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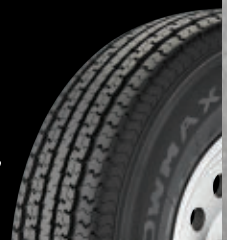


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**STUFF OF LEGEND**

SCCA Hall of Fame member Carl Haas stands on the Yard of Bricks at Indianapolis Motor Speedway alongside his team's car that fellow SCCA member Mario Andretti put on the Indy 500 pole that year.

YEAR 1987

LOCATION Indianapolis Motor Speedway, Indianapolis, Ind.

PHOTOGRAPHER

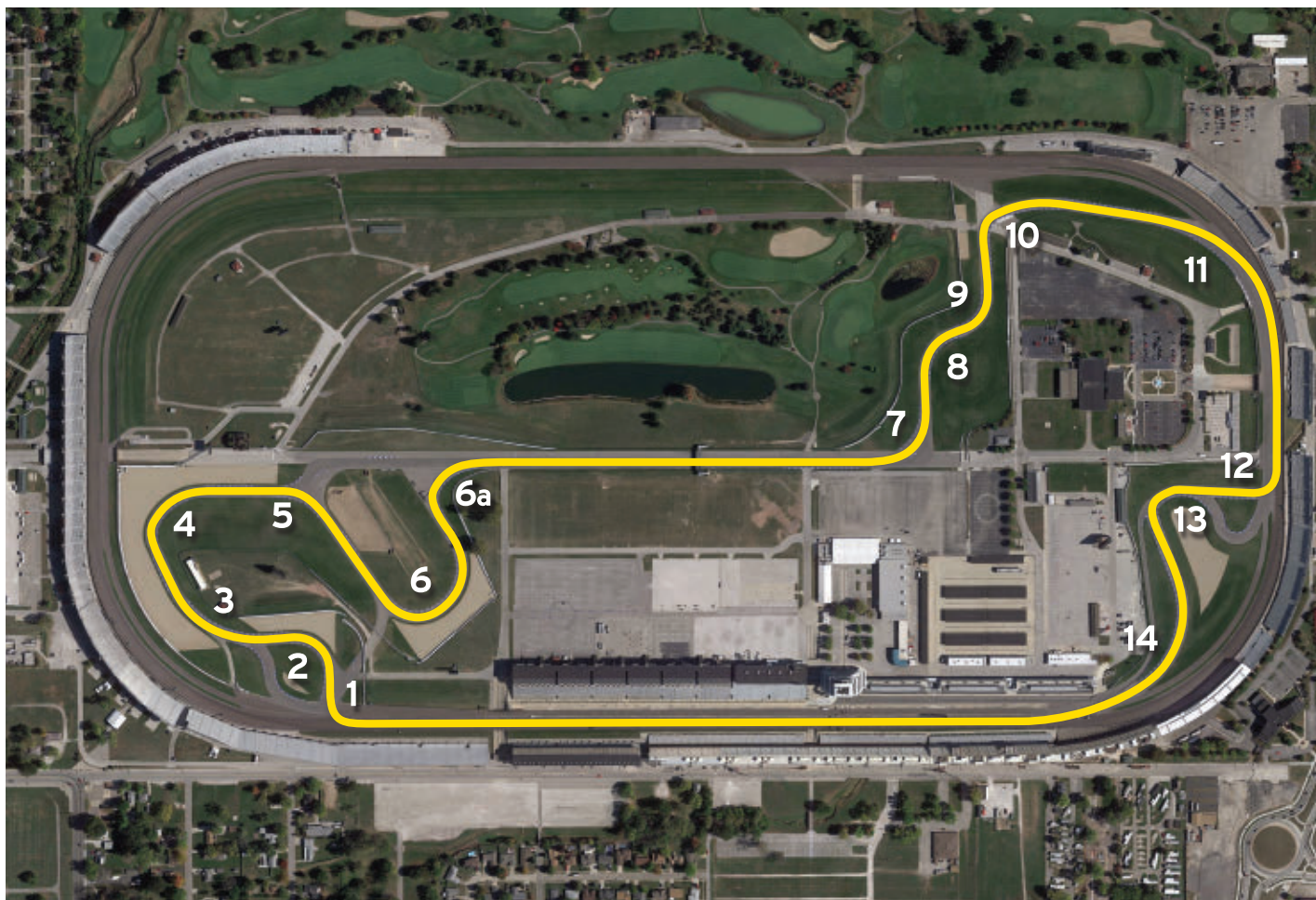
SCCA Archives/Dennis Torres

SUPER TOUR COTA BOUND

The 2017 Hoosier Racing Tire Super Tour will now make a stop at Circuit of the Americas. The event in Austin, Texas, will take place March 24-26 and expands the 2017 Hoosier Super Tour calendar to 11 events, 22 races in all; running from January to June. This marks the return of SCCA competition to COTA for the first time in four years.



Philip Royle



F4 U.S. CHAMPIONSHIP MARCHES INTO 2017

The SCCA Pro Racing Formula 4 United States Championship powered by Honda has expanded its 2017 season from five weekends to six, visiting some of the most prestigious open-wheel tracks in North America, including Indianapolis Motor Speedway and Circuit of the Americas in Texas.

The entry-level, cost-contained, open-wheel series has gained momentum in interest from teams and drivers from across the country since its 2016 unveiling. The second season's

grid is expected to double in size with more than 35 cars.

"The competition has become more intense with the increase in grid size," says SCCA Pro Racing President Mike Collins. "We felt that the tracks also needed to reflect that competitive edge. The 2017 schedule is composed of elite open-wheel tracks that will create exciting racing while also serving as great learning tools for these young drivers."

"The racing format for the F4 U.S. Championship will change slightly for 2017," Collins

continues. "Since F4 is a youth-focused series and education comes first, we have tried to be considerate of that during our schedule planning. In 2017, most of the events during the school year will be confined to weekends only."

It turns out that F4 involvement might only be the beginning for SCCA Pro Racing. "The FIA and SCCA Pro Racing are in discussions about a domestically built Crawford homologated chassis for the new F3 series," Collins reveals. "Bringing F3 to the

LAT / Dan R. Boyd



LOCKED AND LOADED

The inaugural F4 season resulted in close racing and tight battles.

U.S. will offer the competitors the next step in the Formula championship ladder."

More information on the 2017 schedule and teams can be found at F4USChampionship.com. 📍



Chris Clark

TRANS AM WEST COAST CHAMPIONSHIP SCHEDULE AMENDED

Trans Am has amended its 2017 West Coast Championship with the addition of Willow Springs International Raceway in Rosamond, Calif., set to commence the four-race season on the weekend of March 25-26, 2017, replacing planned season opener at Spring Mountain Motorsport Ranch.

2017 Runoffs course layout revealed

On a mostly rainy Tuesday back in August 2016, SCCA hosted half a dozen Club racers at Indianapolis Motor Speedway to test multiple road course layouts for the 2017 National Championship Runoffs to be held this September. After a full day exploring seven different configurations, both clockwise and counterclockwise, the SCCA Club Racing Department has reached a decision.

The 2017 Runoffs course at Indianapolis Motor Speedway will be a 15-turn challenge running 2.592 miles in a clockwise direction. The layout, which can hold up to 72 cars per Runoffs race, consists of 10 right-hand and five left-hand turns, as well as a main straight 3,700 feet in length. The racing surface is 45-feet wide in sections with very mild, FIM-approved curbing. Eric Prill, SCCA Vice President and COO, says the Runoffs configuration includes portions of the track previously utilized by Formula 1 for the U.S. Grand Prix and currently used by the Verizon IndyCar Series for the Grand Prix of Indianapolis.

"The course we selected has a mix of straights, transition corners, and long corners," says Prill. "It's got a

little bit of everything. I think it will reward well-rounded drivers and well-rounded vehicles, which is what you want in a championship course.

"We have a unique opportunity in 2017 to race at a track where very few will have previous experience. With that in mind, the Speedway's staff has agreed to make this a Runoffs-only configuration. No other racing organization will use this layout at any point during 2017, which means a level playing field when Runoffs participants arrive in September."

The six drivers who took part in the test session included Formula 500's Jeremy Morales, Formula Vee stalwart Lisa Noble, two-time Formula Continental National Champion John LaRue, two-time F Production National Champion Kevin Ruck, multi-time Runoffs Champion Scott Rettich in a Spec Racer Ford Gen3, and two-time Runoffs winner Jason Knuteson in a Spec Miata. A GT1 car was scheduled to participate, but was withdrawn after sustaining damage in a race two days prior to the test. Each of these invitees agreed to pay their own expenses to partake in the test, with rubber supplied by Hoosier Race Tire.

Runoffs lap will begin at the "Yard of Bricks" and head north toward a sharp right-hand Turn 1, which is nearly 90 degrees. Turn 2 is a left-hander followed by three flowing right-handers that lead into the long, left-hand Turn 6 loop. The right-hand Turn 6a then brings drivers on to the Hulman Straight.

At the end of Hulman Straight sits Turn 7, a left-hander with two different configuration options. After exploring both possibilities, test subjects agreed the more flowing entry was better than the 90-degree alternative utilized by IndyCar.

The lap then continues through the flowing esses of Turns 8 and 9 before navigating the increasing-radius Turn 10 right-hander that leads to the sweeping, right-hand bend of Turn 11 and on to the "short chute" between Turn 1 and Turn 2 of the oval track. The 90-degree, right-hand Turn 12 will then force competitors to slow before facing the left-hander that is Turn 13, where "pit in" is also located. The long, sweeping right-hand Turn 14 is the final corner that brings racers back onto the main straight and headed toward the yard of bricks. 📍

SOMETHING NEW
(LEFT) Runoffs competitors will face a unique track configuration of Indianapolis Motor Speedway this September.

2017 FORMULA 4 UNITED STATES CHAMPIONSHIP, POWERED BY HONDA

DATE	LOCATION
Apr 8-9	Homestead-Miami Speedway, Fla.
Apr 28-30	VIRginia International Raceway, Va.
Jun 8-11	Indianapolis Motor Speedway, Ind.
Jul 8-9	Canadian Tire M'sports Park, Canada
Aug 10-12	Mid-Ohio Sports Car Course, Ohio
Sep 13-16	Circuit of the Americas, Texas

Mazda offers Formula Enterprises support

Mazda Motorsports and SCCA Enterprises have announced that the two organizations will work together to increase entries, contingencies, and future opportunities for racers in Formula Enterprises cars.

Mazda Motorsports will support FE in three ways. First, the 2017 FE SCCA Runoffs Champion will be eligible for nomination to the Mazda Road to Indy Shootout in 2017; second, with contingency support from Mazda Motorsports, SCCA Enterprises will increase its contingency offering in 2017 to provide both a parts credit

and a cash contingency to the top 10 FE finishers participating in the SCCA Hoosier Super Tour races; and third, Mazda Motorsports will provide public relations and marketing support to many of its drivers as they climb the Mazda Road to Indy ladder. 📍

CLIMBING THE LADDER
Formula Enterprises drivers will now be eligible for the Mazda Road to Indy Shootout.



Clark McInnis

MARCUS MERIDETH APPOINTED AREA 4 DIRECTOR

Marcus Merideth, a stalwart in the Club's autocross community, has been appointed to fill the remainder of the SCCA Board of Directors Area 4 term. Merideth, who served as Area 4 Director from 2009-'11, is filling the seat previously held by Steve Harris, who unexpectedly passed away in November.



Rupert Berrington

THE COMPETITION

Are you ready to take on the best of the best at a Solo Championship Tour?

Rupert Berrington



LA Photographic

WORLD CHAMPION

Phil Hill's motorsports accomplishments went from SCCA to around the world.

2017 SCCA Hall of Fame Inductees

Eight individuals who have made significant contributions to the SCCA and the world of motorsports have been announced as the Club's newest Hall of Fame class, adding their names to a list of timeless superstars. Pete Brock, Dennis Dean, Larry and Linda Dent, Joe Huffaker Sr., Lyn St. James, Phil Hill, and Jim Kaser comprise the latest class to join the select ranks.

As in years past, this group will be formally inducted into the Hall of Fame as part of the SCCA Hall of Fame and Awards Banquet. That event takes place Saturday, Jan. 21, 2017, and caps the three-day SCCA National Convention taking place at the South Point Hotel and Casino in Las Vegas, Nev.

Along with the accomplishments of the 67 previous inductees, these Hall of Fame members positioned the building blocks that have elevated SCCA's stature in the motorsports world for more than 70 years.

The SCCA National Hall of Fame was created to preserve, protect, and record the history and accomplishments of the Club by acknowledging those members who have made a significant impact on the development of SCCA, be it through service to the national organization, achievements in national competition, bringing national recognition to SCCA, or a combination of these factors.

The accomplishments of this year's honorees will be detailed in the April 2017 issue of *SportsCar* as part of the magazine's coverage of the SCCA National Convention. 📍



SOLO CHAMPIONSHIP TOUR 2017 CALENDAR ANNOUNCED

The 2017 Tire Rack SCCA Solo Championship Tour calendar has been released and is comprised of nine events, running from March to July, that lead to the Tire Rack SCCA Solo National Championships in September.

Of note for 2017 is a new stop at Bristol Motor Speedway in Tennessee, as well as a visit to Toledo Express Airport in Swanton, Ohio.

Solo Championship Tour events take place over three days on two separate courses. The opening day consists of Test and Tune opportunities, as well as a social gathering. Then, on the second day, competitors each get three chances to drive one course, and on the third day get three runs on another course. The best times from each course are added together for the final class standings. For additional information, visit www.scca.com/solo. 📍

2017 TIRE RACK SOLO CHAMPIONSHIP TOUR

DATE	LOCATION
Mar 17-19	South Georgia Motorsports Park, Cecil, Ga
Mar 24-26	RELLIS Campus/Riverside Campus, Texas A&M, Bryan, Texas
Apr 28-30	NASA Crows Landing Airport, Crows Landing, Calif.
May 27-29	Spring Nationals at Lincoln Airpark, Lincoln, Neb.
Jun 9-11	Pikes Peak International Raceway, Fountain, Colo.
Jun 16-18	Devens Airfield, Ayer, Mass.
Jun 30-Jul 2	Bristol Motor Speedway, Bristol, Tenn.
Jul 7-9	Former Hampton Lumber Mills Packwood, Packwood, Wash.
Jul 28-30	Toledo Express Airport, Swanton, Ohio

Wendi Allen Scholarship nominations sought

SCCA is now accepting nominations for the Wendi Allen Scholarship, a fund developed to give deserving female Soloists financial assistance to further their driving ambitions. Nominations should be submitted by Feb. 1, to Howard Duncan at hduncan@scca.com.

Two deserving female Solo drivers will be selected by a committee of influential female Solo champions. The winners of the award are based on two basic criteria: The selected

drivers will have displayed a certain level of success and skill behind the wheel, and they will be very involved in the Solo community.

The winners will be eligible to receive \$1,500 to support travel to National Solo events and the Tire Rack Solo National Championships, and the SCCA will waive their entry fees to all National Solo events throughout the year. The Club will also work with the Solo community and its commercial partners to seek other forms of



Rupert Berrington

PAST RECIPIENT

A 2016 Wendi Allen Scholarship recipient, Cindy Duncan went on to win FSL at the Solo National Championships.

support for the winners, including driver training, mentoring, product, and logistical assistance. 📍

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WALLY DALLENBACH JR. JOINS TRANS AM

Wally Dallenbach Jr. will return to the Trans Am Series, presented by Pirelli, but in a different capacity than in years gone by as the former two-time series champ returns as Chief Steward for the 2017 season. Dallenbach will spearhead the restructured race control, as Trans Am increases its staff to better accommodate growing field sizes.



Chris Clark



THE CLUB BOARD

LEE HILL

CHAIRMAN, SCCA BOARD OF DIRECTORS

WELCOME TO 2017

Greetings from the future - 2017 that is. I know it's probably 2017 as you read this, but it's still early December as I try to master the art of the "Chairman's Column" on short notice since I'd only been "Chairman Elect" for a few days at the time of this writing, and the deadline for the column was the day before. I hope everyone will grant me a month or two of having a rookie "X" on my back.

I want to start by thanking outgoing directors: John Walsh (Chair for the past three years), Terry Hanushek, and Peter Zekert for their contributions to the Club. On a sadder note, this year's transition is particularly difficult due to the unexpected passing of two Board members, Brian McCarthy in late September and Steve Harris in mid-November. As required in our Bylaws, the Board appointed replacements to fill out the remainder of their terms. Still, that's five new faces on a 13-member Board.

Your incoming 2017 Board looks to be an outstanding group with lots of hands-on experience at the Regional and event management level. There are five members with very strong Solo backgrounds (two of whom were appointed by the 2016 Board to fill the Area 4 and Area 9 vacancies). There are members with RE experience from both large

and small Regions. We even have a Club Racing Steward! Our two days of new Director orientation followed by the two days of our December BoD meeting have given us all a chance to get to know each other and begin to learn to work together.

And work together we must. Our most critical and immediate task is the hiring of a new President of the SCCA. We've been without since August, and the time has been spent trying very hard to understand why we've had five presidents in a dozen years, and what we can do to make our next choice a bit "stickier."

We've been working with a consulting firm that specializes in assisting non-profit boards with governance issues. They've been extremely helpful in facilitating the process and assisting us in identifying key attributes. They also provide a great "reality check" measured against the rest of the non-profit world.

So, our ideal next president: ambassador, diplomat, communicator, and leader.

SCCA consists of many different "tribes," ranging from individual Regions, to programs passionately supported by their participants, to volunteers in all specialties - each having their own cultures and challenges. Add in our partners, sponsors, key

suppliers, subsidiaries (Pro Racing, Enterprises, and Foundation), and our Club is quite complex. All have a place in the giant quilt known as SCCA, and our next president must be able to unite them all to enable our Club to thrive.

By the time you read this, the position will be posted and applicants actively solicited. If you think you're the person for this task, I encourage you to inquire through the SCCA National Office.

And finally, I hope to see lots and lots and lots of you in Las Vegas this Jan. 19-21 for the SCCA National Convention. 📍

MEMBERSHIP DRIVE REFERRAL LEADERS FOR NOVEMBER 2016

NAME	REF	REGION
Gal Mesika	76	Washington DC
Brian Ghidinelli	75	San Francisco
Gayle Jardine	49	Cal Club
Warren Leach	46	San Diego
Yunfan Wu	28	San Francisco
J. Burchardt	26	SW Louisiana
Cheryl Babbe	19	Arctic Alaska
Darren Gunn	19	Central Florida
Derrick Taylow	19	Buccaneer
Todd Higgins	15	South Jersey

There are 2,300 additional members with at least one referral.

REGION LEADERS

(Category based on 2015 year end membership)

REGION	GROWTH
Jumbo Regions (800+):	
Chicago	7.9%
Texas	7.8%
Washington DC	5.4%
Large Regions (401-799):	
Northwest	9.5%
South Jersey	5.8%
Ohio Valley	2.4%
Medium Regions (200-400):	
Mohawk Hudson	37.2%
Utah	21.3%
Des Moines Valley	19.9%
Small Regions (<200):	
Puerto Rico	91.7%
Montana	54.8%
Arctic Alaska	42.4%

CAM Challenge gears up for 2017

The 2017 CAM Challenge schedule has been released and is comprised of four events, running from early March to early September. Additionally, 2017 CAM Challenge rules are now available with subtle changes to help accommodate creativity and good competition for SCCA's muscle car classes, but the essence stays the same: CAM-C, CAM-T, and CAM-S are designed to give street legal, traditional



Rupert Eberington

and contemporary American muscle car sedans and coupes, and American sports cars from the 1960s and 1970s, a place to compete in a safe, controlled, and fun environment. 📍

2017 CAM CHALLENGE SCHEDULE

DATE	LOCATION
Mar 3-5	Qualcomm Stadium, San Diego, Calif.
Jun 16-18	Mineral Wells Airport, Mineral Wells, Texas
Aug 11-13	Grissom Aeroplex, Peru, Ind.
Sep 2-3	CAM Invitational at Lincoln Airpark, Lincoln, Neb.

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WHAT DO YOU THINK?

The CRB is currently seeking member feedback regarding a change to GCR passage 6.1.1.B, in particular concerning yellow flags. The proposed wording more specifically lays out where and what a yellow flag situation is, and allows individual drivers to be penalized for too high a rate of speed during a yellow flag.



Clark Martins

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AREA 13 DIRECTOR, BOARD OF DIRECTORS

WINNING MATTERS

You may have recently read that the SCCA Board of Directors decided to simplify the qualification path for the 2017 SCCA National Championship Runoffs. You can read elsewhere of the specifics, but that opening sentence speaks volumes. First of all, it states the Board of Directors decided to make this move. The National BoD has been infamous for micro managing the staff decisions, often to the neglect of bigger picture issues. The BoD spent a good part of 2016 on improved governance, purposely staying out of the day-to-day decision making of our highly capable and professional staff. Yet, in the case of the Runoffs, the BoD wanted to preserve the Divisions' ability to self-determine, and at the same time address a significant number of requests from members for waivers allowing them to compete at the Runoffs. When we looked at the outstanding success of the "open invitational" Tire Rack Solo National Championships, combined

with the downward pressure on entries in a number of Runoffs classes, it made no sense to keep racecars parked with only partial fields on track.

Next, does winning still matter in the SCCA? To those who want to win a National Championship, winning most definitely matters. Yes, the new rules mean you can race at the Runoffs, held for the first time at the Indianapolis Motor Speedway in 2017, by simply taking the green flag at three Majors or Hoosier Super Tour weekends. There's even an option of substituting two Regional race weekends for one U.S. Majors Tour. For those who want to win, however, "taking the green" isn't going to prepare them for a championship run; winning the U.S. Majors Tour will.

We race because we are racers! Look, even at the highest level of amateur racing, we're racing for "shiny objects" and not for our livelihood. We are racing for fun. But, guess what? You cannot put ladies and

gentlemen into racecars and *not* have a race. So, yes, winning matters, but competing is why we racers, workers/marshals, and stewards all get together. So, let's have bigger fields, more fun, and greater participation.

Personally, I believe the BoD would have preferred to wait for a new SCCA Club President to be in place before making this decision, but we felt by making expectations simple and clear, competitors will know from the very beginning of the racing season what it takes to compete at our Club Racing's premier championship event.

The Divisional Championship path to the Runoffs remains unchanged, as well as the policy welcoming defending Runoffs winners. It should be noted that while the road to the Runoffs has been simplified, firm qualifying rules will be in effect stipulating drivers be within a certain percentage of a class pole time at Indianapolis Motor Speedway. 📍

Lee Hill Named SCCA Board of Directors Chairman

Lee Hill, of Brandon, Fla., has been named the Club's next Board of Directors Chairman. Hill replaces outgoing Chairman John Walsh, who had reached his six-year term limit on the BoD. Hill is completing his second year on the Board as the Area 3 Director.

An SCCA member since 1993, Hill has been a regular competitor in Spec Racers for more than two decades. He was a Central Florida Region Assistant RE for five years, the Region's webmaster for nearly 10 years, and is a frequent F&C volunteer. 📍

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DAVID DAUGHTERY

INDIANAPOLIS REGION
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Back in about 1975, my parents told me that if I saved up \$100 during the summer we'd buy a go-kart. We ended up moving to Germany because my dad was in the Army; we went to some races, bought a go-kart that was a piece of junk, came back to America, bought a new go-kart and, in 1977 - when I was 11 years old - I went to my first national race in Memphis, Tenn., and finished second.

I raced karts until I was about 18 years old. I then ran a stockcar before being introduced to road racing. Around 1986 I bought a Shelby Turbo I couldn't afford to race, so I would rent it out for three weekends so I could afford to race one weekend.

In 1989, I bought a Spec Racer and won the Central Division Championship with it; I won the Spec Renault Festival at Road America, qualified second at the Runoffs, and finished third. The Runoffs was the only thing I didn't win that year.

Around that time, I did the Firehawk series with Honda where Michael Galati was my teammate. I got hooked up with T.C. Kline, who was a great mentor. He not only taught me how to race, but also the strategy involved in winning. The first year I believe we won the championship with Randy Pobst and Peter Schwartzott.

Road Atlanta in 1993 was my first Runoffs championship, then we went to Mid-Ohio and I won in 1994, 1995, 1996, 1998, and 1999.

I was an owner, too. One year I had four cars running the Firehawk series. I had other opportunities to go IndyCar racing, and I didn't want to do it. I raced professionally until I was 34, and then I got a job.

I kept racing oval stuff, but then Rick Kulach with Nissan convinced me to return to road racing when SCCA allowed past champions a free pass to the 50th Runoffs at Road America. For the last few years, I've been determined to win B-Spec, so I was really happy to check that off the list at Mid-Ohio in 2016.

For 2017, well, this year is all about going to the Runoffs at Indy."



IMAGE Philip Royle

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4 TIME PROSOLO
CHAMPION

2 TIME ROLEX
24 GT WINNER

TOP 10 causes of UNDER

On my YouTube show, *The Racing Line*, we say understeer can be like an overprotective mother, killing all fun in the name of safety. That's one way to look at it, and it led to several zany scenes of me dressed as a 12-year-old (if the shoe fits). Mom cares for you like nothing else, and wants to keep your life low – or preferably no – risk. But a little understeer is your best friend at the ragged edge. That's when you feel you have a car under you, as Al Unser Jr. used to say at Indy (and, by the way, we're going there for the Runoffs this year). And, as I constantly nag you, it keeps your rear tires happy (front-drive hipsters, pay no attention). We looked at oversteer last month, so now let's consider the top 10 causes of understeer.

1. Too much front roll stiffness: spring rate. This is a more complete and accurate way to describe what happens, and we'll start with too much front spring. The stiffness resists weight transfer when turning, and that resistance is load. If there is more resistance front than rear, the front tires will get overloaded and start sliding first.

The tricky part: stiffer front springs will transfer load to the tire more quickly, so your car might actually get quicker steering response – at first. But, once the weight transfers, the front gets more total load, and will tend to lose grip sooner.

Philip Tucker

STEER

2. Too much front anti-roll bar. It's very similar to what happens with springs. The two big advantages of anti-roll bars are that they only stiffen when there is body roll, so you can use a softer spring to better soak up bumps, but still keep the car from flopping over in turns, and they can offer a quick way to fine tune your spring rate, without all the work of a spring change. Some rules even allow bar adjusters in the car, where the driver can freely screw up his own handling while racing! (Only adjust on straights, by the way, when the bars aren't loaded.)

The tricky part: The bar tries to lift the inside wheel off the ground. Too much, and you will easily lock that tire, if not braking perfectly straight. Also, more bar less independent suspension.

3. Tire over-pressure. Yes, this is sounding a lot like the oversteer list, and it's true. This is much more an issue when the effect of power is added to the mix, as in front-wheel drive. Also to consider, braking adds far more heat to the front than the rear, due to the weight transfer.

4. Rudderling: Here's one not on the oversteer list. Rudderling is power understeer; turning the wheel and adding power at the same time. This exaggerates understeer, grinding your poor front rubber. Remember the basic rule: power and steering are opposites. More power, less steering, or you will create understeer, and probably too much.



5. Fried tires. Again, tires get cooked when they get hot. It's an even bigger issue on front-drives because they really get worked. How old are your front tires, in terms of heat cycles and max temperature? Reduce understeer with fresh front tires. Also, reduce understeer with wider front tires, even going larger than the rear on front-drives, like we mentioned before on some champion autocross cars. It's logical.

6. Bottoming. Many modern cars have MacPherson struts; strong and cheap, but often with limited travel. When lowered, as we sporty types are so wont to do, they can easily run out of travel. When suspension bottoms, the weight transfer is immediate, and total. In testing, I have more than once come in first lap because I thought I had a flat. The effect is that strong.

The tricky part: If front grip improves a lot when you get on the throttle, when by the book it should be the opposite as load transfers rearward, the front may have been bottomed out. Use the zip-tie-on-the-shock-shaft test to reveal the point of full compression.

7. Front wheel alignment. Camber, camber, camber! Radial tires love camber, and this is one time not to think positive. Negative camber reduces understeer, almost always, especially with those struts. Tire wear is a great clue. Wearing out the outer shoulder much more quickly? Lean them in. Warning, it will make your car hunt madly on the street; tramline, the engineers call it.

How about toe out? It helps the car turn-in more quickly, but has little effect after that. In cars with a lot of front mass, like front-wheel drives and most pony cars, it is very good for reducing that long polar moment's reluctance to point at the apex.

The tricky part: Doesn't all that negative camber hurt braking? Yes. But the increase in cornering grip conquers all. Case in point: Porsche Cup cars.

8. Rake. Lower the nose or raise the rear to incline the roll axis. This will wake up steering response in most everything. A cheap and easy tweak if you want less stability (i.e., she just *won't* turn).

The tricky part: Rake can also add understeer later in the corner, because it increases the weight transfer to the front.

NATURAL TENDENCY

Front-wheel-drive cars want to push, but with a little tuning, the cars can be quite fun to drive at the limit.

9. Shock adjustments. This is all the tricky part. While shock adjustments offer great potential, shocks are potentially diabolically confusing. The same change, say more front rebound, can cause either understeer or oversteer, depending on your whole setup. It really helps to have experience with the chassis. The book says front rebound slows weight transfer, and compression speeds it up. You're on your own from there. Good luck!

10. Look in the mirror, it could easily be you. Remember driver's school weight management talk (if you haven't had one, get it in your head). Understeer is the front asking for more weight. Weight is transferred with your feet - the pedals. If the car won't turn, put some weight up there. Ease off the gas, and/or brake longer lightly - trail brake. You've heard this before. Reduce understeer with aggressive turn-in; this is fun, make the rear rotate.

The tricky part: The loose-push. If the car snap oversteers on entry, or the driver is just really conservative, a too-slow entry will lead to too-early power, taking weight off the steering tires, causing understeer. Careful, because adjusting this for push will make the entry worse, and your track day will rapidly spiral down.

In summary: Understeer, a little is a good friend, a lot is a fun-killing frustration. ☹

WINNING BIG

In 2016, SCCA Pro Racing sanctioned both its oldest series, Trans Am, and its newest, the Formula 4 United States Championship – we find out what it took to win those series, and look ahead to 2017 | IMAGE Chris Clark

While SCCA Pro Racing launched in 1963, its story arguably began in 1966 with the launch of Trans Am, a series that's running strong 50 years later. In 2016, Trans Am brought some of the series' largest fields and tightest racing to the best racetracks in America during its golden anniversary season. As it would happen, 2016 was also the year SCCA Pro Racing launched its latest endeavor, the Formula 4 United States Championship, a series taking an FIA spec starter series to American shores. Between the two, these series drew racers from around the world, some with lofty – and potentially realistic – Formula 1 aspirations.

While the truly talented ran up front in these series, only an elite few clinched overall championships. On the pages that follow you'll find interviews

with those who managed to win it all in Trans Am and Formula 4 – the ones who dug the deepest to finish on top; the ones who refused to give in.

And, while the 2016 season is over, the SCCA Pro Racing-sanctioned series highlighted on these pages will be returning for 2017, with their race schedules already firm. So, if you'd like to see these racers – who are, in many ways, tomorrow's legends – in person, head out to the track this year and catch a glimpse of some of the best professional racing in North America.

But for now, flip the page and read the tales of how the overall winners of Trans Am and the Formula 4 United States Championship traded exhaustion, tears, and unfathomable determination for overall SCCA Pro Racing series championships...

2017 SCCA PRO RACING SCHEDULES

TRANS AM, PRESENTED BY PIRELLI

www.gotransam.com

DATE	LOCATION
March 5	Sebring Int'l Raceway, Fla.
April 9	Homestead-Miami Speedway, Fla.
May 6	Road Atlanta, Ga.
June 3-4	Detroit Belle Isle, Mich.
June 18	Indianapolis Motor Speedway, Ind.
July 2	Brainerd International Raceway, Minn.
Aug. 12	Mid-Ohio Sports Car Course, Ohio
Aug. 26	Road America, Wis.
Sep. 10	Watkins Glen International, N.Y.
Sep. 24	VIRginia International Raceway, Va.
Oct. 8	New Jersey Motorsports Park, N.J.
Nov. 4	Circuit of the Americas, Texas
Nov. 11	Daytona International Speedway, Fla.

TRANS AM WEST COAST CHAMPIONSHIP

DATE	LOCATION
March 25-26	Willow Springs International Raceway, Calif
April 29-30	Auto Club Speedway, Calif.
July 29-30	Portland International Raceway, Ore.
Nov. 4-5	Circuit of the Americas, Texas

FORMULA 4 UNITED STATES CHAMPIONSHIP

www.f4uschampionship.com

DATE	LOCATION
April 8-9	Homestead-Miami Speedway, Fla.
April 28-30	VIRginia International Raceway, Va.
June 8-11	Indianapolis Motor Speedway, Ind.
July 8-9	Canadian Tire Motorsports Park, Canada
Aug. 10-12	Mid-Ohio Sports Car Course, Ohio
Sep. 13-16	Circuit of the Americas, Texas





In 2015, Amy Ruman clinched the overall Trans Am TA title, becoming the first woman to ever do so. Then, in 2016, during Trans Am's groundbreaking 50th anniversary season, she did it again. "Heading into the 2016

season, our main goal was to defend the title," Ruman admits. "It's tough enough to win your first championship, and even tougher to repeat. We knew we could ultimately do it, but we also knew there would be tough competition along the way."

For Ruman and her No. 23 McNichols Company Chevrolet, Round 1 proved nothing could be taken for granted. "[The 2016 opening round at] Sebring was going according to plan as I ran most of the race in first place," Ruman recalls. "I, unfortunately,

made a driver error that cost us the win, but knew it was early enough in the season to bounce back, so I wasn't worried." Case in point, Ruman and team headed to Road Atlanta for Round 2 and took a dominating flag-to-flag victory.

LANDMARK YEAR

WORDS Philip Royle
IMAGES Chris Clark

Trans Am's epic 50th anniversary season saw championship battles go down to the wire – the 2016 season champions give us the scoop

DEFENDING

Despite a season plagued with issues, Amy Ruman (BELOW) was able to pilot her McNichols Company Chevrolet Corvette (MAIN) to the 2016 Trans Am Drivers' Championship.



checked at every event, then the rest was up to me to make the results happen on track."

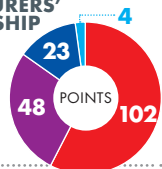
But, despite the drama, Ruman and her team never doubted their ability to claim back-to-back championships. "I always thought we could pull it off – I never doubted that," she admits. "We led the points the whole year until we headed to the finale at Daytona. I knew if we did our best there and did everything right when it counted, we could achieve our second title – I believed that. It was down to the wire and McNichols/Ruman Racing crew and I delivered when it counted the most, taking home the win and our second championship."

"We will be back in 2017 and I'm looking forward to it," she notes. "I think [2017] will be highly competitive as I think some new players will be joining the fight." As for her strategy for making this streak three in a row, "[It] will be much the same as it has been – try and be as consistent as I can and bring home podium finishes and wins."

TA BY THE NUMBERS

MANUFACTURERS' CHAMPIONSHIP

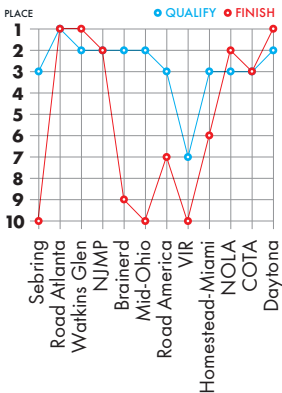
Chevrolet
Ford
Cadillac
Jaguar



DRIVERS' CHAMPIONSHIP (top 5)

Amy Ruman	299 (points)
Paul Fix	290
Simon Gregg	248
David Pintaric	246
Cliff Ebben	245

AMY RUMAN'S ROAD TO VICTORY



The first half of the season formed into a great rhythm for Ruman, with two wins and a second-place finish – until the series hit the midseason Brainerd, Mid-Ohio, Road America, and VIR rounds. "We did have a fairly good rhythm going

for the first half of the season," says Ruman. "We just seemed to suffer some peculiar mechanicals and endured some contact from others that hurt during the second part of the season. The crew just kept plugging away and made sure everything was triple



TRANS AM TA2

2016 Champion: Tony Buffomante, No. 34 Mike Cope Ford Mustang

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

Tony Buffomante may have finished the final TA2 race of the season in fourth place, but in doing so he scored more than enough points to secure the 2016 TA2 championship. For Buffomante, the addition of his name to the Trans Am history books is the reward for a season that saw him secure five victories, seven podiums, and five pole positions over 12 rounds from behind the wheel of the No. 34 Mike Cope Ford Mustang. But it's the addition of the family name to the Trans Am championship history books means the most to him.

"I'm really appreciative of the history of Trans Am," says Buffomante, "but it's adding my last name to the champions list that means the most. My dad and I have been doing this together for 35 years; we won a world karting championship...at

Daytona in 1988. It's amazing to keep doing this with him.

"We had some challenges here and there [in 2016]," Buffomante recalls of the season that included a 21st- and 22nd-place finish. "[In 2015] we showed some pace, but [the Mike Cope team] just keep working, working, working - that's what I love about them."



LONG TIME COMING

Tony Buffomante has been in the motorsports game for a long time, and the 2016 TA2 title was a culmination of those efforts.

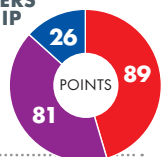
This championship is the next step of Buffomante's journey in the racing world - and it's one he will defend. "This is big - it's right up there," Buffomante admits. "When I was a kid running IndyCar and formula cars winning championships and races, we thought we were going to go to the Indy 500, and came close to making it. We had ups and downs in the career, funding-wise, just like everyone else in the business. We haven't won a series championship in quite a long time, so to win this one in Trans Am's 50th anniversary [year], it goes to the top of the list.

"We're going to run a full season of TA2 [in 2017] and maybe run a few one-offs in TA," he says. "Ultimately, I just want to be with these guys and keep developing the chassis, keep working with Ilmor and Wilwood, and see if we can win some more races and have some fun."

TA2 BY THE NUMBERS

MANUFACTURERS' CHAMPIONSHIP

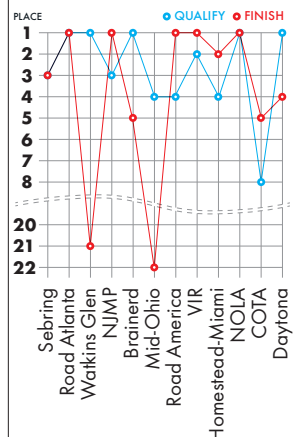
Ford
Chevrolet
Dodge



DRIVERS' CHAMPIONSHIP (top 5)

Tony Buffomante	303 (points)
Shane Lewis	273
Gar Robinson	261
Dillon Machavern	249
Lawrence Loshak	249

TONY BUFFOMANTE'S ROAD TO VICTORY



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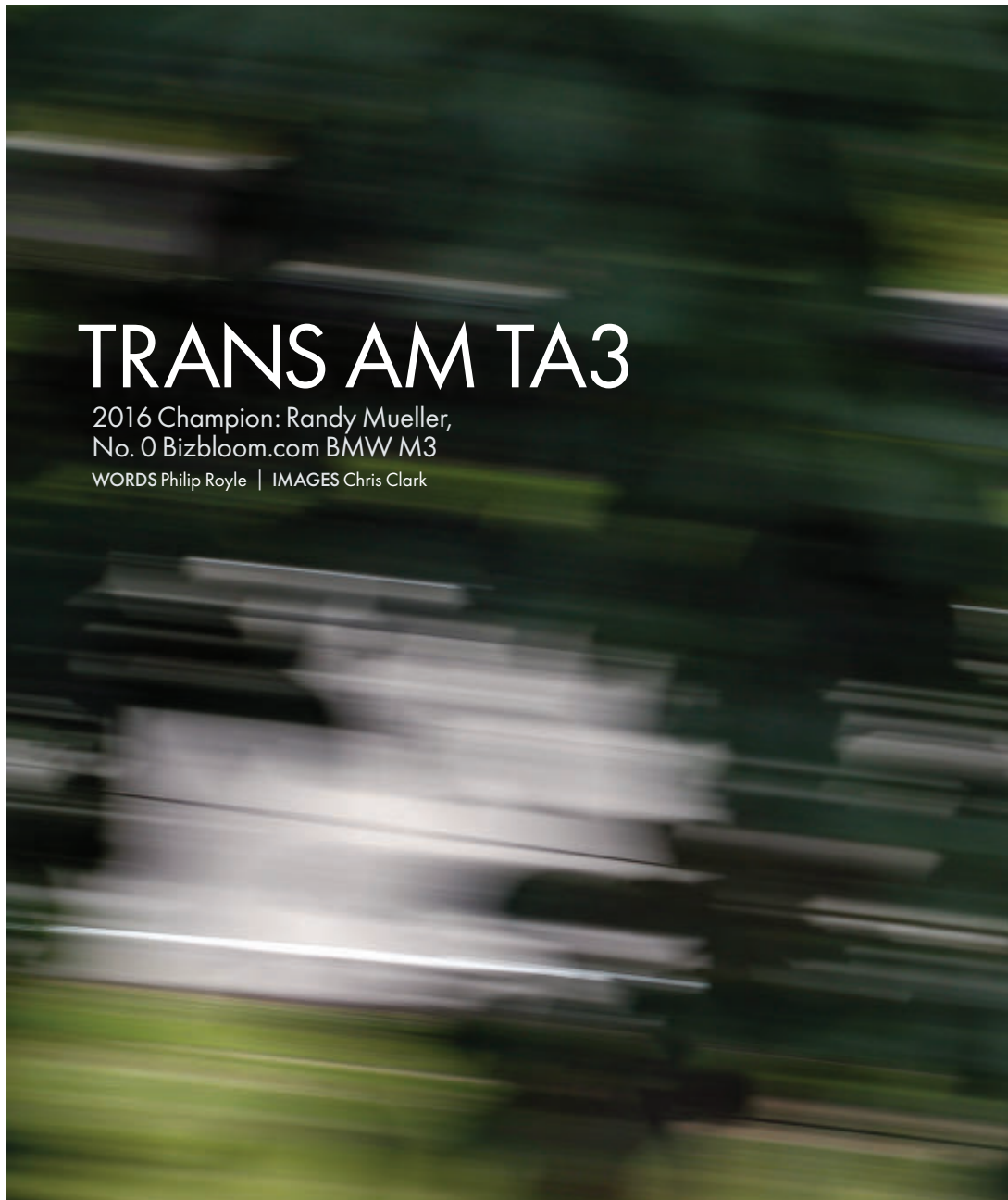
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SLOW AND STEADY

Randy Mueller (BELOW) credits consistency for his winning the TA3 title, but his BMW (MAIN) was also fast enough to allow him to win a number of races along the way.

“Both my teammate Michael Camus and I, after dabbling in Trans Am’s TA3 class in 2015, decided we would put in a full-force effort for 2016,” says Randy Mueller, who went on to score a dominating overall championship win over Connor Flynn by more than 80 points. But getting to the ultimate finish line was far from easy. “We obtained sponsorship from Bizbloom, Red Line Synthetic Oils, BimmerWorld, and Motion Control Suspensions to get the financial backing and support that would be required for us to both make a run at the championship. [Then] my teammate had a streak of bad luck coupled with a health issue that made him fall back in the points – but he played an important role in beating competitors, preventing them from getting valuable points.”



TRANS AM TA3

2016 Champion: Randy Mueller,
No. 0 Bizbloom.com BMW M3

WORDS Philip Royle | IMAGES Chris Clark

For Mueller, the season consisted of a series of ups and downs – although most, luckily, were ups. “We started off on the correct foot by me landing on the podium the first several races,” Mueller says. “At Sebring, I led the majority of the race but, at the end, there was a yellow. On the restart, I was being held up by a few TA cars and I ended up getting passed and finishing

second. The next round [at Road Atlanta] we were able to celebrate our first win of the 2016 season with a flag-to-flag victory. Round 3 at Watkins Glen, while leading the race, I had what we learned later to be a gear that failed in my transmission.

“We have been in racing long enough to not allow these things to change the direction we are headed, and we just aim to do

better next time,” Mueller notes, adding that by the time the series hit the fourth round at NJMP, “I just got back in the mindset to try and win races.”

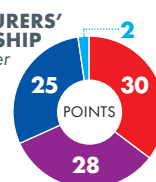
That worked well, and before long Mueller was clicking off podium finish after podium finish. “By midseason, my points lead had grown substantially, which was the goal. We knew that we needed to have a good



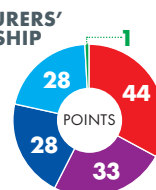
TA3 BY THE NUMBERS

MANUFACTURERS' CHAMPIONSHIP
(Spring/Summer standings)

BMW
Dodge
Chevrolet
Aston Martin

MANUFACTURERS' CHAMPIONSHIP
(Summer/Fall standings)

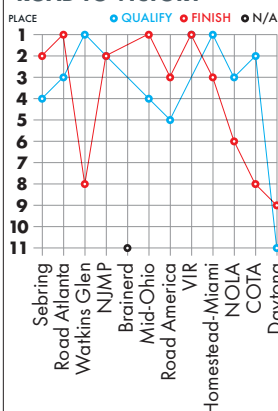
BMW
Porsche
Chevrolet
Dodge
Aston Martin



OVERALL DRIVERS' CHAMPIONSHIP (top 5)

Randy Mueller	283 (points)
Connor Flynn	197
Randy Kinsland	185
Michael Camus	166
Tim Kezman	162

RANDY MUELLER'S ROAD TO VICTORY



lead by midseason as the tracks for the second half are less than favorable to our cars - the tracks with long straights."

Ultimately, it may not have been faster tracks that presented the challenge to Mueller's run at the TA3 title. "The second half of the season had some hiccups," Mueller admits. "At NOLA I got a bit greedy; I was on the back of a Viper challenging for the lead,

I was faster but getting around him was virtually impossible. He would put four to five car lengths on me on the short front straight. I kept getting great runs onto the front straight but then the Viper would just take off. I had one really good run going and didn't want to give up the momentum, so I opted to go to the dirty part of the track on the outside of Turn 16. That was the

biggest mistake, as a driver, I made all year."

This judgment error shot Mueller and his BMW into the Armco. "Fortunately, I was able to continue, but to add insult to injury, a TA car ran square into the back of me in the braking zone of Turn 13. It was a tough race and the car required a bit of work to get it looking good and performing well again."

At the COTA race, Mueller lost a half shaft on the first lap, but at this point he had the championship in hand.

"We don't have the fastest, most powerful cars," Mueller says, "and, in fact, we didn't even turn the fastest lap all year - even in the races we won. It's our consistency in each race, and from track to track, that paid off."



LET IT RIDE

Ernie Francis Jr. picked up his third Trans Am title in as many years with the 2016 TA4 title – and he'll be back in 2017.

TRANS AM TA4

2016 Champion: Ernie Francis Jr., No. 98
Beta Tools/Liquid Performance Ford Mustang

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

"It's really cool to sit back and think about what we've done," says Ernie Francis Jr., about collecting the 2016 TA4 championship – his third Trans Am championship in as many years. "I love running out

here in Trans Am – the history it has with it – you think about the names who have raced here, the greats, and to know you're following in their footsteps. It's something special."



Francis dominated TA4 during 2016, with eight wins and six poles to his name – plus the bonus of a victory in one of the Trans Am exhibition races in the Chevrolet Detroit Belle Isle Grand Prix.

"First of all, I have to thank the crew," says Francis. "The whole team at Breathless Pro Racing – they gave me a perfect Ford Mustang Boss 302 week in and week out. I have to thank the sponsors as well that let us come out and do this: Beta Tools, Liquid Performance, and Driving Impressions.

"It's been a crazy year and a great year, and we're looking forward to taking this momentum into 2017 – [and] we're really excited to join the TA class next year. Hopefully, we can make it a fourth championship in 2017, in the top class here in Trans Am."

TRANS AM TA5

The TA5 class had an abbreviated season when a restructure found the bulk of the cars relocating to TA3. Tim Kezman claimed the TA5 title and finished fifth in TA3.

TA5 BY THE NUMBERS

MANUFACTURERS' CHAMPIONSHIP

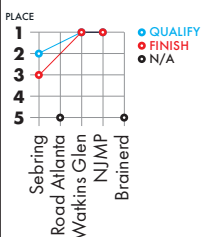
Porsche



DRIVERS' CHAMPIONSHIP

Tim Kezman	98 (points)
Milton Grant	81
Conor Slynn	77
Mark Boden	35

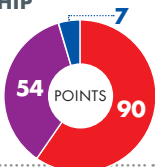
TIM KEZMAN'S ROAD TO VICTORY



TA4 BY THE NUMBERS

MANUFACTURERS' CHAMPIONSHIP

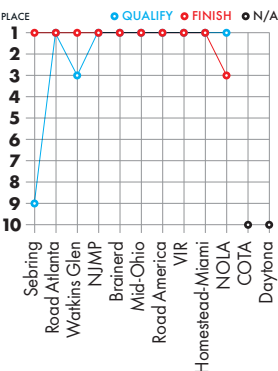
Ford
Chevrolet
Dodge



DRIVERS' CHAMPIONSHIP (top 5)

Ernie Francis Jr.	338 (points)
Todd Napieralski	191
Brian Kleeman	140
Dave Ricci	130
Rich Ricci	130

ERNIE FRANCIS JR.'S ROAD TO VICTORY





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Formula 4 burst into the world of motorsports in 2013, filling a gap between karting and Formula 3 racing around the world. The FIA's goal was to introduce an affordable steppingstone for racers, enabling them to climb the ladder to the professional ranks. Then, in 2015, it was announced SCCA Pro Racing had contracted with the FIA to sanction the F4 Championship in the United States. Before long, Crawford Composites, Honda, Pirelli, and other manufacturers came on board to bring a North American iteration of this series to a reality in 2016.

Soon, extensive testing was completed with both the chassis and Honda's motorsports engineers, and the series was set to take the green. But, as with any new racing series, there were stumbling blocks, and the scheduled opening weekend was delayed - however, when the cars did hit Mid-Ohio on the first weekend of July, it became obvious the competitors and teams were there to win.



QUICK STUDY

Cameron Das is new to racing, but he's also a fast learner. Once his helmet went on at the opening rounds of the Formula 4 United States Championship at Mid-Ohio (ABOVE), it didn't take long for him to figure things out. By the time the series hit Road Atlanta (MAIN), Das was a force to be reckoned with, sweeping the triple-header weekend (RIGHT).



YEAR ONE

Cameron Das clinches the 2016 SCCA Pro Racing Formula 4 United States Championship inaugural season with breathtaking dominance

WORDS Philip Royle | IMAGES LAT / Dan R. Boyd



From the get-go, Konrad Czaczyk positioned himself as the one to chase, clinching three wins in the weekend's tripleheader. "This [was] my first time competing in a car, and my team and I couldn't have asked for a better start of the season," Czaczyk noted that weekend. But, unfortunately, for Czaczyk, those would prove to be his only wins of the season, as the next



four races were won by four different drivers. Following that, Cameron Das, winner of the Round 6 race at Mid-Ohio in August, simply crushed the competition. But his is not a traditional story.

"Racing was new to me as I did not grow up karting," the 16-year-old Das explains. "However, I seemed to have a natural ability to find speed as

I had success in racing school and at a few SCCA National events within several different classes."

With F1 hopes in his eye, Das was quickly attracted to the Formula 4 series. "F4 seemed the best fit given my experience level and aspirations to race in Formula 1 someday," he says. "I saw the championship as a great opportunity. F4 was the first full season of racing

I've ever partaken in. I hoped to be near the top of the field, but being on the top step seemed a bit optimistic for someone of my experience."

Turns out, Das initially underestimated his own abilities, as by the end of the season he had accumulated 11 pole positions and nine wins out of 15 races, eclipsing all but Czaczyk in the point standings.

Nearing the halfway point of the season, Das began to realize the overall title could be within reach. "I could see the championship was in reach from the sixth race at Mid-Ohio, my first win," Das recalls. "The win proved to me that I was capable of competing against guys with many more years of experience, which included karting where they learned an aggressiveness



TEAM EFFORT

(ABOVE) The combination of Cameron Das behind the wheel and JDX Racing prepping the newly-created Formula 4 chassis resulted in not only a title for Das, but also a Team Championship for JDX Racing.

that hadn't come innately for me. My fantastic coach, Rafa Matos, was convinced of my capabilities before the first race, but it took me a few races to reach the same thought."

Das is quick to describe the 2016 F4 season as an "amazing experience" and notes he would love to do it again - but there's a problem. "Series rules don't allow the winner to contend again," he says. "The F4 Championship provides its champion with a link to European racing through the FIA. My goal from the moment I started driving in March 2015 at the Bertil Roos Racing School was to make it to Formula 1. There isn't a ladder system currently in the U.S. for F1, but F4 is the first step and offers coveted Super License points required for eligibility for F1. Now, it's time to go to Europe to join the next step in the ladder, an F3 series, to continue my development."

So, what was it about the SCCA Pro Racing F4 U.S. Championship that attracted Das, a driver so clearly set on an F1 future? "I think every series has its set of

values," says Das, who answers the question far more fluidly than you might expect from a 16-year-old. "It comes down to where the driver's experience level is and where they want to take their professional career. F4 in the United States provides an introduction to European racing that exists in no other series in the United States. It meets the demanding safety and racing regulations of the FIA in an affordable package. The series also has standing starts, which is what most European series do. The racing is brilliant, too. The cars have just enough aero to teach a new driver how wings work, but not too much that the cars can't follow each other closely in the corners. The Honda motor is affordable through their leasing program and super reliable, as I didn't have a single issue. We also run on Pirelli tires, which is a common manufacturer in Europe.

"I would highly recommend the series as a first step into professional open wheelers," Das concludes. Then, recalling

the F4 award ceremony he attended in Vienna, Austria in late 2016, he notes: "Plus, in what other series do you get to be on stage receiving an award alongside the likes of Lewis Hamilton, Nico Rosberg, and Daniel Ricciardo? Not a bad way to top off my first year of auto racing." 🏆



F4 BY THE NUMBERS

TEAM CHAMPIONSHIP (top 5)

JDX Racing	353 (points)
Global Racing Group	342
PrImus Racing Team	325
MVM Motorsports	181
Momentum M'sports	128



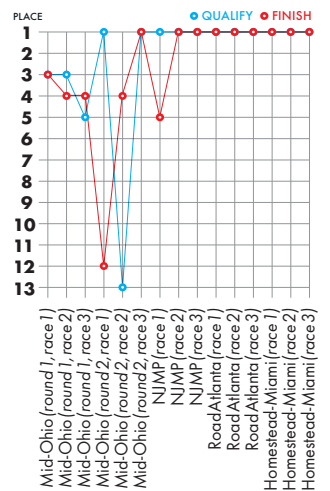
DRIVER WINS

Cameron Das	9
Konrad Czachyk	3
James Goughary Jr.	1
Kyle Kirkwood	1
Skylar Robinson	1

DRIVERS' CHAMPIONSHIP (top 5)

Cameron Das	281 (points)
Konrad Czachyk	224
Kyle Kirkwood	183
James Goughary Jr.	136
Skylar Robinson	132

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WHAT'S BEHIND YOU

Motorsport participants often reach the point of buying a trailer, so how do you decide between open and enclosed?

WORDS Jason Isley | IMAGES Philip Royle



On any given weekend, SCCA events are littered with trailers of all shapes and sizes. As the years have progressed, trailers (and their accompanying tow rigs) have grown in size, and setups that were seemingly once reserved for the pros have trickled down to Club Racing and Solo. That said, if you're looking for your *first* trailer, a stacker might be a little beyond your scope; similarly, you may not need a state-of-the-art aluminum open trailer, either.

Fortunately, there are lots of entry-level trailer options on the market, and you will certainly be able to find something that suits your needs - and budget. The first step, however, is figuring out which route you want to go: open or enclosed.

Both open and enclosed trailers have distinct advantages and disadvantages, and it pays to do research before pulling the trigger on either. Often, the best source for information comes in the form of the racer parked next to you. The next step in the selection process is often dictated by your budget.

In the used market you can find basic open, steel-construction trailers for less than \$1,500, where as a new version might go for \$2,000 or more (many manufacturers will customize the trailer, but at a cost). One advantage to an open trailer is size. Just because you have a big car doesn't mean you need a monster of a trailer - as long as you can properly secure the car to the trailer, the bumpers can overhang the deck. The right size open trailer could mean you can fit the entire package in a standard residential garage, negating the need for offsite storage.



Another advantage to open trailers is towing fuel economy, both due to the weight and lower aero drag versus an enclosed trailer. "Towing with my half-ton GMC Sierra I got 16mpg with my open trailer, but only 11mpg pulling my enclosed," says Toby Larsson, past Solo National Champion turned Club racer. "My open trailer was much easier to use; it was easier to load, tie down the car, and easier to tow because you can see around it."



ALL SHAPES AND SIZES

No matter what kind of car you need to haul, there is a trailer for you. A look around the paddock at your next event (MAIN) could help you find the solution to what suits your needs, and you can even sneak a peek at other people's in-trailer storage solutions (TOP).



OPEN TO ANYTHING

Open car trailers can vary greatly in design and functionality, and can also be outfitted to haul race gear. A tire rack can free up space in your tow rig, but it can impact fuel economy if mounted high (LEFT). A basic open trailer (BOTTOM LEFT) is the most economical path to trailer ownership, and might even fit in your home's garage. A rollback-style trailer (BELOW) eliminates the need for ramps, making loading a snap – but that design doesn't come cheap.



The open trailer, however, is not without its drawbacks. "It's harder to secure stuff with the open trailer," Larsson says. "Once I got a racecar with no windows, I really had to change to an enclosed trailer just to keep the car secure and protect the interior from rain while traveling."

Enclosed trailers have a broader price range, typically due to length, extent of the interior build-out, and optional equipment. A basic used 20-foot enclosed trailer might be found for as little as \$4,000; new ones are priced all over the map, starting as low as \$6,000 for bare bones, then hitting five digits with options.

With an enclosed trailer, you really get what you pay for; the method of construction makes a big difference in how long the trailer will last, and even how much weight capacity it has. "Like most people, some racers will shop price, but a trailer price is really based on the materials used to manufacture it," explains John Bender of 99West Trailers. "Really low priced trailers are built very weak with thin walled material or less structure. They are intended for light duty stuff and not for the travel racers do."



Ironically, it's easy to start running out of space when you have an enclosed trailer, as you now find yourself bringing more spare parts and tools to the track. "Too small of GVWR and a low quality trailer are the most common mistakes," says Bender. "Racers tend to overload [trailers]; they never consider how much tools weigh, toolboxes, air compressors, spare wheels and tires, etc. They overload the trailer, which causes axles to bend and tires to blow out."

Enclosed trailers provide racers with an added level of security while on the road, the ability to carry more gear, and a place to get away from the weather at the track, but the

drawbacks come in the form of decreased fuel economy and potentially overloading the trailer's capacity and that of your tow rig. Open trailers, on the other hand, are affordable, lighter, and potentially easier to store, but lack the security of an enclosed.

If you stick around this Club long enough, you'll potentially own both an open and an enclosed trailer at some point (Larsson is currently on his third time around, this time with a shorter enclosed trailer). But choosing wisely the first time could mean you buy a trailer that will last you decades rather than a few years before trading it in for another model. 🚗

TRAILER SHOPPING

Trailer dealers are spread all over the country, but unlike car dealerships, they may offer dramatically different products, as trailer manufacturers are often regional (which means the one closest to you may not have exactly what you are looking for). The good news is that most any new trailer can be made to order – if you are willing to wait – and many dealers can often take one from inventory and modify it to suit your needs.

"Trailers are cool in that they are easy to add accessories, so even a basic good quality trailer can be slowly outfitted over time and budget," says John Bender of 99West Trailers.

Looking for a used trailer can be an arduous task. It's often very challenging to search online for exactly what you are looking for, leaving you combing pages of ads filled with utility trailers that *might* hold a car. If you find something that catches your eye, you better be ready to buy, because the good ones can go quickly.

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IN THE GREEN MOUNTAIN STATE

The 2016 United States RoadRally Challenge might have marked the end of an era for Covered Bridge, but it did it with style | WORDS & IMAGES Rick Beattie





GOT IT COVERED

(MAIN) Class E driver Quinn Golden and navigator Bill Schrader pass through one of the landmarks that make the *Covered Bridge* rally so memorable.
(BOTTOM) In a RoadRally, signs are often not just a laughing matter.

Smith received the Class N first-place trophy. In addition to Morseburg and Gaddy's impressive showing on *A Bridge Too Far*, Class L was won by Pego Mack and Jeannie English; with Dave and Diane Guertin besting the other Class S teams.

Both events were headquartered at the Grand Summit Resort, Mount Snow, Vt. In later years, *Covered Bridge* started at various Vermont ski resorts. It's the between season in Vermont - the leaf-peepers are gone, but the resorts are testing the ski lifts and snowmaking equipment for what's coming next.

Grand Summit is a few miles from gas stations and other restaurants, but has a number of large banquet rooms, so the organizers, workers, and 100 contestants enjoyed a great home base.

Gaddy enjoyed reading about the history of the event posted in the meeting room. It seemed "a history of rally as much as *Covered Bridge*," he noted.

Morseburg thought the "lodge was a great headquarters," he said, and was very surprised at the number of good quality rally roads nearby. Gaddy "hadn't rallied in Vermont, seen those roads, or run an event with so many cars in a long time...all of which contributed to make it absolutely worth the trip," he noted.

Mack thought this "was a typical *Covered Bridge* with tons of dirt [roads] and great scenery." English, who may have been a bit uncomfortable navigating and getting carsick instead of sitting in her usual driver's position, "was hoping for more covered bridges."

But there was a reason for that. You see, there simply aren't many covered bridges in that part of

AND THE WINNER IS...

Like the 2015 USRRC, there was not an overall event winner. Each event was scored as a separate SCCA Divisional RoadRally.

The 22nd running of the USRRC brought participants to Vermont in early November - a new venue at an unexpected time of the year - for two not-so-typical events. Scott Beliveau was chairman of the USRRC, with John Buffum as rallymaster for the Sunday event, *A Bridge Too Far*, while Fred Mapplebeck

presented the *Covered Bridge 50* rally. Ted Goddard, who passed away in July 2016, worked on CB50 as early as 2013 and was credited as chairman and rallymaster.

On Saturday, the first overall and first-place Equipped team of Bob Morseburg and Steve Gaddy appeared to have no trouble with the 50th running of the Vermont

Covered Bridge Tour rally, and were just as impressive in their first overall and first in Class E finish on Sunday's *A Bridge Too Far* Course rally.

On the *Covered Bridge* event, competitors Satish Golpakrishnan and Savera D'Sousa took first in Class L, Dan Pratorius and Colin Roddy took Class S honors, and Brooke Smith and Jennifer



WORLDLY COMPETITORS

Satish Golpakrishnan and Saverio D'Sousa started rallying in India in 2011. They moved to the U.S. in 2014 and have run events in Finger Lakes, South Jersey, Wisconsin, St. Louis, and Detroit. This was only their second Covered Bridge rally.

ON THE ROAD

The Class E team of Chris Regan and Scott Beliveau pass through a Williamsville covered bridge (LEFT). Class A driver Michael Beliveau and navigator Kaitlyn Mordogh enter checkpoint 7 on Covered Bridge (BELOW), and later exit the OCR free zone (BOTTOM). The Grand Summit Resort (BOTTOM LEFT).



Vermont that are easily reachable on a 150-mile event that returns to the headquarters for lunch. The route twice passed through the Williamsville covered bridge on Dover Road and once through the West Dummerston covered bridge off of Vermont Route 30. The other two or three nearby bridges are either private, open only to foot traffic, or under repair.

Scoring the 50 teams was not easy, and a half-dozen people volunteered to help the organizers do the math. Mapplebeck, in typical Covered Bridge style, read off every team and their scores from highest score to lowest. DLBF (dead last but finished) went to Kevin and Matt Olmstead with 2,118 points.

Morseburg and Gaddy, with 15 points, bested second-place Equipped class finishers Mack Johnson and Frank Beyer, who finished with 24 points, just one point better than the third-place Equipped team of Mike Mazoway and Steve Mckelvie.

Beyer thought, "Covered Bridge had some serious timekeeping, but the event always hit me as an opportunity for beginners to go out and experience a fun drive - the stuff I enjoyed when I first started rallying in 1968. The 'pressure' to

perform well was only as much as you brought on yourself.

"Covered Bridge was an opportunity to see if you liked the sport for rookies and a reminder of why you liked the sport for old-timers. I always felt that Ted tried to make sure that we felt special, that he appreciated the folks who came to his party."

This was driver Brooke Smith's first rally and just the fourth one for her mother, Jennifer. Brooke had only been driving for a year and a CAS like 33.33333 was challenging, especially using the speedometer in her 2002 Toyota Echo. "Understanding time allowances...and how those work was definitely a plus," she commented.

"We've found the RoadRally and RallyCross communities to be very welcoming," Brooke Smith continued. "Everyone hopes for everyone else to do well, even if they are competitors. If you forgot something or broke down, someone will lend a hand."

Gopakrishnan and D'Sousa also "like going to [New England Region] because of the people. The events there attract a RallyCross-loving crowd and that seems to define the RoadRallies put up by



the local rallymasters - brisk speeds and unpaved roads, both of which we love. Covered Bridge 50 was special because it was the last time the event was going to be held, so we were sure we didn't want to miss it. The added incentive was that John Buffum was offering one of his rallies that weekend."

Goddard was always sure that Buffum could put on a Course rally that would give even National rally competitors a lot to handle. A Bridge Too Far proved him right.

The rally made good use of the differences between the New England Region RoadRally general instructions and the RRR. In addition to the typical route instructions, Buffum also added a map page and two tulip diagram pages where the tulips were in no particular order. Contestants had to use the correct one when it matched the intersection or sign along the route.

Morseburg admitted that judging by their scores, it



may have looked like it was easy, but "we were just lucky - just happened to be looking in the right direction at the right time."

Gaddy had a different take. "A Bridge Too Far was a blast. The situation reminded me of old school rallying [moderately brisk speeds, no GPS, no prior knowledge of the roads], and we had little free time to figure things out, and particularly the morning felt like we were always scrambling, which is actually fun every now and then. The traps were also well hidden I thought.



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MORE COVERED BRIDGES

There were two covered bridges on A Bridge Too Far. Teams crossed the Green River covered bridge in Guilford, Vt., and saw the nearly completed reconstruction of the Scott covered bridge in Townsend, Vt.

ROUGH ROADS

Class E competitors Paul Choiniere and Jeff Becker (LEFT) and Mick Friedman and Marc Goldfarb (BELOW) on A Bridge Too Far rally. (BOTTOM LEFT) Class L's Pego Mack and Jeanne English.



Too many trap rallies telegraph where the trap is these days. Without the neon light pointing at an instruction to scrutinize, it's easier to fall for them."

Beyer thought that "A Bridge Too Far would top everything he has presented us in the past given a few months to prepare, and I wasn't disappointed."

Johnson explained their method. "We went through the generals and Regional rules and scoured the instructions looking for the traps in advance. I think we found one or two of them; everything else we dealt with as we motored along. Some we figured out immediately, some we didn't, and at least once we made up our

own trap and went off on a 10-mile loop we probably didn't need to."

English and Mack ran Class L seat-of-the pants as their equipment died on the second-to-last leg of *Covered Bridge*. Their take on the event probably describes it more accurately for anyone who did not pick up on the clues. English thought the generals (for both events) "were confusing, or at least oddly worded," but Mack "translated" them for her. Mack commented that it was "fast for a National" but she would do it all again.

Morseburg made a good observation. "With 50 entrants to the *Covered Bridge* and [35 entrants, 28 scored teams] in



A Bridge Too Far, the committee is obviously giving people what they want."

For this USRRC, contestants came from 17 states including Alaska, Arizona, California, Texas, Washington, and Georgia. If you ask people why, most will say it's the people: old friends, new contestants, or people from other SCCA programs - for half a century. And, ultimately, that's

because of Goddard. He instilled a combination of sportsmanship, respect, class, and fun in people who weren't wearing a coat and tie. Hopefully, that spirit will continue, even if the event may not.

Goddard wanted his presentation of *Covered Bridge* to end at 50. Mapplebeck had a five-hour round trip each of the seven times he went to Mt. Snow to work on the rally. It isn't likely he'll continue the event. Buffum, though, would love to do another one.

For anyone interested in being part of the committee for a future Vermont rally weekend, there are 100 or more contestants waiting for you - as long as it's fun. ●

UNITED STATES ROADRALLY CHALLENGE | MOUNT SNOW, VT. | Nov. 5-6, 2016

COVERED BRIDGE 50 | SATURDAY, NOV. 5

Pos/Class, Driver/Navigator (Car) Total. 1/1A, Morseburg/Gaddy (Hyundai) 15; 2/2A, Johnson/Beyer (Subaru) 24; 3/3A, Mazoway/McKelvie (Subaru) 25; 4/4A, Webb/Schneider (Mitsubishi) 30; 5/5A, Friedman/Goldfarb (Subaru) 31; 6/6A, Beattie/Beattie (Toyota) 33; 7/7A, Regan/Beliveau (Mazda) 35; 8/8A, Larouere/Staab (Mitsubishi) 64; 9/9A, Beliveau/Murdaugh (Subaru) 69; 10/10A, Smith/Beckman (Subaru) 89; 11/11A, Choiniere/Becker, (Mazda) 150; 12/12A, Choiniere/Buffum (Mazda) 184; 13/13S, Praetorius/Roddy (Subaru) 185; 14/14L, Gopalakrishnan/D'Souza (VW) 210; 15/25S, Guertin/Guertin (BMW) 309; 16/35S, Senfleber/Matson (Honda) 354; 17/4s, Carlson/Lamoreaux (Subaru) 489; 18/13A, Thomas/Wharton (Mazda) 489; 19/5S, Smith/Smith (Toyota) 574; 20/6S, McLafferty/Lambert (Subaru) 598; 21/7S, Lyle/Lyle (Lincoln) 612; 22/8S, Toney/Toney (I) 634; 23/9S, Kennedy/Bressan (Subaru) 708; 24/10s, Casella/Casella (Subaru) 726; 25/11S, Henry/Henry (Chevy) 739; 26/12S, Demming/Babbe (Chevy) 744; 27/13S, Koscielny/Rekutin (Subaru) 785; 28/14S, Shanov/Goss

(Subaru) 827; 29/15S, Patten/Giblin (Ford) 842; 30/16S, Mahler/Mahler (Ford) 861; 31/17S, Preston/Heckler (Mazda) 872; 32/18S, Dechard/Mattox (Ford) 967; 33/19S, Perkins/Hernance (Nissan) 1017; 33/19S, Beston/Morgan (Subaru) 1017; 35/21S, Anderson/Schenk (Chevy) 1055; 36/2L, Mack/English (Subaru) 1139; 37/22S Young/Swenson (MINI) 1151; 38/23S, Moore/Moore (Jeep) 1155; 39/24S, Gonzalez/Viscomi (Subaru) 1171; 40/3L, Paladino/Kolupa (Subaru) 1192; 41/25S, Morgan/Mann (Mazda) 1193; 42/26S, Hagerman/Hagerman (Mazda) 1206; 43/27S, Osborne/Kerrigan (Subaru) 1315; 44/28S, Laslo/Fielder (Porsche) 1351; 45/29S, Landau/Huber (Dodge) 1420; 46/30S, Long/Long (Subaru) 1437; 47/31S, LaCroix/LaCroix (Nissan) 1480; 48/32S, Moody/Manock (Subaru) 1779; 49/33S, Olmstead/Olmstead (Subaru) 2118; 50/34S, Denvir/Denvir (Honda) 2276.

A BRIDGE TOO FAR | SUNDAY, NOV. 6

Pos/Class, Driver/Navigator (Car) Total. 1/1E, Morseburg/Gaddy (Hyundai) 149; 2/2E, Johnson/Beyer (Subaru) 585; 3/3E, Choiniere/Becker (Mazda)

757; 4/4E, Friedman/Goldfarb (Subaru) 793; 5/5E, Beliveau/Murdough (Subaru) 850; 6/6E, Webb/Schneider (Mitsubishi) 856; 7/1S, Guertin/Guertin (BMW) 878; 8/7E, Regan/Beliveau (Mazda) 898; 9/2S, Hernance/Heckler (MINI) 908; 10/8E, Beattie/Beattie (Toyota) 918; 11/3S, Carlson/Lamoreaux (Subaru) 958; 12/1L, Mack/English (Subaru) 996; 13/4S, Kennedy/Bressan (Subaru) 1005; 14/9E, Smith/Beckman (Subaru) 1052; 15/10E, Everett/Lyle (VW) 1092; 16/5S, Praetorius/Roddy (Subaru) 1153; 17/11E, Thomas/Wharton (Mazda) 1259; 18/6S, Casella/Casella (Subaru) 1333; 19/7S, Senfleber/Matson (Mazda) 1342; 20/8S, Demming/Babbe (Chevy) 1353; 21/12E, Mazoway/McKelvie (Subaru) 1359; 22/13E, Larouere/Staab (Mitsubishi) 1379; 23/2L, Paladino/Kolupa (Subaru) 1387; 24/3L, Gopalakrishnan/D'Souza (VW) 1397; 25/9S, LaCroix/LaCroix (Nissan) 1494; 26/10S, Hart/Coble (Audi) 1600; 27/11S, Toney/Toney (I) 1700; 28/12S, Laslo/Fielder (Porsche) 1702.

REMEMBERING TED GODDARD 1936-2016

New England Region lost a lot more than a rallymaster with the death of Ted Goddard this past July. In 1967, when he had typed up the four pages for the first *Covered Bridge* rally, an event he would ultimately chair and rallymaster for 50 years, he waited anxiously for it to pass the pre-check. Worried that the speeds were not right or the dirt roads too difficult, he answered a knock on the door to find that the pre-checkers were very upset - upset that they couldn't run the event, having had a great time checking it.

By 2003, Goddard was awarded the Robert V. Ridges Memorial Award. RoadRally's highest award, it's presented, among other reasons, to the "SCCA member who exemplifies the highest degree of dedication and sportsmanship." Goddard questioned the importance of awards but appreciated being on the roll of that one. "My friends are there," he had said.

Rallying was only part of all that he did for New England Region. Kathy Barnes explains that in the 1970s he worked with Keith Bryar at Bryar Motorsports Park. Goddard was the manager/promoter who helped bring Trans Am to the track and to SCCA amateur events.

After being purchased by Bob Bahre, it became New Hampshire International Speedway (now New Hampshire Motor Speedway). The Region thought it would be the end of their use of the track, but they were back a year later, Goddard being "able to walk that line between his responsibility to the track and his passion for SCCA and New England Region," says Barnes.

John Buffum first got to know Goddard when Buffum asked him to help with the *Maine Forest Rally* (now the *New England Forest Rally*). Goddard was chairman of the summer and winter versions until 2014.

Barnes remembers Goddard as "the guy who hauled the pylons, set the course, ran the timer, and sent out the results for every Solo event. If his truck fit through



the gates, none of those whiny sports car drivers had a leg to stand on."

"Ted was instrumental in organizing the first RallyCross in New England and roping me into help," adds Scott Beliveau. "This was the start of one of the strongest RallyCross programs in the country."

At one time or another, Paul Giblin confirms, Goddard was New England Region Executive Director, Regional Executive, Director, Archivist/Historian and rally program comptroller. Although he especially liked the administrative parts of the sport none of this shows who Goddard really was.

Pego Mack notes that she "started out yelling at the grumpy rallymaster at *Covered Bridge* and [they] ended up friends."

"Ted helped us out with *Black River Stages* and he couldn't have been more helpful," Frank Beyer remembers. "He always had a story to tell whenever we got together, and I never sat with him when five minutes didn't turn into 20, laughing about his 'situations.' Doing whatever you thought 'Ted meant you to do' became a mantra."

Mark Johnson tells of "being at the *Rally Against Leukemia* one year, where you finished with a lap of New Hampshire International Speedway's road course, where [Goddard] worked. I may have been going a bit above the CAS in my old Audi and when I came out of the back part and went to brake hard, there wasn't anything there. I did a little tour across the grass. He saw it and came up to me saying that wasn't smart, I needed to knock that stuff

off, but that my line through the previous turn looked pretty good."

Beyer will "never forget Ted's laugh or his wry smile. He always made every competitor feel welcomed - it didn't matter how well you did or how many events you'd run."

Goddard would end the *Covered Bridge* rally by reading every team's names and the score they got on the event. He always started with the worst score and would award a trophy for DLBF (dead last but finished). The winners had to be present to receive the award - Goddard was not mailing a marble trophy if you didn't think enough of it to stay for the presentation. He always made a big deal about handing out that trophy, and the entire room cheered more for that one award than any other. It could well have been Goddard's favorite trophy. He believed that regardless of what you were participating in, be it Trans Am, Solo, RallyCross, or RoadRally, your first priority was to have fun.

50 YEARS OF COVERED BRIDGE

Those who competed on one of Ted Goddard's 50 *Covered Bridge* RoadRallies left with good memories of both the rally and of Ted. (BELOW) Goddard with John Buffum.







ARRC 2016

From Regional racers to Runoffs champs to professional drivers, hundreds turned out for the 2016 American Road Race of Championships at Road Atlanta

WORDS Paul Brewer | IMAGES Clark McInnis

With a variety of cars exceeding that found at the SCCA National Championship Runoffs, the 24th running of the American Road Race of Champions had something for every fan and racer. Add in the fact that the Cool Shirt ARRC Championship

Races ran concurrently with the initial points race of the 2017 South Atlanta Road Racing Championship series (talk about getting a jump on the season), and the Nov. 5-6, 2016, race weekend at Road Atlanta was one these racers couldn't afford to miss.



BREAKAWAY

(MAIN) After a restart, Tray Ayres (7) was able to drive to the SRF3 win by some 5secs. (TOP RIGHT) In the traditionally close Spec Miata class, Jim Drago pulled a clear gap on his way to victory.

The weekend also showcased a number of special races and events. Sunday's Gran Turismo East Spec Miata 10th Anniversary Race celebrated the 10th anniversary of Spec Miata becoming an SCCA National Championship class, Formula Enterprises was spotlighted on Sunday afternoon with the Driven Racing Oil 100 FE Feature Race, and two Carolina Cup Pro Series races were held with the Sunday race determining many of the season champions. Then, for good measure, Sunday closed out with a three-hour ECR enduro

- and that's on top of Atlanta Region tossing in track tours during the Saturday lunch break and also hosting a PDX during quiet time on Sunday morning. All in all, Atlanta Region should be commended for maximizing every minute of the weekend.

The fun kicked off Friday with the Carolina Cup Pro Series. With a field of 39 cars from classes as varied as SRF3, T4, various Miatas, and IT, traffic could be an issue. The SRF3 entries pulled out to a big lead, so the overall win would be decided between these four drivers. Andrew von

Charbonneau took the win over Todd Vanacore by 0.224sec. The SM battle was a good one, but Danny Steyn took the class win by eight seconds. This large margin Miata win was to repeat itself over the weekend - very unusual, indeed.

Saturday's first race, featuring 12 different classes, turned out to be the Danny Steyn show with his STL Miata taking the overall win over Jim Kellogg's SPU car, setting a new lap record and a margin of victory of a whopping 1:37.9.

Race two featured the

prototypes and open-wheel classes. Jim Downing had been turning blistering times in qualifying, so he looked to be the favorite. Gremlins struck Downing early so, however, leaving Road Atlanta veteran Jacek Mucha to grab the FS and overall win.

Alastair McEwan took second overall and first in P1. There were great battles in the pack, especially between the FE contingent; with Paul Schneider taking the class win over third-generation driver Flynn Lazier.

Group three consisted of the various IT classes. At the green,



polesitter Matt Reppert got jumped by Willie Phee for the lead at the high-speed Turn 1. Reppert took his ITS BMW into the lead on lap three and cruised to the overall win. The battle for second wouldn't be decided until late in the race when Bowie Gray faded to fourth with Phee taking the silver.

Group four turned into a barnburner between the fifth-place qualifying F5 of Eric McRee and FF vet Sam Lockwood. McRee grabbed the lead on lap three and pulled off the win, but only by a scant 0.639sec margin.

"This track is terrifying... I'm not used to the elevation change, but it's awesome"

ERIC MCREE

This was McRee's first time at Road Atlanta and the ARRC. "This track is terrifying," he said after the race. "It has lots of blind hills - I'm from Michigan so everything there is as flat as a pancake. I'm not used to the elevation change, but it's awesome. This is a beautiful facility. Will I come back?

Absolutely! This is an awesome race and the track is unbelievable."

Group five was 47 Miatas - and the first 11 qualifiers were within a second of each other! Danny Steyn led from the pole but was jumped by Paul Holton on lap two. Jim Drago took the point on lap three and pulled out a healthy margin while the battle for second raged between Steyn and Michael Carter. Drago went on to win by almost three seconds - in Spec Miata, that's a mile.

Group six was SRF3 and SRF. Turn 1 proved to be trouble for polesitter Robeson Clay Russell.

RECORD SETTER

(ABOVE) Danny Steyn reset the STL lap record on his way to the win. (MIDDLE INSET) Alastair McEwan was able to capitalize on Jim Downing's mechanical woes to take the P1 win. (BOTTOM INSET) Matt Reppert won ITS and finished first overall in Group 3.



CHAMPION'S FORM

Fresh off of his 2016 Runoffs win, Scott Rettich cruised to the FE win in the Group 11 feature race.

RUNOFFS HEART, REGIONAL FLAIR

"I have been scrutineering at the ARRC since 1996," says Gary D' Abate, Chief Tech and Scrutineer for the ARRC. "At the ARRC, what we try to do is have a more Runoffs-type experience for Regional drivers. We do post-qualifying impound, we'll do post-race impound, [and] we have the option of pulling cylinder heads and measuring inside the motors.

"This is a Regional race, but we see a broader spectrum of drivers," he continues. "We'll see some younger, newer drivers, but also some National drivers or Runoffs winners. Even some pro drivers come for the pleasure of getting track time at Road Atlanta.

"We have begun to see younger drivers. I think this is a result of [SCCA's] First Gear program, and it seems that drivers are starting their careers at an earlier age. This speaks well of the future of SCCA.

"This is a fun weekend. We do a lot. We have the casualness of a Regional race but with the rigors and professionalism of a National or Runoffs race weekend."

Russell lost his lead to Tray Ayres on the first lap when he was too hot into Turn 1. He regained the lead with a pass at Turn 10 on lap three only to lose the lead back to Ayres. On lap seven, Russell got into a back-marker at Turn 1 with both going off, bringing out a double yellow. Andrew von Charbonneau had grabbed the lead just before the caution, but lost it to Ayres when the green waved. Ayres pulled out to a five second margin over von Charbonneau at the checkered flag.

Saturday closed out with the

ground-pounders, including a Lamborghini that emitted a wonderful sound. The 17-car field was led throughout by Jacek Mucha in his ASR cruising to a win over Paige Alexander in her GT1 'Vette. There was also great racing in the pack to keep this one interesting.

Sunday kicked off with the much-anticipated Spec Miata anniversary feature race, and the 26 Miatas didn't disappoint with Voytek Burdzy taking the win by 0.004sec over Cliff Brown, who was only 0.088sec



WORKING IT
(LEFT) Hanna Zellers (center) took a break from FE driving duties to chat with the boys in the booth, which included renowned motorsports announcer Greg Creamer (left). (BELOW) The workers have the best seat in the house, and enjoyed great racing action at the ARRC.



"On top of the incredible racing, the weather steward did a great job and the evening socials were top-notch"

ahead of Michael Carter. Many battles in the pack were just as close, befitting a Miata race celebrating its anniversary.

The FE feature race featured hot-shoes such as Scott Rettich, Paul Schneider, and Flynn Lazier. Rettich cruised to a big gap, but

Schneider, Justin Gordon, and Trevor Cooper were covered by only 0.2sec through fourth.

The weekend closed out with the ECR run concurrently with the Carolina Cup Pro Series. Twenty-two cars took the green and, three hours later, Mike Taylor and Tom O'Gorman grabbed the win with a two-lap margin.

On top of the incredible racing, the weather steward did a great job and the evening socials were top-notch. In short, this proved to be another awesome ARRC. 🍷

FINDING THE WAY
(ABOVE, LEFT) Eric McRee didn't need a lot of time to figure out the fast way around Road Atlanta, soundly winning both F5 and Group 4 overall. (ABOVE) Jacek Mucha took the overall Group 7 and ASR win.

AMERICAN ROAD RACE OF CHAMPIONS ROAD ATLANTA | Braselton, Ga. | Nov. 5-6, 2016

CCPS RACE

SRF3: (5 starters) 1. Andrew von Charbonneau 1:36.4; 2. Todd Vanacore; 3. Justin Weir; **SM:** (22 starters) 1. Danny Steyn 1:45.0; 2. Voytek Burdzy; 3. Cliff Brown; **ITA:** (5 starters) 1. Ted Thorpe 1:44.9; 2. Mike Conrad; 3. Don Arns; **SMSE:** (1 starter) 1. Bill Roland 1:54.3; **STL:** (1 starter) 1. Jon Sewell 1:44.3; **CC MX5 Cup:** (1 starter) 1. Frank Garcia 1:57.4; **T4:** (1 starter) 1. Frank Graham 1:50.6; **ITS:** (1 starter) 1. Bruce Andersen 1:45.8; **ITT:** (1 starter) 1. Paul Brewer 1:52.6; **ITT:** (1 starter) 1. Robert Garrison 1:51.2.

GROUP 1

STL: (8 starters) 1. Danny Steyn; Mike Taylor; 3. Jon Sewell; **STU:** (1 starter) 1. John De Barros; **SPU:** (2 starters) 1. Jim Kellogg; 2. Jim Coman; **T3:** (2 starters) 1. Dion Ciccarella; 2. Frank Garcia; **T4:** (1 starter) 1. Chris Graham; **HP:** (4 starters) 1. Will Perry; 2. Charles Fullgraf; 3. David Kinsey; **FP:** (1 starter) 1. Richard P. Anderson; **EP:** (1 starter) 1. Phil Alspach; **GTL:** (1 starter) 1. John Hewell; **ITB:** (1 starter) 1. Ken Haughwout; **ITT:** (1 starter) 1. Paul Brewer; **ITX:** (2 starters) 1. Michael Kolf; 2. Steve Mosley.

GROUP 2

FB: (1 starters) 1. Joe Gerardo; **FC:** Marc Stern; 2. Chuck Moran; 3. Justin Gordon; **FE:** (15 starters) 1. Paul Schneider; 2. Flynn Lazier; 3. Elliott Finlayson; **FM:** (3 starters) 1. Ty Young; 2. Robert Russell; 3. Court Dowis; **FS:** (2 starters) 1. Jacek Mucha; 2. Scott Woodruff; **PI:** (2 starters) 1. Alastair McEwan; 2. Jim Downing; **P2:** (2 starters) 1. Bryan Yates; 2. Bailey Monette; **WFC:** (1 starter) 1. Terran Swanson; **WF5:** (1 starter) 1. Austin McCusker.

GROUP 3

ITA: (8 starters) 1. Ted Thorpe; 2. Kevin Bailey; 3. Jake Bailey; **ITC:** (3 starters) 1. Will Perry; 2. John Fine; 3. Edward Nicholson; **ITS:** (6 starters) 1. Matt Reppert; 2. Willie Phee; 3. Trevor Degioanni; **ITT:** (2 starters) 1. Gary Wilson; 2. Robert Garrison.

GROUP 4

CF: (5 starters) 1. Steve Brooks; 2. John Mark Gray; 3. Michael Rand; **FF:** (5 starters) 1. Sam Lockwood; 2. Garey Guzman; 3. J.D. Reims; **FV:** (5 starters) 1. Mitchell Ferguson; 2. Sherman Engler; 3. Matthew Guzowski; **F5:** (8 starters) 1. Eric McRee; 2. Carl Maier; 3. Mo Makki; **FST:** (6 starters) 1. Robert Clark; 2. Dave Dawson; 3. Garry Sharp.

GROUP 5

SM: (44 starters) 1. Jim Drago; 2. Danny Steyn; 3. Michael Carter; **SMSE:** (3 starters) 1. Jake Bailey; 2. Kevin Beaver; 3. Bill Roland.

GROUP 6

SRF3: (11 starters) 1. Tray Ayres; 2. Andrew von Charbonneau; 3. Justin Weir; **SRF:** (5 starters) 1. Kurt Breitingler; 2. Efen Ormaza; 3. Raymond R. Moser.

GROUP 7

ASR: (1 starter) 1. Jacek Mucha; **GT1:** (3 starters) 1. Paige M. Alexander; 2. Richard Bridgette; 3. Zachary Monette; **GT2:** (4 starters) 1. Randy Kinsland; 2. Jack Lewis; 3. Michael Attaway; **GTA:** (3 starters) 1. B.J. Holley; 2. Butch Kummer; 3. Jarod Lovett; **SPO:** (4 starters) 1. Harry Hinkle; 2. Bob Monette; 3. Christopher Evans; **AS:** (1 starter) 1. Dainton Brooks; **T2:** (1 starter) 1. Garry Crook.

GROUP 8/9 SUNDAY CAROLINA CUP/ECR

3:00:00 RACE

ITA: (5 starters) 1. Simon Tibbett; 2. Derek Luney; 3. Clinton Ritchie II; **ITB:** (1 starter) 1. Ken Haughwout; **ITC:** (1 starter) 1. John Fine; **ITS:** (2 starters) 1. Zsolt Ferenczy; 2. Bowie Gray; **ITX:** (1 starter) 1. Steve Mosley; **SM:** (5 starters) 1. Alan Cross; 2. Jake Warner; 3. Lance Bergstein; **SMSE:** (3 starters) 1. Karl Fischer; 2. Jake Bailey; 3. Bailey Sigler; **STU:** (1 starter) 1. John De Barros; **STL:** (1 starter) 1. Mike Taylor; **SRF:** (2 starters) 1. Raymond R. Moser; 2. Ray Mason.

45:00 RACE

ITA: (3 starters) 1. Ted Thorpe; 2. Mike Conrad; 3. Mark Seiler; **STL:** (2 starters) 1. Jon Sewell; 2. Bill Hennecy; **SM:** (7 starters) 1. Voytek Burdzy; 2. Danny Steyn; 3. Cliff Brown; **SMSE:** (1 starter) 1. Bill Roland; **T4:** (1 starter) 1. Frank Graham; **CC MX5 Cup:** (1 starter) 1. Frank Garcia.

GROUP 10 SM 10TH ANNIVERSARY FEATURE RACE

SM: (26 starters) 1. Voytek Burdzy; 2. Cliff Brown; 3. Michael Carter.

GROUP 11 FE FEATURE RACE

FE: (16 starters) 1. Scott Rettich; 2. Paul Schneider; 3. Justin Gordon.

BUILDING TO WIN

TRACK TESTED
One of Nexen's engineers records tire temperatures between runs on Bryan Heitkotter's STU 350Z.



When it comes to bringing a tire to market for SCCA Solo competition, there are many variables and a lot of testing – we tag along with Nexen Tire to learn how it's done

WORDS SportsCar Staff | IMAGES Molly Binks



The street tire movement is strong in SCCA Solo, driving current tire manufacturers to constantly up their game and bringing new manufacturers to the market. It's a rough segment within the tire industry - in the Solo world, a tire lives and dies by a tenth of a second, not the year-over-year street durability tire manufacturers are used to

building for. Consequently, it was a little surprising when, in 2016, Nexen - a company not necessarily known for performance tires - built a tire for the Solo community. So, how did this come about, and how did Nexen develop its tire? We learned how because the company asked us to help, and we agreed - but only if we could reveal their secrets.



AT WORK

Between the dry and wet (MAIN) test sessions, Nexen's techs (ABOVE) performed more than 80 tire changes.





Bryan Heitkotter

STUDY TIME

(LEFT) The Nexen SUR4G test tires were given a thorough workout. (BELOW) Detailed notes taken by the engineers were compared to feedback provided by the test drivers.



Nexen was the first Korean tire manufacturer, producing tires back in 1942, and in the U.S., Nexen has a diverse portfolio, but the company yearned for a piece of the enthusiast market. Paul Jho, Senior Motorsports Manager for Nexen Tire, would be the man to make that happen. In its Formula Drift debut at Long Beach, the Nexen N FERA SUR4 tire scored Nexen a podium finish, and they would go on to finish second in the manufacturer's year-end standings. While not engineered specifically for autocross or track days, the SUR4 would be Nexen's first step toward the enthusiast market. "The first development was based on drifting," says Jho. "When the drifting tires came out, it wasn't great [for autocross], but we felt it wasn't bad."

That tire was marketed to the SCCA community starting in mid 2016 with limited success, but in the fast-paced world of competition tires, Nexen soon started to sketch out plans for a second-generation build of the tire. In November 2016, Nexen was ready to test its new tire aimed at the autocross and track day market. This is where we came in.

To see how its offering would perform, Nexen paired it against a known autocross benchmark, the Bridgestone RE-71R. The Nexen engineering crew flew from Korea and, along with Jho, descended on the kart track at Buttonwillow Raceway Park in Southern California, which would be used as an autocross course, with multi-time Solo National Champions Bryan Heitkotter and Jason Isley (also *SportsCar's* Associate Editor) sharing testing duties. Heitkotter brought his proven Street Touring Ultra Nissan 350Z, while Isley sported a TRD-equipped C Street Toyota 86. "We wanted two different cars set up for different classes," Jho explains. "This shows how the tires perform on different chassis and with different car preparation."

One compromise when doing this type of test, verses an outright speed test, is tire sizing. In this case, both cars were outfitted with identical 245/40-18 tires. This tire is significantly narrower than the 275mm width tire Heitkotter typically runs on his 350Z, and was a tad oversized



for the Street-classed Toyota. "Other companies will have a separate racing department, and that manufacturing is going through [dedicated] machines," says Jho. "For [Nexen], the SUR4 goes through the regular production line, so we have to stop production of other tires. Making the test tires in a single size minimizes the disruption."

Once the drivers were familiar with the course, turning consistent lap times on a baseline tire, a series of timed runs were set on the RE-71R control tire. Similar to a traditional Solo event, a minimum of five minutes was spaced between runs. The engineers from Nexen checked tire temperatures and air pressures between each run, and pressures were adjusted as necessary.

Nexen presented four sets of Nexen test tires for the drivers that appeared to be standard

SUR4 tires, but in reality they were all unique versions of the forthcoming SUR4G only identified as "A," "B," "C," and "D." Essentially, this was a "blind" test for the drivers.

Each set of tires was scrubbed in and then allowed to cool before timed runs were recorded. The same procedures for tire temperatures and pressures were repeated with each set. As each driver completed a test session on a set of tires, they filled out a questionnaire about each set's driving characteristics. This subjective information, along with lap times, gave Nexen's engineers guidance toward a final product.

For Heitkotter, this testing format was a new experience. "I did once test a new tire versus a known tire at an IMSA test in an LMPC car at Sebring, but it was not as thorough as what Nexen had us do at Buttonwillow," says Heitkotter. "The Nexen test was very direct with a small group of drivers and engineers working together, being efficient with testing and feedback."

For Isley, it was also a different experience than previous tests he'd participated in. "I've done product

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Bryan Heitkotter

ATTENTION TO DETAIL

(ABOVE) At first glance, these appear to be standard Nexen SUR4 tires; in reality, they are several variations of the new SUR4G.

(RIGHT) Circumference measurements, tire temperatures, pressures, and tread depth measurements were taken before and after use.

launches, but those are typically items already on the market, or only one step away from production by the time I've gotten my hands on them," Isley says. "With the SUR4G, we were doing a test early in the process - they could literally walk away with our input and start over."

Coming into the test, the Nexen engineers had theories about how the various tires would perform based on construction and compound. "They already had an idea of what it was going to do, but they did not know to what extent," says Jho. "[When it comes to this test], the numbers will tell. I don't think it was so close we will have a hard time choosing - we can look at the data and it was clear to see which [version of our tire] did what."

"The tires all had characteristics that really showed through during this test," says Heitkotter. "They each had a distinctive personality. What I found interesting was that sometimes a tire could feel a certain way and the lap time wouldn't always

correlate closely to that feel."

After testing concluded on the prototype SUR4G tires, the RE-71R was retested to help account for any difference in the track. Following that, Nexen wanted to perform a wet test.

Due to the unique layout of the kart track at Buttonwillow, a number of turns had standing water while others were simply wet asphalt - a good representation of what you might find at a Solo site after a heavy rain.

Nearly all of the tires were tested on the wet track, with one exception - one variant of the SUR4G tire had already been cut and pulled from the rotation by the engineers, presumably not performing up to expectations.

With the autocross test wrapped, Jho was already looking forward to the next step. "We did an autocross test, and now we have to do a track day test as well," Jho says. "The engineers can then look at the data and, based on driver feedback from the test,



make a decision of which tire to go with or whether we should tweak and retest."

So, how fast will the turnaround be from concept to production for this tire? "We expect to be wrapped up and have a new tire by the end of February," says Jho. So, Nexen - a brand-new contender in the world of SCCA Solo - will have gone from its initial product offering to version two in less than one year. SCCA Solo is indeed a rough segment for the tire industry. 📍

PERSONAL PREFERENCES

For serious Solo competitors like Bryan Heitkotter, tire choice comes down to the difference between winning and losing, but there can be other factors at play as well. "When choosing a tire for National-level events, my number one priority is to be on a tire that will give me the best chance of winning," Heitkotter admits. "Other factors become more of a priority for local events, mainly cost per run. But because I use my street car for autocrossing, I also drive to and from events on my competition tires and have to consider factors like a tire's ability to handle rain and its longevity with street use."

"When I was chasing Solo championships I didn't always have the fastest tire," says Jason Isley. "For me, it was really about comfort and control at the limit. With only three runs to get it right, I always preferred a tire that would let me push it without getting into trouble - something that was easy to drive always seemed to pay off for me."

The market for autocross-specific tires is relatively small, so manufacturers have to look at how the tires will crossover to the track day crowd and, importantly, to consumers who will simply use them as replacement tires for their daily driver. Tread life, ride quality, comfort, and price all factor in. When it comes to a range of sizes, sales typically dictate what's available - this is where the non-competition consumer can have a big impact, because they typically represent a larger part of the market.



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BRAKING UP

From how it handles the long haul of road racing to the short bursts of Solo, brake pad selection can have a massive impact on your finishing position | WORDS Jason Isley | MAIN IMAGE Wayne Flynn

A brake pad change is a simple and cost-effective way of improving braking – simply swapping out OE pads for something engineered for a motorsports environment will almost always reduce lap times. But just because a brake pad is more aggressive doesn't mean

it's right for your specific application – for that, you need to evaluate a number of factors when selecting pads. Chassis type, the kind of tire you compete on, and track surface are just a few of the items to consider when brake pad shopping.

For autocross, a brake pad

that has a lot of initial bite can be worse than the brake pads that came on the car, leading to nearly instantaneous brake lock up or the dreaded ice-mode in ABS-equipped cars.

"To me, the most important aspects for a Solo brake pad are the initial bite, the overall peak

mu, and how these two characteristics affect my ability to transfer weight and carry momentum," explains multi-time Solo Champion Dave Ogburn. "In Solo, direction change is everything, and the proper brake pad helps determine how effective I am at being precise



Rupert Berrington

while not bleeding off too much speed on corner entry. In a lower horsepower momentum car, like my C Street Scion FR-S, I like a lower mu pad with a lower initial bite. Generally, these types of cars are balanced and handle well from the factory, so a lower bite pad still allows me to pivot the car under braking while maintaining good rolling speed. In my E Street Prepared Chevrolet Camaro, I ran a higher mu and more aggressive initial bite pad than on the FR-S because I needed to use more abrupt inputs to force the nose-heavy, large-tire-shod Camaro to change direction."

Finishing at the top of the charts in Solo takes precision - slowing down too much can be just as harmful to your times as not slowing enough. "In Solo, the margins are very tight and the amount of speed you need to pull out under braking for each corner is typically very low," says Ogburn. "It's a very fine line between over-slowng and under-slowng."

When it comes to Club Racing, brake pad temperature range becomes a big factor. You need a pad that can stand the heat, but if you utilize a heat range pad that's outside the temperature range your car will generate during a race, it might not perform. Overheat a pad and you are rewarded with the dreaded long brake pedal; run too cool and you will get inconsistent, or grabby, brakes.

"Smooth modulation is number one," says multi-time Runoffs Champion Brian Linn. "I've had some pads that were very 'grabby,' which resulted in a few flat-spotted tires before

I made a change of brands. I've played around with different compounds for tracks that have different braking needs."

Brake pad selection can be very car dependent. If you have ABS brakes, you can sometimes get away with a more aggressive pad, while in other cases staggering pads front to rear can be an effective tuning tool.

"Mostly, I go with the manufacturer's recommendation," says Linn. "Their recommendations change in regards to car speed, weight, and amount of hard braking zones versus cooling time at a particular track. I've been surprised by the different feel that other cars have had. In both the MG and Lotus I've made big adjustments after getting in the cars for the brakes to feel 'right' for me. It makes a big difference in lap times when you have confidence in the brakes."

"On the Camaro," says Ogburn, "I used a less aggressive rear pad to keep it from axle hopping under heavy braking. Tricks like using split compounds as a brake bias are common in Solo and Club racing when, by the rules, you can't have brake bias adjustment. Many autocross cars are dual-purpose - if you use a car for autocross and track days, you need to lean toward a more heat-tolerant racing pad for safety reasons out on track. If you also use the car on the street, factors like noise and dusting can come into play."

You also want to consider longevity when selecting a brake pad, not only how this pad will perform over the length of a race, but also how many you're going to consume during a season. There may be a pad that performs great on your car but eats rotors almost as quickly as it slows your car. "Going through pads and rotors every weekend versus once or twice a season can have a big effect on your wallet," Ogburn points out.

If your current setup is requiring frequent replacement, consider testing an alternative - you never know, there may be a pad that equals its performance without the hit to your wallet. 📌

EVERYTHING IN MODULATION

On the racetrack (MAIN) and on the Solo course (LEFT), brake balance and control have a direct impact on drivability and lap times. A simple brake pad change can make a big difference in brake control, and it could help you shave those last few tenths of a second.



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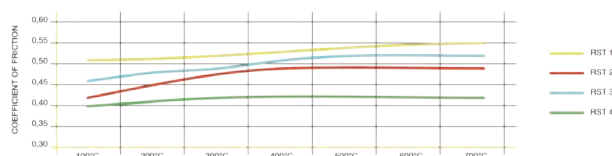
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THE BIG SHOW
(LEFT) Part of the problem with the 2.5 rule is it ignores the nuances of class participation. For instance, T1 was nearly in the bottom third of participation in 2016, but a strong 15 cars took the green flag at the Runoffs. (BELOW) A new way of looking at class participation will give popular Regional classes a chance of making it to the Runoffs.



Clark McPherson

BYE, BYE 2.5

The now-infamous Club Racing rule is finally on its way out, forever
WORDS Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Rupert Berrington

After being on the books for a decade or so, Club Racing's "2.5 rule" is being removed from the GCR in 2018. The 2.5 rule established an average entry number that was designed to allow for management of National classes in Club Racing. The rule, while still in the GCR, was routinely suspended by the Board of Directors and was only used once, removing G Production from the list of National classes a decade ago.

For 2018, the Club Racing Board is rewriting a couple of sections of the GCR to

allow for new classes to be included in U.S. Majors Tour events. To put it simply, new classes that fit into existing run groups will be able to race in the Majors. However, these classes will not necessarily be invited to the Runoffs.

At this writing, the proposal has not been approved by the Board of Directors, but will be addressed at the BoD meeting in January in Las Vegas. That said, what appears below is a rough draft of what the CRB will be presented and will discuss:

9.1.13 Runoffs-Eligible Class Participation Requirements (changes effective 1/1/18)

Eliminate the existing GCR Sections 9.1.13 A. B. C. D. and Notes 1 and 2 that contain references to the 2.5 rule. Replace with:

A. Annually, the Club Racing Board shall review participation numbers for Majors and Runoffs classes. Classes that do not maintain sufficient participation numbers will have one year to improve their participation level. If the class does not improve, it either will be incorporated into an existing class or become a Regional-only Class. All Runoffs-eligible classes participating in Majors events will not automatically be invited to the Runoffs (See 3.7.4.C Invited Runoffs Classes)

B. A Regional Class (except Improved Touring) may be reviewed by the CRB to become a Runoffs-eligible Class able to participate in Majors.

C. The CRB may recommend creating Runoffs-eligible classes for BoD approval. Runoffs-eligible classes, created under this section, will have at least three years to achieve sufficient participation numbers in Runoffs-eligible races before being consolidated or redefined as a Regional Class.

D. The CRB may designate a Runoffs Demonstration Class that would be eligible for the current Runoffs, only. ☉

BY THE NUMBERS

While the 2.5 rule hasn't been in effect for a while, it's still interesting to see where classes sit in average participation. In 2016, a total of 26 race weekends made up the U.S. Majors Tour, spanning from January to August, totaling 5,592 entries, meaning 215.08 average entries per weekend. Entry counts were highest in the Northern and Northeast Conferences, with 1,457 and 1,441 entries, respectively. Conversely, entry counts were weakest in the Western and Mid-States Conferences, with 815 and 618 entries, respectively. The Southeast Conference finished in the middle with 1,261 entries.

2016 MAJORS PARTICIPATION AVERAGE

CLASS	AVERAGE CAR COUNT	CLASS	AVERAGE CAR COUNT
SM	30.08	GT1	5.35
SRF3	27.00	AS	5.19
STL	12.81	F500	4.96
FV	11.04	FE	4.81
SRF	10.88	P2	4.77
GT2	9.15	T1	4.73
FP	7.92	FC	4.46
EP	7.62	P1	3.92
FF	7.62	GT3	3.81
T4	7.23	FA	3.77
HP	7.15	FB	3.58
T2	6.65	FM	3.15
GTL	6.12	BS	2.96
STU	5.77	T3	2.58

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**SPEC RACERS**

The 2017 ProSolo and National Solo rules have been released, with one change involving the Scion FR-S/Subaru BRZ twins (LEFT). The Scion and Subaru are the same cars some are proposing for use in a "spec" Solo class, somewhat reminiscent of what the Neon became back in the mid 1990s (BELOW).



Rupert Berrington

BUILDING THE FUTURE

From spec classes to women leaders, the Solo Events Board needs your help | **WORDS** Paul Brown | **MAIN IMAGE** Jeff Loewe

I have information from the Solo Events Board that is a bit informal. It's not the sort of thing that finds its way into *Fastrack*, but in many ways it's more important. So, rather than dancing around the first topic, let's unabashedly jump right to it: We have few women currently involved in Solo governance. Look at the list of Solo Cup recipients; look at the SCCA Hall of Fame. Names like Babb and Barnes are prominent on both lists, but check out the current SEB and it looks dangerously like an old-school men's club – although not by choice. Ladies, we desperately need your influence – unequal perspectives, which is what it looks like we currently have, is not the way to grow this sport, and we all know it. Want to help out? Query the SEB at www.sebscca.com.

Now on to ProSolo rules for 2017. These will be undergoing only minor revisions, and given the continuing success of the program, that's not a bad approach. The Index will see its mandatory revisions; class changes like moving the Scion FR-S and Subaru BRZ to D Street would change things even if car owners weren't continually developing cars. The points threshold for tier-one qualifying for the Finale will drop from 33 to 32, to include competitors with a pair of second-place

finishes. Other than that, we'll see just minor administrative and grammatical tweaks.

Next up is more of a housekeeping item: the Solo rulebook represents us, yet there is a major shortcoming that needs to be addressed. Each preparation category has a preamble, describing the who, what, and why of the existence of the category. Right now they are a "hodgepodge of nothingness," says SEB Chairman Brain Conners. Look for some major work in addressing this. There's a place for mottos, and this is that place.

John and Pat Kelly had a major influence on making the Solo program what it is, and we lost both of them in the past year. The Kelly Cup recognizes Regional excellence. This year we'll see just the second recipient of this award.

And, last but not least, the idea of a Spec Solo class has been around for forever. Looking at SCCA Club Racing, Spec Miata is one of the most successful classes ever, and most marquee clubs have their own equivalent, from Spec E30 to Spec 944. There's a lot to be said for "equal" competition in "affordable" cars with known parameters and no clear development path. We've had a number of de facto spec classes in Solo, like D Stock Neons back in the glory days of that contingency

program, the 1999 Miata Sports, and maybe ND Miatas in C Street now, but they were never really "spec" classes, sometimes seeing over-dogs entering the classes.

With that said, there is a proposal to create a true "spec" Solo class. This is just an idea now, but one possibility is the first-gen twins (Scion FR-S and Subaru BRZ) with some sort of performance package (think a spring and sway bar kit, dampers, wheels, tires, and maybe a standard tune on a car from a specific model year range) – perhaps a supplier might have naming rights, with the upgrade kit being available from them.

Rather than a contingency package, perhaps a discount price for the prep package would attract not only top drivers but also those who are just developing into top drivers? Obviously the cost of this kit could not be so much that it is a disincentive to participate, and the base car has to be something where siphoning off a (hopefully) large chunk of competitors would not kill an otherwise healthy class. The twins were in the absurdly huge C Street in 2016, so they seem like a pretty good choice there.

Comments, ideas, and even nuts and bolts suggestions for what might be included in a spec prep package are welcomed by the SEB. 🍷



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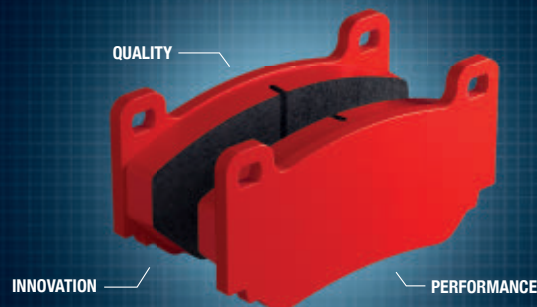
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LESSONS LEARNED

Registration Worker of the Year winner Peggy Dietz has learned a lot during her years with the Club

WORDS James Kearney | **IMAGE** Courtesy Peggy Dietz

Peggy Dietz fell into the looking glass that is SCCA Club Racing in 1994. That was the year she married her husband Jim who bought a Formula Ford the same year and they went racing together. They are still at it, and track time has always been family time, later including their two children, Jennifer and Robbie. "We were a bit of a rag tag crew along with Jim's brother - we weren't mechanically inclined but we were enthusiastic," laughs Peggy.

She recalls the crew's efforts to communicate with Jim during a session to keep him informed. "We didn't have a radio and back then and there was no data acquisition," she says. "We had a pit board and we developed a sort of code to let him know intervals and such. We did a lot of guessing as to what he wanted."

If the racetrack is indeed the test of a marriage, they are doing just fine. All these years later, Jim still has a formula car, now a Formula Continental, son Robbie has run

Formula Vee and is building a Formula F with Dad's help, and daughter Jennifer helps at registration.

As is often the case, a serious commitment began with an innocent suggestion. Peggy had been coming to the track with Jim for about five years when he mentioned to her that he'd heard they needed help at registration. She wandered up to registration and met Dorothy Harrington, and that was that. "Dorothy really knew her stuff and she was super organized," Peggy

"Attitude is everything at registration. We are all about being friendly and helpful"
PEGGY DIETZ

recalls. "I learned everything I know about registration from Dorothy. She was a wonderful registrar." Some years later when Dorothy stepped aside, Peggy found herself running the store. "Now I feel like I've been here forever. And I have to say I have a great team of folks with me."

Peggy was an accountant for 12 years before staying home to raise her kids. After they left the nest she went back to school and became a special education teacher in 2012. She works with emotionally disturbed children and she says it does indeed require a lot of patience. I make the requisite joke about how being part accountant and part special-education teacher may be the perfect background for registration, she laughs. "When I'm at the racetrack I'm in a totally different world. It is a total escape from work. Racing to me is being home. It always feels like it is exactly where I'm supposed to be."

Peggy is a born and bred northern Ohio gal and is a dual member of Neohio and Ohio Valley Regions. She also works with Cincinnati Region when they sanction a race at her home track, Mid-Ohio. As the Great Lakes Division Administrator she gets around to many tracks such as Grattan and NCM Motorsports Park at the National Corvette Museum.

She is a detail-oriented person who is willing to help out whenever needed. One driver arrived at registration without a competition license. It hadn't expired - he never had one. Well, he had something called a

Provisional Pro license and a current medical. Peggy went into problem solver mode and, after a conference call with Topeka, an authorization from the Chief Steward, and a swipe of a credit card by the driver's mom, another happy driver entered the paddock. "We do whatever we can to help them out," she says. "We're not the mean guard at the gate; we are here to help our members get quick and friendly service."

The currency of a driver's competition license comes up more than you would think. To avoid surprises and general unhappiness, Peggy will peruse the entry list forms well ahead of an event. For the Mid-Ohio Majors in 2016, she discovered six drivers who had registered but whose competition licenses had expired. She dutifully called them all to alert them to the problem well before they left home. They all had current licenses by the time they arrived trackside.

"Drivers are renewing their Club membership online and not realizing that they need to renew their competition license," Peggy says. "They just want to race. Whether it's a missing minor waiver form or a license issue, they don't want a hassle at the window and we don't either. Most folks are very appreciative of me calling them ahead of time to save them a headache. Nobody does this stuff on purpose." She says they rarely send someone home who wants to race. But they have to protect the Region and the track as well as themselves.

"Attitude is everything at registration," says Peggy, who was awarded the Registration Worker of the Year award at the 2016 Runoffs. "We are all about being friendly and helpful. And we have food, water, and we operate indoors." She notes they can always use more help in registration and they have various levels of difficulty. The worker window, for example, is an easier assignment, as there is less information to examine. She notes that some people don't care for the job when things get super busy. "We are very accepting of all who want to give us a hand. We all have our limits. I know I couldn't do F&C. Remember, registration is sometimes the only time when people get to chat with one another. I love it when somebody just stops by to say hi." 🍷

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DRIVING PASSION

For 24-year-old RallyCross National Champion John W. England Jr., quantity was the key to success

WORDS James Heine

IMAGES Rupert Berrington

To say that Ohio Valley Region's John W. England Jr. had a good competition year in 2016 is no overstatement. The 24-year-old RallyCross driver from Baltimore, Ohio, not only won Modified Rear Wheel Drive at the RallyCross National Championship in late September in Indianola, Iowa, but he also won MR at the Great Lakes Division RallyCross Championships in June at Lake Odessa, Mich.; finished second in class at the 2016 East Coast RallyCross National Challenge in July in Frostburg, Md.; won his Region's 2016 MR title handily; and finished second in Western Ohio Region's annual MR standings. Busy guy.

"I have always had a passion for motorsports," England says. "My family has been involved in motorsports my whole life, starting with snowmobiling before I was age 1 and winning an amateur snowmobile race when I was 10. My dad autocrossed when he was younger and he started again with me when I got my license. I also raced BMX from ages 4 to 12."

We caught up with England just before Thanksgiving - and just before his everyday life got really busy. England, you see, is a UPS driver, and as many of us might suspect, his work life driving one of those familiar brown trucks ramps up as Thanksgiving, Christmas, and New Year approach.



"Don't hit any cones, and don't slide around too much. Keep a nice, tight, clean line"
JOHN W. ENGLAND JR.

Normally, he explains, his workday begins about eight and ends "between, probably, five and seven." During the Christmas season, it can be, well, a bit longer.

But back to motorsports: His National Championship weekend, England says, "started off a little bit rough," but in the end, he was able to "climb back and take time off" bit by bit in his Mazda Miata and succeed in catching and passing Dustin Kirk in his Toyota Corolla.

"I liked the surface a lot - it was really grippy," England says of the RallyCross Nationals site. As to the secret of winning a National Championship, "Don't hit any cones, and don't slide around too much. Keep a nice, tight, clean line," he says.

England shares the Miata, a 1995 R model, now supercharged, with his father (also named John), and the pair migrated from Solo to RallyCross several years ago,

after changes to the class he autocrossed it in.

"We just had the car sitting around, and we thought, 'Well, let's try RallyCross,'" England says. "So, we put it back on its stock springs, put snow tires on it, and went RallyCrossing."

Was adding RallyCross to their family motorsports portfolio a good move? You bet, England notes. "It's fun, laid back, dirty, and awesome to slide around on dirt," he says; and besides, it proves "that Miatas are useful everywhere."

His Ohio Valley Region RallyCross colleagues and fellow competitors are a welcoming and supportive group, England adds, and the Region's RallyCross program is "growing quite a bit," with a typical turnout during the summer season of 50 or 60 people. "We try to recruit as many people as we can," he says.

That includes his own friends, who think what he does is

WINNER WINNER

John W. England Jr. clinched his RallyCross National Championship in 2016 after a season of plentiful competition.

"awesome," England says. "I've had one friend come out and drive my car, and he loved it. And I've had a few people come out and ride along."

What does England enjoy away from RallyCross? Well, he says, there's snowboarding, snowmobiling, hiking, and camping, and perhaps not so surprising, the World of Outlaws, another dirt-oriented motorsport. "Actually, I'm interested in pretty much anything that's motorsport related," he says.

To enhance his RallyCross skills, England has attended a Team O'Neil one-day rally school twice. Also, he says, a lot he has learned while autocrossing, which he still does occasionally, has transferred to RallyCross. As with any form of motorsport, seat time, whether on pavement or dirt, helps a lot, he adds.

England's advice to anyone interested in RallyCross is straightforward: "Get a cheap car and focus on tires and suspension. Keep it affordable so you can get to as many events as possible. The more events you do, the better you will get."

For the coming season, England says he and his dad will tweak the Miata a bit more, try to run as many events as their schedules will allow, and "travel a bit more" to experience RallyCross in other Regions. Based on his 2016 season, we have no doubt he'll succeed. 🍅



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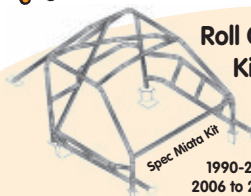
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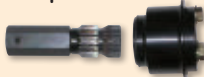
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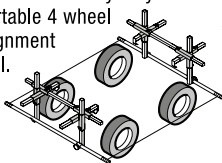
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Aug 12 Mid-Ohio Sports Car Course, Ohio
Aug 26 Road America, Wis.
Sep 10 Watkins Glen International, N.Y.
Sep 24 VIRginia International Raceway, Va.
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Aug 10-12 Mid-Ohio Sports Car Course, Ohio
Sep 14-17 Circuit of the Americas, Texas

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Apr 29-30 Summit Point Motorsports Park, W. Va.
Ma7 13-14 Pittsburgh International Pace Complex, Pa.
May 27-28 Pocono Raceway, Pa.
Jun 23-25 Watkins Glen International, N.Y. (Hoosier Super Tour)
Jul 15-16 Thompson Speedway Motorsports Park, Conn.
Jul 22-23 New Jersey Motorsports Park, N.J.

NORTHERN CONFERENCE

May 6-7 Blackhawk Farms Raceway, Ill.
Jun 2-4 Mid-Ohio Sports Car Course, Ohio (Hoosier Super Tour)
Jun 16-18 Road America, Wis. (Hoosier Super Tour)
Jul 8-9 GingerMan Raceway, Mich.
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Jan 13-15 Sebring Int'l Raceway, Fla. (Hoosier Super Tour)
Mar 4-5 NOLA Motorsports Park, La. (Hoosier Super Tour)
Mar 17-19 Road Atlanta, Ga.
Apr 14-16 VIRginia Int'l Raceway, Va. (Hoosier Super Tour)
Jul 1-3 Roebeling Road Raceway, Ga.

MID-STATES CONFERENCE

Apr 8-9 Hallett Motor Racing Circuit, Okla. (Hoosier Super Tour)
Apr 22-23 Circuit of St. Louis, Ill.
May 13-14 Heartland Park Topeka, Kan.
May 27-28 Pueblo Motorsports Park, Colo.
Jul 1-2 High Plains Raceway, Colo.
Jul 22-23 Motorsport Park Jastings, Neb.

SOUTHERN CONFERENCE

Feb 11-12 Texas World Speedway, Texas
Mar 4-5 NOLA Motorsports Park, La. (Hoosier Super Tour)
Mar 24-26 Circuit of the Americas, Texas (Hoosier Super Tour)
Apr 8-9 Hallett Motor Racing Circuit, Okla. (Hoosier Super Tour)
April 29-30 Motor Speedway Resort Houston, Texas
May 27-28 Texas World Speedway, Texas

WESTERN CONFERENCE

Jan 13-15 Auto Club Speedway, Calif.
Mar 11-12 Willow Springs, Calif. (Hoosier Super Tour)
Apr 1-2 Thunderhill Raceway Park, Calif.
Apr 28-30 Buttonwillow Raceway Park, Calif. (Hoosier Super Tour)
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55-YEAR MEMBERS

Bob McQueen	1/1/1962	Atlanta
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50-YEAR MEMBERS

John M. Buffum	1/1/1967	New England
Richard W. Coath	1/1/1967	Chicago
Susan Dupree	1/1/1967	Florida
Edward J. Forrest	1/1/1967	Atlanta
Horace A. Laffaye	1/1/1967	New England
Ed R. Long	1/1/1967	Oregon
Betty K. Martin	1/1/1967	Northeast Oklahoma
Timothy R. Ross	1/1/1967	Cincinnati
Dick Templeton	1/1/1967	San Francisco
Walter O. Wurzbach	1/1/1967	Gulf Coast

45-YEAR MEMBERS

John H. Deonarine Jr.	1/1/1972	Philadelphia
David Dill	1/1/1972	Western New York
Michael Fischer	1/1/1972	Milwaukee
Stanley J. Fisher	1/1/1972	Susquehanna
Omer H. Norton	1/1/1972	North Carolina
Frank Sanchez	1/1/1972	Northern New Jersey

40-YEAR MEMBERS

Janet C. Berry	1/1/1977	Arkansas
Jarold W. Boettcher	1/1/1977	Kansas City
James J. Bosso	1/1/1977	San Francisco
Craig Carr	1/1/1977	Ohio Valley
Jan Clark Castelluccio	1/1/1977	Indianapolis
Steve Coe	1/1/1977	Cal Club
Robert Tristram Coffin	1/10/1977	North Carolina
Sandra L. Cole	1/1/1977	Detroit
Joanne R. Cox	1/1/1977	Central Carolinas
E. Jeffrey Cox	1/1/1977	Central Carolinas
Douglas S. Crawford	1/1/1977	River Cities
Bill Cutler	1/1/1977	Kansas
John P. D'Angelo	1/1/1977	Houston
Susan Faucett	1/1/1977	Indianapolis
Bruce Faucett	1/1/1977	Indianapolis
Paul E. Gilbert	1/1/1977	Reno
Joe Douglas Haddon	1/1/1977	St Louis
Martha Lou Haddon	1/1/1977	St Louis
Paul D. Helberg	1/1/1977	San Francisco
Bob Hudson	1/1/1977	Atlanta
Ken Irwin	1/1/1977	Atlanta
Gary M. Jablonski	1/1/1977	New York
Julie Johnson-Partridge	1/1/1977	Indianapolis
Carol Kapp	1/1/1977	San Diego
Linda Lea Kearney	1/1/1977	Washington DC
Philip L. Keirn	1/1/1977	Fort Wayne
Jeffrey Lee Loughhead	1/1/1977	Ohio Valley
Robert W. McDaniel	1/1/1977	North Carolina
Judith A. McDonald	1/1/1977	Central Florida
Kevin M. McKinney	1/1/1977	Atlanta
Eddie M. Meadows	1/1/1977	Central Florida
Gary Meeker	1/1/1977	San Francisco
Stephen Minnig	1/1/1977	Washington DC
J.R. Mitchell	1/1/1977	New England
Jeffrey H. Mosher	1/1/1977	Blue Ridge
Robert Negron	1/1/1977	San Francisco
Edd Ozard	1/1/1977	San Francisco
David Pozzi	1/1/1977	San Francisco
Lawrence J. Rehagen	1/1/1977	Detroit
Philip L. Schmidt	1/1/1977	Northwestern Ohio
T.J. Shaughnessy	1/1/1977	Central New York
Richard A. Skrehot	1/1/1977	San Francisco
D. Bruce Turner	1/1/1977	Ohio Valley
Richard J. White	1/1/1977	Northwest
Paul H. Zabel	1/1/1977	Arizona
Ellen Zitzlsperger	1/4/1977	Nebraska

35-YEAR MEMBERS

Christy Beeson	1/1/1982	Western Ohio
Bill Davis	1/1/1982	Atlanta
James Dorfman	1/1/1982	Chicago
David A. Dunlap	1/1/1982	San Francisco
Michael Floyd	1/1/1982	Oregon
Don S. Girven	1/1/1982	Western New York
Sidney H. Goode	1/10/1982	Central Carolinas

Sean E. Halloran	1/1/1982	Southern West Virginia
Jeanne A. Loyning	1/1/1982	Oregon
Richard J. Miller	1/1/1982	Texas
Charles E. Nearburg	1/1/1982	Texas
Judith A. Porterfield	1/1/1982	Cal Club
Michael P. Puskar	1/1/1982	Neohio
Janet E. Schmuck	1/1/1982	Chicago
V.A. Sherrod	1/1/1982	West Texas
Julian B. Silverberg	1/1/1982	Des Moines Valley
James R. Snyder	1/1/1982	Susquehanna
Gary Paul Sommers	1/1/1982	New York
Alan VanDeWeghe	1/1/1982	Northern New Jersey
Cory A. Vandeweghe	1/1/1982	Northern New Jersey
Shirley Wantland	1/1/1982	Washington DC

30-YEAR MEMBERS

Peter Agnell	1/9/1987	Texas
Steve Ahlgrim	1/27/1987	Chicago
Ken Alderson	1/9/1987	Neohio
Daniel John Benzer	1/26/1987	Lone Star
Gwen Carlson	1/14/1987	Indiana Northwest
Michael A. Caron	1/19/1987	New England
Ron Ciaravella	1/9/1987	Central Florida
Alan Dahl	1/28/1987	Northwest
Laura Kathryn DeBower	1/29/1987	Central Florida
Kim Dean DeBower	1/29/1987	Central Florida
William T. DeRienzo	1/16/1987	Florida
Mark Forbes	1/16/1987	Florida
Arthur Foster	1/23/1987	New England
Terry Gilles	1/29/1987	Neohio
Lynn M. Girven	1/16/1987	Western New York
Carol A. Halkias	1/27/1987	Ohio Valley
Mary Ellen Hall	1/6/1987	Ohio Valley
Kenneth C. Harvey	1/29/1987	San Francisco
Daniel D. Hollenbaugh	1/27/1987	Tennessee Valley
Anna M. Horn	1/26/1987	Central Florida
Michael J. Horn	1/26/1987	Central Florida
David R. Keith	1/16/1987	Cal Club
Robert Joseph Kliffel	1/13/1987	Detroit
Carol Leuty	1/16/1987	Northwest
Emily Mandile	1/23/1987	Washington DC
Patti Jo Mendenhall	1/9/1987	West Texas
Juanita Gail Miller	1/14/1987	Texas
Penny Morgan	1/6/1987	Milwaukee
David W. Patten	1/16/1987	New England
Thomas M. Proko	1/15/1987	Western New York
Douglas Rocco	1/6/1987	New England
Janice A. Roller	1/22/1987	Detroit
Harry G. Schneider	1/14/1987	Central Florida
Bob Siska	1/27/1987	San Francisco
Bonnie J. Wannarka	1/30/1987	Lone Star
Angelo G. Zucchi	1/29/1987	San Francisco

25-YEAR MEMBERS

Lesley Albin	1/28/1992	Southern Illinois
Thorleif Barbru	1/9/1992	North Carolina
Susan L. Becker	1/6/1992	New York
Harold K. Corbin	1/22/1992	Atlanta
Leanne Corbin	1/24/1992	Atlanta
Sydney Davis	1/16/1992	Houston
Daryl L. Dubrovich	1/29/1992	Arizona
Steve Eckerich	1/28/1992	Central Carolinas
Rick Frank	1/20/1992	Houston
James Goelden	1/22/1992	Milwaukee
Jane Horner	1/28/1992	Atlanta
Drew W. Horner	1/28/1992	Atlanta
Mike Jensen	1/23/1992	San Francisco
Donald Kahn	1/15/1992	New England
Vicki Lanning	1/28/1992	Central Carolinas
Brian E. Levesque	1/30/1992	New England
John McIver	1/22/1992	Detroit
Jeff Meyer	1/9/1992	Great River
Renee Meyer	1/9/1992	Great River
John H. Nelson	1/29/1992	St Louis
Cecelia A. Papa	1/13/1992	Northwest
Kenneth J. Porteous	1/29/1992	North Carolina
William R. Sarran	1/13/1992	Cincinnati
Joyce Tanner	1/10/1992	Oregon
Ronald D. Tanner	1/10/1992	Oregon
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PHILIP ROYLE

EDITOR, *SPORTSCAR* MAGAZINE

ON CONVENTION'S EVE

I've had the good fortune of attending every SCCA Hall of Fame induction ceremony since its creation in 2005. Coincidentally, that was also the very first SCCA National Convention I attended. It was a cold and snowy Convention in Kansas City, and I was there with the then-editor of *SportsCar*, Richard James, having recently been hired as Richard's right-hand man on the magazine. There, Richard introduced me to Club stalwarts like Marge and Phil Binks, and it was also the year I met Pego Mack, who gave me my first primer in RoadRally. At the Hall of Fame ceremony that wrapped that year's Convention, I listened to inspiring stories from the likes of Sue Roethel and Bill Milliken, and my eyes were truly opened to what I was a member of.

I'd been autocrossing since 1997, so while I wasn't new to the Club in 2005, I'd never realized the amazing history of the SCCA, nor did I grasp what went into organizing each event. To me, an SCCA event involved getting to the Solo site at a bleary-eyed 7 a.m. so I could walk the course. I'd scarcely spent two seconds considering the work that went into organizing events themselves, and I was completely lacking in the knowledge of

such figures as General Curtis E. LeMay, John Bornholdt, and Berdie Martin, and the importance they played in the SCCA.

As you read this, the Club is heading into its 13th Hall of Fame induction ceremony, this time held in a much less snowy Las Vegas. In probably a week from right now, I'll be sitting down alongside hundreds of SCCA members to be entertained, amazed, and informed by stories of the Club's past through the involvement of Pete Brock, Dennis Dean, Larry and Linda Dent, Joe Huffaker Sr., Lyn St. James, Phil Hill, and Jim Kaser. Once again, I'll learn more about the Club than I knew, and maybe I'll finally be able to chat with Dennis Dean without it being the result of me having to visit the Chief Steward's office at the National Championship Runoffs (don't ask - all you need to know is it ended well).

The best part is, you can still attend this year's Convention and Hall of Fame ceremony. The SCCA National Convention takes place Jan. 19-21, the flight from your airport to Las Vegas is probably still affordable, and you can sign up for the Convention and Hall of Fame banquet at



FORGING OUR PATH

Sue Roethel was one of the first inducted into SCCA's Hall of Fame.

www.scca.com/convention. But if you can't be there in person, we'll bring you complete coverage in the April issue.

What amazes me is that, now 13 years in from my very first National Convention, I still get energized as the event draws near. I always learn something new in the seminars, the conversations I have in the hallways between sessions are invaluable, and the excitement in the air the night of the Hall of Fame ceremony is palpable. I wouldn't miss it for the world, and I hope you won't either. ☺

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FROM THE ARCHIVES

10 YEARS AGO... FEBRUARY 2007



- The SCCA Board of Directors voted to make Formula Enterprises a National class.
- A story about the future of RallyCross talked about the first RallyCross National Championship, taking place that year.

20 YEARS AGO... FEBRUARY 1997



- A news item discussed the end of SCCA's Pro truck series, quoting Pro Rally series manager John Buffum as he suggested the trucks move to rally.
- *SportsCar* listed Joe Huffaker Jr. as "one to watch" in 1997.

50 YEARS AGO... FEBRUARY 1967



- A member's letter to new REs suggested Regions host an event and donate proceeds to the Muscular Dystrophy Association. Sue Roethel, DC Region's new RE, took him up on the challenge and did just that.



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