

SPORTSCAR®



WHAT IT TAKES

The other side to Andrew Pallotta's Solo National Championship journey



SEPTEMBER 2016
U.S. & CAN \$5.99
SCCA.COM



WHO WILL WIN?

Our Solo National Championships predictions

SET TO WIN

Tips from the top on how to win a Solo championship title

JUNE SPRINTS

Coverage from Chicago Region's famed road race

200 TREADWEAR STREET AND ST CLASS TIRES



BF Goodrich
g-Force Rival
g-Force Rival S

FALKEN
Azenis RT615K

BRIDGESTONE
Potenza RE-11
Potenza RE-11A

BRIDGESTONE
Potenza RE-71R

DUNLOP
Direzza Z11
Star Spec



HANKOOK
Ventus R-S3
(Version 2)

KUMHO TIRE
Ecsta V720

NGN
N FERA SUR4

TOYO TIRES
Proxes R1R

R-COMPOUND TIRES



BF Goodrich
g-Force R1

BF Goodrich
g-Force R1 S

HANKOOK
Ventus Z214
C51 med./C71 soft

Hoosier
A7 & R7
Racing Radial

Hoosier
D.O.T. Radial
Wet H20

TOYO TIRES
Proxes RA1

TOYO TIRES
Proxes RR

TOYO TIRES
Proxes R888

REBATES AND SPECIAL OFFERS

tirerack.com/specials



BRIDGESTONE

\$70

BUY A SET OF FOUR ELIGIBLE
BRIDGESTONE TIRES AND RECEIVE A

**BRIDGESTONE VISA®
PREPAID CARD BY MAIL**
JULY 25 – AUGUST 21, 2016

\$70 Visa Prepaid Card may be used everywhere Visa debit cards are accepted. Restrictions apply. Cards issued by The Bancorp Bank pursuant to a license from Visa U.S.A. Inc. The Bancorp Bank; Member FDIC. Cards are issued in connection with a reward. Card terms and conditions apply; see www.BridgestoneRewards.com/CardTerms. Excludes Blizzak. See claim form for details.

KUMHO TIRE
Summer Rush
Tire Rack Exclusive

Get a **\$75**
Tire Rack Prepaid MasterCard® when you purchase a set of four select Kumho tires.

Offer Valid July 1 - August 31, 2016

Card issued by MetaBank® Member FDIC. Card expiration applies.

2016 GREAT HIT REBATE

GET UP TO **\$100**

VIA MAIL-IN REBATE WHEN YOU PURCHASE A SET OF FOUR SELECT HANKOOK TIRES.

OFFER VALID 8/1/16 - 9/30/16

HANKOOK
driving emotion

DUNLOP
signature
FAST 50

Purchase a set of four Dunlop Signature HP tires from August 1-31, 2016 and get a \$50 Visa® Prepaid Card.

Tire Rack Exclusive Offer!



ULTRALEGGERA HLT
19 20



ULTRALEGGERA
16 17 18



A HUGE SELECTION OF OVER 1,300 DIFFERENT WHEELS



TR Motorsports® FF10
light grey
15 17



TR Motorsports® C2
light grey, black (17),
bright silver (17)
17 18



TR Motorsports® C3
black, light grey
17

NEW



TR Motorsports® C4
light grey, black
17 18



M.R. MR131 Traklite
black, bronze, silver
17 18



Sparco Assetto Gara
SPECTRUM
available in 11 finishes
14 15 16 17 18



Sparco Trofeo 5
light grey, black, bronze, gold, red
17 18



Kosei K4R
light grey
15 16 17



Kosei K1-TS
light grey, silver
14 17



Enkei Racing RPF1
bright silver, black (15-18), gold (17 18),
special brilliant coating (15 17)
14 15 16 17 18



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



Enkei Tuning Fujin
black, bright silver
17 18

BRAKES



SUSPENSION





RACE PROVEN STREET LEGAL™
Brake Pad Technology



HIGH PERFORMANCE STREET/RACE



HIGH PERFORMANCE STREET PADS

For street car owners who race their vehicle at autocross, open track and time trial events.

HIGH PERFORMANCE STREET 5.0



HIGH PERFORMANCE STREET PADS

A new generation of performance street pads for increased stopping power and lower dust.

HP Plus



AUTOCROSS AND RACING

Designed for serious street and autocross enthusiasts for sport driving in autocross, Solo II and "track day" applications.

Motorsports Pads

BLACK, BLUE, HT AND DTC SERIES. FOR TRACK USE ONLY

PC



PERFORMANCE CERAMIC PADS

Ceramic compound for ultra-low dust and quiet performance of O.E. ceramic pads, but offers greater stopping power.

HPS



HIGH PERFORMANCE STREET PADS

A unique compound derived from motorsports technology offers much improved braking over O.E. and replacement pads.

LTS



LIGHT TRUCK AND SUV PADS

Designed for full-size light trucks and SUVs. Provide superior stopping power and longer pad life without excessive noise and dust.

SD



SUPER DUTY TRUCK PADS

For severe duty professional truck fleets and trucks/SUVs frequently towing heavy loads under high inertia and repetitive braking.



See temperature and friction levels at www.tirerack.com/hawkchart

SECTOR 27 BRAKE KITS

Two Sector 27 Rotors + Hawk Brake Pads
(High Performance Street 5.0, HPS, Performance Ceramic, or LTS depending on application)

Beveled holes provide superior cooling, while rounded slots provide consistent contact and sweep away gas and dust. A silver zinc plating ensures long life and reduces rust.



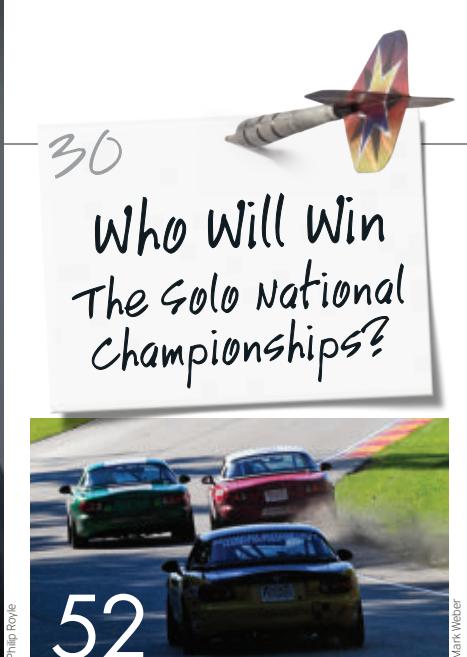
For more information and up-to-date pricing, call or visit www.tirerack.com/hawk

FREE SHIPPING

For all brakes, suspension and other parts and accessories on all orders over \$50. Visit www.tirerack.com/freeshipping for details.



22



Philip Royce



Perry Bennett

CONTENTS

FEATURES

- 22 WHAT IT TAKES**
How did Andrew Pallotta claim three Solo National Championship titles so quickly?
- 30 WHO WILL WIN THE SOLO NATIONAL CHAMPIONSHIPS?**
Our best guess at who will take gold at Lincoln Airpark this September
- 42 THE LINCOLN SETUP**
The secrets to setting up for the win at Solo's National Championship event
- 49 16 THINGS TO KNOW**
Essential logistical tips for first timers at the Solo National Championships
- 52 THE JUNE SPRINTS**
Chicago Region's June Sprints rocked Road America once more
- 58 FAST TIMES**
The Trans Am Series hits Detroit and New Jersey in one crazy month of racing

DEPARTMENTS

- 10 CLUB LIFE**
News from around SCCA and the world
- 14 THE CLUB BOARD**
Board of Directors Chairman John Walsh
- 16 CLUB VIEW**
SCCA Senior Director, Rally/Solo Howard Duncan
- 18 MY SCCA LIFE**
Monte Shelton's SCCA story
- 20 POBST POSITION**
Racing Champ Randy Pobst speaks
- 60 GETTING DIRTY**
Leon Drake talks RallyCross
- 62 RACING ROOM**
The CRB's Todd Butler discusses the future
- 66 FIRST GEAR**
Up-and-coming young members
- 68 MARKETPLACE**
You want it, someone has it
- 74 CARS FOR SALE**
Your next racecar is here!
- 76 CALENDAR**
Thousands of events you need to attend
- 84 TOY BOX**
Essential tools, accessories, and gear
- 86 CONTACT PATCH**
Words to live by...or something...

49
16

COVER PHOTOGRAPHY Philip Royce

SPORTSCAR

SEPTEMBER 2016
VOL. 74 | ISSUE 9

SPORTS CAR CLUB OF AMERICA INC.

6620 SE DWIGHT ST.
TOPEKA, KS 66619
• TOLL-FREE (800) 770-2055
• MON.-FRI., 8am to 5pm CENTRAL

© 2015, Sports Car Club of America, Incorporated.
All rights reserved. Reproduction without permission is prohibited. *SportsCar* (ISSN 0300-6387) is published monthly for the Sports Car Club of America, Incorporated, 6620 SE Dwight St., Topeka, KS 66619, (785) 357-7222 by

RACER Media & Marketing Inc
17030 Red Hill Avenue
Irvine, CA 92614
(949) 417-6700

Material submitted must be accompanied by stamped, self-addressed envelope. *SportsCar* assumes no responsibility for unsolicited material. No part of this magazine can be reproduced without permission.

POSTMASTER

Send address changes to:
SportsCar 6620 SE Dwight St.
Topeka, KS 66619

Periodical postage paid at Topeka, KS 66675-9651 and additional entry offices. Subscription is part of SCCA Regular, Associate and Corporate membership fee.

Notice: "SCCA" and the wire wheel logo are trademarks and/or service marks of the Sports Car Club of America, Incorporated.

Advertisement of products in *SportsCar* does not necessarily imply endorsement or approval by the Sports Car Club of America.



THE AUDIT BUREAU MEMBER
(ISSN 0300-6387-USPS
#540410)



NOT-SO-PRIME REAL ESTATE

Mid-Ohio's China Beach has a nasty habit of collecting cars, as Spec Miata driver Richard Schader discovered during this year's U.S. Majors Tour. This is perhaps the one time beachfront property is not desirable.

DATE June 5, 2016

LOCATION Lexington, Ohio

WHAT Northern Conference,
U.S. Majors Tour

PHOTOGRAPHER Ken Brown



REMEMBERING

Long before the pro racing dynasty, the late Carl Haas was an SCCA competitor, spending weekends at the track the same way many do today. Haas made an impact on automobile racing that will long be remembered.

DATE Sept. 14, 2002

LOCATION Northamptonshire, England

PHOTOGRAPHER LAT/Mike Weston





SOLO AWARDS

The Solo Events Board is seeking nominations for the 2016 Driver of Eminence award and the Solo Cup. Nominations should be submitted in writing via www.soloeventsboard.com. (Last year's Driver of Eminence winner Brian Peters, RIGHT).



Rupert Berrington

On July 2, 2016, the inaugural round of the Formula 4 United States Championship powered by Honda kicked off at the famed Mid-Ohio Sports Car Course in Lexington, Ohio, and Konrad Czaczyk made history as the first winner.

Czaczyk, piloting the No. 47 Leading Edge Grand Prix car, started fifth on the grid and drove his way to the victory in a dramatic move with two laps left in the race. Kyle Kirkwood lost momentum going through the keyhole, allowing Czaczyk to move into the lead. Czaczyk would go on to dominate the race weekend, winning all three races.

"We had a rough start to the weekend after placing fifth during qualifications Friday," Czaczyk says. "The weekend quickly improved by winning the entire

race weekend, sitting on the pole and successfully completing my first standing start. This is my first time competing in a car, and my team and I couldn't have asked for a better start of the season."

A junior open-wheel racing series that helps young drivers make the step up from karting, the F4 U.S. Championship becomes the world's 12th F4 series supported by the Federation Internationale de l'Automobile (FIA). Organized and sanctioned by SCCA Pro Racing, the U.S. series joins championships throughout Europe, Asia, Central America, the Middle East and Oceania. SCCA Pro Racing, along with its partners and the FIA, created the F4 U.S. Championship after recognizing the need for an affordable step between karting and Formula 3.

Offering drivers as young as 15 the chance to take their first steps from karting into the world of open-wheel racing, competitors are also offered the unique opportunity to earn points toward an FIA Super License. Once a competitor reaches 40 Super License points and becomes at least 18 years old, they can qualify and apply to race for Formula 1.

The F4 U.S. Championship will return to Mid-Ohio Sports Car Course for its second event weekend on Aug. 12-13 during the Nationwide NASCAR weekend. 📍

LAT / Dan R. Boyd



**FORMULA 4
ACTION BEGINS**



Ken Brown

AMERICAN SEDAN EXPANSION

The CRB and American Sedan Advisory Committee are assembling an ad hoc committee to develop recommendations for the future of American Sedan. This will include, but is not limited to, ideas to bring additional cars into the class. If you are interested in participating on this committee, please send your resume through the CRB letter system at www.crbscca.com.



LAT / Dan R. Boyd

THE FIRST
Konrad Czaczyk will go into the record books as the first F4 U.S. Championship winner.

CHEVY BECOMES OFFICIAL TRUCK

A new partnership with Chevrolet provides critical support for several SCCA competitive activities. Through this new agreement, Chevrolet becomes the Official Truck of the Sports Car Club of America and will provide the SCCA with multiple Silverado pickup trucks - the most dependable, longest-lasting, full-size pickups on the road.

The legacy of dependability built by Chevrolet pickup trucks, which is partially responsible for the marque's truck sales increase of 27 percent last year, will be called upon to execute the busy competition calendar of the Tire Rack SCCA National Solo and National RallyCross programs, as well as the SCCA National Championship Runoffs presented by Garmin VIRB. Eric Prill, SCCA Vice President and COO, said the Silverados will be trusted with hauling three National Solo equipment trailers essential for the implementation of nearly 30 events this year,

including the year-end Tire Rack Solo Nationals.

Each year, the National Solo program covers nearly 70,000 miles hauling equipment trailers to Championship Tour, Match Tour, ProSolo, and RallyCross events. Those trailers, ranging from 20- to 28-feet long, weigh in between 8,000lbs and 12,000lbs. The Chevrolet Silverado is more than up to the task: with the

5.3L V-8, Silverado offers up to an EPA estimated 23mpg highway, more than any V8 pickup, ever; with the 6.2L V8, Silverado offers 420hp and up to 12,000lbs of towing capacity - both the highest of any V8, light-duty pickup. That should come as good news to the more than 8,000 racers who compete at SCCA Solo and RallyCross meetings over the course of a year. 📍



Courtesy Chevrolet

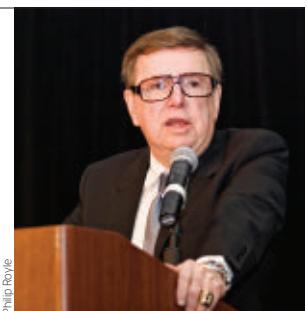
TOW POWER
Chevrolet will help keep SCCA's Rally and Solo programs on the road.

CHECKERED FLAG Carl Haas: 1930-2016

Initially an SCCA Club Racing driver, Carl Haas was a sports car racing pioneer, becoming the importer of Lola cars and building many successful race teams in Formula 5000, Can-Am, Super Vee, and Champ Car racing. Haas took time out from his business to serve the SCCA on its Board of Directors for a total of 12 years, acting as Chairman for four, and guiding the Club through one of its most critical periods. In 1985, Haas was bestowed the Club's highest honor, the

Woolf Barnato Award and, in 2007, was inducted into the SCCA Hall of Fame.

"Carl was a titan in the motorsports industry, and an accomplished SCCA racing driver in his own right," says SCCA President and CEO Lisa Noble. "During his tenure at the helm of the SCCA, Carl established the professional business bedrock the Club is built on today. But these are just facts that don't do justice to the man's incredible personal presence. I can still see him standing alongside P.L. Newman on the Road Atlanta



Philip Royle

THE BOSS
Carl Haas found success in business and racing.

pit wall, a huge stogie clenched firmly between his teeth, as they watched the action on track. His impact on our sport remains, and I suspect will be present well into the future. What the SCCA is today is part of Carl's legacy." 📍

IMPROVED WHEELS

The Improved Touring category is poised to update its wheel and tire listings for the 2017 season. A number of classes will see an increase in wheel width, while at the same time the diameter restriction is removed. New for 2017 is a maximum tire width specification. Check the August issue of *Fastrack* on www.scca.com for complete details.



D.E. Baer



Courtesy Mazda

GLOBAL MAZDA MX-5 HITS 100

In its first season, the new Mazda MX-5 Cup racecar has enjoyed fields of more than 40 Cup cars competing in the Battery Tender Global Mazda MX-5 Cup presented by BFGoodrich Tires, with more than 70 cars being delivered, and a significant milestone with the placement of the 100th order having just been achieved.

While the MX-5 Cup teams were competing at the Road America rounds, the 100th order came in, this one from the Monticello Motor Club (MMC), a private race track and country club located 90 minutes from New York City.

The 100th car is scheduled to be delivered in August and will be added to MMC's fleet of rental racecars available to its members.

"When we announced this program, we set our target at 50 cars in the U.S. in 2016," John Doonan, director of motorsports, Mazda North American Operations, noted. "To double that goal in less than a year is a huge endorsement by our customers that they see this car as the best value in sports car racing today. We're thrilled that the growing market for track day cars is seeing the MX-5 Cup car as an ideal purchase." 🍷

Solo Nationals Registration

Registration for the 44th annual Tire Rack Solo Nationals presented by Garmin VIRB is going like gangbusters, with more than 800 entries at the time of this writing. The highlight event of the Solo season returns to Lincoln Air Park, where more than 1,200 competitors are expected to face off to crown the best of the best in Solo competition. In 2015, a participation record was set with 1,227 competitors posting times, and hopes are high to break the record in 2016.

On July 20, general paddock registration opened, so if you have not snatched up your piece of Lincoln concrete yet, you should do it soon. As a reminder, the registration late fee (\$300 per entrant) goes into effect on Aug. 10.

Competitors are also reminded to sign up for the Solo Nationals specific contingency programs prior to the event. Visit www.scca.com for the latest in event news. 🍷



Rupert Eberington

GO TIME

The Tire Rack Solo National Championships is right around the corner.

A GREAT RACE

KEEP THE PACE
Club racer Joe Koenig turned the driving duties over to his wife Deb for the Great Race. The couple crossed the finish in Moline, Ill., which, in and of itself, can be considered a win.



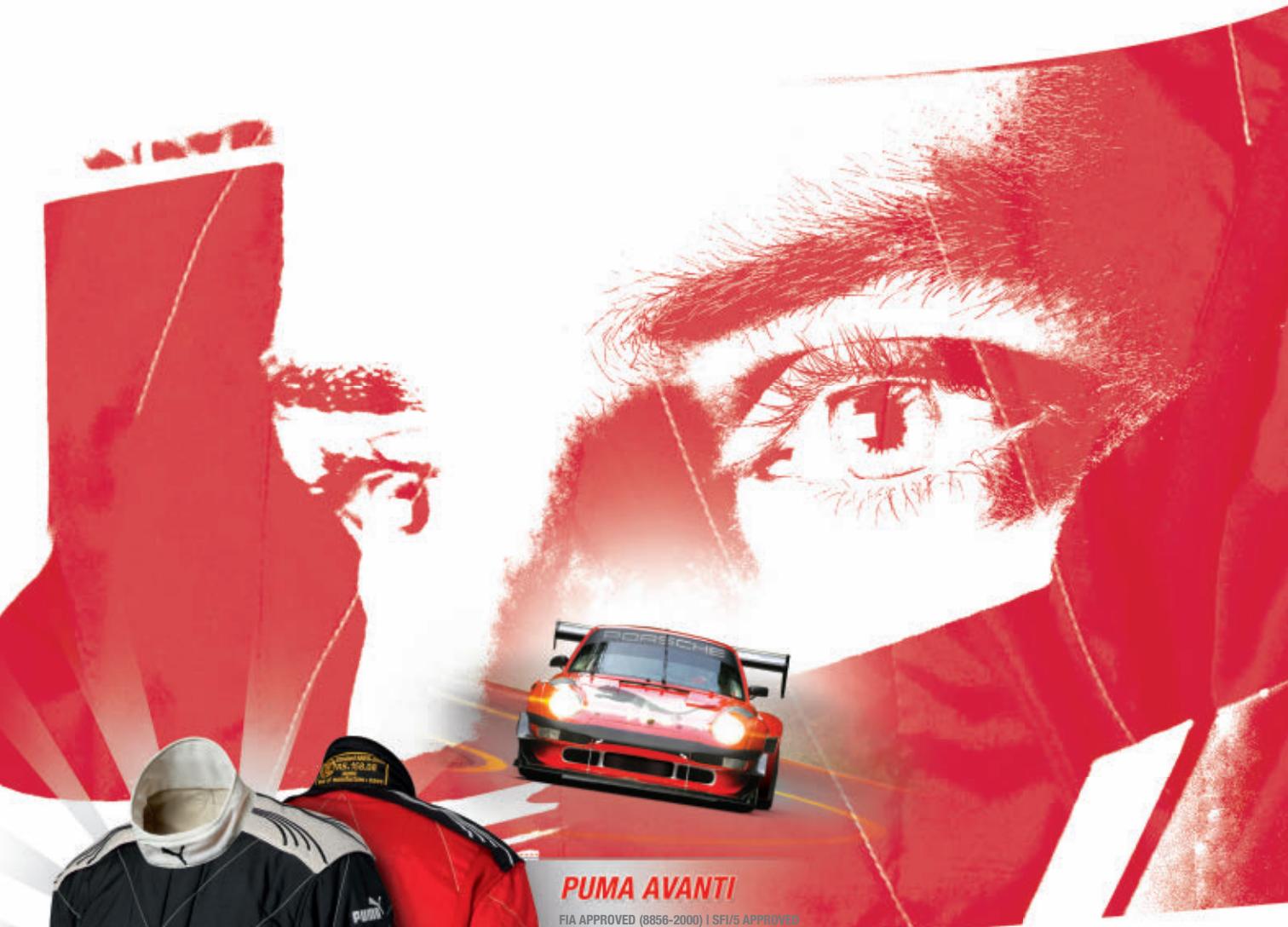
Jason Isley

More than 100 teams signed on for the 2016 running of the Hemmings Motor News Great Race presented by Hagerty. The event found drivers and navigators traversing a challenging route from the starting point in San Rafael, Calif., on June 18, to the finish in Moline, Ill., on June 26. Among the teams were a number of SCCA members, like the husband and wife team of Deb and Joe Koenig, who made their rookie debut. While Joe can more often be found on the racetrack piloting one of the Trim-Tex Racing cars, he took the navigator duties as Deb took the wheel of their 1958 Chevrolet Apache Fleetside.

Other notable SCCA members participating in the Great Race

included X-Games champion and Baja 1000 winner Jamie Bestwick, who piloted a 1970 Toyota Corolla (as Toyota celebrates the 50th anniversary of Corolla) with *RACER* magazine's Editor in Chief Laurence Foster as navigator. Daily videos of the Toyota Team's adventure can be found at www.racer.com/greatrace.

In the end, the event saw a tie for only the second time in its 33-year history, with the top two cars finishing with a score of 62.04sec after traveling nearly 2,500 miles. Team 16, G.R. Pike and Bobby Hadskey, driving a 1916 Hudson Indy racer, won the tiebreaker and took home the top prize of \$50,000. 🍷



PUMA AVANTI

FIA APPROVED (8856-2000) | SFI/5 APPROVED

The **Avanti** utilizes revolutionary and proprietary advancements in material, form, function and design synthesizing the ultimate drivers environment for performance and endurance. Lightweight and breathable quilting of a unique 3-layer design consisting of an Aramidic outer layer, a Nomex waffle inner layer, and PUMA's new proprietary 'middle layer' offers an unmatched **33% weight reduction**, an **increase in permeability (breathability) by 55%**, and a **higher thermal protection by 11%** over other manufacturer's 3-layer lightweight designs.

- Anatomically correct pre-shaped body, legs and arms create less bulk in the driving position, increased freedom of movement and agility
- PUMA's proprietary EMS system reduces the weight/bulk in the shoulder area optimizing the acceptance of Hans restraints
- Superior driver comfort is achieved through 'seamless' seaming, along with a large lower lumbar stretch panel to reduce pressure
- Weight comparison: 240 gr/m² (33% lighter than other light-weight suits). FIA approved (8856-2000) and SFI 3.2A/5 approved



Choose from:

- Black/white/red
- Red/black/white
- Blue/black/white
- White/black/red
- Grey/black/white



EVERFIT + PRO

FIA 8856-2000 APPROVED | SFI 3.3/5



PODIO GLOVE

FIA APPROVED (8856-2000)

Authorized Centers		Spring Mountain Motorsports	NV	775-727-6363	
Air Power Racing	UT	801-475-9380	Track First	OH	234-380-5978
Driver's Edge Autosport	BC	604-298-5531	Wine Country Motor Sports	CA	707-935-7223
Framor Safety	MX	(52)555276-0558	Wine Country Motor Sports	CO	303-799-6606
Performance Speed Tech	TX	817-512-4780	Wine Country Motor Sports	FL	561-748-5328

To find a dealer near you: **(714) 847-1501**
or find us on the web at: puma.subesports.com

Subé Sports is the exclusive distributor of PUMA Motorsports products in the USA.
www.subesports.com



REGISTER FOR THE RUNOFFS NOW!

Registration for the 2016 SCCA National Championship Runoffs presented by Garmin VIRB is under way for both drivers and workers. The winner-take-all event returns to Mid-Ohio Sports Car Course for the first time since 2005, taking place Sept. 19-25, 2016.



SPORTSCAR
THE OFFICIAL PUBLICATION
OF THE SPORTS CAR
CLUB OF AMERICA

PRODUCED FOR THE SCCA BY:
RACER MEDIA & MARKETING, INC.

EDITOR Philip Royle
EDITOR-IN-CHIEF Laurence Foster
ASSOCIATE EDITOR Jason Isley
ART DIRECTOR Ree Tucker
DESIGN CONSULTANT Rob French
NATIONAL EDITORIAL COORDINATOR
Reece White
CONTRIBUTING EDITORS
Rick Beattie, Paul Brown, Dee Duncan,
Rocky Enriken, James Heine, Peter
Hylton, Richard S. James, Jim Kearney,
Don Knowles, R.A. McCormack, David
Muramoto, Jon Olschewski, Randy Pobst,
Tom Schultz
CONTRIBUTING PHOTOGRAPHERS
D.E. Baer, Doug Berger, Rupert
Berrington, Irina Bouzenkova, Ken Brown,
Rick Corwine, George Dwinell, Mako
Koiwai, Dennis Murray, Barbara Protos,
Mark Weber, John W. Wilmoth,
Dennis Wood
CEO & EXECUTIVE PUBLISHER
Paul Pfanner
COO & PUBLISHER Bill Sparks
EDITORIAL ADVISOR Jeff Zwart
ADVERTISING DIRECTOR
Nicole Szawlowski
GLOBAL SALES DIRECTOR
John Chambers
ADVERTISING SALES ASSOCIATE
Sarah Vega
AD OPERATIONS Victor Uribe
ACCOUNTING MANAGER
Sandra Carboni-Alexander
PRINTING R.R. Donnelley, Pontiac, Ill

EDITORIAL CONTRIBUTIONS
are welcomed by *SportsCar*. All materials
are subject to our standard terms and
conditions. *SportsCar* is not responsible
for unsolicited manuscripts, photos and
drawings, and such materials will not be
returned unless they are accompanied by
a self-addressed, stamped envelope.

EDITORIAL/ADVERTISING OFFICES
RACER Media & Marketing, Inc.
17030 Red Hill Avenue, Irvine, CA 92614
(949) 417-6700 / Fax (949) 417-6116
E-mail sportscar@racer.com
Toll-Free Advertising Line
(800) 722-7140
Outside USA (949) 417-6700

REPRINTS
Nick Iademarco at
niademarco@wrightsmedia.com
Back Issues (949) 417-6700
SCCA Member Services (800) 770-2055

 RACER MEDIA &
MARKETING, INC.



THE CLUB
BOARD

JOHN WALSH

CHAIRMAN, SCCA BOARD OF DIRECTORS

CHAMPIONSHIP SEASON,
AT HOME AND AWAY

It's that time of year again - trailers loaded, cars and trucks aimed at Nebraska, Iowa, and Ohio for SCCA's National Championship events. Meet up with the best of the best and see how each of us measures up. Maybe I'll make all three, if I can figure out the logistics of being in two places at the same time (another commitment to a Regional event, well south of here, on one of the three dates).

With all the focus on these big National Championship events, it's time to point out that those championship events don't happen without our SCCA Regions holding events to qualify, blow off the cobwebs, and get the hardware sorted. It's appropriate to point out that, even while those big events are operating, we have members and Regions continuing to host local events for those who don't choose to travel that far from home for the extended periods of time the National Championships require.

You need a healthy Region, either your local one or a neighboring one, to conduct events close to home.

That's where you get most of your seat time, and they allow you to have a secret, happy, and energetic competitor life, in addition to that mundane "go to work" stuff you do all week long.

I'm fortunate up here in the wilds of western New York - in about a two-hour drive, I can hit events held by five SCCA Regions, covering every competition program in our Club. Stretch that time to five hours, and it's more than 10 Regions. Each of those Regions and their members are supportive of their neighbor Regions. Geography has blessed us here. If you're in an area where you're not so lucky, your local Regions are likely even more dependant on your willingness - and their energy - to compete regularly.

It's important to you, and to us. After all, entrants equal healthy SCCA Regions. Yes, volunteers to run events are critical, but those Regions need resources (a nice way of saying "entry fees") to make events happen. If nobody shows up, everything stops - maybe permanently.

These local events are also important to our national organization. They drive its budget, and they drive membership. Secret stuff, the disclosure of which will probably get me killed with a dirty spork on a dark, rainy night: If you think that our National Championship events deliver positive results to the bottom line, you're hallucinating. There. I said it. Shocker, huh?

Support your local Region. Participate in their events. Make them healthy. The future of this Club depends on it. ☉

2016 SCCA Foundation raffle winner

Congratulations to SCCA member Mike Littrell, of The Woodlands, Texas, who is this year's SCCA Foundation *Off To The Races II* winner. Along with two VIP passes to the 2016 U.S. Grand Prix, Littrell will receive \$5,000 from the

SCCA Foundation to cover transportation and lodging expenses. All proceeds from this year's raffle go to support SCCA Foundation programs, including Tire Rack Street Survival, Formula SAE, and historical preservation. Thanks

to everyone for your outstanding support of the SCCA Foundation. ☉

SCCA
FOUNDATION
Sports Car Club of America



BONDURANT® RACING SCHOOL

THE OFFICIAL RACING SCHOOL OF **DODGE SRT**   



The Official Tire Supplier of Bob Bondurant School of High Performance Driving



Proudly located on the Gila River Indian Community

800.842.7223

bondurant.com



RALLYCROSS CHAMPIONSHIP REGISTRATION OPENS

The 2016 SCCA RallyCross National Championship marks the 10th anniversary of the event. The event will once again return to the National Balloon Classic in Indianola, Iowa, on Sept. 30-Oct. 2. Registration for the event opens Aug. 10 for past champions, with general registration opening Aug. 17.



Rupert Barrington



Mike Duval

CLUB VIEW

HOWARD DUNCAN

SCCA SENIOR DIRECTOR, RALLY/SOLO

SOLO NATIONALS GNARLY SMASH

Highlighted in this issue of *SportsCar* is the 2016 Tire Rack Solo National Championships presented by Garmin VIRB. I won't talk about the immense level of competition or even lightly suggest drivers who could walk away as champions in this column - *SportsCar* has done a great job covering all that in the following pages. What I would like to focus on, however, is how much fun can be had at the Solo National Championships.

Each year, the vast majority of competitors go home without a championship jacket or trophy. But that's OK. As evidenced by the increasing attendance, it seems claiming a "win" isn't the only thing that matters at this annual event. What matters more, it seems, is "fun." Having fun with cars and having fun with friends.

Immediately after last year's record-shattering Solo Nationals, we began to wonder how to go about making the 2016 event even better. After all, the bar was set pretty high last year with attendance records set for the Solo Nationals, ProSolo Finale, CAM Invitational, and Test N Tune runs. But the process began with event chairpersons Ron and Karen Babb meeting with event officials and SCCA staff to brainstorm.

In recent years, the weeklong event has had a

"tropical" theme, tied to the philosophy that Lincoln Airpark is our own, private concrete beach during the Solo National Championships. This belief has manifested itself through folks decorating their golf carts, cars, and paddock spaces in a manner that would make Jimmy Buffett jealous. And don't get me started on the wild collection of Hawaiian shirts that have made an appearance over the years.

Not surprisingly, the beach premise found its way to the "Tacos and Talent" welcome party, sponsored by the Lincoln Convention and Visitors Bureau and presented by *Grassroots Motorsports* magazine. The "talent" has been something to behold over the years. I can't explain it in words - you have to see it for yourself. But the gathering really solidifies the gala spirit that so many Solo veterans have looked forward to year after year.

In good conscience, we couldn't subject this year's participants to another round of Hawaiian shirts. Since the event chairpersons are *big* sci-fi fans, the theme this year will be "Cone Encounters." What creativity will spring forth from this change of theme? I shudder to think, especially since we expect the beach theme to carry over a bit. Flip flops and alien masks? That seems likely.

Helmets with antennae? An obvious choice. But what about the paddock landing pads? Oh, the wonders we'll witness.

Part of keeping the event fun is making sure things run smoothly during the week. The record attendance last year had us near capacity in the paddock, so we negotiated with the airport for some additional space. The paddock will be expanded by three rows, and the north boundary of the Test N Tune course will move north by 500 feet. Additionally, the test course will be 125 feet wider than in the past.

There will be a limited number of champions crowned at the 2016 Solo National Championships, but the hope is everyone has an out-of-this-world blast and walks away with one winner of a week. 🍷

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 JUNE 2016

NAME	REF	REGION
Brian Ghidinelli	56	San Francisco
Gayle Jardine	42	Cal Club
Gal Mesika	25	Washington DC
Warren Leach	32	San Diego
J. Burchardt	21	SW Louisiana
Derrick Taylor	18	Buccaneer
Todd Higgins	15	South Jersey
Jim Nowlen	12	Milwaukee
Darren Gunn	11	Central Florida
John Zuccarelli	9	Florida

There are 1,600 additional members with at least one referral.

REGION LEADERS

(Category based on 2015 year end membership)

REGION	GROWTH
Jumbo Regions (800+):	
Chicago Region	8.3%
Milwaukee Region	6.0%
Texas Region	5.7%
Large Regions (401-799):	
Northwest Region	9.9%
Kansas City Region	7.5%
Ohio Valley Region	6.4%
Medium Regions (200-400):	
Mohawk Hudson Region	35.1%
Utah Region	30.0%
Northwest Ohio Region	16.6%
Small Regions (<200):	
Puerto Rico Region	66.7%
Montana Region	51.6%
Badlands Region	32.1%

Targa

The first SCCA Targa event, Targa Southland, is right around the corner, set to take place Aug. 11-14, and should be a true test of a member's driving expertise over a number of disciplines. Those taking on the Targa will first meet at Charlotte Motor Speedway for a welcome party and event check in Thursday evening before reconvening the following morning for an autocross at zMAX Dragway. Participants will then head to Charlotte Motor Speedway for a Track Night in America Driven by Tire Rack.

On Saturday, Targa tacklers open their day with a Time Trial at Atlanta Motorsports Park, followed by a RoadRally through the mountains of north Georgia on their way to a cook-out and car show in Kentucky.

Sunday with another autocross at NCM Motorsports Park, then a TrackCross at the same venue, which precedes a trophy presentation to conclude the event.

Registration for Targa Southland, as well as event details and rules can be found at www.scca.com/targa. 🍷

wilwood

DISC BRAKES

SINCE 1977



GS COMPACT MASTER CYLINDERS

PERFORMANCE UNDER PRESSURE

- Rebuildable design with high pressure, die-cast aluminum body and protective e-coat finish
- Redesigned internal piston and return spring for quicker release and longer service life
- Positive seal bellows gasket in reservoir caps
- Integral or remote reservoirs feed models with incremental bore sizes from .50" to .81"



POWER. CONTROL. PRECISION.

805.388.1188

www.wilwood.com



MONTE SHELTON

OREGON REGION

SCCA MEMBER SINCE 1960

In 1955 I saw *The Racers* with Kirk Douglas and Bella Darvi, where they raced at Monaco - that's when I knew I wanted to race. In 1960, I was finally able to afford it. I initially raced at Shelton, Wash. I had a novice permit and had to do three or four races to get a National license, and I've maintained a National license every year since without a waiver. I don't know how many races I've done, but it's been fun.

I raced the USRRC since day one, I did one or two Can-Am races a year (I had a lot of fun doing that), and I did 40 or so Trans Am races. In 1980, I started 10th and finished first in a Trans Am race at Road America. I got passed on the last lap, but got it back and took the win. There were over 50 cars in that race. That was pretty special.

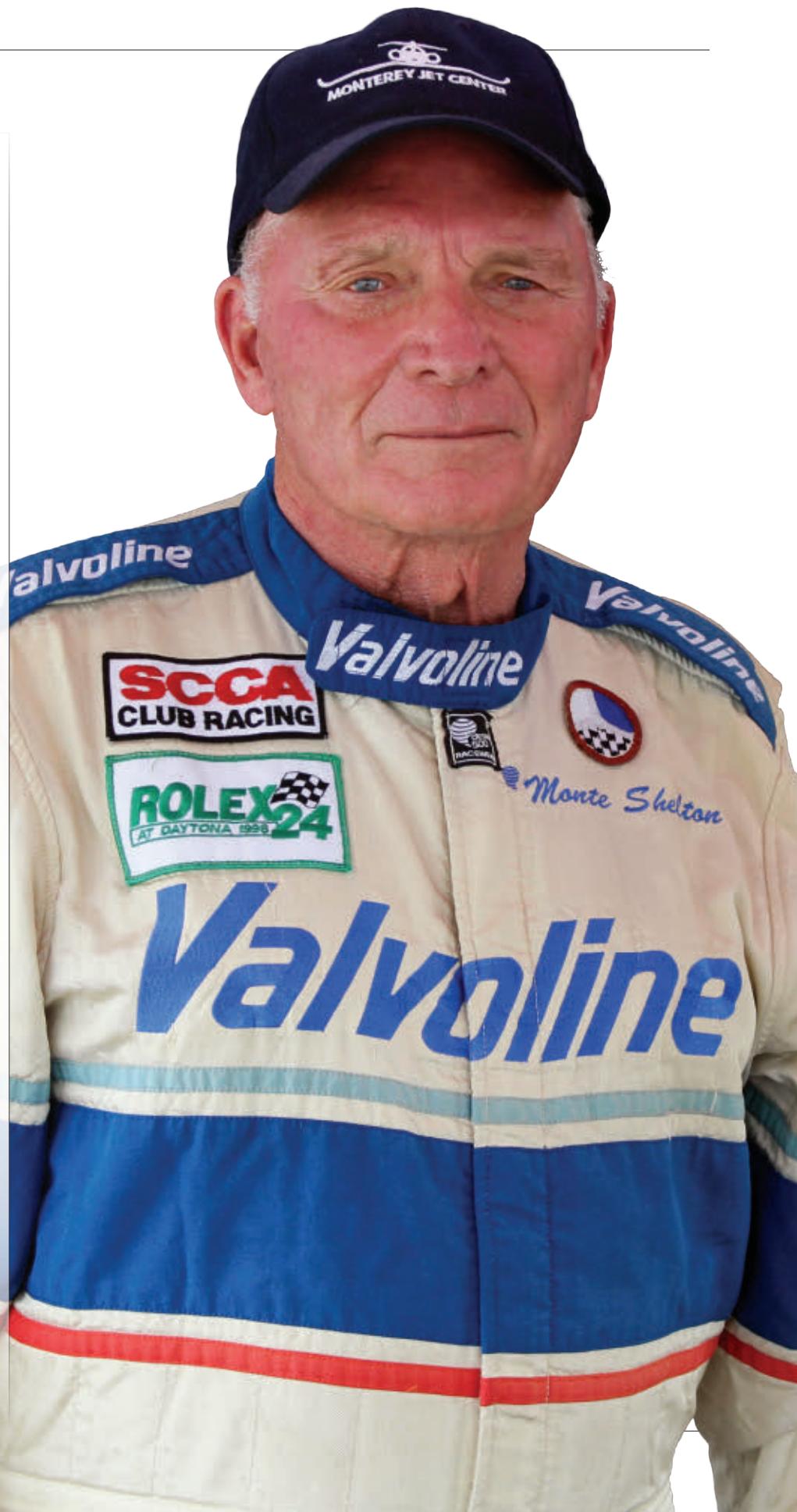
I've done 10 of the Rolex 24 at Daytona races as well. The first one I went to was 1979. Bruce Canepa called because I'd been doing well in Trans Am and he had a Porsche 934 that needed drivers. One of the other drivers was Rick Mears - he was really good.

During that race, a wheel and tire came off the car in the middle of the night. Rick took an hour to get through the infield to put a wheel back on, and we still finished third overall. There's nothing like that 24-hour race.

I also always tried to buy the best cars. I had an FIA Cobra, full race prep. I bought Peter Revson's M8F that he won the Can-Am with, and took it to Road Atlanta and finished second to Jerry Hansen by a door handle. I've raced Formula 5000 cars. In fact, I can't think of anything I haven't raced. I've had a good time.

I'm 83 this year and I still seem to be able to do it. I may not be as fast as I used to be, but I'm still having fun."

IMAGE Jason Isley





The world's lightest helmets, custom tailored to your needs. Choose from different visor, hydration, air, and electronics configurations to fit your setup - all while keeping perfect fitment and function.

Stilo[®]

Any competition, one helmet.

877-MY-STILO • WWW.STILO-USA.COM

COBRA
MOTORSPORT



CUSTOM RACING SEATS

Offered to the more discerning user of the world's finest automotive seats. Choose from a near infinite range of colours in natural soft grain leathers with contrasting stitch details, the tactile feel of Dinamica or simply custom embroidery. Whatever your choice, we can tailor make a Cobra seat to be as individual as you are, at a price you can afford.



855-825-2828 • COBRASEATS-USA.COM

Images of custom built Cobra Seats appear with the kind permission of our customers. Any logos which are reproduced on Cobra Seats represent the commercial relationship between our customer and the rights-holders to those logos. Their inclusion on our products do not imply any commercial relationship between Cobra Seats and the rights-holders to those logos.

IMPORTED BY HMS MOTORSPORT • 119 BEVAN DRIVE MOORESVILLE, NC 28115

POBST POSITION



Philip Tucker

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

GOT YOUR BACK

Workers are the core that make SCCA events happen. They're often the first at the racetrack in the morning and then the last to leave come nightfall.



Here in the autumn of a long driving career, I'm reflecting on some things that I rarely considered in my early years: race workers. Races just happened, and I wanted to win them. I did not give enough well-deserved consideration to the many SCCA people who put the events together all these years. Contrary to my occasional successes, I'm a last-minute guy, and I apologize to the many SCCA folks who helped me make it to and through the races I inevitably thrashed the last few days to attend, over and over. I've been around, though, and have found this is not unusual among racers, *wink*.

It was my birthday not long ago, and I received my annual phone call from a wonderful couple I met growing up at SCCA races in Florida, Ted and Helen Grieshaber. Ted has a 55-year history flagging with Central Florida Region, having started autocrossing before I was born in a Ford Anglia and then a nifty NSU TT. He and Helen always came up and wished me luck at pro races in the Southeast, too, later in my career. SCCA family I didn't even really know I had for a long time.

For us drivers, it is most commonly the case that the more things are going well, the less contact we have with race workers. Then there's the inverse of this: the worse things get, the more contact there is with the marshalls and officials staffing the race. Because of this, we tend not to notice them as much when they are doing their jobs well. Take them for granted, even, if we are not careful. Do not take them for granted. Give our workers a thumbs up from the car on the in lap, and a smile in the paddock.

I greatly appreciate the effort these volunteers make to acquire pro-level skills in race management. One of the places I notice this is when running track days that are not staffed by SCCA-trained workers. A bad flag sticks out like a sore thumb, and I bitch and moan. I'm spoiled, I think, and I feel less safe.

Flaggers are the first line of defense we drivers have against on-track trouble. Bad flags cry wolf, like a wildly waving yellow for a dead car parked far off-track. Over-zealousness makes drivers less likely to heed when there is real danger. Here is part of the importance of well-trained corner marshalls: meaningful flags.

Good flags can utterly save a life, yours or a competitor's. So many

turns are blind, and the flag is the only warning system for cars blocking the track, or who knows what? Several times I've said thank you out loud in my helmet after a perfect flag averted a close call.

Well, I say *thank you* out loud right now to everyone who has made these wonderful events happen!

I'm online right now, checking the web page for my home Region, Central Florida Region. With over 2,100 members, it is one of the large ones. My Region is also a hotbed for corner workers, because in addition to our Regional races, we are the home of Daytona and Sebring, the monster events that fire up the pro sports car racing year, every year. Regardless of the professional sanctioning body, the majority of the people on the corners are SCCA-trained and experienced folks.

In addition, Florida has the advantage of racing weather all year-round. Although that is arguable in mid-summer, like the upcoming Regional races that used to be known as the July Fry.

Many's the time I have marveled at the weather conditions the race marshalls endured while we nutty racer types plied our craft. I see you standing out there with wet towels around your necks when it's a hundred degrees, with big Aussie Outback hats. Other times, other places, perhaps, bundled up against the freezing cold and bitter winds, all day long.

And the hazards of being in impact areas. Working corners is serious business. You are our first responders when we have troubles, from impacts to fires to breakdowns. I admit I never gave a lot of thought to the possibility of

me crashing and needing help. Like I say, I just wanted to win the race. Get out there and do it. But sitting here, I am finally taking the time to realize the degree of training that SCCA officials go through to accomplish their jobs to the best of their abilities, all so we drivers can do our thing.

I am sitting here feeling very grateful for the untold numbers of hours and work put in by SCCA staff at all levels so that we drivers can race. I hate to leave so many good people out by naming a few, but memories are flooding into my mind, so here are a few.

A sweet lady named Georgia, I believe, who worked tech in Central Florida. Robin Langlotz, whom I met SCCA racing a Capri in the 1980s, and who is still a big cheeze in my Region. Chuck Dawson, who ran the Solo program for years, also still a bigwig as Regional Executive. Penny Pennington, who served many years as Chief of Flagging and Communication, a veritable institution in Florida. My mentor David Ellis-Brown, who started as a flagger who loved racing in the late 1960s and who is still racing and winning now in his IT Jetta. Aforementioned pillars of the Region, the late Bill Martin and his wife Fran, who is still secretary and merchandise chairperson. Ed and Sammi Ronshausen, the latter always running the grid. My longtime friend Peter Keane, working on classing at the National level, and racing with hand controls. Just a few of the army of workers marching to make SCCA events happen.

Another big shout out to this army in white, on corner, in paddock, and in offices the rest of the month. Thank you, thank you, thank you, for my 36 years of fast car fun with SCCA, and many more to come. 🍷

In Praise of our Workers



WHAT IT TAKES

From the outside, it seems like Andrew Pallotta's journey to three Solo National Championships and a ProSolo title has been easy - but looks can be deceiving

WORDS & IMAGES Philip Royle

Andrew Pallotta speaks as if he owns no trophies; his collection says otherwise. Atop his kitchen cabinets sit a multitude of awards, include three Solo National Championship trophies, a ProSolo plaque and overall title cup, and two crystalline keepsakes, one naming him the 2010 Solo Rookie of the Year and the other the 2014 Solo Driver of the Year. Meanwhile, Andrew finds he's always trying to prove - to himself, nonetheless - that he's worthy of any of it.

It's this mindset that's resulted in Andrew leaving all five Tire Rack SCCA Solo National Championships he's attended with hardware in hand. His worst finish coming in 2011, his sophomore year, with a fifth-place trophy; arguably his best finish was in 2014 when he won STX the year the class set the record for the most competitors in Solo Nationals history. This drive also earned him Solo Driver of the Year recognition. He backed that win with another championship, although it came with heavy introspection.

**HARDWARE**

(ABOVE) Maria Mayorga, Andrew Pallotta's girlfriend, has been an avid autocrosser longer than he has, while pup Suby offers moral support. (RIGHT) Andrew has amassed a sizeable collection of hardware in a short amount of time.

The way he got to this point begins in 2005. "Joe Blaha talked me into going to an event," Andrew explains of his first foray into autocross, "but I didn't get hooked until 2007." In 2008, Andrew purchased a Mitsubishi Evo and prepped it for STU. "I did the Toledo ProSolo, which was my first National event, and did terrible," he smiles. "I think I finished second from last. It really showed me how far I had to go."

Andrew contemplated selling the Evo - something that would become a recurring theme for him. "Instead, I threw a bunch of money at it and fully prepped it for STU," he says, but a damper problem sidelined the car.

"Going into [2010], I really wanted to go to the Solo National Championships to see what it was like, but I didn't have a lot of luck during the season. By July or August, I was talking myself out of it," he admits. "It just wasn't working; something hadn't clicked yet. I was even thinking about stopping autocrossing all together and doing more track days."

He headed to Nationals anyway, co-driving an STU Evo with Kevin Kent. "I went into that event with no expectations," Andrew

"I think I finished second from last. It really showed me how far I had to go"

ANDREW PALLOTTA

explains. "I figured if I finished mid-pack, I'd be happy." Instead, Andrew was tossed into the limelight. "Going into day two I was trailing by a tenth and a half, and I was freaking out. I was beating guys who had beat me at Toledo by two seconds."

By day's end, Andrew set the fast time for the class and won by just over a tenth of a second. "That was what got me back into autocross," he admits. "I also met a lot of really cool people."

Andrew's penchant for swapping cars saw his Evo sold, and he started running STR in his new Miata. But one thing led to another and come the 2011 Solo Nationals, he was co-driving another Evo, this time in FP. The car was, admittedly, underprepared for the class, but put down power well. "We put in a really good effort despite the soft STU

suspension it still had," he says, breezing over his fifth-place finish.

The 2012 Solo Nationals saw his return in FP, but, as he describes it, "I was leading on day one and blew it on day two to finish fourth," he says, still visually disappointed by the performance. But while he didn't know it at the time, this was a pivotal moment.

"I spent a lot of time looking at videos trying to figure out what I did right and wrong; really micro-analyzing my driving," he says. Along the way, Andrew developed a friendship with perennial Solo National Champion Sam Strano. "We watched video from a co-drive between Sam and I in early 2013 and I noticed that all of our inputs, the way we held the wheel, where we got on the gas, were almost identical, so I knew I was doing something right."

In 2013, Andrew made it to the championships in his own car, an STX-prepped Scion FR-S. "At the ProSolo Finale, I went up against Bryan Heitkotter who just destroyed me, but I had enough points, so I got the overall win," he says. The Solo National Championships, however, was a different story.



Great builds demand **EIBACH**.
Great builders rely on **MOTOVICITY**.



MOTOVICITY
DISTRIBUTION

888.SPEED.16
MOTOVICITY.COM

CALL YOUR ASE CERTIFIED MOTOREP FOR
WHOLESALE ONLY EXPERTISE ON EIBACH



ASK US ABOUT OUR
SPONSORSHIP
PROGRAM



Rupert Berrington



THE SPICE OF LIFE

Changing cars and classes has become a way of life for Andrew Pallotta, from the Evo he earned his first National Championship jacket in (ABOVE), to the Focus ST (RIGHT) he currently drives.

"My big thing in 2013 was not to hit cones," Andrew recalls. "Run one on day two at Nationals I hit three cones, and it put me away mentally. I phoned in the next two runs and ended up two-tenths back. It was heartbreaking. I sat in the car and basically cried. I couldn't believe I'd worked that hard and it all came down to two-tenths of a second. It was tough - and I knew it was there. I went home, looked at the in-car video and then immediately deleted it. It wasn't a good description of how I drive. I knew I lost that championship myself. I had a lot of work to do."

With that car sold, Andrew decided to push his skills. "I wanted to run SSR because that's where a ton of talent is, like Gary Thomason, Sam Strano, Jason Burns, and Grant Reeve. I had to prove to myself I could drive at that level.

"I went home, looked at the in-car video and then immediately deleted it"

ANDREW PALLOTTA

"Going to the 2014 Spring Nationals, the first day of the Solo Championship Tour I put down some really good times; I don't think I've ever driven better," he says. "Day two, I was down by a lot because I coned the first two runs. At this point, I didn't think I could come back from that. But Sam Strano, Matthew Braun, and James Newman came over and told me that when you run in SSR, you can't ever take a safety run. You have to take risks. You'll be a lot happier pushing it and finishing eighth than playing it safe and finishing second or third because you would know you left the time out there. That really stuck with me."

At the Solo Nationals, Andrew borrowed Annie Gill's FR-S for a solo drive in STX. "It was a crazy year," he says. "At the end of day one, I was tied with Steve O'Blenes,





**SITTING PRETTY**

It could be Andrew Pallotta's best years in Solo have yet to come, but he'll always remember the good and bad ones that paved the way.

and between us and the top was a tenth and change - the opportunity was there.

"I went into day two and knew I could make up a tenth. A lot of people were running high 64s, and I went out on my first run and ran a low 63. I blew out the class. People were asking where that time was coming from, and that gave me a boost of confidence. I'd been waiting for this moment since 2010."

The win, however, was anything but sure. "I remember watching the other drivers; Hietkotter put down a high 63, Mike Yanase, who was co-driving with Steve O'Blenes, put down a 63.0; I knew O'Blenes could run a 63.0. I sat there and watched car after car run until Steve came up. I held my breath and watched - he crossed the line with a high 63, and I finally exhaled. The next thing I knew, people were dumping water on me. I couldn't believe I'd just pulled it off again. 2010 wasn't just one fluke moment."

Despite buying and building a C Street Mazda RX-8 for the 2015 season, Andrew found himself co-driving once more, this time in an E Street Toyota MR2. At the ProSolo

"I couldn't believe I'd just pulled it off again. 2010 wasn't just one fluke moment"

ANDREW PALLOTTA

Finale, Andrew was down on points, but still made it to the final round of the Super Challenge, facing off against Paul Russell.

"Going through my mind was Spring Nationals in 2013 and everything I'd been told. So I went out, hit all my marks, and then after seemingly forever, the announcer said I'd won by half a second. Somehow I'd managed to beat the guy who never loses at Super Challenges."

But with highs come lows. "My expectation at that point was that I could win the 2015 Solo Nationals - I got too confident," he admits candidly. "At the end of the first day I was second, down by a few tenths, but I felt like I was defeated. I didn't know how I was coming off the Super Challenge and I wasn't getting all the speed out of the car that

I should. On day two, I went out for the first run and ran fast, but coned it. I ended up winning, but I feel like I finished second.

"I'm really hard on myself," he explains in a humble, honest tone. "I beat myself up over everything. My biggest opponent is myself. But being hard on myself, that forces me to concentrate on a lot of little things that, over the course of 60 seconds, really add up."

For 2016, Andrew is heading to the Solo National Championships in yet another car, his own G Street Ford Focus ST, and he has a different attitude. Will he win? "I'd like to," he grins, smiling widely when it's revealed he's *SportsCar's* pick to win. Andrew openly admits he's his own worst enemy on the autocross course, but now with three National Championship trophies on that kitchen cabinet, he insists the pressure to prove that 2010 season is gone. Despite that, on his right wrist he still wears the rubber waiver wristbands from the 2014 and '15 Solo National Championships. "I think of them as good luck charms," he explains. "They remind me that one day I was good at this stuff." 🍀



You Snooze You Lose.

Summit Racing Equipment is *the* source for parts, tools, and accessories for your race car, and more. Plus, you'll get unbeatable service, expert tech advice, 24/7 ordering, and fast shipping.

Millions of Parts. One Source. SummitRacing.com



Battery Disconnect Switches

Keyword: SUM Disconnect Switch
as low as \$59.97 each



OE Replacement Rotors

Keyword: BHI OE Rotor
as low as \$374.52 pair



HPS Brake Pads

Keyword: HWK HPS
as low as \$145.85 set



Suspension Handling Packages

Keyword: BSN Suspension Handling Packages
as low as \$1,029.97 kit



Master Freeze Plug Tool Kit

Keyword: OES Master Freeze
as low as \$82.97 kit



Performance Direct Fit Radiator Combos

Keyword: GRI Direct Fit Combo
as low as \$994.40 kit



Seat Side Mounts

Keyword: SRO Side Mounts
as low as \$75.00 pair



Individual Windows

Keyword: OAW Individual Windows
as low as \$400.00 each



RedTop 12 Starting Batteries

Keyword: ULT RedTop 12
as low as \$187.97 each



Latch & Link Driver Restraint Systems

Keyword: SIM Link
as low as \$129.95 each



MyChron 5 Lap Timers

Keyword: AAG MyChron 5
as low as \$499.00 each



ADVAN A048 Tires

Keyword: YOK A0487
as low as \$349.97 each

UNBEATABLE SERVICE, TECH ADVICE, SATISFACTION, AND SELECTION.

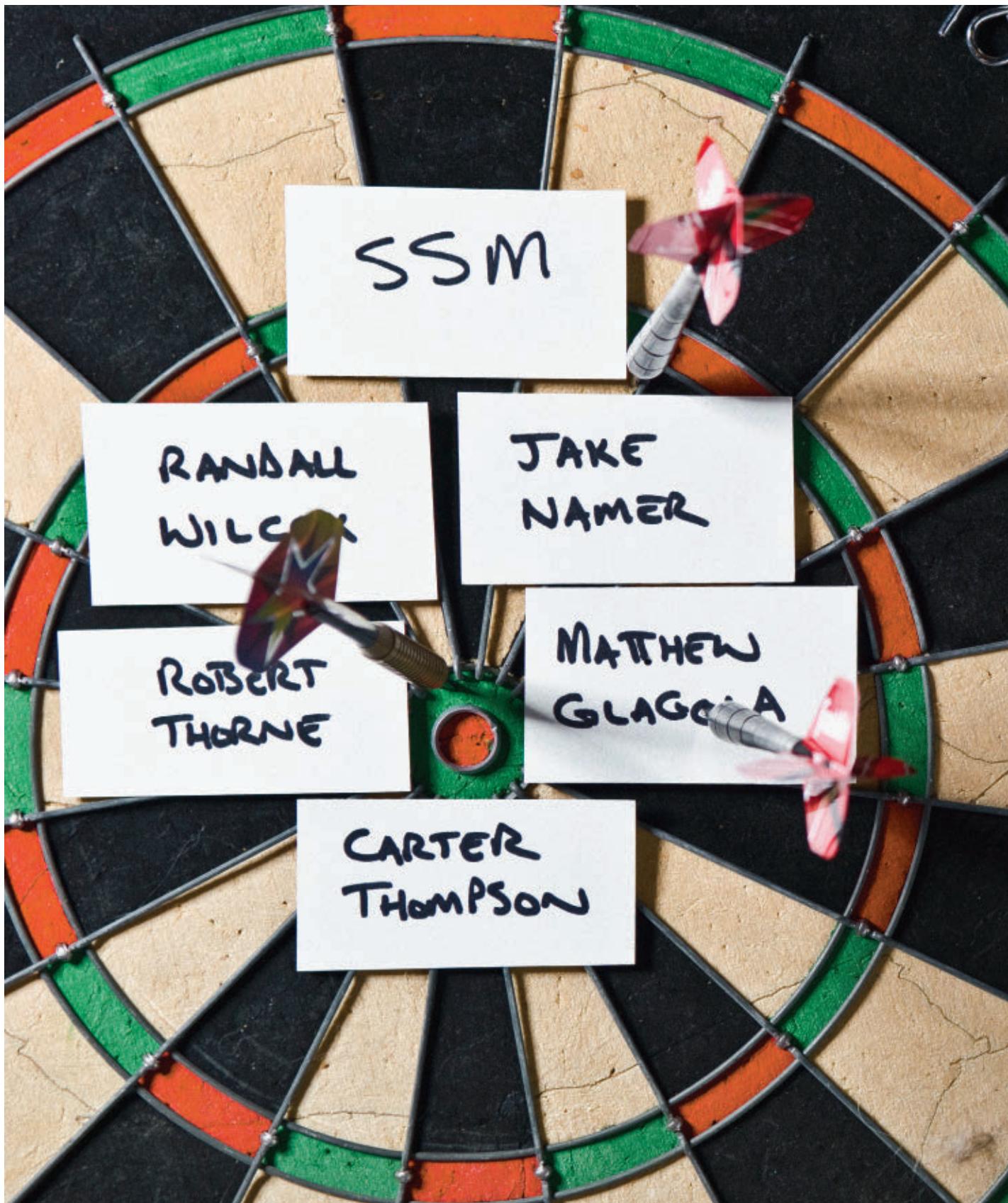


Call by 10 pm EST: In-Stock Parts Shipped That Day!
1.800.230.3030 • Tech: 1.330.630.3030 • Int'l: 1.330.630.0230



FIND IT AT **SummitRacing.com**

SCode: 1609SC • Prices subject to change without notice. Typographical, description, or photography errors are subject to correction. Some parts are not legal for use in California or other states with similar laws/regulations. Please check your state and/or local laws/regulations. © 2016 AUTOSALES, INC.





WHO WILL WIN THE SOLO NATIONAL CHAMPIONSHIPS?

Do you know who'll take home gold at this year's Tire Rack Solo National Championships? Neither do we, but that's never stopped us from taking a shot at guessing

WORDS Paul Brown with Keith and Kristi Brown, Jeff Cashmore, Julian Garfield, Danny Kao, Ken Motonish, Matt Murray, and Erik Strelnieks

It's time once again to take a wild shot in the dark at guessing who will win at the Tire Rack Solo National Championships presented by Garmin VIRB. It's an impossible task, really, and one that results in us annoying more people than we make happy - but that's never stopped us in the past, so here we go again.

In case you missed the announcement, the Solo National Championships will take place at Lincoln Airpark in Lincoln, Neb., on Sept. 6-9, with potentially 1,200 of the nation's best autocrossers attempting to claim an SCCA National Championship title. If you haven't registered yet, head to www.scca.com/solonats. Most will not succeed. In fact, most won't leave with a trophy of any kind. But that doesn't matter to the truly dedicated. So, of those 1,200, we've decided to predict a winner for just about every championship-eligible class, and we've mailed our predictions to everyone in the Club to ensure that we're probably wrong. It should be noted that we didn't make a prediction for every class, so if a class is missing, chances are we simply had no clue who was going to show up, or we thought so few would show that no champion would be crowned. If this happens to be your class, simply assume we meant to pick you.

The truth is, predicting who will win isn't getting any easier as everyone has upped their "A" game. We've got a few picks that seem easy but - based on past experience - many of those will end up in surprise. Weather is also sure to mix things up and mess with our predictions. There are also a number of drivers we'd pick wherever they choose to run, but at the time of this writing, even they were unsure where that would be.

So who are "we" who are making these predictions? This year you can blame Keith and Kristi Brown, Jeff Cashmore, Danny Kao, Ken Motonish, Matt Murray, and Erik Strelnieks, blindly led by Paul Brown. For years, Motonishi has been our connection to the younger autocrossers, but since he was around when the RX-3 was the hot car in CSP, we decided to welcome Julian Garfield, with his pleasant temperament and way too much talent, to the fold. So, if we drastically missed the target and you really want to blame someone for this year's predictions, we suggest the new guy.

And with that tongue in cheek comment, we present our predictions...



SUPER STREET LADIES

Jocelin Huang
Porsche GT3

Perry Bennett



Street○

SUPER STREET R

We're pretty sure the Porsche GT3 is the car to have, and we'll see G.J. Dixon in one. But last year Grant Reeve showed that a Corvette can win, and he is entirely capable of repeating that feat. **Brian Peters** has been truly amazing in another C5 Z06 all year. Sam Strano and Matthew Braun both own multiple championships and should be in the hunt, too. Really, if we just got to watch one class this year, this would be the one.

SUPER STREET R LADIES

We pick **Shelly Monfort** to repeat, though this is just one of the three or four classes she could pick (and win).

SUPER STREET

Splitting this class between race and street rubber hasn't diluted the talent at all. Likely winners include last year's champ Patrick Salerno, his co-driver Brian Conners, Scott Fraser, and Charles Kim, but they will all find out that expensive shocks and a functional posi just slow things down as they chase **Ken Motonishi** in the Hi Ly Porsche.

SUPER STREET LADIES

Jocelin Huang is our pick if she chooses to run here, regardless of whether the car is white or red.

A STREET

Mark Daddio can't possibly miss the win two years in a row, can he? Jeff Cashmore may be here to challenge, and we hear Larry Casey is the local hot shoe in the DC area and will make some waves when he shows up.

A STREET LADIES

We'd like to print this one in pencil, as defending champ Jami Olerich is very unsure about her September plans. Meanwhile, Shelly Monfort could end up here and Denise Cashmore is leaning toward running here, too. Regardless, **Rachel Baker** would probably get our pick even if we were more confident about who'd be here to oppose her.

B STREET

This is our first coin flip. In the expectation that the courses won't be narrow, we're leaning toward **Brian Coulson** to return to the top of the class in the Craner Corvette. But S2000 drivers Andrew Smedegard, Vivek Goel, and Alex Muresan will make it interesting even if the courses don't favor them.

B STREET LADIES

Barbara Leroy-Boehme is the one to beat, although Maegan Contreras will be chasing her just as she did last year, and Tara Johns has moved to a Corvette.

C STREET

The ND Miata seems like it will change things in the class, so unless its short gearing helps defending champ Dave Ogburn's FR-S, we're looking for **Daniel McCelvey**, Tyler Kvetko, and Brian and Julian Garfield to duke it out in NDs, with McCelvey's experience making the difference. Watch for Andy Hollis in another ND, no doubt prepared to his usual standard. If it weren't for his recent mechanical karma and the fact that we're sure these courses will require second gear, we might give him the nod. Chris Harvey and Chris Fenter have shown they can keep up with the FR-S, which maybe the ticket to a championship.



NEXEN TIRE

COMING SOON TO A
SCCA SOLO
EVENT NEAR YOU

THE NEW **N'FERA SUR4**

ULTRA HIGH PERFORMANCE STREET RACING TIRE

NEXEN TIRE IS OFFERING REGISTERED COMPETITORS RUNNING THE N'FERA SUR4 CONTINGENCY PRIZE MONEY **UP TO \$1,000** FOR A WIN AT THE SCCA TIRE RACK SOLO NATIONAL CHAMPIONSHIPS.

To register visit:

www.nexentireusa.com/NexenRacing

With class-leading lateral grip and long-lasting tread life, N'Fera SUR4 uses an exclusive new compound for competition. Available in 15,16,17,18 and 19 inch sizes up to 275/35ZR19.

Available at **TIRE RACK**
.com

Official partner



#NexenRacing

#NexenSCCA

NexenTireUSA.com

SOLO NATIONALS PREVIEW

C STREET LADIES

As much as we'd like to pick Rachel Kerswill to make it three in a row, **Deana Kelley** has been getting a lot of seat time and winning against tough competition all year long in her ND.

D STREET

We're pretty sure the winner will be in a late-model WRX. But who will be at the wheel? **Kit Gauthier** gets the nod, but Paul Dodd and Dennis Sparks won't surprise us if they make us wrong.

D STREET LADIES

This could be just as good a battle as we will see on the Open side. We may see Jordan Towns, but we're expecting **Kristen Acharya** to repeat with a strong challenge from Jesse Gauthier.

E STREET

How many aliens can one class have? Defending champ Andrew Palotta has moved on, but he leaves no vacuum of talent. **Andrew Canak** and Chris Bailey have been awfully fast in an NB MX-5, and Michael Ron will be trouble if he puts in two fast days. John Ryan, Eric Peterson, Paul Brown, Joe Premecz, and Beau Maryniuk will try to keep the MR2 Spyder at the top of the class.

E STREET LADIES

This should be another well-contested L class, with Spyder drivers Peterson, co-driver **Jennifer Bedell**, and Meredith Brown all being capable of taking a tough win. Based on consistency, we're leaning toward Bedell, but watch out if Brown can stay clean both days.

F STREET

We're pretty sure defending champ Bryan Heitkotter will be playing in another class (if his professional racing schedule allows him to even be in Lincoln) so someone else will take this year's jacket. While Mustang drivers David Feighner and Mark Scroggs will join BMW pilots Matthew Ales, Ken Orgeron, and Kevin Youngers as contenders, our money is on Rod McGeorge and **Courtney Cormier** to be smooth enough to avoid ice mode in the McGeorge 2015 Camaro and outrun Ryan Otis in his 2016 model.

F STREET LADIES

As with the Open side, the defending champ has moved to a different class so we don't have the easy fallback of picking her to repeat. Lorien Feighner shows lots of experience in the family Mustang, and class newcomer Lacey Otis and her Camaro will no doubt be quick. But we're looking for a storybook ending with Wendi Allen Scholarship recipient **Cindy Duncan**.

G STREET

Mark Scroggs has been in a Mustang all year long, so it seems likely that GS will have a new champ this year. The Focus ST domination shows no signs of ending. Watch for Brian Burdette and Mike Lane to try and stay close to class newcomer **Andrew Pallotta**, which is never an easy task.

G STREET LADIES

Laura Harbour has been quick enough to keep winning in her Celica. So far we haven't seen any reason to expect this to change.

H STREET

Greg Reno has been pretty quiet this year, but we haven't heard anything to tell us he won't be making noise in September. After all, he's got a streak of four wins to continue. But there will be a slew of Fiestas trying to take down the Mini, led by Brandon Hagamon and Sam Karp.

H STREET LADIES

The Ladies side is a lot like Open, with **Holly Schwedler** trying to make it three in a row, unless Gwen Habenicht has a really good event.

Street Touring

STREET TOURING FWD

David Whitener has been practically unbeatable in a Honda, and this year he and his wife Kim Whitener will be in a newly built RSX for the class. A repeat seems likely, but we won't be very surprised to see Kim taking the win - she seems to like the new Acura better than the old Civic.

STREET TOURING SPORT

Here's another class with a ridiculous amount of depth. Despite that, based on what we saw at Spring Nationals, **Ron Williams** may just be unbeatable. Shane Jensen, Jeff Wong, Kinch Reindl and defending champ Jason Frank will be trying to do just that, and Steve O'Blenes might spoil the Honda party in a Miata.

STREET TOURING SPORT LADIES

Nicole Wong took the win in a huge Ladies class last year despite what really looked like a significant vehicle handicap. They've built a fast CRX this year, so that handicap is gone. Hilary Frank could be trouble if she can put two good days together.



A STREET LADIES

Rachel Baker
Porsche Cayman S



F STREET
 Courtney Cormier
 Chevrolet Camaro



Perry Bennett



Perry Bennett

STREET TOURING XTREME

David Marcus
 Scion FR-S or Subaru BRZ

STREET TOURING XTREME

A large, diverse class makes this a tough one to pick. We've got three great candidates: **David Marcus** to repeat, Craig Wilcox in his ever-improving Mini, and Kyle Herbst in his BMW. We've also got Jonathan Lugod as a dark horse in the Focus. This could be influenced by weather and course design, but we hope it comes down to talent. Whatever happens, this is one to watch.

STREET TOURING XTREME LADIES

Despite Annie Gill's history of automotive ADHD, she may actually be back to give **Cat Tran** a rematch to one of the closest battles ever last year. We couldn't pick between the two, so this one came down to a coin flip.



Perry Bennett

STREET TOURING ROADSTER
James Yom has dominated a traditionally tight class in a fashion rarely seen before. Fellow S2000 drivers Kevin Dietz, Mike Yanase, Ricky Crow, and Colin Fiedler will join ND builders Ron Bauer and Brian Karwan to attempt to stave off *Yomination*.

STREET TOURING ROADSTER LADIES
 Kyung Wootton seems unlikely to attempt to defend. Watch for **Jessica Pao** (runner up in DSL last year) to give Laura Campbell, Heidi Ellison, Jodi Fordahl, and Kerry Gonzales everything they can handle.

STREET TOURING ULTIMATE
 We're expecting to see **Bryan Heitkotter** here with the ex-Peters 350Z. An alien driver in an incredible car seems like an unbeatable combination we shouldn't bet against. But insurmountable odds won't deter Nick Barbato, Lane Borg, Martin Kriz, or defending champ Jeff Stewart.

STREET TOURING ULTIMATE LADIES
 We'd probably pick **Teddie Alexandrova** to win this in a 350Z even without defending champ Mina Ingraham off doing wheel-to-wheel activities. That said, we've got to mention Tasha Mikko, Caitlyn Dunlap (who will be trying to improve on last year's runner-up finish), and Crissy Weaver, because any one of is capable of ruining this prediction.

Street Prepared○
SUPER STREET PREPARED
 Joe Tharp has won SSP for three of its four years of existence. The only flaw in his record was two years ago when **Ryan Johnson** came out on top. Johnson has stepped up his game; so, unless the courses are massively skewed toward raw power, watch for the Lotus to return to the top of the podium. Eric Stemler will join Tharp, hoping to be able use their power to keep up with the nimble Lotus.

SUPER STREET PREPARED LADIES
 We fully expect Donna Littlejohn to win this one again, but she's not our pick. **Donna Marx** has been getting lots of seat time and should not have the bad luck she had last year - not that Littlejohn will make it easy.

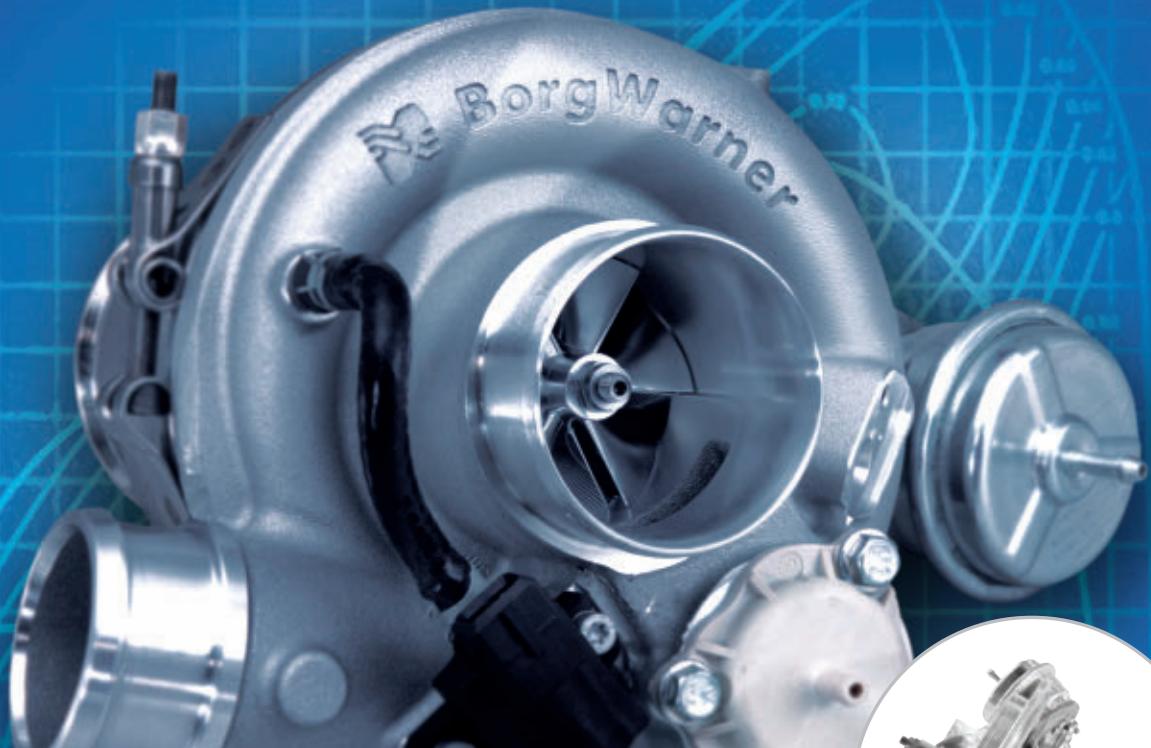
A STREET PREPARED
 The car somehow keeps getting faster, so look for **Tom Berry** to successfully defend this one. Geoff Clark is getting ever closer, and Aaron Miller is always quick. Possible spoiler: Tom's daughter Christine Grice, who took the bronze in this class last year.

A STREET PREPARED LADIES
 Defending champ **Caitlin Snell** seems likely to repeat in this one.

B STREET PREPARED
Anthony Porta owns the car that Steve O'Blenes won in last year. He's going to improve on last year's third place.

B STREET PREPARED LADIES
 We don't expect Jodi Fordahl to be back in the car this year, and **Lauren Kane** has another year of experience to put her on top.

We didn't just redesign the turbocharger. We redefined it.



Our EFR-7163 performs like no other turbocharger because it's engineered like no other turbocharger.

Compact and responsive to throttle inputs, the 7163 packs the power of up to 550 HP into a B1 size turbo that fits easily into a tight engine space. And that's just for starters. The 7163 also features our unique Mixed-Flow Turbine (MFT) Gamma-Ti turbine stage. MFT delivers greater turbine flow but with lower inertia than a conventional radial-inflow wheel. What's more, the 7163's all-aluminum bearing housing reduces the weight of the unit by nearly two pounds! It's the same race-winning technology inspired by and shared with turbochargers running in the Verizon IndyCar® Series.

Out-racing your competition starts with out-thinking them.



borgwarnerboosted.com

 **BorgWarner**

SOLO NATIONALS PREVIEW

C STREET PREPARED

Billy Davis has dominated in recent years, so expect more of that. Neal Tovsen continues to improve his car, and a new engine may give him what he needs to compete at the top. We aren't picking Danny Kao, so "we must be sane."

C STREET PREPARED LADIES

This one could be great. **Tamra Hunt** (if she doesn't run elsewhere) will be tough to beat, but Katie Lacey has actually had seat time this year and, as we mentioned, that car is getting faster. But you can never count Sue Eckles out.

D STREET PREPARED

This should be at least a three-way BMW battle. Doug Rowse is always quick and will try to defend his title, and Eric Campbell will be fast, too. That said, **John Vitamvas** is due after coning away a very close second place last year.

E STREET PREPARED

After crushing the class last year, Brian Peters is off to a new challenge, so there's a power vacuum that seems like a strange thing in a V8 class. **Jadrice Toussant**, David Heinrich, Dennis Healy, and Ron Bistras will likely fill that vacuum. P.J. Corrales could do something odd and win ESP in an Infiniti if he's here instead of SM.

F STREET PREPARED

Look for a repeat of last year's close **Steven Duckworth** win over Steven Mieritz, assuming the vintage hardware is up to that kind of stress.

Street Modified

SUPER STREET MODIFIED

Incredible vehicle diversity, but everyone is adding horsepower by the hundreds compared to last year. Carter Thompson and defending champ Jake Namer will compete in the traditional third-gen RX-7, Randall Wilcox is in the Eric Anderson Miata, Robert Thorne has added an S2000 to the competitive mix, but **Matthew Glagola's** Lotus was just a few thousandths off last year and a big power boost should make the difference. The wild card in SSM is reliability - this one could come down to which car stays together.

STREET MODIFIED

David White had a pretty easy time last year in his 240SX panda. We're picking him to repeat, just not quite as easily. Eric Hyman is back with Godzilla the GT-R, Chris Mayfield has an ever-improving E36 BMW, and Jason Merritt has his own 240SX going fast.

STREET MODIFIED LADIES

Amanda Hahn has been really quick in the BMW, but **Jodi Fordahl** has registered for this class, so the race is on - that is, assuming the class makes it on entries and the duo doesn't head for another class.

STREET MODIFIED FWD

Brian Kuehl won pretty easily last year. We're hearing **Jinx Jordan** has shrunk the gap, maybe by enough.

STREET MODIFIED FWD LADIES

Ginette Jordan will add to her large collection of trophies.

Prepared

X PREPARED

Fred Zust has been scarce this year, and **Andy McKee** has significantly improved his RX-7. That's a recipe for regime change. But don't quote us on that.

C PREPARED

Mike Maier has won six of the last seven years. Robert Lewis was scary close last year, Todd Farris was the one to break up the Maier streak, and Mark Madarash has a good motor now - but we aren't ready to bet on anyone but Maier just yet.

C PREPARED LADIES

Last year, **Tracy Lewis** filled two or three Chief positions at the event and ended up coning away the win. We're hoping she only takes one duty this year and can concentrate a bit more on her driving, but defending champ Brienne Maier has a collection of jackets and would love to add another.

Jeff Loewe



Jeff Loewe





C STREET PREPARED

Billy Davis
Mazda Miata



D SUPER STREET MODIFIED

Matthew Glagola
Lotus Elise



E PREPARED

This seemed just too easy for **Chris Dorsey**. He's making noises about changing classes, but until that happens, we can't pick anyone else. Nick Bjoin will keep the ex-Bauer *jalapeno* in the trophies, and Steve Hoelscher can't be counted out. Todd Roberts is joining the fun, and we hear that Andrew Blaisman and Andrew Pfothenauer have been working hard to make their car faster.

F PREPARED

Tim Smith put too much time on the class last year for us to pick anyone but him. Allen Kugler is working to shorten that gap, as is Patrick Washburn, so this just might be up for grabs.

Jeff Loeve



Jeff Lowrey

F PREPARED

Dave Montgomery had it too easy last year. **Erik Strelnieks** has made improvements to both the suspension and the engine on his Boxster and, given his history, we have to pick him whether he likes it or not, although co-driver Troy Acosta has beaten him in the past. Interesting possibility here is Tom O’Gorman in the Brausen Evo. We hate to bet against an alien.

Modified ○

A MODIFIED

In the past we’ve used the term “unless the Canadians show up.” We mention that because we are *not* using that phrase this year when picking **K.J. Christopher**. His biggest challenge could come if team engineer Marshall Grice drives the car.

B MODIFIED

We fully expect to see a repeat of the recent **Matthew Ellam**/Clements Burger battle, with Ellam coming out on top again.

C MODIFIED

Last year just a few cars got dry runs before the rains came. Assuming CM karma isn’t so bad we see a repeat of that this year, watch out for the team of Barry Ott and **David Fauth**. Brandon Lavender should be close.

C MODIFIED LADIES

This was a championship class last year, and **Krystal Lavender** took it easily. We see no signs of her slowing down.

D MODIFIED

Mark Huffman has a number of wins and was close last year. Defending champ Jeff Cashmore may accept an offer from the new owner of his old car, but that’s still up in the air. Jeff Ellerby is always close and recently figured out some turbo issues with his rather wide car. And, if his car stays together, watch out for Peter Raymond.

E MODIFIED

Last year looked a lot closer than it really was. Mechanical problems and cones kept **Jeff Kiesel** from his usual huge win. He recently found and fixed several issues that were keeping his car from making boost, and went back to the 2013 alignment. Make this 10 in a row.

E MODIFIED LADIES

What we said about the Open class applies here as well. Going against **Shawn Kiesel** would be a really bad bet.

F MODIFIED

Jason Hobbs should be close when attempting to defend his title, but watch out for **Zak Kiesel**. The force is strong with this one. He got help from past champ Darren Seltzer at Spring Nationals, and that ought to put him over the top despite his extreme youth.

F MODIFIED LADIES

Michelle Quinn has won five out of the last six, and we expect to be saying “six out of the last seven” next year.

KART MODIFIED

Paul Russell’s streak is nearly as long as the elder Kiesel’s. We expect him to extend that, but in contrast to what we expect in EM, KM will be a close battle. The rest of the class has migrated to the chassis Russell has been so successful with, but he’s got a lot more experience setting it up. Tom Harrington, Larry McLeod, and J.T. McClintock are all candidates to make our prediction wrong - but we wouldn’t bet on it.

KART MODIFIED LADIES

Multi-time champ Suzanne Segal will probably be back, but defending champ **Kencey Christopher** should have enough to repeat. ○

Sometimes You Win by 0.1 Seconds, Sometimes by 0.1 PSI

Precision Digital Air Pressure Gauges from Intercomp



Air Pressure Gauges

Digital Air Pressure Gauges

Part # 360045
w/Angle Chuck

Part # 360045-BC
w/Ball Chuck

99.99 PSI
Backlit Gauges



- #1 Digital Gauge Used by Top Race Teams
- Easy-to-Read, 0.5" Display
- High Accuracy
- PSI, BAR, kg/cm²
- Thumb-Operated Bleed-Off
- Made in U.S.A.

Analog Air Pressure Gauges

4" Glow-in-the-Dark
Part # 360059 0 to 30 x 1 PSI
Part # 360060 0 to 60 x 1 PSI

2.5" Glow-in-the-Dark
Part # 360063 0 to 30 x 1/2 PSI
Part # 360070 0 to 60 x 1 PSI

2.5" Liquid-Filled
Part # 360066 0 to 30 x 1/2 PSI
Part # 360067 0 to 60 x 1 PSI

2" Dial Gauge
Part # 360063 0 to 30 x 1/2 PSI
Part # 360064 0 to 60 x 1 PSI



intercompracing.com

+1 763-476-2531 Worldwide

Intercomp[®]
advanced weighing technology ... by any measure

THE LINCOLN

Doing your homework can pay off big at the Tire Rack Solo National Championships

WORDS Jason Isley

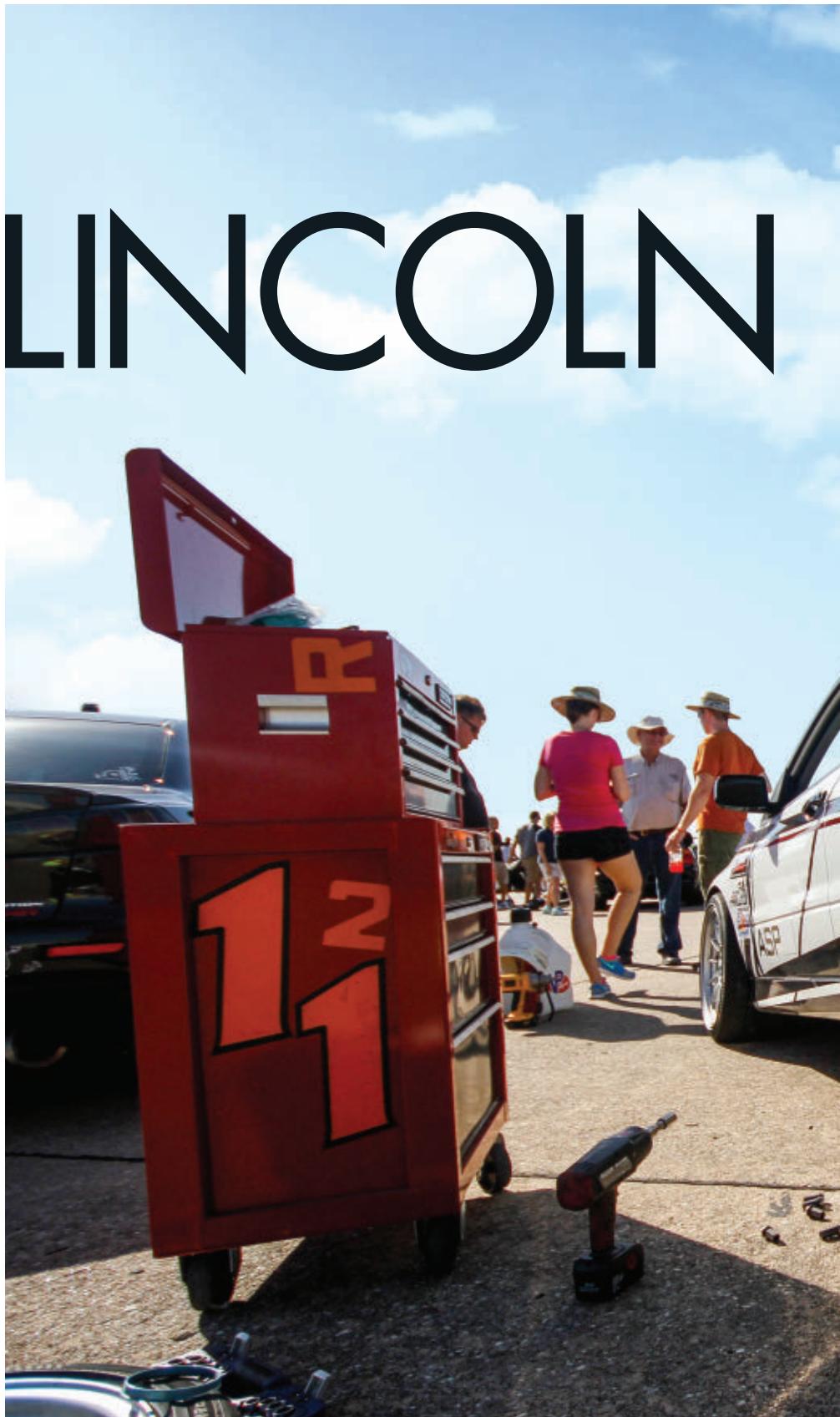
MAIN IMAGE Perry Bennett

Like in any sport, practice makes perfect. In the case of the Sept. 5-9, 2016 Tire Rack Solo National Championships presented by Garmin VIRB in Lincoln, Neb., however, "perfect" will be a rarity, so we'll instead say that practice gets you close enough to perfect to hopefully win. And, come to think of it, "practice" is a tough one, too, since few live close to Lincoln Airpark. So, how do you practice specifically for the Solo National Championships? We asked the experts.

In a nutshell, they advise the obvious: head to Lincoln Airpark. For that, there is the Spring Nationals and the Test N Tune course that takes place during the Solo National Championships. Why is seat time on Lincoln's concrete so vital? Solo National Champion and Pirelli World Challenge racer Robert Thorne explains: "[Lincoln] is a little different than any site I can go to locally in Colorado. It has a higher level of grip, and it's also a bit bumpier. Both of those things make car setup a little bit different. Usually I end up a little bit loose coming from our local venues; I try to figure out how far back the other way I need to go."

WELL EQUIPPED

Having the tools and parts at the ready for setup changes or repairs can make the event less stressful, and help you find the edge needed to win.



SETUP



SOLO NATIONALS PREVIEW

In May of this year, SCCA hosted a ProSolo/Solo Championship Tour combo event dubbed the Spring Nationals; many top players use this event as the start of their Solo National Championships prep.

"I use the Spring Nationals for both competing and for testing and tuning," says 2015 A Street Champion James Yom. "As a West Coast guy, it gives me a preview of my competition at Nationals, and how their setups and driving compare to mine. I've seen a lot of cases where someone will be fast in their Region, and they come into Nationals confidently, only to get clobbered. If something is either lacking from my setup or my driving, Spring Nationals is a great indicator of that."

But considering you're reading this now, on the eve of the Solo National Championships - months past the Spring Nationals - there is still hope for getting you and your car dialed in to Lincoln's concrete. For that, the event's Test N Tune course is key. But there are things you need to know before turning a wheel on the test course.

It turns out, most experts agree the Test N Tune course is not a perfect test bed. "Historically, the test course doesn't translate well enough to the competition area to make perfectly reliable tuning adjustments," says National Champion and 2015 Driver of Eminence recipient Brian Peters. "However, it is very useful to make comparative changes and verify results."

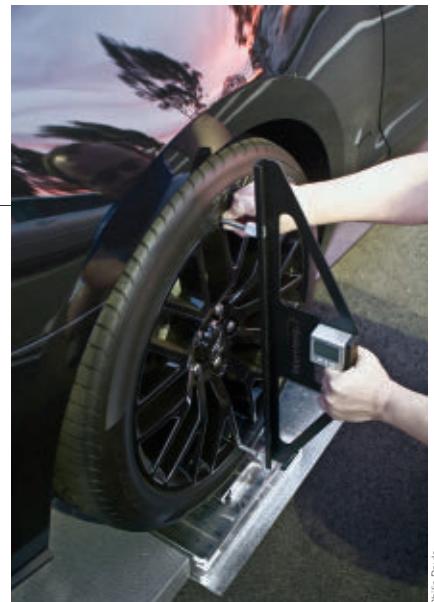
Thorne also emphasizes a competitor shouldn't make changes to their car based solely on how the car performs on the Test N tune course, but still believes the Solo Nationals test course is a valuable tool. "The practice course is very different, and the surface is different over there," Thorne says. "If you have a car that's working perfectly on the practice course, you're going to have a very bad day switching over to the big course."

"I often will run the first day [on the competition course] and once I know what the car is missing, then I go over to the practice course and see what the car feels like on that course," Thorne explains. "Then I will see if I can make a change in the direction that feels right; even if on the test course the car is still not handling right, I will use it to see if I can get a change that goes in the right direction. I try to ignore whether the entire car feels right on the practice course, because odds are it won't, but it doesn't mean you can't still work on the problem."

Like Thorne, multi-time National Champion Erik Strelnieks likes to utilize the test course, but is also cautious to make changes based on performance there. "I do utilize the test course; I think it's nice to actually compare year-to-year changes," he explains. "I tend not to make many setup changes from the test course, unless there's a big problem, as



Perry Bennett



Philip Royce

ATTENTION TO DETAIL
(ABOVE) Keeping your tires clean will help provide more consistent results when testing and competing. (RIGHT) Many of the tools of the trade don't have to live in the shop. Camber gauges like this one from Intercomp can make trackside changes a snap.



WE BUILD TIRES
THAT BUILD REPUTATIONS.

TOYO TIRES + FLYING LIZARD MOTORSPORTS. 25 HOURS OF THUNDERHILL CHAMPIONS.

WE ARE TOYO. ALL OR NOTHING. **TOYOTIRES**[®]

PACE YOURSELF
Testing at Lincoln during the Solo National Championships is not always about tweaking the car, as James Yom (RIGHT) and Andrew Canak (BELOW) tell us. Equally, it's a useful tool for measuring up your competition and adjusting the driver.



Rupert Berrington



Rupert Berrington

it seems hard to get the test course and the Solo course to have conditions and rubber exactly the same."

National Champ Andrew Canak uses the test course, but does so with specific goals in mind. "When I get to Lincoln, I do like to do a few runs of the Test N Tune course, not so much to make setup changes, but mainly to make sure the car is running well and nothing seems loose or possibly broken. Actually, I don't find myself changing the car often at all - if the car isn't doing something [wrong], I mostly find myself changing something I'm doing behind the wheel."

Like Canak, National Champion Craig Wilcox uses the Test N Tune course to work on driving. "I do plan to utilize the Test N Tune course at the Solo Nationals," Wilcox says, "mainly to make sure [I] get plenty of seat time [and] to make sure my driving is up to its full potential."



Rupert Berrington

Much like a golfer hitting balls on the driving range or the putting green before starting a match, the Test N Tune course is a great way to warm up the driver and make sure that muscle memory reflex is at its best when the runs count. "Ultimate success in a three-run format requires sufficient mental preparation and driving execution," Peters sums up. "However, knowing which knob to go to and which way to turn it in handling a train wreck can often make the difference in staying on top of your class." 🎯



Rupert Berrington

BE PREPARED
(LEFT) Brian Peters likes to know what each adjustment does, even if he plans to make no changes. (ABOVE) Robert Thorne comes prepared to National Championship events to make changes necessary to win.

FINDING GRIP IN THE WET

Rain will undoubtedly fall at some point during this year's Solo National Championships, and making the most of those wet runs could turn into an ace up your sleeve. So, if you find yourself on the unfortunate end of a roaming rainstorm at this year's Solo National Championships, don't get frustrated; instead, use the opportunity to learn where the grip is.

"Lincoln is peculiar in that there are different directions the water drains out, and you can either use that to your advantage or, if you are unaware, it will bite you in the rear," explains James Yom. "Grip on Lincoln concrete that is wet but doesn't have standing water is surprisingly good, but when you hit one of the streams, it goes away instantly. If you can remember where the grip is good and where the streams are, it will really help you separate yourself from the rest of the pack."



Perry Bennett

1962
SHELBY
CSX2000 THE FIRST
THE ORIGINAL
FIRST MAKE HISTORY,
THEN REPEAT IT



Carroll Shelby

1962 Shelby Cobra; Offered from the Carroll Hall Shelby Trust

CSX 2000 is Carroll Shelby's very first Cobra. It was a car he loved, a car he drove, and a car that began the long legacy he would leave on the automotive world. Without CSX 2000, there would be no Cobras, no Shelby Mustangs, and no GT40s.

1 9 - 2 0 A U G U S T 2 0 1 6

MONTEREY

PORTOLA HOTEL & SPA • MONTEREY, CALIFORNIA

THE MOST ANTICIPATED EVENT ON THE MONTEREY PENINSULA — REGISTER TO BID TODAY



Sotheby's

www.rmsothebys.com/monterey

CORPORATE +1 519 352 4575 CALIFORNIA +1 310 559 4575 EUROPE +44 (0) 20 7851 7070

Mobil 1

SAFERACER

Worldwide
Hotel &
Car Rental
Discounts

IHG

InterContinental Hotels Group

Hendrick
CHEVROLET
SHAWNEE MISSION

Eibach

PORTERFIELD
RACING BRAKE PADS

empirecovers
The Cover Experts

Classic
Motorsports
magazine

OUT THERE
BRANDS

FAIRFIELD
INN & SUITES
Marriott

AVIS

Hertz



mazda



PRIZE
POSSESSIONS
Exclusive and Traditional Awards

CHOICE HOTELS
INTERNATIONAL

simraceway
performance driving center

SFS
SOLOPERFORMANCE.COM

AW
RACE CARS
www.srperformance.com
800-523-3353

CANDLEWOOD
SUITES

National
Car Rental

SPEEDHUI
A REVOLUTION IN CLUSTER CAR

GET MORE OUT OF YOUR SCCA MEMBERSHIP

COOLSHIRT
SYSTEMS

Thrifty
Car Rental

MAXXIS

Alamo

Budget

usbank
Five Star Service Guaranteed

Grassroots
Motorsports
THE HARDCORE SPORTS CAR MAGAZINE

RACER PARTS
WHOLESALE

LINCOLN
WELDERS

LegalShield
Worry Less. Live More.

All of the above retailers and service providers offer special deals to SCCA Members.
Learn more about these benefits at www.SCCA.com/benefits



GARMIN
VIRB



Mobil 1



SAFERACER



TIRE RACK
.com



Heading to Lincoln, Neb., for the 2016 Tire Rack Solo National Championships in September? Here's (almost everything) you need to know before getting there | WORDS Philip Royle

The Tire Rack Solo National Championships presented by Garmin VIRB is nearly here. Taking place Sept. 6-9 at Lincoln Airpark in Lincoln, Neb., you're about to spend the better part of a week with 1,200 of your best friends and fiercest competitors. But if camaraderie and competition are the payoffs, the accompanying (yet necessary) logistics of the trip are the annoyance. To help you with your journey, we've compiled a list of answers to questions you may or may not have about the world-famous, highly anticipated SCCA Solo National Championships.

Helping us sort through our own quagmire of questions was Brian Harmer, who is not only SCCA's Rally/Solo Program Manager, but also a Solo Nationals competitor, tackling the event as a competitor (albeit with mixed results) since 2009. And, as proof positive that even the most experienced folks at the event don't know everything, we even stumped Harmer with one or two of our inquiries.

While the following list does cover camping at the Solo Nationals, we opted to skip the topic of hotels. Lincoln has a plethora of hotels and

motels, so you'll find yourself with ample choices around the airport and downtown. It seems most big-name chain hotels offer decent accommodations, but if you're looking to add more excitement to your trip, we recommend searching Yelp for the worst hotels in town. We're intrigued by one with the review that reads: "Beware of the manager, he has a tendency to drink on the job, and Wendy in room 313 makes a lot of noise at night."

So flip the page for 16 things you need to know for your trip to Lincoln. And why 16 things? Why not?



EAST IS WEST?

Unless you have an amazing internal compass, you'll find it odd that the West Course at the Solo National Championships is on the right and the East Course is on the left, as viewed from the paddock. The reason is that the paddock is north of the courses, thus you're looking at everything backward, so to speak. If you find it confusing, here's one solution: the West Course is also known as "Corn Side" and the East Course is known as "Plane Side" – a reference to what is located next to each course.



TESTING, TESTING...

The Solo Nationals Test N Tune course opens on Saturday, Sept. 3, at 10 a.m. and closes at sundown. The test course is then open each day until Thursday, Sept. 8. Registration is available on SCCA.com, and \$45 buys four runs. When you buy runs, you sign up for a one-hour time slot. If you find yourself in a pinch, there are typically time slots available that you can register for on site.



COURSE MAPS

You will be given course maps when you check in at the registration desk. If you can't wait that long, however, course maps will also be posted on www.scca.com on the Solo National Championships page. (Bonus tip: Check out YouTube after the first day as some competitors will post in-car video.)



WORK DETAIL

As with any Solo event, you will have a work assignment. At each course between the two grids there is a white tent – that is where you will check in for your work assignment. The course you run that day is the course you will work. Note that you need to check in for work when the previous heat is starting third runs.



GO FOR A WALK

Both Solo Nationals courses will be available for walking as soon as they are set up and marked. In the past, there was a specific time for this, but this year an announcement will be made via the PA system and via text notifications (if you signed up for those). Once the courses open for walks, they will be available to walk anytime there isn't competition going on. Also, there is a course walk between heats two and three each day.



WHAT DO I DO?

"When you first get to the site, you need to see the on-site paddock chief," advises Harmer. "That person will let you know what your paddock spot is. From there, you can go to paddock or check in at registration." The check-in tent is on your left once you pass the gate. If you did not reserve a paddock spot beforehand don't fret, they will find one for you on the spot. Registration check in is open from 1 p.m. to 7 p.m. Sunday to Wednesday (Sept. 4-7). If there's no line, the check-in process should only take a few minutes.



TECH TIME

Tech is being moved to the east (Plane Side) behind the grid – basically, head to the orange snow fence on the east to find it. Tech's hours are the same as check in. "We always recommend people check in first and then head to tech, as it is harder to check you in than to get you through tech," Harmer says.



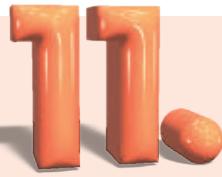
HOW'D YOU DO?

Results are posted in a number of places at the site. The tent at each course where you check in for work assignments will have results, the information tent (located on the other side of the scales) will have results, and results can also be found at Solo Live and on SCCA.com.



CAMPING

Camping on site is allowed, and there is 24-hour security. There is a \$50 camping fee, which can be purchased online or on site at the event. If you elect to camp on site, quiet time is from 10:00 p.m. to 7:00 a.m.



GETTING GAS

The closest gas station to the event is Casey's General Store, located down the street from Lincoln Airpark on 48th (4715 W. Adams St.). It offers 87, 89, and 91 octane gas. Frontier Harley-Davidson (also down 48th at 205 NW 40th St.) offers Sunoco 100 octane at the pump for about \$8 a gallon. Need E85? Unless we're mistaken (and we often are), the closest E85-vending gas station is the Phillips 66 located 15 minutes from the Lincoln Airpark at 110 W. O St.



DINING

There is great food in Lincoln. "Go down to the Haymarket to try restaurants like Buzzard Billy's and Lazlos," says Harmer. "I also recommend going to the Haymarket during the week as there are Nebraska football games both weekends, so it is packed on the weekends. There is another place called Toast that a lot of folks like - it's a sandwich and coffee kind of place. And, of course, there is SCCA Senior Director of Rally/Solo Howard Duncan's favorite, Shoemakers Truck Stop, located at 151 SW 48th. They have a great pork tenderloin sandwich."



DON'T BE LATE

Competitor late registration fees kick in on Aug. 10, bumping the entry fee from \$175 to \$300. As Harmer explains, the goal isn't for the Club to make more money; rather, the SCCA would prefer no one pays the late fee. By instituting a late fee deadline, the SCCA hopes to encourage competitors to enter early, thus allowing the Club ample time to plan the event.



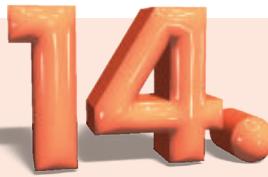
REALLY, REALLY BIG

The Lincoln Airpark is huge - probably bigger than you expect. Golf cart rental rates are available on www.scca.com, or bring a bicycle. Some SCCA members have been known to buy a bicycle locally and then donate it to charity after the event.



CELEBRATION

Awards banquets are held at Lancaster Events Center (4100 N. 84th St.) on the Wednesday and Friday nights (Sept. 7 and 9). Every entrant is allowed to go to both banquets. Anyone not registered for the event can also purchase tickets for the banquet online, or ask for more information when you check in for the Solo Nationals. If you happened to earn a trophy but cannot attend the banquet, appoint a buddy to pick up your award as these will not be mailed.



WEATHER REPORT

When coming to Nebraska, be prepared for everything Mother Nature can throw at you. While the climate norm for Lincoln in September is a very reasonable range of 53 to 78 degrees F, it's the fact you might see that spread in a single day that requires you to pack for every occasion. Be ready for cool mornings, hot afternoons, high humidity, and a chance of rain during your stay (not to mention possibly during your run group).



LIVE STREAM

Can't attend the Solo National Championships (or don't want to leave your paddock space to see what's going on in the competition)? The Solo Nationals is streamed live online, with a video feed of the starting line and audio from the announcers. You'll find the link on the Solo National Championships page of www.scca.com.

THE JUNE SPRINTS

Marking its 61st year, the Chicago Region June Sprints didn't fail to impress

WORDS Tom Schultz | MAIN IMAGE Mark Weber





Rock Corvino

ACTION PACKED

(MAIN) Spec Miata enjoyed a fierce battle at the front; so fierce on Sunday that Voytek Burdzy was able to sneak past from third to take the win on the front straight while Jim Drago (left) and Daniel Bender (right) were preoccupied with each other. (LEFT) Trent Hindman drove his BMW to a pair of GT2 wins. (BELOW) Aaron Ellis (43) took the Formula 500 win on Saturday, while defending F500 National Champion Calvin Stewart would claim Sunday's checker.



Rock Corvino

"Then they started fighting quite a bit and gave me a gift!"
VOYTEK BURDZY



Sunny skies and warm temperatures greeted 302 racers at Road America as Chicago Region's WeatherTech June Sprints had its 61st running. The June 17-19, 2016, race weekend was also a U.S. Majors Tour, so racers and fans enjoyed eight race groups on Saturday, with the groups repeated the following day, but at a longer distance. Consequently, strategy was key to survival.

Spec Miata led off both days with Jim Drago leading the Saturday sprint from start to finish. However, on Sunday he had a surprise coming. First, Daniel Bender stayed right with him, with the lead ever in doubt, and Voytek Burdzy followed a few seconds behind. In the final turn of the final lap, Drago and Bender were side by side, so preoccupied with each other that Burdzy zipped past, making up a four-second deficit just two laps earlier. Bender was second, with Drago relegated to third. An ecstatic Burdzy exclaimed, "If they didn't fight so much, it would have been difficult for me to gain on them. But then they started fighting quite a bit and gave me a gift!"

The Formula 500, F, and Vee race group was initially led by Saturday's winner, Aaron Ellis, but on lap three, Calvin Stewart caught the draft on the main straight and passed into Turn 1. Stewart, who did not race Saturday, held the lead until lap 12 of 13, when Ellis passed him in traffic. Stewart, however, re-passed on the final lap to take the win. "We had a lot of fun," said Stewart. "Aaron had a little bit on me in a couple corners and I had a little bit on him in a couple. It was an incredible race!"

While Michael Varacins romped to easy FV wins both days, FF was different. Hans Saurino won on Saturday but slowed while leading Sunday, handing the win to Andy Melvin. Scott Rubenzer was second both days.

The SRF race was the usual dogfight. Fifty-three Gen3 cars battled mercilessly, with John Black, Mike Miserendino, John Tipton, T.J. Acker, Todd Harris, and Saturday winner Brian Schofield constantly trading places at the front. By lap nine of 13, Scott Rettich had moved up from 11th to join the fun. On lap 10, Rettich was

in second behind Miserendino, and made an all or nothing move to take the lead. His timing was fortuitous as, within seconds, several cars came together, necessitating a full course yellow, ending the race. "I had worked my way up from way back," Rettich recounted, "Toward the end, there was a crash and I figured that there would be a full course caution, so I made my move just before it came out."

Rettich then leap-frogged into his FE car and battled Paul Schneider for the lead, finally taking it on lap nine. Along with his Saturday FE win and his still warm SRF3 triumph, he was three for four on the weekend.

On both days, the P2 portion was taken by Jake Thielman. He had only three cars to deal with on Sunday, after a lot of attrition in Saturday's race. Richard Colburn and Mike Reupert gave a lot of competition on Sunday, with Colburn leading a few laps, but he faded, and Thielman led Reupert to the flag. Greg Gyan was a non-starter after his car failed him on the last lap of Saturday's sprint while he was in the lead.

Jon Brakke won EP both days, but it was no easy drive. Joe Moser had his measure in both, but had late-race mechanical difficulties. With Moser out, Brakke was able to cruise to the twin victories. Ken Kennard in FP and Chris Bovis in GTL took their classes both days, while Jeffrey Parnell claimed HP victory over Saturday winner Greg Gauper.

The P1, FA, FC race was all James French. Both days he shot into the lead decidedly faster than the rest. He romped to easy wins both days, a testament to his Carl Liebich-led crew, which had to completely rebuild the car after a major crash a few weeks prior. The only racer able to run within eyesight was Jason Miller, who finished second on Saturday but was forced to drop out on Sunday. Afterward, French reported, "The brakes began to fade halfway through the race. Other than that, the car was perfect. The crew had to rebuild the car after I wrecked it a couple weeks ago, so thanks to them."

"Toward the end, there was a crash and I figured that there would be a full course caution"
SCOTT RETTICH

In Atlantic, Dudley Fleck emerged the winner in a race that was always in doubt. The wild card was Tonis Kasemets, who was a last-minute addition in the Swift 016. a of Kirk Kindsfater. Kasemets knifed up from the back to take a big lead, only to pit on lap eight - that left the fight to Fleck; Saturday winner Steve Forrer, and Lee Alexander. Fleck and Alexander ran in tandem for several laps with Forrer a tick behind. Fleck was able to stay ahead to the finish over

Alexander and Forrer. A very happy Fleck said later, "It was hot - and not only the weather. Steve Forrer and Lee Alexander gave me all I could handle this weekend."

Formula Continental wound up as a Saurino brothers one-two, but it wasn't easy. Both Nigel Saurino and Joshua Saurino led Saturday's sprint, only to drop out while leading. Sunday they took no chances. Joshua Saurino took the lead at the start with Dale Vandebush second and Nigel Saurino third. Nigel Saurino moved past Vandebush for second and held the spot until lap nine, when Vandebush re-passed. Nigel passed again a lap later, and when Vandebush spun off in Turn 14 of lap 12, Nigel motored home behind brother Joshua. "I got the lead at the start," said Joshua. "Then my brother got into a battle which allowed me to get a little gap. They were never able to close it so I was able to drive my race."

The GT1, GT2, GT3, T1, and AS race was a surprise, of sorts. Tony Ave, known as much these days as a builder of winning racecars as a champion driver, was delivering a newly built Ford Mustang to Denny Lamers. The car was brand new, fresh out of the box. In qualifying, Ave was several seconds faster than the field in the only lap he did. On his second lap, the car caught fire. While extensive, the damage was mostly cosmetic. Nonetheless, the car was supposedly out for



PRESSURE COOKER
(LEFT) The Production field prepares to take the green. (TOP) Brian Schofield (61) took the SRF3 win on Saturday, but slipped to third on Sunday. (ABOVE) Jacob Loomis made it look easy in FM on Saturday, but had his hands full and finished second on Sunday.

Dennis Wood

Mark Weber

Rick Cornine



TIRED OF POOR RADIO
COMMUNICATION?

MOTO*TRBO*[™] DIGITAL



MOTOROLA SOLUTIONS
Radio Solutions Channel Partner

GO DIGITAL OR
GO HOME.

SPEEDCOM[™]
COMMUNICATIONS

www.speedcomracing.com

386-760-7110



Mark Weber

the weekend. But the Lamers crew worked long hours and by race time on Sunday, Ave took up his place at the head of the field. The green waved and Ave was gone, romping to a very easy victory. Saturday's winner, Dave Ruehlow was a distant second while Lamers was third in another Mustang. "This is a brand-new car, just built for Denny Lamers," recounted Ave. "He was good enough to let me drive it here. This race and win is special for me. Twenty years ago at the Sprints I got flown out of here on the Fliant for Life helicopter I he had

"I got the lead at the start... they were never able to close it so I was able to drive my race"
JOSHUA SAURINO

CLEAN SWEEP

(ABOVE) Jake Thielmann claimed a pair of P2 wins at the Sprints. (RIGHT) As usual, Michael Varacins (65) was the man to beat at Road America in FV, and no one did.



Dennis Wood

crashed an Atlantic car, severely breaking both legs]. So to win to mark that anniversary is special."

Thus ended the 2016 June Sprints at Road America. There were winners, there were losers, and some left with repairs to look forward to. The weather was great, and, best of all, fans left the track suffused with the afterglow of a weekend of great racing at America's National Park of Speed. **o**

RESULTS U.S. MAJORS TOUR | Road America | Elkhart Lake, Wis. | June 18-19, 2016

SATURDAY

GT1: (8 starters) 1. Dave Ruehlow (Chevrolet) 2:09.615; 2. Denny Lamers (Ford); 3. Phillip Daus (Chevrolet); **GT2:** (8 starters) 1. Trent Hindman (BMW) 2:15.955; 2. A.J. Henriksen (Chevrolet); 3. Adam Andretti (Ford); **GT3:** (1 starter) 1. Geroge Cichon Jr. (Mazda) 2:32.453; **GTL:** (3 starters) 1. Christopher Bovis (Honda) 2:36.244; 2. Bob Clark (Honda); 3. Terry Orr (Honda); **AS:** (4 starters) 1. Andrew McDermid (Ford) 2:28.701; 2. Brian Wallace (Chevrolet); 3. Scott Sanda (Cadillac); **EP:** (10 starters) 1. Jon Brakke (Mazda) 2:32.217; 2. Breton Williams (Mazda); 3. Steve Smeyczek (Mazda); **FP:** (9 starters) 1. Ken Kannard (Mazda) 2:36.128; 2. Gerald Lamb (MGB); 3. Michael Sturm (Mazda); **HP:** (5 starters) 1. Greg Gauper (Honda) 2:42.723; 2. Daniel Meller (Datsun); 3. Jeffrey Parnell (Volkswagen); **T1:** (3 starters) 1. Mark Boden (BMW) 2:20.643; 2. John M. Buttermore (Chevrolet); 3. Alan Kosssof (Porsche); **T2:** (14 starters) 1. John M. Buttermore (Chevrolet) 2:28.666; 2. Tim Kezman (Porsche); 3. Bill Collins (Chevrolet); **T3:** (1 starter) 1. Paul Kwieninski (Mazda) 2:46.359; **T4:** (9 starters) 1. Daniel Bender (Mazda) 2:41.667; 2. James Ebben (Mazda); 3. Richard Dickey (Mazda); **SM:** (47 starters) 1. Jim Drago 2:44.059; 2. Daniel Bender; 3. Voytek Bordzy;

STU: (2 starters) 1. Richard Fisher (Volvo) 2:35.812; 2. Gino Carini (Volkswagen); **STL:** (16 starters) 1. Danny Steyn (Mazda) 2:37.162; 2. David Palfenier (Mazda); 3. Brian Laughlin (Mazda); **BS:** (1 starter) 1. David Daughtery (Honda) 2:58.346; **SRF3:** (51 starters) 1. Brian Schofield 2:32.149; 2. T.J. Acker; 3. Patrick Byrne; **SRF:** (13 starters) 1. R. Mark Carter 2:39.490; 2. Quinten Nelson; 3. Dan McBreen; **FA:** (6 starters) 1. Steve Forrer (Swift) 2:05.873; 2. Dudley Fleck (Swift); 3. Lee Alexander (Swift); **FC:** (Danny Weyls (Van Diemen) 2:17.646; 2. John Norton (Van Diemen); 3. Devin Leseur (Van Diemen); **FE:** (14 starters) 1. Scott Rettich 2:18.936; 2. Paul Schneider; 3. Dean Oppermann; **FF:** (9 starters) 1. Hans Saurino (Van Diemen); 2. Scott Rubenzer (Spectrum); 3. John LaRue (Vestal); **FM:** (4 starters) 1. Jacob Loomis 2:20.999; 2. Jaret Voorhies; 3. Larry Howard; **FV:** (8 starters) 1. Michael Varacins (Speed Sport) 2:42.215; 2. Ron Whitston (Protoform); 3. Andrew Whitston (Protoform); **F5:** (11 starters) 1. Aaron Ellis (Ellis) 2:25.335; 2. Herb Noble (Scorpion); 3. Sven de Vries (The Yellow Car) **P1:** (6 starters) 1. James French (Swift) 2:03.105; 2. Jason Miller (WynnFurst); 3. David Locke (Stohr); **P2:** (5 starters) 1. Jake Thielmann (Stohr) 2:12.581; 2. Greg Gyann (Stohr); 3. Armen Megregian (Ralt).

SUNDAY

GT1: (8 starters) 1. Tony Ave (Ford) 2:08.141; 2. Dave Ruehlow (Chevrolet); 3. Denny Lamers (Ford); **GT2:** (7 starters) 1. Trent Hindman (BMW) 2:17.126; 2. Tyler Thielmann (Ford); 3. James Hamman (BMW); **GT3:** (1 starter) 1. George Cichon Jr. (Mazda) 2:34.623; **GTL:** (4 starters) 1. Christopher Bovis (Honda) 2:39.305; 2. Bob Clark (Honda); 3. Terry Orr (Honda); **AS:** (4 starters) 1. Brian Wallace (Chevrolet) 2:32.688; 2. Scott Sanda (Cadillac); 3. Andrew McDermid (Ford); **EP:** (7 starters) 1. Jon Brakke (Mazda) 2:32.762; 2. Breton Williams (Mazda); 3. Lance Loughman (Datsun); **FP:** (9 starters) 1. Ken Kannard (Mazda) 2:35.828; 2. Bill Hingston (Mazda); 3. Gerald Lamb (MGB); **HP:** (5 starters) 1. Jeffrey Parnell (Volkswagen) 2:44.315; 2. Greg Gauper (Honda); 3. William Trainer (Volkswagen); **T1:** (3 starters) 1. Mark Boden (BMW) 2:20.980; 2. Alan Kosssof (Porsche); 3. John M. Buttermore (Chevrolet); **T2:** (14 starters) 1. Tim Kezman (Porsche) 2:27.427; 2. John M. Buttermore (Chevrolet); 3. Matt Slavens (Porsche); **T3:** (2 starter) 1. Paul Kwieninski (Mazda) 2:44.228; 2. Aurora Straus (Mazda); **T4:** (9 starters) 1. Daniel Bender (Mazda) 2:41.545; 2. James Ebben (Mazda); 3. Ryan Kowalewski (Mazda); **SM:** (47 starters) 1. Voytek Bordzy 2:43.144; Daniel Bender; 3. Jim Drago;

STU: (2 starters) 1. Richard Fisher (Volvo) 2:35.284; 2. Gino Carini (Volkswagen); **STL:** (13 starters) 1. Danny Steyn (Mazda) 2:37.327; 2. Brian Laughlin (Mazda); 3. Rich Walke (Mazda); **BS:** (1 starter) 1. David Daughtery (Honda) 2:55.316; **SRF3:** (52 starters) 1. Scott Rettich 2:32.431; 2. Mike Miserendino; 3. Brian Schofield; **SRF:** (12 starters) 1. Quinten Nelson 2:38.988; 2. Dan McBreen; 3. R. Mark Carter; **FA:** (7 starters) 1. Dudley Fleck (Swift) 2:06.125; 2. Lee Alexander (Swift); 3. Steve Forrer (Mazda); **FC:** (7 starters) 1. Joshua Saurino (Van Diemen) 2:15.601; 2. Nigel Saurino (Van Diemen); 3. Devin Lesueur (Van Diemen) **FE:** (14 starters) 1. Scott Rettich 2:18.506; 2. Paul Schneider; 3. Dean Oppermann; **FF:** (9 starters) 1. Andy Melvin (Van Diemen) 2:26.076; 2. Scott Rubenzer (Spectrum); 3. Cliff Johnson (Piper DF-5); **FM:** (4 starters) 1. Jaret Voorhies 2:22.245; 2. Jacob Loomis; 3. Larry Howard; **FV:** (9 starters) 1. Michael Varacins (Speed Sport); 2. Andrew Whitston (Protoform); 3. Ron Whitston (Protoform); **F5:** (9 starters) 1. Calvin Stewart (Novakar Blade) 2:24.168; 2. Aaron Ellis (Ellis); 3. Barry Luterk (Wildcat); **P1:** (6 starters) 1. James French (Swift) 2:03.618; 2. Darryl Shoff (Elan); 3. Gary Gibson (Elan); **P2:** (5 starters) 1. Jake Thielmann (Stohr) 2:13.987; 2. Mike Reupert (Nostendo); 3. Richard Colburn (Nostendo).

FREE Shipping Over \$39.99!



Order what you want, when you need it with RPW's FREE Ground Shipping on Orders Over \$39.99. Or visit our NEW Showroom at 1725 Wales Ave., Suite A, Indianapolis, IN 46218. Showroom open M-F, 8-5 EST.



G-FORCE GF G6 SFI 3.3/5 Gloves
\$59.99



Red Line Race, Gear & Motor Oils
From \$11.95



RaceQuip SA2015 PRO15 Carbon Graphic
\$288.95



Arai SA2015 GP-5W
\$809.95



MOLECULE Car, Helmet & Fabric Cleaners
From \$5.95



HANS Sport III
\$599.00



Your One Stop Source for Racing Parts & Safety Equipment

RacerPartsWholesale.com
FREE Shipping on
Orders Over \$39.99!



800.397.7815
Guaranteed
Lowest Prices!



JERSEY BOYS
(LEFT) Tony Buffomante carefully paced himself to help ensure he would have a strong car for the finish at New Jersey Motorsports Park, and his plan paid off with a TA2 win. (BELOW) Paul Fix recorded his first TA win for the 2016 season in New Jersey.

FAST TIMES

June racing for the Trans Am Series saw a Detroit street circuit invitational backed with a wild ride at New Jersey Motorsports Park.

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

The Trans Am Series made its long-awaited return to the city of Detroit with the Motor City 100, presented by 3-Dimensional Services Group, in support of the 2016 Chevrolet Detroit Belle Isle Grand Prix on June 3-5, and with it came some spectacular racing - which was backed up one week later with another race weekend in New Jersey.

During the June 4 Dual 1 in Detroit, R.J. Lopez emerged as the overall after a race-long battle with pole-sitter Paul Fix. Lopez was joined in the victory celebration by TA2 class winner Kyle Marcelli, and TA4 victor Dean Martin.

"It was an incredible race, because of the competition, because of how fast Paul was, and because we were going bumper to bumper," said Lopez. "But also because of the track. It's not easy, which makes it awesome especially when winning here means that much more, being in Detroit. I'm sure it was an amazing race to watch. It was really cool because there were certain places where my car seemed like it was better than Paul's, and there were places where he was definitely better than I was. It made it really interesting, I'm proud of this win."

In Dual 2, the day after, John Baucom captured his first career Trans Am victory. Adam Andretti was victorious in TA2 and finished third overall. Ernie Francis Jr. finished first in the TA4 class.

For Baucom, the victory came in his 81st career Trans Am start after multiple close calls and near victories "We've come close so many times," said Baucom. "One of our very first races was here in 2001, so it's good to be back here in Detroit and especially to good to win here."

For Adam Andretti, who started fifth in TA2, the victory came after a race full of heated battles for the TA2 lead with Cameron Lawrence and Gar Robinson. It also came with a touch of redemption after falling short of the podium in Dual 1 despite Andretti leading the majority of the race.

"To be here in Motor City, no matter what, that's a big deal," said Andretti. "We had two Challengers on the podium sandwiching a Camaro, and that's really what Detroit is all about. I've been coming to this place, to Belle Isle, since I was 13 years old, so maybe my dreams of winning here as a kid caught up with me [in race one] and I lost my concentration for just a moment and that cost me my race."



The following weekend, the Trans Am series headed to New Jersey Motorsports Park for the June 10-12 race weekend. There, Tony Buffomante stood victorious after 45 laps of green-flag racing, overcoming a 16-car TA2 field in the standalone race.

"We knew we didn't have the pace for [pole-sitter Justin Haley]," said Buffomante. "Quite frankly, I don't think we had the pace for Lawrence [Loshak], either. Finally, when Lawrence started to drop back, it let me breathe a little bit; and, with 15 laps, I went as hard as I could go. Justin's tires were definitely gone; he was struggling pretty hard out there, so I got a really good run coming off the keyhole toward the front straight, and I was able to get down on the inside."

During the TA race later that day, Paul Fix secured his first victory of the year, and was joined in victory by Andrew Aquilante in TA3 and Ernie Francis Jr. in TA4.

While many other series are beginning to wrap their season, Trans Am is just starting to roll, with eight rounds remaining in its March to November race season. For more information, you can head to www.gostransam.com. 📍

Apex Performance

Premier Racing Outfitters

NOW AVAILABLE!

Giro Disc
RACING BRAKES AND TECHNOLOGY

FERODO
Brake Pads

PFC
BRAKES

MADE IN THE USA



AP RACING
Rotors/Hats



Receive a **FREE** fleece lined helmet bag with every SA2015 helmet purchase!



ROUX
HELMETS-USA

Durable Trackside Gear Bags



NEW! All helmets include integrated electronics and patented helmet release system.



COOLSHIRT SYSTEMS

It's the most effective heat prevention system.



Cool-a-Clava
Helmet Cooling
Insert

Full systems, replacement parts & accessories available



OMP



SCHRÖTH RACING
Harnesses,
Nets, Restraints



SFI 3.3
Base
Layers

TRACGEAR



NECKSGEN
AHEAD IN NECK PROTECTION

hans



Apex Performance
Premier Racing Outfitters

Visit us trackside, new showroom or online at www.apexperformance.net



Visit us on Facebook to view our track schedule

Orders 866-505-2739
Tech 843-299-0997

Ask for your SCCA discount!
(available on most items)

**LEARNING CURVE**

No matter the car or your experience level, you are bound to pick up some new skills – and very likely to have some fun – at a RallyCross.



DRIVE TIME

If you haven't been to a RallyCross, this is your year

WORDS Leon Drake | IMAGES Rupert Berrington

RallyCross is Solo's crazy cousin who is always doing the most outrageous things. In a way, RallyCross is your chance to be Bo Duke for a day and throw some dirt just for the fun of it. Ask anyone who's attended a RallyCross and they'll all tell you it's an 11 on the fun meter, and an experience you shouldn't rob yourself of. So, if you've ever looked at the side of the road at a big grass field and said to yourself, "Man, I'd love to take off across that," you need to RallyCross – and with the RallyCross National Championship coming up, there's no better time to start.

Last year, more than 2,000 competitors took part in a RallyCross, and they probably all had a blast – but there are some things to know before jumping in. Probably, the most common newcomer concern is that it'll tear up their car. The RallyCross rules require as flat and smooth a site as possible. No jumps (sorry Bo) or ruts. That said, the surface isn't perfect, so massively lowered cars are not well suited for the dirt – but stock height suspension works great. So, what are good cars to bring? Anything, really. At any given RallyCross you'll see cars ranging from VW Bugs to Mercedes, and if you own a Subaru and haven't been RallyCrossing, you might be

in need of an intervention – Subies are the meat and potatoes of RallyCross.

If you're used to autocross, the class structure will blow your mind: three classes of three groups. You can run Stock, Prepared, or Modified. Inside that, it divides into what wheels drive the car: front, rear, or all. That's it folks.

In Stock, very few modifications are allowed because Stock is mostly stock. Add

"If you own a Subaru and haven't been RallyCrossing, you might be in need of an intervention"

a set of snow tires and you're set. On the low-cost side, consider a stock car like a Civic or an old Escort. Many a \$500 car has lasted the whole season (or more) of tearing up the grass. If you're looking for a high prep level, you can move into Prepared or Modified where true rally tires are allowed. A new set of those tires will cost about the same as a set of R-compound tires, but unless you run in gravel, they will last multiple seasons and then you can sell them

to another new entrant because the tires will still have life left.

RallyCross events are getting more plentiful, too, as SCCA Regions develop their programs. We're currently winding down the RallyCross National Challenge season and heading into the winner-take-all RallyCross National Championship. This year, the championship event will take place Sept. 30-Oct 2 in Indianola, Iowa, at the National Balloon Classic (registration opens soon on www.scca.com).

2016 marks the 10-year anniversary for the RallyCross National Championship, and we want to make it one to remember. You may think you have little chance against the fierce drivers who show up, but think again – it turns out that roughly 40 percent of participants at the RallyCross National Championship are at their first National championship event. And, for some, the championship event is their very first RallyCross.

RallyCross is, indeed, all the fun you imagine it to be. No massive racing budget is needed, and the group that shows up is an easygoing bunch. So, head on out to a local event, hop in someone's car for a ride, and see what it is that you've been missing. 📍

THIS IS YOUR LIFE.

BE A HERO



TANNER FOUST
Photo by: Tanner Foust

GoPro
Be a HERO.



OVER **60** MOUNTS & ACCESSORIES



CREATE + SHARE
GOPRO APP

#BEAHERO

**MIX IT UP**

A new proposal decouples classes from the Runoffs in an effort to expand the number of possible Runoffs-eligible classes starting in 2018.

CLASS MANAGEMENT

The Club Racing Board tackles the tricky topic of which classes go to the Runoffs | **WORDS** Todd Butler, member of the Club Racing Board | **IMAGE** Clark McInnis

SCCA Club Racing has been caught in a static “class war” for several years, where we cannot create new National or Runoffs-eligible classes without pressure to eliminate existing ones. This directly impedes the SCCA’s ability to grow and deal with motorsports challenges and changes in the automotive environment. Previous approaches to manage the number of Club Racing classes have been unsuccessful - but what have these past solutions entailed, and what could other possible solutions look like? Let’s take a look.

It’s no secret that the SCCA has not been able to create a new National Club Racing class without intense pressure to combine or eliminate an existing class - and creating a new class or removing a class from Runoffs eligibility is an intensely political and emotional issue. One relatively recent proposed solution was the Concord Agreement, otherwise known as the Majors Class Consolidation, which was created to develop a way to reduce the number of National classes. This idea did not receive competitor acceptance, and there has been no progress defining a path forward - effectively, it is dead. The GCR’s “2.5 rule,” which defined class participation and put forth a minimum participation number for a class to hit during the race season, was suspended by the Board

of Directors several years ago in order to avoid the contentious issue of delisting National classes. Meanwhile, new spec series and other new classes are being created, then claimed by competing motorsports organizations, leaving us without those entries.

The current bottleneck is that all U.S. Majors Tour classes are currently invited to the Runoffs. The problem of class proliferation at the National Championship Runoffs is also exaggerated by the annual rotation of the Runoffs to different racetracks. What fits and works at Road America, Mazda Raceway Laguna Seca, or Daytona does not necessarily work as well at Mid-Ohio, Indy, or whichever tracks lay ahead.

A new proposal decouples Runoffs-eligible classes from actual Runoffs attendance and instead proposes that Runoffs-eligible classes be invited to the Runoffs based on class participation. The solution is to create a market-driven approach to inviting classes to the Runoffs based on class popularity by counting participation in Runoffs qualifying races (Majors and Divisional qualifying events) in class over the previous competition season. The number of invited classes each year will vary based on the Runoffs track and race event format. After all, 24 classes is not a hard and fast number of races for champions to be crowned at the Runoffs (and

note, National Championships will be awarded to all Runoffs-eligible classes at the Runoffs).

Decoupling Runoffs-eligible classes from actual Runoffs attendance allows the SCCA to create new classes with National appeal to drive increased entries across Club Racing. New class creation may also act as an incubator class - one that does not yet have a strong Regional component. Such a class, however, must still meet requirements for compatibility with existing run groups and participation requirements to be invited to the Runoffs.

The above proposal will be formally announced in 2016 and would be effective as of Jan. 1, 2018. Also, the Board of Directors is supportive of this direction and has asked the CRB to provide more specifics for their late summer and fall meetings regarding criteria used for inviting classes to the Runoffs, how new Runoffs-eligible classes would be created, and how classes would fall out of Runoffs eligibility. The intent would be to formally ratify and endorse this direction in the fall of 2016 and begin implementation for the 2018 racing season.

There are, however, no changes proposed to Runoffs driver qualification requirements, those are still set each year by the Club Racing Board and approved by Board of Directors. ☉

UNCOMPROMISING

STACK PRO-CONTROL INSTRUMENTS

- Fully Programmable, Full Dial Warnings
- Configurable External Device Control
 - Laboratory Grade Sending Units
 - Digital Stepper Motor Drive
 - No Modules Employed
 - Peak Value Recall

STACK
STACK
STACK

stackltd.com



SR09 ©2016 STACK Ltd

Is Your Life Insurance Company Charging You Extra for Speeding?

Stop Paying Rated or Inflated Premiums for your Personal or Corporate Life Insurance Coverage

Sample Rates

Male Age 40 - Non-Smoker
10 Year Level Term

Coverage	Annual Premium
\$ 250,000	\$ 297
\$ 500,000	\$ 495
\$ 750,000	\$ 781
\$ 1,000,000	\$ 1,023

Final rates may vary due to underwriting status and state of residence



Racers Protecting Racers for over 40 Years

Call us Today for a Competitive Quote

Steven E. Goldin

Phone: 305.790.7600 • Email: race962@yahoo.com



SECOND TIME AROUND

Marcia Ulise is SCCA's Starter Worker of the Year

WORDS James Kearney | IMAGE Laura Stich

This fall, Marcia Ulise will take a sentimental journey back to Mid-Ohio - a journey that dates back to 1995 when she attended her first Runoffs. This was also where she won the Worker of the Year Award for her work in tech in 2001. "I loved the Runoffs at Mid-Ohio; the trees, the beautiful track," she says. "I really talked it up. Everyone should experience the Runoffs at least once."

In a way, she has gone back to her flagger roots because, as she says, "Once the starter has thrown the green flag, they become another flagger with all their duties." Ah, but a lot happens at the start - it is often the most densely packed dramatic moment of any race.

A San Francisco Region member, she is a Bay Area native who loves California. Her folks were SCCA

workers. "As soon as I could write, they taught me how to tape, and her Timing and Scoring career began. When she was 18 she began to work the turns as a flagger and did so happily for a few years. She met and dated a driver and it got her interested in what makes the car tick. At first, she felt that perhaps she couldn't fit in at tech, "But we have a very supportive group of workers out here and they told me I could do it," she explains. "Women may still be somewhat intimidated by many of the worker roles. But I grew up in the Club. Being at a racetrack was as comfortable for me as sitting on my sofa at home." She learned fast and rose to become the Assistant Chief of Tech at the Runoffs in 2001.

Never one to sit still, she got a hankering for something new. Her dad had been a starter, so maybe it was in

GET THE PARTY STARTED
Marcia Ulise has tried a variety of worker specialties, but has really enjoyed the role of starter.

her blood. She thought about all a starter does, and she felt she had a solid background for the role. While working as a flagger, she had filled the role of communicator, speaking directly with the starters. "I thought to myself, I can pull this off." The record

THE PROBLEM WITH GUEST STARTERS

My pet peeve is guest starters, and I mentioned it to Marcia - she laughs readily. Why on earth do we drag someone up to the starter's stand to wave the green flag in big races like they are waving a broom? "I'm not sure, but I know what you mean," she laughs. "When that happens, I try to give them some quick guidance before they do it. With women, I ask them to wave it like they twirled a baton in high school." Men are harder. Marcia was joined in the box - at a recent Renn Sport event - by none other than Jerry Seinfeld. "Actually, he was pretty good. I tried to recruit him."

would seem to indicate so. She was the Chief Starter for the Runoffs at Laguna Seca, the co-chief at Daytona, and will be the co-chief at Mid-Ohio this year for the Runoffs.

It is not, however, for those riddled with self-doubt. "My job as starter is to do everything I can to ensure things are safe and fair," Ulise explains. "It is stressful but you can't let that get to you. There is definitely a decision factor. I'm the one who decides if there is a race or not."

"I'm one of those people who is most happy at the racetrack"
MARCIA ULISE

Marcia wants to keep the drivers guessing. She doesn't want them to catch her and get a jump on things, and she has worked hard to win that war of wills. "Early on, my starter chief told me I was doing something that amounted to a 'tell,'" she explains. Many F&C flaggers lean into the flag a bit when they throw it. It can be just to change their footing or to get the flag a bit closer to the car so it can be seen. "I was doing that as a starter, and drivers were picking up on it."

So, what did she do? "I would stay very conscious of it. I'd stand in the starter's box in such a way that my hip was braced. Sometimes I move my knee against the side. Both steps act as physical reminders not to move.

Does she question herself about some starts? "Absolutely. Some starts are not great. But if it weighs on you then it has an impact on you. You have to move on."

But Ulise needn't question herself as her work on the starter's stand speaks for itself. Case in point, she was recognized at the 2015 Runoffs as the recipient of the Starter Worker of the Year Award, making this her second time to receive the award, albeit for a different specialty.

"I'm one of those people who is most happy at a racetrack," she confides. "It is really cool to wave a checked flag and have drivers roar by giving you a wave and a thumbs-up. It makes me feel good; like we are in this together. To me, it is all about the experience and all the wonderful friends I've made." 🍷

40 DAYS

Matt Wojtkowiak Sr.	South Jersey
Mark R. Smith	Cal Club
Carol Deborde	Reno
William D. Etherington	N. New Jersey
Lindy T. Toland	Washington DC
Janet V. Toland	Washington DC
Ann E. Bowling	Arkansas
Walter G. Michael	South Jersey
Ron Branam	San Francisco

30-39 DAYS

Charles M. Dobbs	Glen
Richard Bittmann	Central Florida
Fred R. Brinkel	Washington DC
John Bissell	Washington DC
Dave Deborde	Reno
Cecilia Smith	Cal Club
Jean Quick	North Carolina
Wayne Quick	North Carolina
Barry D. Baker	Ohio Valley
Dennis E. Joyce	Central Florida
Michael Mo Overstreet	North Carolina
Lee Stanley	Buccaneer
Patti D. Socher	Central Florida
Kyle Colbey	Glen

20-29 DAYS

Collins Barber	Central Florida
Alexis M. Bushell	Central Florida
Dale Lee Gogel	Philadelphia
Herbert T. Sweeney	Washington DC
Michael M. Wolkov	Philadelphia
Deb Hamilton	Ohio Valley
Sean Norman	Central Florida
Chuck Knox	Cal Club
Sammi Marlis-Ronshausen	Central Florida
Terry Roberts	New England
Rick Bentson	Chicago
William W. Von Suskil	South Jersey
Barbara G. Knox	Cal Club
Leland Miller	Central Florida
Morris A. Pendleton	North Carolina
John Wm. Purdy	Washington DC
Cecil Barbee	San Francisco
Martin P. Burk	Washington DC
Mark Hillyer	Washington DC
Suzanne J. King	South Jersey
Sally P. Larson	Central Florida
Lizabeth K. Lowy	Milwaukee
Chuck Phillips	Cal Club
George I. Witman	Blue Mountain
Mark Eversoll	Buccaneer
Allan P. Harhay	Central Florida
Lyn Greenhill	San Francisco
Bob Hudson	Atlanta
Ray Sizer	San Francisco
Robert William Carnright	Atlanta
Rhea L. Dods	San Francisco
Janet Harhay	Central Florida
Don Howson	Northeast Oklahoma
Gordon L. Jones	Oregon
Thomas James Ward	Washington DC
Peter Villaume	New England
Karla Bynum	San Francisco
Ken Jones	Northwest
Peter S. Roberts	New England
J.M. Spellman	Indianapolis
David H. Steger Jr.	Atlanta

Julie Williamson	Atlanta
Rick Bynum	San Francisco
Sydney Davis	Houston
David Jonathan Jackson	Northwest
Phil Kelley	Glen
John Thomas McDonough	Philadelphia
Jeff Olinger	San Francisco

12-19 DAYS

Mark Troemel	Milwaukee
James A. Buckberry	North Carolina
Frederick J. Hawley	Western Michigan
Blake R. Montgomery	Central Carolinas
Laurie J. Sheppard	Kansas City
John M. Stewart	Cal Club
Richard D. Alexander	Mohawk Hudson
David W. Badger	Mahoning Valley
David Gernert	Susquehanna
Douglas R. James	Oregon
Nancy Lewis	Blue Mountain
Karen Paul	New England
Steve Perkins	Central Florida
Casey Jo Preston	Cal Club
Craig Zane	South Jersey
Laura Villaume	New England
James Blumenfeld	New England
Richard A. Callaway	San Francisco
Steven A. Keadle	North Carolina
Donald H. Randles	Ohio Valley
Angela Slocum	Susquehanna
Dustin Stevenson	Atlanta
Karen J. Stewart	Cal Club
Bob Stone	Chicago
Michael D. Stringfellow	Washington DC
Robert Crenshaw	Arizona
Sarah Grammer	Central Florida
Kathy "Kat" Beimel	Blackhawk Valley
Clayton A. Condrey	North Carolina
Robert L. Duncan	Detroit
Trevor Christian Filipowicz	Blue Mountain
John E. Fine	Atlanta
Jessica Honigs	New England
Richard Jewell	Oregon
Susan J. Joyce	Central Florida
Kenneth Robert Killam	Oregon
Allan Kintz	Glen
Robert Rund	New England
Bob Smethers	Oregon
Scott Anger	Milwaukee
Scott C. Morgan	Cal Club
Tracy O'Connor	Washington DC
Candy Rucker	Cal Club
Ashlee Weeks	Atlanta
John Boltik	Central Florida
Dorn R. Lynch	Chicago
Tal Burkett	Ohio Valley
Matthew Geier	Cal Club

SCCA's Volunteer Incentive Program allows volunteers to obtain membership discounts based on the number of days they volunteer each membership year. This is a list of members who have volunteered 12 or more days prior to their membership renewal. Updated lists will appear quarterly in *SportsCar*.

**ADDS UP**

Grayson Strathman has been able to join his love of racing with his career. When he's not behind the wheel he can be found supporting numerous customer cars.



THE RIGHT EQUATION

For 22-year-old Grayson Strathman, the path to motorsports has been built around math | **WORDS & IMAGES** James Heine

For Kansas Region's Grayson Strathman, his formative introduction to motorsports as a youngster did not really come from SCCA, or even from IndyCar, IMSA, NASCAR, ALMS, karting, or local Saturday-night, dirt-track racing. Rather, essentially, it came by way of the NHRA - but with a twist.

"I grew up watching Kenny and Brandon Bernstein race at Heartland Park Topeka," says the now 22-year-old SRF racer, Topeka, Kan., native, and newly minted mechanical engineer. The twist? "The real interest for me was watching the teams tear the cars down between races," he adds. "They worked with such efficiency and accuracy, it was

mesmerizing. I always pestered anyone who would listen with questions about everything."

Among the people he pestered was his father, Matt. "My dad was willing to entertain my curiosity when I wasn't around the pros, and even if he didn't know the answer, we would talk out an idea or look up the answer."

Strathman was introduced to the SCCA and to Solo by way of Lori Gill, his Topeka high-school calculus teacher (who happens to be married to SCCA's Competition Manager Doug Gill). "[She] introduced me to autocross, where I competed in STX," he recalls.

"Through her school-sponsored car club at Washburn Rural High School, I learned about

Formula SAE and immediately began volunteering for the University of Kansas."

Without Lori Gill, who is a "wonderful lady," Strathman adds, "I probably wouldn't be where I am today. Not to mention, she did a great job of teaching me calculus; so I could go on and graduate engineering school."

Strathman's volunteer efforts with the KU FSAE team led eventually to a ride in the KU FSAE car, which he drove to a Divisional win at Heartland Park, only to be disqualified, he remembers, for not being able to work a corner because his work assignment conflicted with an SRF race in which he was also entered. Which starts the next part of this story.

CREDIT WHERE CREDIT IS DUE

It's appropriate that we caught up with Grayson Strathman around Father's Day weekend, after noticing him initially during the 2015 Runoffs and then meeting him at a Majors weekend in St. Louis back in May. Among his other traits, Strathman is keenly aware of - and thankful for - all the people who have contributed to his career, beginning with his parents.

"This is endless," Strathman says about his father. "From the beginning, he has been my pal, and we've shared almost every hobby either of us has had, racing just happened to be the one I got completely stuck on. He has supported me through life, through racing, through everything. The guy is really great."

And, what about his mom, Sheryl? "Well, at the end of the

day, she's got to OK everything," Strathman says, "even though she is cringing [while] watching me through every turn."

In addition to Gill and Fenske, whom we mentioned in the body of this story, Strathman offers praise for Hallett owner Scott Stephens, fellow racer Jesse Prather, and best friend and trackside rival Trent Strunk.

There are others, too, who have

helped him, Strathman says, and he could go on for a long time, but also "I need to thank my customers at the shop, especially Klaus and Kyösti Viljanmaa; since they were the reason I ended up working full-time at Hallett, and John Zentner, for staying late with me in the beginning, to let me know what needed to be done after working my day job in Tulsa."

It was the late Steve Fenske, founder of Midwest Spec Racer, who introduced Strathman and his father to SCCA's Spec Racer class, Strathman recalls. "It wasn't until 2010 that my dad committed and bought a car to run a full season," he explains. "About halfway through the season, Steve came across an incredible deal on a second Spec Ford, and we couldn't not buy it. My job then became rebuilding the second car to race the next season. After stripping the car to the frame, having it powder coated and rebuilding it, I ended up with a great car."

Since 2010, Strathman, whose day job now is servicing and maintaining SRF3s as a CSR at Hallett Motor Racing Circuit, has been the Midwest Division's National points champion in SRF twice (2011-'12), its SRF Majors champion in 2015, and at the time of our interview around Father's Day, the current Midwest Division SRF3 points leader, all while looking after 17 SRFs/SRF3s, along with 17 other racecars.

It's all a challenge, he admits.

"No part of racing is easy, and I love that," he says, "Getting the car prepped, working with budgets, getting the car to the track, figuring out what works for lap times, and what works for winning races, managing points for championships. Everything is great. It keeps my mind working, which is what I need. The adrenaline was great in the beginning, but that has faded over the years to be replaced with incredible concentration and quick thinking."

Of Fenske, who died in 2013, Strathman says that he "used a genius business model to bring racing to all. He took care of everything in the beginning. All we had to do was show up and drive. The cars were always well prepped with fast setups, and he put together a great team to sort out what needed to be done trackside and just simply delivered a great product with little to no fuss. I couldn't let what he started pass along with him, and he is the reason I still take care of my old teammate's cars, as well as others now. I can only hope he would be proud of what his legacy has become."

Down the line, Strathman envisions that, like Fenske, he himself might one day run his own business. "Whether that means staying at Hallett to eventually run the place or starting a manufacturing company, I need freedom to do great things, and I feel that will be difficult to find in a corporate structure," he says.

Considering the arc of his own career, what advice would Strathman offer a young person interested in racing today?

"Listen. Listen. Listen," he says. "Ask questions. Listen. The world of racing is full of some of the most intelligent and driven people in the world. Listen to them all." 📍

 **PAGID RACING**

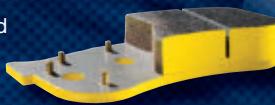
Brake control from green light to checkered flag.



Turner Motorsport's championship winning performance at the inaugural Tudor United SportsCar Series is a testament to the quality and ultimate reliability of PAGID RACING brake pads.

The very same quality brake pads are available for:

- Rally and off road
- Club Racing
- Stock Car
- Late Model
- Time Trial/HPDE
- Vintage Racing



www.pagidracing.com • pagid@braketechnology.com
(239) 540-1729

Pagid is a registered trademark of TMD Friction


Brake Technology



PERFORMANCE[®] FRICTION BRAKES







Your largest, most knowledgeable source for racing brake pads & parts!!



Don't forget to ask for your NASA or SCCA discount!!

Porterfield Enterprises 1767 Placentia Ave Costa Mesa, CA 92627
(949) 548-4470 www.racebrakes.com











The Best Dashboard In The World... (probably)

DASH2 PRO

Specify a complete system in a single compact unit

- Customisable features using a range of enhancement options, including: GPS data logging, output drivers, CAN receive & more...
- Compact ultra-thin aluminium case
- Fully configurable unit, display any variables, adjust display brightness and contrast for day and night modes
- Display data from analogue sensors, CAN bus or ECU
- Road and race ready display

Race Technology USA LLC 804 358 7289
ussales@race-technology.com



www.race-technology.com



ioportracing.com
1-800-949-5712

TRANSPONDERS






WINDOW NET



TOW STRAPS



SEAT BACK BRACE



REV HEAD RESTRAINTS

COOL SHIRT SYSTEMS



FIRE SYSTEMS



FUEL SYSTEMS







COME RACE WITH US!
LOTUS EXIGE RACE CARS READY TO RACE
 ARRIVE AND DRIVE PROGRAMS AVAILABLE

KRUGSPEED
Racing

WWW.KRUGSPEED.COM
 Tel: 561.706.3967

STATE OF THE ART PERFORMANCE




FORGELINE

800-886-0093 • FORGELINE.COM

STABLE ENERGIES MOTORSPORTS

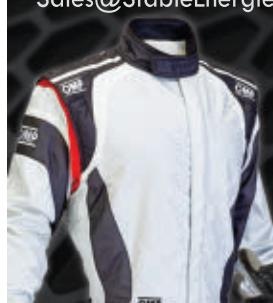
Retail Store 175 Passaic St Garfield, NJ 07026
 Sales@StableEnergies.com (973) 773 - 3177

Major Stocking Distributors For



...and many more





RECARO

Experience the All New **StableEnergies.com**
 Fast, Free Shipping - Club Discounts - Expert Advice



DESIGN ENGINEERING, INC.

HIGH HEAT PROTECTION FOR MORE HORSEPOWER!

The Original **TITANIUM EXHAUST WRAP**

- EXTREME heat protection
- Lower intake temps
- Durable and long lasting
- Reduce underhood temps

ON SALE NOW AT **AutoZone**

800.264.9472
DesignEngineering.com

AutoZone.com



PEGASUS

Beta Tools Motorsports Distributor **Beta**

Unmatched selection, prices, and inventory of silicone hose

Stocking distributor of MS20271 Apex universal joints (all 8 sizes in stock)

Pegasus Auto Racing Supplies 1-800-688-6946 order line
2475 South 179th Street 1-262-317-1201 fax line
New Berlin, WI 53146 1-262-317-1200 tech line

PegasusAutoRacing.com

Æther Advanced Site Search™ • Detailed item descriptions
Real-time stock status • Technical information & articles



BILLET LUG NUTS

CHAMPION WHEEL

- 7075 T-6 ALUMINUM
- UP TO 40% LIGHTER THAN STEEL
- USES STANDARD 13/16" SOCKET
- WON'T CORRODE
- RACE PROVEN STRENGTH
- IN STOCK, READY TO SHIP!
- Sizes: 7/16"-20, 12MM-20, 1.2"-20, 14MM-1.5, 14MM-2

WWW.CHAMPIONBILLET.COM (951)471-2183

Made in USA



SMARTER. FASTER.

Improve your lap times with the best selection of products from the brands you trust most (AiM, CDS, MoTeC, Race Technology and Stack). Speed up with Veracity Racing Data and benefit from our competitive prices and top-notch customer service.

SHOP ONLINE, ANYTIME!

veracityracingdata
veracitydata.com | 805.238.1699



CHICKENHAWKRACING

START FAST FINISH FIRST

1.866.HOT.TIRE | CHICKENHAWKRACING.COM



i/o port RACING SUPPLIES **ioportracing.com**
1-800-949-5712

BELL

AUTOPOWER SAFETY EQUIPMENT

KIRKEY

hans

SIMPSON

PYROTECT



A DIVISION OF MARK STEWART ENTERPRISES, INC.



- Bolt-in Roll Cages for SCCA and Club Racing Completely pre-fit Weld-in cages
- Options such as NASCAR-style door bars, X-bracing and many others
- Competition Roll Bars for Solo I, and time trials
- Headers for many makes and models

(205) 608-1156 | Fax: (205) 608-1441
E-mail: info@KirkRacing.com

The Future of Fire Suppression



Lifeline Zero 360
2.25 Fire Marshal with Novec™ 1230 Fire Suppressant

Compact FIA-approved system for the club racer. Legendary Lifeline quality in a steel cylinder for the budget conscious racer looking for excellent firefighting ability and weight reduction in comparison to the standard 4.0L system. Kit includes pull cords, 6 nozzles, tubing and fittings, and the latest anti-torpedo FIA type brackets.

\$699
 SYSTEM PRICE

Cylinder weight 8.6Lbs, Diameter 5", Overall length incl lever 11"

Full range of industry-leading Novec™ and AFFF fire suppression systems | Official US Sales, Distribution, and Service Center

lifeline USA Champions of Safety
www.lifeline-fire.com Tel: 540-251-2724

miatacage.com 



Roll Cage Kits
 Spec Miata Kit
 1990-2005
 2006 to 2015



Adjustable Drop Links



Steering Shaft Adaptor - Splined with QD



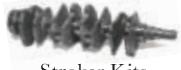
Hard Top Mounts 1990-2005



Lightweight Wheel Spacers 1/4", 3/8", 1/2"

SM Build Package Deals - from Basic to complete turn key.

Over 50 Years of Serving SCCA Members!

 Aluminum Flywheels	 Weber Parts	 Cams
 Hi-Comp O.S. Pistons	 Copper Gasket	 Racing Clutches
 Titanium Racing Parts	 Headers	 Stroker Kits
 Modified Heads	 Engines	 Cranks <i>knife-edged</i>

PAECO Imports | 2400 Mountain Dr., Birmingham, AL 35226
 (205) 823-7278 | gofast@paeco.com
www.paeco.com

PTS PHIL'S TIRE SERVICE
 Shipping Nationwide Daily
 Race/HPDE wheel and Tire packages
 Race tires, Wheels and Accessories
 Heat cycling, Shaving, Tire grooving
 845-647-7407

TOYO TIRES driven to perform
BFGoodrich
MICHELIN
Hoosier RACING TIRE **MAXXIS**

Jongbloed Racing
 SM - ET25 & ET30
 E30 - ET15 & ET25
 Silver or Black - \$119
Team Dynamics
 SM - ET25 & ET30
 E30 - ET25
 Silver or Black Starting At- \$119



Port City RACECARS Road Race Chassis and Suspension Components

PARTS SHOCKS SERVICE 231.767.8586

wilwood DISC BRAKES

SCCA TA/2
 Spec Legal
 Front & Rear
 Brake Systems



Shop online anytime - portcityracecars.com
 Order a free catalog at info@portcityracecars.com promo code: **SCCA**
 Check us out on Facebook for upcoming sales events and specials!



comprent motor sports
Road Racing Preparation & Fabrication

OUR SERVICES

- Road Racing Preparation
- Fabrication & Welding
- Transmission Repair
- Data Installation & Repair
- Ground Up Restoration
- Formula Enterprise Gen 2 & Gen 3 SRF Rentals available
- Part Sales



EAST COAST DEALER
Sales & Service for Lifeline Fire Systems






Swift 014/016

(706) 543-1797
Providing Quality Service to the Racing Industry since 1988
www.comprent.net | Athens, Georgia



Visit our booth at **PRI Show** in December! Check out the new website at www.competitiondata.com

CUSTOM SHOP

Fuel Cells

855.97EAGLE • WWW.EMCCUSTOMSHOP.COM



Champions of Safety



ZERO 360 Systems

- Latest Novac™ extinguishant
- Unique remote discharge
- Ultra lightweight
- Compact size

ZERO 2000

- Unique foam extinguishant
- Specially designed atomizer nozzle

FIA and SFI Approved • Sales & Service in the USA

INDUSTRY LEADING FIRE KNOCKDOWN CAPABILITY
QUICK RELEASES • RAIN LIGHTS • ROLL CAGE PADDING
(714) 847-1501
www.subesports.com
Exclusive N.A. distributor of Lifeline products.

FUEL SYSTEM INNOVATIONS



RACING FULL FUEL CELLS

atracing.com
800-526-5330 at@atinc.com

Holiday Canopies



canopyguy.com
800-788-3969

The Original



- Carbon-kevlar brakes
- Hundreds of different brake pad configurations

A better performance edge... Madison Hts, MI 48071
www.racing-stuff.com • call 248-585-9139





ULTRA LIGHTWEIGHT RACING MUFFLERS

COAST FABRICATION AN•MS•NAS HARDWARE

WWW.COASTFAB.COM 714-842-2603

HyTech Exhaust



New patented collector designs
Exhaust development and manufacturing
All types of race engines current to vintage

949.581.2181 | www.hytechexhaust.com
12 Hammond Dr., Suite 203, Irvine, CA 92618

io port RACING SUPPLIES

Club Radio Systems from \$659⁹⁵



TVC15

FOR WINNING COMMUNICATIONS! Record your radio transmissions onto your in-car camera.

ioportracing.com
1-800-949-5712

izoom GRAPHICS

Permanent Vinyl • Magnetic • Reusable Vinyl
Race Car • Autocross • Track Day • Rallycross

Easy Online Ordering izoomgraphics.com

www.injector.com

Sales  **Service**

marren fuel injection

Dependable Knowledgeable
Since 1986 (203) 267-FUEL (3835)

SMARTSTRINGS™
The one and only fully portable 4 wheel alignment tool.

SMARTRACING™ PRODUCTS 

SMARTCAMBER™
Provides absolutely repeatable digital accuracy without bubbles or dials to approximate. 5" to 22" wheels.

smartracingproducts.com

HYPERCOILS™
Precision Suspension Coils

More Major Championships. More Major Wins.

- » Available for all Applications
- » More Travel » Less Weight
- » Accurate Rates

DYNO Tested

800.365.2645 • Hypercoils.com

WWW.RACING-STUFF.COM

street
13" 14" 15" 16" **panasport** race/solo
ul 13" 14" 15" c8 13" 15" 16" 17"

Averill Racing Stuff
Madison Hts, Mich  ph.248-585-9139
fax.248-585-9242

Everything From BRAKES TO SAFETY EQUIPMENT

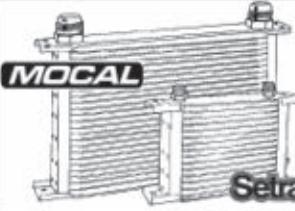
RRRP  **RANDALL RACE PARTS**

alcon Raybestos SIMPSON Sabelf BELL stillb Arai

Contact Us Today
704-658-0071
www.randallraceparts.com

OIL COOLERS: Mocal • Setrab • Laminova

www.mocalusa.com

MOCAL  **Setrab**  **LAMINOVA**
water to oil coolers

sales@batinc.net
941 355-0005

Distributor: BAT Inc.

RACING COMMUNICATIONS™ INC.

\$85.00
HPDE Instructor/Student Intercom System

- ☑ Full duplex "live all the time"
- ☑ Microphone kit slides up under any helmet
- ☑ Fits under any helmet

2-Way Radio Helmet Kit to HPDE System Adapter Kit
Plug a 2-Way Radio Helmet System into HPDE System with our adapter.
\$99.00

\$750.00
"Starter" Two-Way Radio System

Vertex Standard VX-160 Radios
16 channels • 5 watts
For the Car/Driver
2-way radio, Harness, helmet mic kit, PTT switch, Foam earpieces, Radio holder, Car antenna.

For the Crewchief
2-way radio, Headset, System take bag.

Intercoms - Headsets - Two-Way Radio Systems
Two-Way Radios - Helmet Kits - Accessories

800-990-9941
www.racingcommunications.com
3861 Milan Station Road - Kennesaw, GA 30144

GROUND CONTROL™

Suspension Systems

530 • 677 • 8600 M-F 9-5 PST
ground-control.com

USED GOODYEAR AND OTHER MAJOR BRAND RACING TIRES

ALL 10-, 13-, 14-, 15-, 16-, 17- and 18-inch sizes.
Latest compounds, half to full rubber.
Low prices, quick service. Phone any time.

(262) 740-0180
JBRacingtires@sbcglobal.net
www.JBRacingtires.net

scca.com

VISIT OFTEN

GROUND CONTROL™

When quality counts...

Trusted...

...for over 30 years as the leader in quality, design, innovation, and customer satisfaction.

Committed...

...as always, to bringing you the best in street and track suspension systems and handling products for your car.

GROUND CONTROL™

Suspension Systems

530 • 677 • 8600
Hours: 9-5 • M-F PST
groundcontrolstore.com

BUSINESS CLASSIFIEDS

	LARGE*	MEDIUM*	SMALL*
1 x	\$653	\$330	\$156
3 x	\$583	\$287	\$139
6 x	\$525	\$254	\$125
12 x	\$480	\$240	\$120

MINIMUM BILLING: \$120

*Contact ad department for exact measurements prior to submission.

TO PLACE BUSINESS CLASSIFIED:
CONTACT OUR AD DEPARTMENT

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

PERSONAL CLASSIFIEDS

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

MINIMUM BILLING: \$39

MAXIMUM WORDS: 50

PERSONAL CLASSIFIED CATEGORIES

- 20 PRO RACING
- 21 OTHER PRO SERIES
- 22 OPEN WHEEL | SPORTS RACERS
- 23 PRODUCTION BASED | GT
- 24 SOLO
- 25 RALLYCROSS
- 26 TOW VEHICLES | TRAILERS
- 27 STREET CARS
- 28 SERVICES
- 29 ENGINES | PARTS

TO PLACE PERSONAL CLASSIFIED:
Call (949) 417-6705, or email
classifieds@racer.com

NEXT AVAILABLE ISSUES:**NOVEMBER 2016**

Solo National Championships
Reserve space by: September 21
Materials due: September 21
Mails: October 17

DECEMBER 2016

Coverage of the National Runoffs
Reserve space by: October 5
Materials due: October 19
Mails: November 10

20 PRO RACING ▼

PANOZ GTS > Chassis #31. 137 total hours < 20 hours on fresh motor. 2 new sets of wheels and tires, spare nose & sidepod. Over \$69K new, plus thousands in upgrades. Have receipts. Cleanest, best prepared Panoz on market. Too many extras to list. MUST SEE! Fully equipped enclosed trailer available. Price: \$35,500. **Contact: John (772) 913-2265 or kmott@hotmail.com**

22 OPEN WHEEL | SPORTS RACERS ▼

F600 RAPTOR > Suzuki GSXR, 6-speed, single chain drive. Paddle Shift, AIM data with GPS, Accusump, and spare side pods. Located in Virginia. Price: \$10,000 OBO. **Contact: Bill at (540) 312-4628.**



P2/DSR MALLOY > Currently DSR ready for P2 conversion. Many spares including engine Yamaha, wings, body work, set of wheels. Price: \$22,000. **Contact: Ryan at (708) 642-2335 or RJB@RJBmotorsports.com**



1983 GURNEY EAGLE INDY CAR > Qualified at 195.108 mph and placed 11th at the Indianapolis 500. Highest finishing American stock block engine. Chevy 350 V8, Hilborn mechanical fuel injection, 600 HP on gas. In storage until '96. Car complete, under restoration. Price: \$48,000 OBO. **Contact: Doug Sankey (602) 769-3129 or dsankey9@aol.com.**



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

23 PRODUCTION BASED | GT ▼

FP/GTL MG MIDGET > 7 runoff podiums including National champion. Special GTL motor almost done. FP Runoffs motor in car, ready to go racing. Megabucks of spares including body molds, 12 wheels, etc. Comes with 26' Hallmark trailer with either FP or GTL motor. Price: \$25,000. **Contact: Harold at (561) 512-9644.**



1ST. GEN. CRX > Tube Frame. FWD. GTL Unrestricted. Previous Runoffs champion, 4 race engines, 2 Dog transaxles with LSD, 4 sets of wheels/tires. Cobra Halo seat, full body molds. Extensive spares. Needs nothing - ready to race. Price: \$25,000. Delivery available. **Contact: Jamie at jamie@housemanautosport.com or (519) 652-3030.**



2010 PORSCHE GT3 CUP CAR > Championship winning car. Race ready. 34 hours on engine, 12 hours on gearbox, sold with new set of brakes front & rear, 3x wheel sets, 2 misc tire sets, 2 new tire sets, 2x splitters, lug nut socket, Motec system, full camera system. Located at Motorsport Ranch Cresson, TX. Asking \$110,000.00 **Contact: Nick B at Nick@deBouille.com or (214) 773-7487**



E46 BMW M3 > 3 races since new build, Ohlins, Aim, Fuel Safe, Standalone ECU, Tilton Pedals, Full Containment Seat, 2 sets Enkies, Stop Techs, Elec. Halon, Banks exhaust. SCCA, NASA, HSR, BMWCCA. **Reduced to \$39,000 OBO!** Usee, Ubuy. **Contact: Douglas at (239) 849-1453**

23 PRODUCTION BASED | GT ▼

2005 NISSAN 350Z GT-3 > Neely/Murillo chassis. 2 Runoffs wins, 3 podiums, 4 poles in GT-3, 1 pole in GT-2. Race ready, current annual tech good till May 2017. Hewland trans, Speedway Mini Stock, 2 KA24DE engines, new spare Speedway Supermax, 3 sets of rims. Price: \$32,000 OBO. **Contact: John (530) 412-0649 or jblacksrf17@hotmail.com**



1999 CORVETTE SPO/T1 > SCCA club racer, Z06/LS6 production motor 500+Hp at 7200rpm. Turnkey ready. Spare wheels, parts, trailer and more. Pictures, video, parts list at www.corvette60.com. Price: \$48,000. **Contact: Bob at armstrosnd@aol.com or (610) 476-5246**



C6 CORVETTE > Trans-Am Rocketsports chassis w/ Ave racing upgrades to 2016. Carbon fiber body, interior & dash. Fresh SB2 engine 800+HP, Mittler Bros 9" rear adjustable camber & toe, new Hewland Wide Gear 5 speed, 0 Scrub front suspension, adjustable sway bars F & R, Brembo 6-Piston Radial mount front calipers, Brembo 4-piston Radial mount rear calipers, center lock BBS wheels. Price: \$109,000. **Contact: Charles (305) 797-3471**

28 SERVICES ▼

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

GP.3 CARBON

THE WINNING EDGE

Combining iconic F1 styling, versatile air intake system, and ultra-lightweight carbon shell with leading-edge aerodynamic performance, the GP.3 Carbon is perfect for drivers looking for an edge. Perfect for open-wheel, formula racers and karters who demand professional features, performance, and comfort, the GP.3 Carbon provides maximum ventilation and clear vision in the most demanding racing environments.

GP.3 CARBON

7 1/8" (57-) - 7 5/8" + (61+) | CARBON
SNELL SA2015, FIA8860-2015

#CHAMPIONS WEAR BELL

© 2016 Bell Racing USA LLC All Rights Reserved. BELL is a registered Trademark owned by Bell Sports, Inc. and licensed to Bell Racing USA.



BELLRACING.COM || 800.237.2700

BELL
HELMETS



Track Gear

Apparel
& Safety



Helmets

Race Seats

STABLE
ENERGIES
MOTORSPORTS

AER American
Endurance Racing



The largest showroom and inventory in the NY tri-state area. Seats, helmets, suits, gloves, shoes and more all on display to test drive!

175 Passaic Street Garfield, NJ 07026

NATIONAL SPONSORS



Find us on Facebook

(973) 773-3177 StableEnergies.com

CALENDAR

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



Chris Clark

SCCA PRO RACING

WHAT Trans Am Series
WHEN Sept. 23-24, 2016
WHERE Alton, W. Va.
VIRginial International Raceway is always a challenge, and last year Trans Am racers had their hands full in the rain. What will this year bring?



TRANS-AM gotransam.com
Mar 4-6 Sebring Int'l Raceway, Fla.
Bupp (TA); Robinson (TA2); Saunders (TA3); Kent Jr. (TA4); Boden (TA5)
Apr 8-10 Road Atlanta, Ga.
Ruman (TA); Buffomante (TA2); Mueller (TA3); Francis Jr. (TA4); Flynn (TA5)
May 13-15 Watkins Glen International, N.Y.
Ruman (TA); Machavern (TA2); Boden (TA3); Francis Jr. (TA4); Kezman (TA5)
Jun 3-5 Belle Isle Grand Prix, Mich.
Lopez (TA); Marcelli (TA2); Martin (TA4) Baucom (TA); Andretti (TA2); Francis (TA4)
Jun 10-12 New Jersey Motorsports Park, N.J.
Fix (TA); Buffomante (TA2); Aquilante (TA3); Francis Jr. (TA4); Kezman (TA5)
July 1-3 Brainerd Int'l Raceway, Minn.
Fix (TA); Robinson (TA2); Streimer (TA3); Francis Jr. (TA4)
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 7-9 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.
GT: Eversley, Eversley; GTA: Schein, Montecalvo; GTC: Udell, Udell; GTS: DeBoer, Sandberg; TC: Rivera, Rivera; TCA: Bickers, Bickers; TCB: O'Gorman, O'Gorman
Jul 29-30 Mid-Ohio, Ohio
Aug 12-14 Utah Motorsport Campus, Utah
Sep 16-18 Sonoma Raceway, Calif.
Oct 7-9 Mazda Raceway Laguna Seca, Calif.



MAZDA MX-5 CUP mx-5cup.com
Apr 29-May 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.
Foley; Reger
Jul 8-10 Canadian Tire Motorsports Park, Ont.
Reger; Drennan
Aug 26-28 VIRginia Int'l Raceway, Va.
Sep 9-11 Mazda Raceway Laguna Seca, Calif. (invitation event)
Sep 28-Oct 1 Road Atlanta, Ga.



F1600 CHAMPIONSHIP
f1600championshipseries.com
Feb 11-13 Palm Beach International Raceway, Fla. (exhibition) *Ming*
Feb 19-21 Sebring, Fla. (exhibition) *Ming*



Jay Bonavolour

SCCA PRO RACING

WHAT Pirelli World Challenge
WHEN Sept. 16-18, 2016
WHERE Sonoma, Calif.
World Challenge returns to wine country in mid September for another spectacular display of power and performance.



FINAL FIGHTS
The final round of the 2016 MX-5 Cup series in September will see racer's going for broke.

Richard S. James

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
Portante; Ming; Verhagen
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
Bamford; Larue
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; K. 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
D. Grant; Norman
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
Czacyk; Czacyk; Czacyk
Aug 11-13 Mid-Ohio Sports Car Course, Ohio
Sep 17-18 Road Atlanta, Ga.
Oct 7-9 Homestead-Miami Speedway, Fla.



FORMULA LITES formulalites.com
See the series website for updates.



Club Racing
Date Track/Region
Phone numbers are for region registrars

2016 U.S. MAJORS TOUR
sccamajors.com

NORTHEAST CONFERENCE
Aug 13-14 Pocono Raceway, Pa.

NORTHERN CONFERENCE
Aug 13-14 Grattan Raceway, Mich.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS
Sep 19-25, 2016 Mid-Ohio Sports Car Course, Ohio

DIVISIONAL/REGIONAL
NORTHEAST nediv.org
Aug 12-14Ro Pitt Race/Steel Cities

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 RoadRally 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, RoadRally: (785) 232-7656
RallyCross: (785) 357-7259



Ken Brown

THE PEAK OF RACING
Summit Point plays host to a Washington DC Region Club race on Labor Day weekend.



OFFICERS

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

SCCA NATIONAL OFFICE

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

EXECUTIVE LEADERSHIP

President & CEO **LISA NOBLE**
Vice President & Chief Operations Officer
ERIC PRILL
Senior Director of Finance
MINDI PFANNENSTIEL
Senior Director of Solo and Rally
HOWARD DUNCAN
Senior Manager of Club Racing
DEANNA FLANAGAN
Director of Experiential Programs
HEYWARD WAGNER

Senior Manager, Marketing & Communications
REECE WHITE

Director of Information Technology
MICHAEL FITZGERALD

SCCA PRO RACING

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

President **DERRICK WALKER**
General Manager **STEVE OSETH**

SCCA ENTERPRISES

Phone: (303) 693-2111
14550 E. Easter Ave., Suite 400
Centennial, CO 80112
www.scca-e.com

President & CEO **ROBEY CLARK**

SCCA DIRECTORS

- Area 1: **BOB DOWIE**
(845) 325-0930; bdowie@scca.com
- Area 2: **TERRY HANUSHEK**
(856) 223-0807; thanushek@scca.com
- Area 3: **LEE HILL**
(813) 684-4741; lhill@scca.com
- Area 4: **STEPHEN HARRIS**
(937) 438-3005; sharris@scca.com
- Area 5: **BRUCE LINDSTRAND**
(262) 724-3346; blindstrand@scca.com
- Area 6: **PETER ZEKERT**
(314) 724-7098; pzekert@scca.com
- Area 7: **DAN HELMAN**
(281) 324-6664; dhelman@scca.com
- Area 8: **ARNIE COLEMAN**
(719) 931-8281; acoleman@scca.com
- Area 9: **BRIAN MCCARTHY**
(916) 712-5742; bmccarthy@scca.com
- Area 10: **JOHN WALSH**
(585) 624-9289 (h); jwalsh@scca.com
- Area 11: **K.J. CHRISTOPHER**
(213) 842-2363; kchristopher@scca.com
- Area 12: **TERE PULLIAM**
(678) 697-9755; tpulliam@scca.com
- Area 13: **JIM WEIDENBAUM**
(503) 327-8990; jweidenbaum@scca.com

- Aug 12-14** NJMP/South Jersey
- Aug 26-27** Lime Rock/New York
- Sep 3-5** Summit Point/Washington DC
- Sep 10-11** Palmer Motorsports Park/New England
- Sep 17-18*Ro** Watkins Glen/Finger Lakes
- Oct 1-2** Summit Point/Washington DC
- Oct 7-8** Thompson Speedway/New England
- Oct 7-9** Watkins Glen/Glen
- Oct 22-23** NJMP/South Jersey
Finger Lakes (585) 328-2617
Glen (607) 739-2953
New England (508) 561-2188
New York (518) 789-3762
South Jersey (609) 784-5316
Steel Cities (412) 831-0361
Washington DC (301) 572-7444

SOUTHEAST sedivrracing.org

- Aug 5-6** Daytona International Speedway/Central Florida
- Aug 13-14*Ro#** Charlotte Motor Speedway/Central Carolinas
- Aug 27-28*** Barber Motorsports Park/Alabama, Tennessee Valley
- Sep 3-4#** Sebring/Central Florida
- Sep 17-18#** Sebring/Central Florida
- Oct 8-9#** Roebing Road/SEDiv
- Oct 15-16v** Sebring/Central Florida
- Oct 15-16*#** VIRginia International Raceway/North Carolina
- Oct 21-22#** VIRginia International Raceway/North Carolina
- Nov 4-6*#** Road Atlanta/Atlanta
- Nov 12-13*#** Palm Beach International Raceway/Florida
- Nov 26-27*** Sebring/Central Florida
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

- 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

- Aug 27-28*Ro** Gateway/St. Louis
- Oct 22-23*** Gateway/St. Louis
St. Louis (314) 249-6571

SOUTHWEST sowdivscca.org

- Nov 19-20*Ro** TBD/Texas
- Dec 3-4*Ro** MSR Houston/Houston
Houston TBD
Lone Star TBD
Texas TBD

ROCKY MOUNTAIN coloradoscca.org

- Aug 20-21*Ro** High Plains Raceway/Colorado
Colorado anniedew@msn.com

NORTHERN PACIFIC norpacscca.org

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

SOUTHERN PACIFIC scca-sopac.org

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

STREET SURVIVAL SCHOOLS

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

SOUTHEAST sedivrracing.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

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

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

Charles A Patterson 8/1/1951 Life Members
 Alan R Patterson 8/1/1951 Life Members

60-YEAR MEMBERS

Leonard Janke 8/1/1956 Nebraska

55-YEAR MEMBERS

Theodore E. Gildred 8/1/1961 San Diego

50-YEAR MEMBERS

Walter Koopman 8/1/1966 South Jersey

45-YEAR MEMBERS

Ron Bartell 8/1/1971 New England
 Larry R. Metz 8/1/1971 Columbus SC Club
 Harold Weiner 8/1/1971 New York

40-YEAR MEMBERS

Joseph F. Aquilante 8/1/1976 Philadelphia
 Richard M. Civiello 8/1/1976 New England
 Donald N. Coleman 8/1/1976 Detroit
 James J. Conlin 8/1/1976 Ohio Valley
 Rene Dunham 8/1/1976 Dixie
 Lee Feineigle 8/1/1976 Ohio Valley
 Reiner R. Fiehweg 8/1/1976 Arizona
 Samuel Fouse 8/1/1976 North Carolina
 Hugh Maloney 8/1/1976 Northeastern

35-YEAR MEMBERS

Willard D. Mattson 8/1/1976 Chicago
 Sharon K. McBride 8/1/1976 Oklahoma
 Wilson A. Wright 8/1/1976 New England

35-YEAR MEMBERS

Bruce F. Crawford 8/1/1981 Atlanta
 Dennis Demoure 8/1/1981 Wichita
 Richard E. Fedler 8/1/1981 Milwaukee
 J.J. Gaines 8/1/1981 Oregon
 W. Jay Griffin 8/1/1981 Central Florida
 James Jandrisevits 8/9/1981 Atlanta
 J. James Jerele 8/1/1981 Ohio Valley
 Wendell Karr-Ake 8/11/1981 Oklahoma
 Pamela Kewley 8/1/1981 Blackhawk Valley
 Terry J. Ozment 8/1/1981 Chicago
 Henry Rudolf Payne 8/1/1981 Central Carolinas
 Jerry Randall 8/1/1981 Land O'Lakes
 Jack J. Randall 8/1/1981 Land O'Lakes
 Karen Randall 8/1/1981 Land O'Lakes
 Stephen Scannell 8/1/1981 Detroit
 Bud Scott 8/1/1981 Buccaneer
 J. Timothy Vorel 8/1/1981 Chicago
 Neil R. Wilson 8/1/1981 Northwestern Ohio

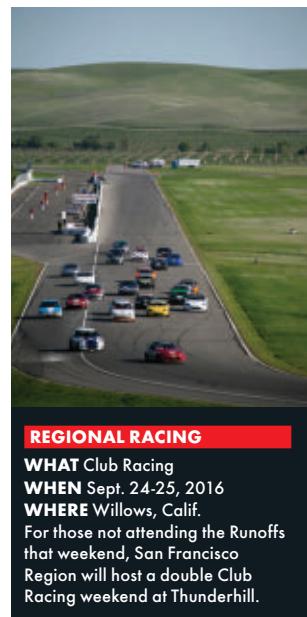
30-YEAR MEMBERS

Brewster Ames 8/22/1986 New England
 James E. Bee 8/13/1986 New England
 Craig Bucher 8/18/1986 Susquehanna
 Gerald J. Budnick 8/29/1986 Detroit
 Philip Churchill 8/14/1986 Houston
 Bob Crepin 8/22/1986 St Louis
 James E. Davis 8/14/1986 Rio Grande
 Larry Diemer 8/28/1986 Detroit
 H. Andrew English 8/13/1986 New England
 Marieta Francis 8/26/1986 Kansas

Beau Gabel 8/8/1986 Central Florida
 Clifford M. Golub 8/18/1986 New York
 Rick Henderson 8/26/1986 Florida
 Pam Henderson 8/26/1986 Florida
 Edward J. Jakubos 8/15/1986 Glen
 Sheryl D. Kemper 8/15/1986 Northwest
 F. Cameron Lalli 8/13/1986 Central Florida
 Richard L. Lantz 8/12/1986 St Louis
 James D. MacMahon 8/13/1986 New England
 George A. Marino 8/12/1986 Central Florida
 Richard E. Miller 8/26/1986 Eastern Tennessee
 Kris Miserendino 8/29/1986 Cal Club
 Mike Miserendino 8/29/1986 Cal Club
 Professor M. Mulrone 8/14/1986 Washington DC
 Ken Rodger Neill 8/26/1986 Milwaukee
 Jim Oster 8/19/1986 San Francisco
 Michael D. Outen 8/14/1986 Central Carolinas
 Douglas M. Rauco 8/15/1986 Philadelphia
 Lynne M. Rothney-Kozlak 8/14/1986 New England
 Rick Ruckman 8/19/1986 Steel Cities
 Michael Keith Scharf 8/7/1986 St Louis
 Terri Snyder 8/8/1986 Texas
 Steve Snyder 8/8/1986 Texas
 C.P. Woloscscuk 8/26/1986 Kansas City

25-YEAR MEMBERS

Michael Bashem 8/20/1991 Chicago
 Jason Benagh 8/22/1991 New England
 Jeffrey S. Benagh 8/7/1991 New England
 Ross A. Bollinger 8/1/1991 South Bend
 J. Marcello Canitano 8/22/1991 Central Florida
 Patricia J. Carter 8/22/1991 Central Florida
 Mark Chambers 8/28/1991 Ohio Valley
 Carol Cimino 8/15/1991 Northern New Jersey
 Jay Culbertson 8/7/1991 Oregon
 Leslie S. Culbertson 8/7/1991 Oregon
 Scott C. Culbertson 8/7/1991 Oregon
 Blair D. Deffenbaugh 8/14/1991 North Carolina
 Patricia W. Deffenbaugh 8/14/1991 North Carolina
 Paul D. Durr 8/28/1991 Las Vegas
 Boris Elpiner 8/15/1991 San Francisco
 Donald A. Erickson 8/13/1991 San Francisco
 Sheila J. Gallagher 8/15/1991 Ohio Valley
 Keth Goldin 8/28/1991 Central Florida
 Richard Heer 8/7/1991 San Francisco
 Pamela M. Lentz 8/15/1991 Washington DC
 Donna Ann Lozinsky 8/22/1991 New York
 Karl W. McKeever 8/22/1991 Atlanta
 Thomas McLeod 8/22/1991 Washington DC
 Brad Morris 8/8/1991 Mahoning Valley
 Larry O. Oliver 8/29/1991 Washington DC
 Nancy J. Rouse 8/28/1991 South Jersey
 Marty N. Schiratti 8/28/1991 Lake Superior
 R.J. Shaw 8/28/1991 Des Moines Valley
 Robert W. Shouse Jr. 8/22/1991 Central Florida
 Robert S. Swinehart 8/8/1991 Finger Lakes
 James H. Thornton 8/20/1991 Texas
 Louis J. Vannicola III 8/13/1991 Philadelphia
 Ian Wood 8/28/1991 Northwest



Philip Royce

REGIONAL RACING

WHAT Club Racing
WHEN Sept. 24-25, 2016
WHERE Willows, Calif.
 For those not attending the Runoffs that weekend, San Francisco Region will host a double Club Racing weekend at Thunderhill.

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

Demonte Motorsports
 (631) 482-8875
demontemotorsports.com

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

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

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

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

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

TIME TRIALS
NORTHEAST nediv.org

Aug 6-7 HC Flintsone, Md./Steel Cities

Aug 12-14 PDX NJMP/South Jersey

Aug 20-21 HC Reading, Penn./Blue Mountain

Sep 3-4 TT Summit Point/Steel Cities

Sep 10-11 PDX/CT Summit Point/Washington DC

Sep 17-18 HC Weatherly, Penn./Northeastern Pennsylvania

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

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

Oct 22-23 PDX NJMP/South Jersey

Blue Mountain (215) 234-0518

Northeastern Pennsylvania

(570) 655-0576

South Jersey (609) 784-5316

Steel Cities (301) 729-2407

Washington DC (301) 572-7444

SOUTHEAST sedivracings.org

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



Dave Green

REGIONAL RACING

WHAT Club Racing
WHEN Sept. 3-4, 17-18, 2016
WHERE Sebring, Fla.
 Central Florida Region goes all in this September with a pair of race weekends at Sebring International Raceway.

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

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

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

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

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

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

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

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

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

bobbyceesracersedge.com

STOP FUEL STARVATION!

Holley's HydraMat® fuel reservoir system is designed to reduce fuel starvation issues present in hard cornering, acceleration, stopping, inclines, and low fuel conditions!

- Greatly reduces potential for air to enter into fuel system
- Continues to draw fuel from the tank or cell even when part of the mat is uncovered
- Unique internal reservoir assists in keeping fuel available at the pickup even under extreme fuel slosh conditions
- Eliminates need for specialty reservoirs, sumps and pick up pumps saving cost and greatly reducing complexity



Various sizes available!

"We used the Holley 11" x 11" Hydramat as part of our fuel system and it worked flawlessly. The tight hairpin corners and constant climb can make fuel delivery an issue but our data logs throughout the entire event showed no fuel starvation or loss of pressure. Great product!"

- Philip Chase | Mackin Industries Scion FR-S competing at the 2015 Pikes Peak International Hill Climb in Colorado Springs, CO.

Holley
HydraMat[™]
HolleyHydraMat.com



SA 2015 CHAMP
CHARLES WRIGHT



SF 2015 CHAMP
DONALD CARL



MF 2015 CHAMP
KENT HAMILTON



PF 2015 CHAMP
GREG CHENEY



MA 2015 CHAMP
WARREN ELLIOTT



PA 2015 CHAMP
MAX LAWSON

2016 SCCA RALLYCROSS NATIONAL CHAMPIONSHIP



SR 2015 CHAMP
CHARLES DAVIS



MR 2015 CHAMP
JOHN LAMBERT



PR 2015 CHAMP
PATRYK MATECKI

INDIANOLA, IA | September 30 - October 2 - 2016

CAN YOU BE THE NEXT CHAMPION?

Or will these 2015 champions repeat?

SCCA HAPPENINGS



Rupert Bertrampton

SOLO NATIONAL CHAMPIONSHIPS

The Solo National Championships takes place Sept. 6-9 at Lincoln Airpark in Lincoln, Neb. Are you ready?

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
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
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
St. Louis (314) 249-6571

SOUTHWEST sowdivscca.org
Dec 3-4 PDX MSR Houston/Houston
Houston TBD

ROCKY MOUNTAIN coloradoscca.org
Aug 20-21 CT/PDX/CRE High Plains Raceway/Colorado
Colorado 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
2016 season complete!

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
Karwan (Super); Campbell (Ladies)
Jul 15-17 Packwood, Wash.
Jul 29-31 Walmington, Ohio
Aug 5-7 Blythville, Ark.

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

TIRE RACK® MATCH TOUR.
2016 season complete!

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

REGIONAL

NORTHEAST nediv.org
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 Penny Saver 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 Itthica Mall/Glen
Sep 18 Delphi Corporation/Finger Lakes
Sep 25 McCarty Ave OGS Lot/Mohawk
 Hudson

MAXXIS®

PLAY HARD,



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_j_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

Philadelphia rich.dunbar.pa@gmail.com

Southern New York (607) 642-8973

Susquehanna Brillinger@aol.com

SOUTHEAST sedivrcing.org

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@netally.com

South Carolina nixonbt@gmail.com

Tennessee trscca.cd@gmail.com

GREAT LAKES greatlakes-scca.org

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

farrd@yahoo.com

Ft Wayne (260) 452-7804

Indiana Northwest

gargenta52@gmail.com

Indianapolis davedusterberg@att.net

Kentucky jameymcdaniel@twc.com

Land O' Lakes (608) 317-4354

Neohio (440) 804-4236

NWOhio bryan@rawlinsnet.net

Saginaw Valley (517) 719-8158

South Bend solo@sbrscca.org

Southern Indiana (812) 453-1376

CENTRAL cendiv-scca.org

Aug 14 Air National Guard/Great River

Aug 20-21 Sawyer International Airport/

Lake Superior

Aug 27-28 Rantoul National Aviation

Center/Central Illinois

Aug 28 Route 66 Raceway/Chicago

Sep 4 Air National Guard/Great River

Sep 18 Cordova International Raceway/

Great River

Sep 25 Route 66 Raceway/Chicago

Oct 1-2 Pekin Municipal Airport

Oct 15 Route 66 Raceway/Chicago

Central Illinois re@cir-scca.org

Chicago (708) 784-0628

Great River mmwhitney@mchsi.com

Lake Superior

jim.chartre@ccsystems.com

MIDWEST midiv.org

Aug 6-7 East Crawford Recreation Area/

Salina

Aug 7 Lincoln Airpark/Nebraska

Aug 14 Providence Amphitheater/Kansas

City

Aug 20-21 Heartland Park Topeka/

Kansas, Kansas City

Aug 20-21 Columbus Air Force Base/

Mississippi

Sep 10-11 East Crawford Recreation Area/

Salina

Sep 11 Remington Park/Oklahoma

Sep 25 Remington Park/Oklahoma

Oct 1-2 East Crawford Recreation Area/

Salina

Oct 9 Lincoln Airpark/Nebraska

Oct 15-16 Grenade Airport/Mississippi

PLAY HARDER.



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



VICTRA
VR-1

205/50ZR15

205/55ZR16

245/40ZR18

295/40ZR18*

245/40ZR15

255/40ZR17

265/35ZR18

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

Oct 16 Remington Park/Oklahoma
Oct 30 Remington Park/Oklahoma
Nov 5-6 East Crawford Recreation Area/Salina
Nov 12-13 Columbus Air Force Base/ Mississippi
Kansas City alhermans@sdccorp.com
Mississippi georgepainter@aol.com
Nebraska (402) 968-3282
Oklahoma ss8em2@gmail.com
Salina smnck@att.net

SOUTHWEST sowdivscca.org
Aug 6-7 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
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 jhugo@gmail.com
Pan American kbpbb@aol.com
Utah jolleylaw@comcast.net

NORTHERN PACIFIC norpacsscca.org
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
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

NORTHERN PACIFIC norpacsscca.org
Aug 6 Shift'n Shinola Social/Arctic Alaska
Arctic Alaska scca@mac.com

RALLYCROSS

NATIONAL CHALLENGE
Aug 5-7 Deertrail, Colo.

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

REGIONAL
NORTHEAST nediv.org
Aug 6 Farm Show Complex/Susquehanna
Aug 28 Rolling Wheels Raceway Park/Central New York
Sep 3 Farm Show Complex/Susquehanna
Sep 11 Rolling Wheels Raceway Park/Central New York
Oct 15 Walczyks Farm/Central New York
Dec 11 Walczyks Farm/Central New York
Central New York (315) 575-3623
New England chregan@aol.com
Susquehanna nkxv1@yahoo.com

SOUTHEAST sedivrac.org
Aug 13 Byron Racway/Middle Georgia
Aug 20 Hollytree Offroad LLC/Tennessee Valley
Aug 21 Durhantown 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 Durhantown Plantation/Atlanta
Nov 12 Byron Racway/Middle Georgia
Nov 20 Hollytree Offroad LLC/Tennessee Valley
Dec 4 Durhantown 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
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 norpacsscca.org
Nov 13 Dirt Fish Rally School (RallySprint)/Northwest
Northwest kito.brielmaier@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:



S&W Race Cars offering a one-time use 10 percent discount on any **S&W Race Cars & Components** order.



Save 10 percent on **Avis Super Value** daily and weekly car rental rates in the U.S.



RACER magazine tells the stories of racers in a way that is unlike any other publication, and SCCA members receive a 58-percent savings off the cover price.



Receive a 10-percent discount on **Eibach** spring purchases.



SCCA members receive a 20-percent discount on **Mobil 1** products at Mobil1RacingStore.com.

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



Rupert Berrington



GF3 Full Face

SNELL SA2015

\$249.99 #3123

in Black, Matte Black or White



Latch & Link Harness

SFI 16.1

\$69.99 #6000

in Black, Blue or Red



Price shown are from most major product dealers, gforce.com sells at a higher list price. Check your racing parts supplier for local pricing. For a complete list of dealers, visit us online at www.gforce.com

RACE LONGER WITH PERMANENT ENGINE COATINGS

Swain coated engines are more durable than uncoated engines. Swain's lubricating coatings provide a solid slippery film for high revving piston skirts. Oil-attracting coating holds oil in the metal to protect moving parts when oil film thins under load—protection from scoring and wear. Permanent thermal heat barrier coatings protect piston domes from detonation destruction and improves combustion. Manage power loss with coated domes, valves, combustion chambers and ports by retarding heat transfer to block and oil bath. Swain protected engines race past rebuilds. Learn more on our website.

SWAIN
TECH COATINGS

www.swaintech.com

585-889-2790

Scottsville, NY 14546



Finally - Affordable Racing Communications!

Quality Customer Service along with Professional Communication Products have made SRC the Industry Leader in racing communications.

From intro Start Systems through ALMS/Grand Am completely scrambled and digital racing radio communications... Here at Sampson Racing Communications. **We've Got You Covered!**

"We look forward to working with you and your racing team"

Shawn Sampson

SAME DAY SHIPPING...
With thousands of dollars of products on our shelves, it's never a problem.

Dealer Inquires Wanted



Vertex Standard
Authorized Distributor

sparco

SRC Sampson Racing Communications

Order Toll Free (866) 396 7231 • www.SampsonRacing.com

NEW PRODUCTS



WILWOOD DYNALITE-GT MX-5 BRAKES

Wilwood's forged DYNALITE-GT rotor front brake kits for the 1989-'05 Mazda Miatas have been designed to provide extended range performance and high response control for street, autocross, and track driving. The forged DYNALITE four-piston calipers and GT 72 vane Spec37 alloy face, slotted, two-piece rotor assemblies have been fortified with BP-20 metallic-composite compound SmartPads. www.wilwood.com



BURNS STAINLESS X-DESIGN

Burns Stainless has taken its popular X-Design header program paperless. A new web portal allows customers to obtain custom header and racing exhaust design by simply entering engine and performance specifications online, and following the already proven Burns Stainless method. www.burnsstainless.com



XPEL WINDOW FILMS

XPEL, known for its line of paint protection films, introduces two new premium window film products that look cool while keeping your vehicle cool. XPEL PRIME XR and PRIME CS block more than 99 percent of harmful UV rays while reducing interior temperatures and protecting interior finishes. www.xpel.com

TOY BOX

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS



E-Z UP CUSTOM COLORS

E-Z UP has added three new professional models to their already broad lineup of high-quality, portable canopies. The Eclipse Instant Shelter, Enterprise Instant Shelter, and Speed Shelter canopies allow teams, brands, organizations, and businesses the choice of hundreds of vibrant frame and top color combinations to completely tailor their shelters to their unique personalities. www.ezup.com



DAYSTAR LEVELING KIT

With the new Daystar leveling kit, you will now have the look that matches your truck's performance. The Daystar leveling kit is the easiest way to put larger wheels and tires on your truck, with installation requiring basic tools and no cutting. The leveling kit lifts the vehicle without sacrificing ride quality, or load-carrying capacity. www.daystarweb.com



DEI MINI VERSA STARTER SHIELD

Constructed of an aluminum heat reflective material backed with a high temperature rated glass fiber insulation barrier, the new mini DEI Versa Shield protects starters and other components from failure due to heat soak. Capable of reflecting radiant heat up to 2,000 degrees F and direct heat up to 500 degrees F, this innovative thermal product installs easily and can be trimmed to size. www.designengineering.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.

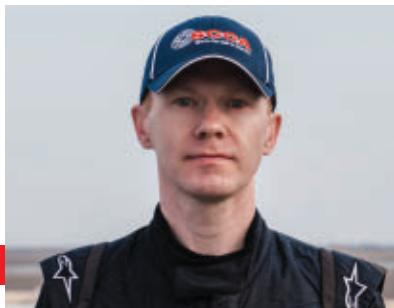
THE MAGAZINE FOR RACERS



Special Offer for SCCA Members
Save 58% off the cover price
Just \$29.95 for a one-year subscription (8 issues)

Subscribe now at:
www.racer.com/scca

Featuring the finest motorsports writers and photographers
Premium quality, heavyweight, book-like paper stock
100% exclusive content not available anywhere else
Each collectable issue mailed in protective polybag
Includes access to digital edition



CONTACT PATCH

PHILIP ROYLE

EDITOR, *SPORTSCAR* MAGAZINE

LIES YOU LOVE TO READ

A large part of this issue is a lie. OK, maybe not a lie - we just made it up. For all we know right now, it may be correct. And while I'm not one to pass the buck, I should say I had no choice in the matter. I was all but forced to sign off on printing nine pages of flippant guesswork in this issue - although, truth be known, I'd do it again. Why? Because, strangely, this completely made-up feature appearing annually in *SportsCar* is one of the most popular stories we do all year. It's called *Who Will Win the Tire Rack Solo National Championships*, and you can find it starting on pg. 30.

The tradition of *SportsCar* attempting to guess the winners of the Solo National Championships goes back 30 years. Prompted by the *Who Will Win the Runoffs* predictions which predate *SportsCar's* Solo guesswork by about half a decade, it was the September 1986 issue where the *SportsCar* staff first assembled a story they were so proud of, no one was willing to put their name on the page. Just to be nice, however, they did throw Terry Bassett,

who was SCCA's Solo Event's Manager at the time, under the bus for some of the guesswork.

This year, you'll notice *SportsCar's* staff keeps up that lofty tradition as well, laying blame for our predictions at the feet of some of the best autocrossers in the nation. At least we're spreading the love.

Back then, *SportsCar* also tried to predict who would win the ProSolo title and in 1986 that piece was penned by none other than T.C. Kline. Kline's opinion about making these types of predictions was straightforward: "I couldn't believe anyone could be so foolish," he wrote. Yet here we are again. Never let it be said the editors of *SportsCar* learn their lessons.

But much like the National Championship coverage itself, *SportsCar's* predictions serve as a bit of a time capsule. As such, reading through the 1986 *Who Will Win* reveals a slew of names still familiar today. Roger "The Famous" Johnson was picked to win B Stock, Paul Kozlak was selected to win C Stock, Tina Reeves was a frontrunner in H Stock, Randy Pobst was a notable

in G Stock, Ron Babb was a possibility in A Street Prepared, Karen Babb was picked to win ASPL, and Jinx Jordan was one to watch in D Street Prepared.

Let's face it, bench racing is fun, and that's what our *Who Will Win* series is all about. It's also why, as I said, I admit we don't know what we're talking about, but I'd do it all over again. In fact, you don't need to wait a year for the next installment of our *Who Will Win* series, as the *SportsCar* staff and contributors are opening themselves up for embarrassment again next month when they try to predict the winners of the National Championship Runoffs. And I can't wait. 🍅



twitter.com/sportscarmag

facebook.com/sportscarmag

FROM THE ARCHIVES

10 YEARS AGO... SEPTEMBER 2006



- Our crackerjack team of pickers was taking a look at who would win the Tire Rack Solo National Championships as the event visited Heartland Park Topeka for the very first time.

20 YEARS AGO... SEPTEMBER 1991



- In the hotly contested Toyota Atlantic series, Jimmy Vasser had just completed a hat trick.
- Our championship Solo picks once again graced the pages as the event headed for the concrete of Salina.

30 YEARS AGO... SEPTEMBER 1966



- Pacific Raceways hosted the USRRC, which saw Mark Donohue take the win.
- *Stable or Stagnant*, the question that was on the minds of the Board of Governors as Club growth sat below expectations.

We Race What We Sell



GOOD-WIN-RACING



ND

Brake Caliper Upgrades

Light Race Wheels

Two Piece Brake Rotors

Progress Sway Bars

Ohlins Coilovers

RoadsterSport Exhaust System



NC

Hood vents

Big Brakes

Fender flares

Ohlins Coilovers

RoadsterSport Max Power Exhaust System

Ultra Light 17x10 Race Fitment

NA

RoadsterSport Exhaust

Four Wheel Big Brake Kit

15 Inch Race Wheels

Koni, Tokico Bilstein

Sways & Springs

Feal Coilovers



**Your Miata
FUN Source!**

GOOD-WIN-RACING

www.good-win-racing.com

YOU'RE THE DRIVER, THE CREW CHIEF AND THE MANAGER.
WE'RE HERE FOR ALL OF YOU.



As an amateur racer, you do more than race. You tune. You repair. You strategize. That's why we're here to support every aspect of your passion for racing. So we offer discounted parts, contingency award programs and a technical support system. Plus a ladder scholarship program designed to help further your racing career. That's why more Mazdas are raced on any given weekend than any other car. Because Driving Matters. Visit MazdaMotorsports.com.

ZOOM-ZOOM

DRIVING MATTERS®



mazda