate the Majors classes from the Runoffs. This will allow some new classes to enter Majors races without immediately being invited to the Runoffs. As a second element to the plan, there will eventually be a way for new classes to prove themselves as Runoffs worthy. In developing this proposal, we will be looking for comments from the membership with an eye toward implementation of the plan for the 2018 season.

To that point, there are several factors you should ponder before submitting your opinion to the Club Racing Board, as well as a little bit of history to consider. Let's start with addressing the infamous "2.5 rule."

The 2.5 rule called for moving classes to Regional-only status when they fell below an average of 2.5 entries per National race. This rule, while still appearing in the GCR, has been suspended by the Board of Directors. Should this rule be brought back, modified in some way, completely removed, or should something completely new take its place? Let the CRB know.

Next, what about classes that are already strong regionally or with other sanctioning bodies? Case in point is the Spec Mustang group on the West Coast, which has no clear way of becoming a Majors class. For Spec Mustang, the cars were considered for inclusion in several different classes before being placed into Touring 2 - this at least let them compete in the Majors and at the Runoffs. There are a number of other strong "spec" classes that struggle with the same problem. If we don't act and include these classes in the Majors, SCCA risks losing these cars and drivers to competing motorsports organizations.

The final point to ponder is that if a new Majors class showed outstanding entry numbers, they would eventually be invited to compete at the Runoffs. The method to determine the classes invited would be based on participation numbers and other factors such as their Runoffs track record and event



Barbara Prolos

FORMULA VEE AD HOC

There has been a request for an Ad Hoc committee to work on rules, issues, and concepts for Formula Vee. This Ad Hoc group would work for the FSR Advisory Committee and the Club Racing Board. The FSRAC would consult with the FV Ad Hoc on specific issues of concern to FV drivers, owners, and builders. If you're interested in joining the FV Ad Hoc, or if you have any specific issues you would like the group to address, send a resume or comments to www.crbacca.com.

format for the year as, depending on the year, there could be greater or fewer race groups than the current 24. But it should be noted that the CRB and Board of Directors completely appreciate the fact that there will always be more Majors entries in STL or SM, for instance, than in GT1 or FA, so that will be taken into consideration when it comes to Runoffs invitations.

Look for further information on this topic in the near future in both *SportsCar* and online in *Fastrack*. As always, if you have any ideas or comments, please submit them to the CRB at www.crbacca.com 📧

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MIDSEASON REVIEW

A look at the Solo season so far, and a preview of the championship to come | **WORDS** Paul Brown | **MAIN IMAGE** Perry Bennett

Midseason seems like the ideal time for a midseason update, along with some teasers about the Tire Rack SCCA Solo National Championships. But first, something new in the Solo Safety Steward world. While large SCCA Regions and a few lucky smaller Regions have plenty of Solo Safety Stewards and Solo Safety Instructors, most of the smaller SCCA Regions are lucky to have a handful of the former, and rarely have the luxury of certified instructors. Those Regions end up resorting to either importing an instructor or sending their people out to neighboring Regions for the required training. For some Regions (Guam being an extreme example), either of those options is financially difficult for all involved. How do we solve the problem?

The 2016 SCCA National Convention was the site of a great deal of discussion about this topic, as well as an idea that has been fermenting for a while: using readily available webinar software to present Solo Safety Steward training. Coincidentally, SCCA has purchased a license for just such a capability. Within minutes of the announcement of this possibility on SoloMatters.com, the inaugural session had reached its registration cap; obviously there was considerable demand for an online class.

Mark Andy volunteered to spearhead the first session, and with able support from Kathy Barnes and her PowerPoint deck, the first 30 trainees survived their use as guinea pigs. I was fortunate enough to lead the second session a couple of months later, again with Kathy as an able backup.

While both sessions were successful, this will not eliminate face-to-face training for those in areas where in-person meetings are possible, but it will make life dramatically easier for those who, in the past, had to travel massive distances to meet the requirements.

As this was written shortly before the Spring Nationals in Lincoln, Neb., there was a lot of the National Solo season yet to play out. That said it's still worth looking at how the season is playing out.

Attendance is positive across the board. Match Tours are finding their audience, as are the new CAM Challenge events. Solo Championship Tours and ProSolos have been seeing good turnouts, mostly near their multi-year averages. The DC Pro was down slightly in attendance, but that may be due to a busy schedule and bad weather for that weekend.

Preregistration for Spring Nationals this year hit record levels, finally beating out the

first year of the event. Both the ProSolo and Championship Tour hit their entry caps, even though weather forecasts threatened to continue the trend of challenging competition conditions.

The ProSolo timing system is continuing to progress. Skipping ahead multiple generations has proven to be a challenge for both the end user (us) and the manufacturer. However, lines of communication are open and we are seeing steady progress. No amount of testing in the office can simulate running 200 competitors through an event, but RaceAmerica has been providing updates to the system on a weekly basis, and the SCCA staff continues to work to integrate the changes and then collect and report new issues for the next update. If this was an off-the-shelf drag racing system, this would be easy, but it's not.

A new sponsorship deal with General Motors has resulted in new Chevy tow vehicles for the Solo department. These new trucks may or may not see duty at the Spring Nationals, but we will soon have a far more comfortable staff both from ride quality and from the stress of worrying about breakdowns while traveling the country.

Last but certainly not least, some news about the 2016 Tire Rack Solo National Championships has surfaced. Site layout will be tweaked, with tech and protest moved around to help reduce congestion. SCCA's Senior Director of Rally/Solo, Howard Duncan, reports that the course setup weekend went flawlessly, the course designers were super cooperative, they had a great setup crew, and the process of marking the courses was completed in record time. Duncan notes that the two courses are distinctly different in character, which many would agree is ideal. One course, apparently, is made up of sweepers and tricky offsets; the other, says Duncan, is "the kitchen sink - a huge range of variety." Lots to look forward to! 🟡



Jeff Laeue

POSITIVITY

The entire National Solo scene is doing well this year, including CAM (ABOVE), with CAM Challenge events experiencing ample attendance.



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The smart phone revolution has impacted almost all walks of life, including RoadRally.



FINDING AN APP

The smart phone revolution and apps take on RoadRally, but do these affordable, pocket-sized downloads offer everything you need to win? | **WORDS & IMAGE** Rick Beattie

Throughout the history of RoadRally, dedicated participants, using the latest technology, developed mechanical, then electronic, devices to do what is too easily described as staying on time. So, now in the 21st century, is there an app for that?

A long line of devices from Halda, Heuer, Chronar, Curta, Stevens, Zeron and finally Timewise and ALFA have used the best methods then available or adopted devices first built for other uses to eliminate the sometimes tedious and error prone hand calculations. So, of course, there's now an app.

There are, in fact, multiple apps, each doing some or all of the TSD rally tasks, including Richta, MSYapps, RallyGPD, Rally, Gpstrip, RallymeterLite, and HackTSD. Some of those are primarily for pro rally, but they add to an impressive list that keeps on going if you keep on searching. New ones seem to appear overnight.

These apps, using clocks synchronized in various ways to the atomic clock and sometimes GPS for distance measurement, are able to easily perform the necessary

calculations, and with great precision. RoadRally Board chair Rich Bireta puts it in perspective. "For the price of a good lunch, or a cup of coffee, we can add applications to our smart phones that effectively replace a Heuer watch, a Halda odometer, or a Curta Calculator...[and] their level of effort to use is very low."

Interestingly, Bireta designed and wrote his first app, the Richta Rally Calculator, "to overcome [the] shortcomings of the Curta calculator," he says.

Apps can be selected that perform different groups of tasks depending on which SCCA National class the team chooses to run in. The people who have used them are able to obtain very low scores regardless of class but, of course, "the level of effort" is more in Class L and more still in Class S.

Bireta looks at it the way that "professional engineers no longer use slide rules [and] professional programmers no longer use punch cards; therefore, it is appropriate to no longer restrict RoadRally navigators to tables, slide rules, and adding machines."

South Jersey Region in 2012 asked the RoadRally Board about a separate class for apps. In discussing it, the RRB updated the RoadRally Rules similar to what Bireta was advocating.

Beginning with 2013 RRRs, the three Classes of E, L, and S were revised to permit apps in each of them, depending on what the app does. Class S now allows competitors to use computational equipment that does not receive direct input from any distance-measuring device with either the stock odometer or a GPS odometer.

Although permission to use GPS is still somewhat controversial, "It is time to recognize that every Garmin GPS has an accurate, easily readable odometer and many in-car navigation systems include average speed computers," Bireta argues.

Class L permits any distance measuring equipment, but limits on computational equipment are identical to Class S. Class E remains unlimited.

The big disadvantage to the apps compared to traditional rally equipment is in distance measurement.

Smart phones typically report the location using internal GPS once per second, while an external GPS device connected via Bluetooth can report the location 10 times per second (10Hz). However, a car with a common tire diameter traveling at 30mph receives a sensor input 14.1 times per second, approximately 29 percent more often than a 10Hz receiver can record location.

There are other difficulties with apps, as well. The GPS connects its latitude and longitude-based points in a straight line while a car taking a corner obviously does not. Mike Friedman, maker of ALFA Pro rally computers, has attempted to fit curves to the straight-line GPS interpretation to adjust the GPS mileage to the course mileage. The GPS systems are also affected by tree cover, steep valley walls, or glitches that are possibly the result of the devices switching between satellite systems.

For Bireta, "[The] determining factor for the ability to score the lowest [in a RoadRally] is the precision of the odometer. There is a corollary to this: 'A GPS odometer cannot match the accuracy and repeatability of a pulse-counting odometer.' Although the input into [the] mobile device might be easier than an ALFA Pro or Timewise 798A, at least for now, those devices represent the most precise distance measurement."

What is the moral of the story? Timing isn't everything; distance is. That said, download an app or two and tackle your next RoadRally using it. At the very least, these apps are more than enough to let you test the waters of moving classes without a pricey investment. 🍷



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**TECH SAVVY**

When a problem arises, Tim Lee (second from the left) works hard to ensure impound is a place of resolution, not conflict.

DOING IT RIGHT

Tim Lee, SCCA's Scrutineer Worker of the Year

WORDS James Kearney | IMAGE Shannon Wadsworth

Tim Lee is a classic example of the acorn not falling far from the tree – and in his case, it was a mighty oak. His father, Bob Lee, owns Bob's Speed Products in Fort Lauderdale, and if you drag raced or road raced out of South Florida, you knew Bob. Tim first got involved in the shop when he was about 9 years old and began to crew for the team in road races at Palm Beach Raceway in the mid-1970s when he was about 17 years old. The team ran a 1969 American Motors AMX, among other models, in the GTO class at the 24 Hours of Daytona and the Sebring 12 Hours races. Tim began his own driving exploits in 1978 in a Chevy Vega, which he piloted to a Regional championship. A few years later he

successfully raced a 1970 Ford Maverick in GT1 and took second at the SARRC Runoffs. He raced through the 1980s and then took time off to raise his kids with his wife Ellen.

His dad coaxed him back into the Club in 2004 saying that the SCCA needed help with tech. In just a few years, Tim was running the show. "I wanted to give something back to the Club," he says. "Back when I was competing, I was always too busy to help out." In 2015, his dedication was recognized at the National Championship Runoffs when he received SCCA's Scrutineer Worker of the Year Award.

He still takes some time behind the wheel, this time with a 1980 AMC Spirit that he took to some six or seven Regional championships. Tim still drives today, but just a couple of

events a year at the nearby Palm Beach Raceway and Homestead-Miami Speedway. He says he is able to both compete and be the Chief of Tech because he has such a great tech team, including his son, Timothy Scott Lee Jr., who does some driving of his own. "I paddock near the tech area so I can jump over to help out as soon as my on-track session is complete."

Keeping the drivers safe and the competition fair is a big job and, occasionally, difficult decisions need to be made. But Tim is determined to maintain a user-friendly attitude, and he looks for that trait in his team. "I always say hello to people and I explain why I'm looking closely at something if it catches my eye. Everyone gets a bit anxious around tech, but when you let them know what you are looking for and why, they almost always understand. Most drivers are great to work with." Tim remembers the tough old days when tech meant a long, difficult lineup for inspection before every event, and believes that the Club has moved in the right direction.

Tim feels most SCCA racers are familiar with the GCR – but many of the biggest issues arise when a driver comes over from another sanctioning body. "I might find a roll cage that is too thin or not properly mounted, and we can't allow that. Or we might find a carbon fiber hood or some wings that don't fit our rules." This is where Tim feels it is particularly important to explain not only the rule, but also the thinking behind it. "From time to time there are disappointed drivers, but they don't get upset with me. I explain the 'why' behind the rule." For minor infractions, he will note that it needs to be addressed by the next event, giving as an example an IT car that needed a wiper arm. "That's no big performance advantage. I let him run and told him to fix it."

Tim says that the tech staff can only do so much by themselves. There are a lot of classes to try to keep up with, and a lot of cars at every event. He says if you suspect something is not kosher, you should approach tech and let them know your suspicions. "I'll add something to my list of things to look for if I feel it's appropriate." He also places a high regard on the time-honored tradition of approaching a fellow competitor and discussing your concerns face to face.

Speaking of help, Tim wanted to remind everyone that you don't need to be an engineer to work tech. "There are a lot of things we need to do that don't require technical expertise. Things like weighing cars, marking tires, and checking safety equipment." He reminds all that you can have a lot of fun at the racetrack without driving the car. "Come out and see everyone. People love to talk about their cars and what they've done to them." 🍷



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JUMPING IN

For 19-year-old Jenna Grillo, the only way through life is to follow her dreams

WORDS James Heine | IMAGE Courtesy Jenna Grillo

Of all the young SCCA members we've profiled in this column, as well as in *Speed Freakz* its predecessor, over nearly two decades now, 19-year-old Jenna Grillo may have, by far, the most intriguing day job.

Grillo, who this year began competing in the SCCA Pro Racing-sanctioned F2000 Championship Series with K-Hill Motorsports, pilots a two-seat Indy car at the Indianapolis Motor Speedway for the Indy Racing Experience organization, giving rides around the 2.5-mile track to motorsports fans who want

an up-close and personal view of the facility. It's a job she has relished for nearly a year and a half now.

"I work with the Victory Laps program, giving rides in two-seater Indy cars and NASCAR stock cars around the Indianapolis Motor Speedway and on the streets around the Dallara IndyCar factory," she explains. "Most people don't even realize that I'm a girl until they thank me for the ride and they're welcomed by a female voice. If they do realize I'm a girl, I usually have all of the women begging to go in my car."

"When I was 10, my parents took me to the Indy 500. I immediately fell in love"
JENNA GRILLO

That Grillo works at the Speedway with the Indy Racing Experience is perhaps appropriate, because it was a trip to the 500 a decade ago that spurred her interest in racing.

"When I was 10, my parents took me to the Indy 500. I immediately fell in love with racing. We had a 12-hour drive back to Minnesota following the race, and on that drive I told my parents I wanted to be a racecar driver."

At the time, she was a competitive dancer, Grillo adds, so "my dad was immediately intrigued by the idea of tires and gears as opposed to tap shoes and rhinestones."

About a month later, dad and daughter visited a local kart track, acquired a go-kart, "and I started racing the following weekend," Grillo recalls.

Once acclimated to kart racing, Grillo followed a familiar path for young racers; local events, regional events, and finally shifter karts and national events. Along the way, she won two Midwest titles in shifter karts and tested in Porsches at Putnam Park and Sebring. She began her F2000 career last fall with an ArmsUp Motorsports test at Blackhawk Farms.

"One of the things I love the most about racing is the feeling I get when I put on my helmet and get into the car," she says. "I start the engine and the entire world screeches to a halt. The only thing on my mind is the task at hand. I'm thinking about mastering every braking point, hitting every apex, and getting on the throttle as quickly as possible once the car settles down. I absolutely love looking over data and seeing exactly where I can improve and getting out on the track making the corrections and being able to see the improvements when I look at the data again."

To get to this point in her career, both on and off the track, a lot of people - beginning with her family - have been helpful in ways big and small, Grillo explains.

"When I first started racing go-karts, I was extremely slow," she admits. "There was a kid in my class who won pretty much every single race. His name was Alex Kardashian, and he and his father, Chris, helped me become competitive. When I moved to shifter karts, I met Josh Lane, who taught me how to drive shifters. To this day, he and his father, Lance, have been a huge help. Chris Enderlein was my tuner during two of the years I competed in the SKUSA ProTour."

In fact, Grillo notes, she and Enderlein spent so much time together "that he was part of my family. He helped shape me into the driver I am today."

Now with the move to the SCCA and F2000, "John Walko has been one of the people who has helped me in my transition," she adds. "Whether it's engineering advice or moral support before races, he has been a huge support for me."

As for that day job, "It's an unbelievable experience to go around the Indianapolis Motor Speedway," says Grillo. "I can just imagine myself driving around the track at 230mph during the month of May a few years down the road." 📍

DEALING WITH FIBROMYALGIA AND CHRONIC PAIN

In addition to chauffeuring race fans around the track at Indy and pursuing her own racing career, Jenna Grillo is also a young spokesperson for the National Fibromyalgia Association and the Community Pain Center.

Fibromyalgia is a disorder characterized by widespread pain often accompanied by

fatigue, sleep, memory, and mood issues. Women are generally more likely to develop fibromyalgia than men, and some who deal with fibromyalgia also suffer from tension headaches, temporomandibular joint (TMJ) disorders, anxiety, and depression. Although, at present, there is no cure for the disorder, regular

exercise, maintaining a healthy lifestyle, and reducing stress can help manage the disorder, according to information available on the National Fibromyalgia Association website.

"I was diagnosed with fibromyalgia when I was only 9 years old," Grillo says. "One of the most important things to

me is bringing awareness to fibromyalgia and chronic pain. I have teamed up with the National Fibromyalgia Association and the Community Pain Center as a spokesperson to bring the exposure that the chronic-pain community needs. My goal is to share the message that a happy life is possible despite chronic pain."



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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
GT: Long, Long; GTA: Schein, Schein; GTC: Udell, Green; GTS: Aschenbach, Riddle; TC:

Wittmer, Grahovec; TCA: Goulart, Goulart; TCB: Morse, Rodgers; SprintX: Mills (GT), Mills (GT), Riddle (GTS), Riddle (GTS)
May 27-28 Lime Rock Park, Conn.
GT: Parente, Parente; GTA: Schein, Fuentes; GTC: Urry, Udell; GTS: Aschenbach, Burford; TC: Wittmer, Geraci; TCA: Goulart, Goulart; TCB: Rodgers, Washay
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.
Drennan; Reger
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.



Richard S. James

PRO RACING

WHAT Mazda MX-5 Cup
WHEN Aug 26-28, 2016
WHERE Alton, Va.
The Global MX-5 Cup racecars head to VIRginia International Raceway in late August for the penultimate round of the season.



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.
Denes; Ming; Denes
Jun 3-5 VIRginia Int'l Raceway, Va.
Verhagen; Estep; Auriemma
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.
McDonough; Bamford
Jun 3-5 VIRginia Int'l Raceway, Va.
Bamford; Bamford
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.
Norman; Norman
Jun 3-5 VIRginia Int'l Raceway, Va.
Norman; Norman
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
Jul 1-3 Mid-Ohio Sports Car Course, Ohio
Aug 11-13 Mid-Ohio Sports Car Course, Ohio
Sep 17-19 Road Atlanta, Ga.
Oct 8-10 Homestead-Miami Speedway, Fla.



FORMULA LITES formulalites.com

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

Jul 22-24 New Jersey Motorsports Park, N.J.
Aug 13-14 Pocono Raceway, Pa.

NORTHERN CONFERENCE

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

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 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 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 sedivacing.org

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 Charlotte Motor Speedway/Central Carolinas
Aug 27-28 Barber Motorsports Park/Alabama, Tennessee Valley
Sep 3-4 Sebring/Central Florida
Sep 17-18 Sebring/Central Florida
Oct 8-9 Roebeling Road/SEDiv
Oct 15-16 Sebring/Central Florida
Oct 15-16 VIRginia International Raceway/North Carolina
Oct 21-22 VIRginia International Raceway/North Carolina
Nov 4-6 Road Atlanta/Atlanta
Nov 12-13 Palm Beach International Raceway/Florida
Nov 26-27 Sebring/Central Florida

Alabama/Tenn. Valley (256) 426-0672
Atlanta (770) 472-0460
Buccaneer (912) 897-1944
Central Carolinas (828) 684-2696
Central Florida (407) 568-6902
Florida (561) 654-3396
North Carolina (800) 342-7390
SEDiv (561) 654-3396

GREAT LAKES greatlakes-scca.org

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

Aug 20-21*Ro Road America/Chicago
Sep 3-4*Ro Brainerd Int'l Raceway/Land O' Lakes
Oct 15-16*Ro Blackhawk Farms/Chicago
Chicago (815) 718-4881
Land O' Lakes TBD
Milwaukee TBD

MIDWEST midiv.org

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*Ro 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

Jul 1-3*Ro Sonoma Raceway/San Francisco
Jul 16-17*Ro The Ridge Motorsports Park/Northwest
Jul 22-24*Ro Mazda Raceway/San Francisco

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



Dennis Wood

CONFERENCE WRAP

The Northern Conference of the U.S. Majors Tour wraps at Grattan Raceway on Aug. 13-14.

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

SOUTHERN PACIFIC scca-sopac.org

Sep 3-4*Ro Buttonwillow Raceway Park/Cal Club
Oct 29-30*Ro 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 sediv.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

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

MIDWEST midiv.org

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

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

SOUTHEAST sediv.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 go4itservices.com

Porsche Sport Driving School

(888) 204-7474 porschedriving.com

Simraceway Performance Driving Center

(800) 733-0345 jimrussellusa.com

Skip Barber Racing School

(800) 221-1131 skipbarber.com

Spring Mountain Advanced Driving School

(800) 391-6891 springmountainmotorsports.com

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

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(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

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(303) 666-4113 go4itservices.com

Pro Drive Racing School

(503) 285-4449 prodrive.net

Proformance Racing School

(253) 630-5130 proformanceracingschool.com

Simraceway Performance Driving Center

(800) 733-0345 jimrussellusa.com

Skip Barber Racing School

(800) 221-1131 skipbarber.com

NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School

(888) 722-3220 allenberggracingschools.com

Bobby Cee's Racer's Edge High

Performance Driving School
 (562) 714-1799 bobbyceesracersedge.com



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www.scca.com

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General Manager **STEVE OSETH**

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 14550 E. Easter Ave., Suite 400
 Centennial, CO 80112
www.scca-e.com

President & CEO **ROBEY CLARK**

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

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55-YEAR MEMBERS

Frank G. Grimaldi 7/1/1961 New England

50-YEAR MEMBERS

William H. Greenberg 7/1/1966 New England
 Ronald D. Polimeni 7/1/1966 Susquehanna

45-YEAR MEMBERS

John W. Foellmer 7/1/1971 Washington DC
 Robert W. Goeldner 7/1/1971 New England
 Thomas E. Ingerson 7/1/1971 Central Florida
 Gordon Medenica 7/1/1971 New England

40-YEAR MEMBERS

Michael Allison 7/1/1976 Atlanta
 Darol R. Burgess 7/1/1976 Las Vegas
 Jack Burns 7/1/1976 Cincinnati
 Duane A. Dunham 7/1/1976 Dixie
 Blair A. Dupont 7/1/1976 New England
 Frank D. Gall 7/1/1976 Chicago
 Dena M. Hallandal 7/1/1976 Detroit
 Dave Kutney 7/1/1976 Cincinnati
 Howard E. Mahony Jr 7/1/1976 Washington DC
 Kenneth R. Patterson 7/1/1976 Blackhawk Valley
 Mary C. Patterson 7/1/1976 Blackhawk Valley

35-YEAR MEMBERS

David P. Bowman 7/1/1981 Land O'Lakes
 Harry Cadell 7/1/1981 Southern Indiana
 Paul H. Condi 7/1/1981 Delta
 Jerry Dennies 7/1/1981 Cal Club
 John G. Dinkel 7/1/1981 Cal Club
 James M. Healy MD 7/1/1981 New England
 John Howard Hoechster 7/1/1981 Central Carolinas
 Steve Johnstone 7/1/1981 Ozark Mountain
 Patrick J. Malloy 7/1/1981 Neohio
 John J. Maloney 7/1/1981 NE Pennsylvania
 William Glenn Pemberton 7/1/1981 Nebraska
 Martin Tim Stanley 7/1/1981 Oregon
 Donna M. Swift 7/1/1981 Kansas City
 Peter Vanhorn 7/1/1981 Indianapolis
 John F. Wasilewski 7/1/1981 Associates
 Mike Zickuhr 7/1/1981 South Bend

30-YEAR MEMBERS

Brett Willis 7/22/1986 San Diego
 Allan M. Adderley 7/22/1986 Central Florida
 William R. Banner 7/25/1986 Milwaukee
 Thomas H. Best 7/1/1986 Detroit
 Claude Bonanni 7/24/1986 Central Florida
 Karen A. Carson 7/22/1986 Land O'Lakes
 Scott Church 7/28/1986 Land O'Lakes
 Lewis Cooper 7/18/1986 Central Florida
 Robroy Lee Crow 7/22/1986 Northwestern Ohio
 Stephen Dunlap 7/30/1986 Indianapolis
 Elaine M. Elliott 7/22/1986 Western New York
 Alice S. Fatherree 7/28/1986 South Jersey
 R. Flowers-Dannenfelser 7/11/1986 Finger Lakes
 Greg Thomas Fordahl 7/30/1986 Northwest
 Jodi C. Fordahl 7/30/1986 Northwest
 W. Dean Furr 7/10/1986 Central Carolinas
 Dominic J. Giuffre 7/22/1986 Milwaukee
 Mark Goughnour 7/17/1986 Chicago
 Julie A. Hammons 7/14/1986 Land O'Lakes
 David Hatch 7/25/1986 Milwaukee
 Joseph L. Iannuzzo 7/30/1986 NE Pennsylvania
 Ronald E. Inge 7/15/1986 Central Florida
 Glenn J. Jividen Jr. 7/28/1986 Western Ohio
 Glen R. Johnson 7/23/1986 Chicago
 Sherman V. Johnston 7/23/1986 Northwest
 Rob Jones 7/9/1986 Ozark Mountain
 Walter G. Kiffer 7/23/1986 Las Vegas
 James M. Kimbrough 7/22/1986 Alamo
 Arnold S. Kuhns 7/22/1986 Cal Club

Alke Legg 7/29/1986 Washington DC
 Christine A. Liebich 7/15/1986 Milwaukee
 Carol Lipperini 7/15/1986 NE Pennsylvania
 Lance Martin 7/23/1986 Arkansas
 Kim Weber Mathias 7/23/1986 Ohio Valley
 Hiroyuki Matsushita 7/29/1986 Cal Club
 Stacey Molleker 7/30/1986 Northwest
 William B. Niemeyer 7/15/1986 Cincinnati
 Lynn R. Niemeyer 7/25/1986 Cincinnati
 Diane M. O'Connor 7/23/1986 N New Jersey
 Christopher D. Pettigrew 7/22/1986 New England
 Carol Phillips 7/17/1986 Cal Club
 Les Phillips 7/17/1986 Cal Club
 Gregory R. Plush 7/28/1986 Washington DC
 Pamela F. Richardson 7/30/1986 Washington DC
 Theodore W. Rummel 7/22/1986 New England
 Cynthia N. Rummel 7/22/1986 New England
 Darrell D. Schamp 7/15/1986 Montana
 Sandy Shamlian 7/22/1986 Washington DC
 Dennis A. Sideri 7/23/1986 Neohio
 Michael R. Studnicki 7/23/1986 Detroit
 John Taylor 7/22/1986 Blackhawk Valley
 James R. Whitton 7/29/1986 Cal Club
 Ruth Ellen Williams 7/11/1986 Mid South
 W.R. Wycoff 7/22/1986 Colorado
 James E. Zientara 7/17/1986 Milwaukee

25-YEAR MEMBERS

Mark Allen 7/30/1991 Atlanta
 Virginia H. Anderson 7/17/1991 Washington DC
 Michael L. Ashbaugh 7/8/1991 Nebraska
 William A. Binns 7/17/1991 South Carolina
 Vitek Boruvka 7/31/1991 Lone Star
 Tom Carney 7/17/1991 San Francisco
 Robert K. Chalberg 7/6/1991 Chicago
 Penelope R. Coy 7/9/1991 Cal Club
 Arthur Allan Coy 7/9/1991 Cal Club
 Mike Dimand 7/12/1991 Chicago
 Chris Dryden 7/31/1991 South Jersey
 Jon Kurt Eikenberg 7/30/1991 Susquehanna
 Timothy G. Elliott 7/30/1991 Milwaukee
 Dave Farnsworth 7/9/1991 Chicago
 William B. Farr 7/8/1991 South Bend
 Kenneth Fitzgerald 7/26/1991 Washington DC
 Jeffrey W. Gaver 7/8/1991 Milwaukee
 David Grudzinski 7/8/1991 Detroit
 Jim Heckman 7/19/1991 Ohio Valley
 William W. Henning 7/6/1991 Washington DC
 David Hertzberg 7/17/1991 Detroit
 Milton Horst 7/8/1991 Northwest
 Gertrud Horst 7/8/1991 Northwest
 Nancy J. Johnson 7/9/1991 Kansas City
 Robert A. Kacsur 7/17/1991 Central Florida
 Katherine Lapham 7/5/1991 New York
 Claudine M. Lienau 7/30/1991 Milwaukee
 Marcia E. Lusted 7/25/1991 New England
 Roland R. Manarin 7/8/1991 Nebraska
 Don Manley 7/30/1991 New England
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 Jim P. Ocuto 7/22/1991 Central New York
 Joe Reina 7/8/1991 Milwaukee
 Jeff Rodrigues 7/9/1991 San Francisco
 Carol M. Roemer 7/15/1991 Milwaukee
 Angie Rogers 7/16/1991 South Bend
 Steve Roux 7/17/1991 New England
 Michael K. Sabocheck 7/30/1991 Philadelphia
 Thor Schroeder 7/17/1991 New England
 Austin Smith 7/16/1991 Oregon
 Louise Smith 7/16/1991 Oregon
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 Don Tevini 7/8/1991 Arizona
 Alex J. Thompson 7/24/1991 North Carolina
 Alex Turk 7/19/1991 Glen
 David Zitzlsperger 7/30/1991 Nebraska

Danny McKeever's Fast Lane
 Racing School
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Demonte Motorsports
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demontemotorsports.com

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

Sports Car Driving Experience

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corvetteracingsschool.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
 Jul 9-10 HC Laurel Run, Penn./

Northeastern Pennsylvania
 Jul 16-17 PDX/CT Summit Point-
 Shenandoah/Washington DC
 Aug 6-7 HC Flintsone, Md./Steel Cities
 Aug 12-14 PDX NJMP/South Jersey
 Aug 20-21 HC Reading, Penn./Blue
 Mountain
 Sep 3-4 TT Summit Point/Steel Cities
 Sep 10-11 PDX/CT Summit Point/
 Washington DC
 Sep 17-18 HC Weatherly, Penn./
 Northeastern Pennsylvania



Wayne Flynn

CLUB RACING

WHAT Runoffs qualifier

WHEN Aug 27-28, 2016

WHERE Portland, Ore.

A double header Runoffs qualifier
 takes place in late August at
 the historic and challenging
 Portland International Raceway.

Oct 1-2 HC Trout Run, Penn./Steel Cities

Oct 22-23 PDX/CT Summit Point-
 Jefferson/Washington DC

Oct 22-23 PDX NJMP/South Jersey

Blue Mountain (215) 234-0518

Northeastern Pennsylvania
 (570) 655-0576

South Jersey (609) 784-5316

Steel Cities (301) 729-2407

Washington DC (301) 572-7444

SOUTHEAST sedivrracing.org

Jul 16-17 PDX Sebring/Central Florida

Jul 23-24 PDX Road Atlanta/Atlanta

Aug 5-6 Daytona International

Speedway/Central Florida

Aug 13-14 TT/PDX Charlotte Motor

Speedway/Central Carolinas

Aug 27-28 TT Barber Motorsports Park/

Alabama, Tennessee Valley

Sep 3-4 PDX Sebring/Central Florida

Sep 10-11 HC Robbinsville, N.C./Central

Carolinas

Sep 17-18 PDX Sebring/Central Florida

Oct 1-2 TT/PDX Talladega Grand Prix/

Alabama, Tennessee

Nov 4-6 PDX Road Atlanta/Atlanta

Nov 26-27 TT Sebring/Central Florida

Alabama/Tenn. Valley (256) 426-0672

Atlanta (770) 472-0460

Central Carolinas (828) 684-2696

Central Florida (407) 568-6902

GREAT LAKES greatlakes-scca.org

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

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

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

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\$ 1,000,000	\$ 1,023

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SCCA HAPPENINGS

Dec 3-4 PDX MSR Houston/Houston
Houston TBD
Texas TBD

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

SOUTHERN PACIFIC scca-sopac.org
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

Jul 1-3 Bryan, Texas
Jul 8-10 Packwood, Wash.
Jul 22-24 Wilmington, Ohio
Jul 29-31 La Junta, Colo.

**TIRE RACK® SCCA SOLO
NATIONAL CHAMPIONSHIPS**
Sep 6-9, 2016 Lincoln Airpark, Neb.

TIRE RACK® SCCA PROSOLO

Apr 8-10 El Toro, Calif.
Russell (Super); Grice (Ladies)
Apr 29-May 1 Crows Landing, Calif.
Porta (Super); Wong (Ladies)
May 6-8 Wilmington, Ohio
Spratte (Super); Campbell (Ladies)
May 13-15 Washington D.C.
Vitamvas (Super); Odioso (Ladies)
May 27-29 Lincoln, Neb.
Whitener (Super); Heaton (Ladies)
Jun 3-5 Mineral Wells, Texas
Kvetko (Super); Kelley (Ladies)
Jun 10-12 Swanton, Ohio
Jul 15-17 Packwood, Wash.
Jul 29-31 Wilmington, Ohio
Aug 5-7 Blythville, Ark.

**TIRE RACK®
SCCA PROSOLO FINALE**
Sep 2-4, 2016 Lincoln Airpark, Neb.

TIRE RACK® MATCH TOUR.
Jul 15-17 Wampum, Pa.

CAM CHALLENGE

Aug 12-14 Peru, Ind.
Sep 2-3 Lincoln, Neb.

REGIONAL

NORTHEAST nediv.org
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
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
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

csi_black@yahoo.com

Finger Lakes marcus.kroll@gmail.com
Glen (570) 418-2912

Northern New Jersey

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 sedivrracing.org

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 American/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@nettally.com

South Carolina nixonbt@gmail.com

Tennessee trscca.cd@gmail.com

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GREAT LAKES greatlakes-scca.org

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
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
farrrd@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

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

Perry Bennett



NATIONAL SOLO

WHAT Championship countdown
WHEN Probably right now
WHERE Everywhere
 Every Regional autocross is another chance to dial in your setup before the Tire Rack Solo National Championships kicks off.

Great River mmwhitney@mchsi.com
Lake Superior
jim.chartre@ccisystems.com

MIDWEST midiv.org

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

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245/40ZR15

205/55ZR16
 255/40ZR17

245/40ZR18
 265/35ZR18

295/40ZR18*

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

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



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 alhermans@sdcc-corp.com
Mississippi georgebpainter@aol.com
Nebraska (402) 968-3282
Oklahoma ss8em2@gmail.com
Salina smnck@att.net

SOUTHWEST sowdivscca.org
Jul 2-3 NOLF Waldron Field/South Texas
Border
Jul 17 Hutchinson Naval Air Base/Wichita
Jul 31 Lone Star Park/Texas
Aug 6-7 NOLF Waldron Field/South Texas
Border
Aug 14 Hutchinson Naval Air Base/Wichita
Aug 28 Lone Star Park/Texas
Aug 28 Hutchinson Naval Air Base/Wichita
Sep 3-4 NOLF Waldron Field/South Texas
Border
Sep 18 Hutchinson Naval Air Base/Wichita
Oct 1-2 NOLF Waldron Field/South Texas
Border
Oct 9 Hutchinson Naval Air Base/Wichita
Oct 9 Texas Motor Speedway/Texas
Oct 23 Hutchinson Naval Air Base/Wichita
Oct 23 Lone Star Park/Texas
Nov 5-6 NOLF Waldron Field/South
Texas Border
Nov 13 Hutchinson Naval Air Base/Wichita
Dec 3-4 NOLF Waldron Field/South Texas
Border
Central Louisiana
mblazek@bellsouth.net
Delta (504) 487-5044
Houston dmccelvey@gmail.com
South Texas (361) 980-8000
Texas jennifer.maxcy@att.net
Wichita cuoncrs@gmail.com

ROCKY MOUNTAIN coloradoscca.org
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 kbpb@aol.com
Utah jolleylaw@comcast.net

NORTHERN PACIFIC norpacscca.org
Jul 9 Fresno Fairgrounds/San Francisco
Montana
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
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
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
Sep 17 Badger Trails/Land O' Lakes
Land O' Lakes (952) 381-2759



Rupert Berrington

RALLYCROSS

WHAT National Challenge
WHEN Aug. 6, 2016
WHERE Deertrail, Colo.
There's one more chance to hit a
RallyCross National Challenge
before the big championship
event. Will you be there?

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

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

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 sedivacing.org

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

MIDWEST midiv.org

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 norpacscca.org
Jul 16 Dirt Fish Rally School (RX school)/
Northwest
Jul 17 Dirt Fish Rally School/Northwest
Nov 13 Dirt Fish Rally School
(RallySprint)/Northwest
Northwest kito.brielaier@gmail.com

MEMBER BENEFITS

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



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car rentals.



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equipment, Impact Racing
products, Aeroquip hose and
fittings, and Mocal products.



LegalShield is offering a
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waived enrollment fees for
SCCA members.

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

M8

EXPAND YOUR HORIZONS

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

M.8

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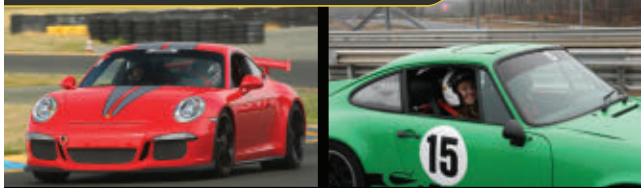
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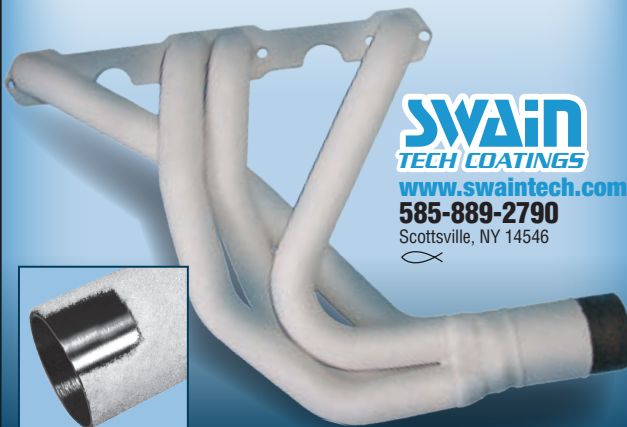
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SWAIN
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www.swaintech.com
585-889-2790
Scottsville, NY 14546

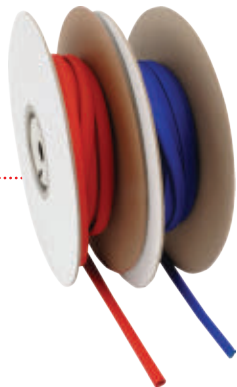
Manage heat with .015+/- thick coating

NEW PRODUCTS

DEI PROTECT-A-WIRE

DEI's Protect-A-Wire is constructed of high-temperature resistant glass fiber material developed to handle 500 degree F direct heat or 1,200 degree F radiant heat. Ideal for all electrical wiring, speedometer cable, or hose up to 10mm in diameter, Protect-A-Wire is resistant to hot oil and chemical spills, and adds protection against dirt and abrasion.

www.designengineering.com



AEM FLEX FUEL WIDEBAND

AEM has introduced the latest edition to its extensive collection of wideband gauges, the Flex Fuel Wideband FAILSAFE gauge. This new unit displays air/fuel ratio, boost/vacuum, and ethanol content, and can actively protect your engine from damage if it runs lean or excessively rich. This product is a must have for all tuned performance engines that use ethanol-based fuels like E85.

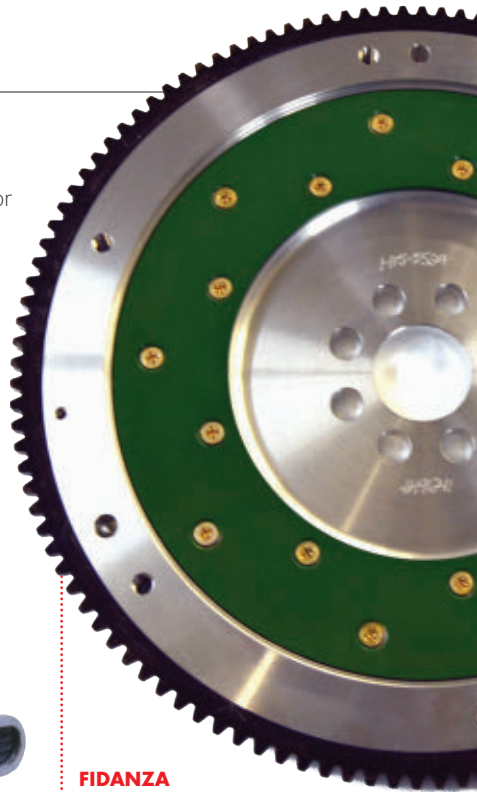
www.aemelectronics.com



MARADYNE BLOWER UNIT

Anyone in automotive performance tuning, repair, or restoration knows the benefits of quickly cooling down a vehicle so work can continue and the job can be completed. For quick cooling, Maradyne High Performance Fans offers the Fast & Cool Air Blower, Maradyne's newest must-have shop floor or pit area tool.

www.maradynehp.com



FIDANZA PERFORMANCE FLYWHEEL

Fidanza Performance has added the new ninth-generation Honda Civic Si to its catalog of performance flywheels. The 2.4L K24Z7 motor will see a significant change in the revving ability of the engine with this flywheel.

Constructed from 6061 T6 aluminum, this flywheel weighs in at 16lbs; dropping some nine pounds from the OE stock unit.

www.fidanza.com

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RACERS



FORGELINE HERITAGE TA3 WHEEL

Forgeline now offers drivers who favor a retro-cool snowflake mesh design, reminiscent of the iconic late 1960s pony cars, a greater range of wheel sizes to choose from. Forgeline's TA3 is now available with a flat-lip reverse outer in 18- and 19-inch fitments, or with a stepped-lip in 19- and 20-inch diameters.

www.forgeline.com



HELLWIG CAMARO SS SWAYBARS

Hellwig Suspension Products announced its new tubular front and rear adjustable sway bars for the sixth generation Chevrolet Camaro SS. These bolt-on adjustable sway bars improve handling and driver control without affecting ride quality. The front 1-1/4-inch and rear 1-1/8-inch tubular sway bars replace the smaller factory bars and come with new polyurethane bushings and mounting brackets.

www.hellwigproducts.com

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

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30", 5 DRAWER

• 704 lb. capacity
LOT 69397/61427
95272 shown
comp at \$349.99
\$169.99

SUPER COUPON

PITTSBURGH 4" MAGNETIC PARTS HOLDER

Customer Rating
LOT 62535
90656 shown
SAVE 68%
\$1.99 comp at \$5.99

Limit 1. Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchase. Valid through 11/25/16. Limit one coupon per customer per day.

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RAPID PUMP® 1.5 TON ALUMINUM RACING JACK
PITTSBURGH
LOT 69232/61659 shown
62496/62516
SAVE \$50

Customer Rating
• 3-1/2 Pumps Lifts
• Most Vehicles
• Lifts from 3-1/2" to 14-1/8"
• Weighs 34 lbs.

\$699
~~\$899~~
comp at \$119.99

SUPER COUPON

EMERGENCY 39 LED TRIANGLE WORKLIGHT
LOT 62158 shown
62417/62514
SAVE 70%
\$2.99 comp at \$10.11

Customer Rating
• Batteries included.

700 RUNNING WATTS 2 HP (63 CC) 2 CYCLE GAS RECREATIONAL GENERATOR
LOT 60338/69381 shown
SAVE \$78
\$899 comp at \$168.97

SUPER COUPON

2.5 HP 21 GALLON 175 PSI VERTICAL AIR COMPRESSOR
CENTRALPNEUMATIC
LOT 66091/67847 shown
61454/61693/62303
SAVE \$339
\$1599 comp at \$499

Customer Rating
• STEP STOOL
• 68911 shown
• 350 lb. capacity

WORKING PLATFORM
LOT 62615 shown
SAVE 82%
\$2199 comp at \$58.55

NOW SUPER COUPON

4-1/2" ANGLE GRINDER
LOT 95782/69645
60023 shown
SAVE 40%
\$179 comp at \$20.26

Customer Rating
• 1650 PSI
• 1.3 GPM

1650 PSI PRESSURE WASHER
LOT 66488 shown
SAVE \$70
\$799 comp at \$149.99

SUPER COUPON

12,000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE
LOT 61626/61889
60813 shown
SAVE \$453
\$2999 comp at \$732.99

Customer Rating
• 44%

MECHANICS SHOP TOWELS
LOT 62234 shown
61837/63031
63172
SAVE 44%
\$999 comp at \$18

NOW SUPER COUPON

WIRELESS SECURITY ALERT SYSTEM
Gardner-Hart Security
LOT 93068 shown
69590/61910/62471
SAVE 60%
\$179 comp at \$29.99

Customer Rating
• 1250 lb. capacity

VEHICLE POSITIONING WHEEL DOLLY
PITTSBURGH
LOT 62234 shown
61917 shown
SAVE \$200
\$699 comp at \$269.99

NOW SUPER COUPON

1/2" ELECTRIC IMPACT WRENCH
CHICAGO
LOT 69606/61713
68099 shown
SAVE \$109
\$399 comp at \$149.88

Customer Rating
• 1250 lb. capacity

VEHICLE POSITIONING WHEEL DOLLY
PITTSBURGH
LOT 62234 shown
61917 shown
SAVE \$200
\$699 comp at \$269.99

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CONTACT PATCH

PHILIP ROYLE

EDITOR, *SPORTSCAR* MAGAZINE

MEETING THE CLUB, ONE MEMBER AT A TIME

I recently realized I was missing great opportunities afforded me through this magazine. For years now, I've been reading interviews with amazing Club members in the pages of *SportsCar* - Joe Huffaker, Amy Ruman, John Morton, Bob Endicott, Laura Hayes, Michael Cooper, and Beth McClure-Strelneiks come to mind - and after flipping the last page of those stories, I kept thinking that I'd love to meet them. The truth is, I had the chance to meet them all, but chose instead to have someone else perform the interviews. It was a missed opportunity on my part, and one I'm now hoping to minimize. So, starting with last month's cover story, I decided I would, in fact, start meeting some of the members who don the cover of our Club's magazine. And, I can tell you, I'm already glad I did.

Last month, as you know, we featured Solo National Champ Tom O'Gorman. I met with him and eight-time Runoffs National Champion David Daugherty on a pleasant Thursday afternoon in Cincinnati, and I loved chatting with them and getting racing perspectives from both the up and comer, as well as the veteran. This month, I was super excited to meet up with

three-time Runoffs National Champion and incredibly successful race shop owner Jesse Prather for a cover shoot in Topeka, Kan.

Truth be told, I met Jesse at a past Runoffs and have talked to him a couple of times on the phone since, even stopping by his race shop at one point. But all of that is far different from being able to spend an entire day with the man. Chatting about his life, philosophy, and how he came to be one of the de facto SCCA Production-class builders was an eye-opening experience, and really made me see this second-generation SCCA member in a new light. As we wrapped the interview, we meandered over to the first-gen RX-7 EP car he's building for his own racing pleasure next season, and he gave me a behind-the-scenes tour. Let me tell you, this car is insane.

Racing in E Production myself and planning to compete at the 2017 Runoffs at Indianapolis Motor Speedway, I'm not looking forward to running against Jesse. Jesse's car will be a tribute to his friend, the late Tom Thrash, and the first generation RX-7 Tom won EP in at the 2007 Runoffs. Tom's car was ludicrously fast, and from what I gleaned from the few minutes poking around Jesse's new build, this tribute would make Tom proud.



HARD AT WORK

Jesse Prather opened his shop to us in this month's cover feature.

So, what's next on *SportsCar's* agenda? Well, next month we'll talk to movers and shakers from the Solo side of things as we ramp up for the championship season with our annual *Who Will Win the Tire Rack Solo National Championships* mega preview. Who will we pick to watch at this title event, and which of those will be on the cover of *SportsCar*? I can't say yet, but I can tell you that I can't wait to get cracking on meeting another member! 📍

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FROM THE ARCHIVES

10 YEARS AGO... AUGUST 2006



- *Polishing the Rough* covered the art and science of RallyCross course design.
- New classes were the rage in Club Racing, with the CRB introducing B and D Prepared for World Challenge cars.

30 YEARS AGO... AUGUST 1986



- The Trans Am series descended on Detroit for the Motor City 100, where a 23-year-old Scott Sharp took the win.
- The SEB was working on a philosophy for the Stock category.

50 YEARS AGO... AUGUST 1966



- The USRRC visited Watkins Glen, and Buck Fulp claimed first place.
- Jim Clark penned *Getting Started as a Racing Driver*, which focused largely on debunking many of the obstacles to entry.



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