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MARCH 2017 VOL. 75 | ISSUE 3

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SEASONS GREETINGS

The 2017 U.S. Majors Tour season kicked off with fierce racing at Homestead-Miami Speedway, where waves were immediately made. Notably, GT1 was turned on its head when Preston Calvert shot out of the gates with competitive class times in a slick FIA GT3-R Porsche, winning overall when conditions got damp.

DATE Jan. 6-8, 2017
LOCATION Homestead, Fla.
WHAT U.S. Majors Tour
PHOTOGRAPHER Angela McCall







WIN ONE

The first stop on the 11-weekend Hoosier Racing Tire Super Tour was at Sebring International Raceway, where 20-year-old Quinten Nelson overcame a poor Saturday showing to take the FE win during Sunday's sprint race.

DATE Jan. 13-15, 2017

LOCATION Sebring, Fla.

WHAT Hoosier Racing Tire Super Tour

PHOTOGRAPHER Dave Green



USRRC REGISTRATION IS OPEN

The 2017 running of the United States RoadRally Challenge is slated to take place Sept. 15-17 in Alaska. Hosted by Arctic Alaska Region and taking place on the Alaskan Kenai Peninsula, the event will offer both a challenging competition and a unique destination for those making the trek. Registration is now open, with more information available at www.scca.com/roadrally.





NEIL VERHAGEN LANDS RRDC MARK DONOHUE AWARD

ON HIS WAY Neil Verhagen is most certainly well on his way to a great career in motorsports. S CCA National Champion Neil Verhagen, a 15-year-old high school student from Mooresville, N.C., was named the 46th recipient of the RRDC Mark Donohue Award. This award is presented annually by the Road Racing Drivers Club for outstanding performance, competitiveness, and sportsmanship during the SCCA National Championship Runoffs.

Verhagen became the youngest SCCA Runoffs National Champion in history, winning the Formula F class



during the SCCA Runoffs presented by Garmin VIRB at the 2.258-mile Mid-Ohio Sports Car Course, Sept. 19-25, 2016. Before this win, IndyCar racer Graham Rahal, a full year older than Verhagen, was the youngest when he captured the Formula Atlantic National Championship at Mid-Ohio in 2005.

The teenager also claimed the SCCA Super Sweep Award, winning his U.S. Majors Tour Conference, the national points championship, a key regular season race, and, finally, the Runoffs.

Driving in his first Runoffs in the No. 3 K-Hill Motorsports/Hoosier Mygale SJ11/Honda, Verhagen started from pole position and built a 15-second lead before a full-course caution brought the field back on his tail. He quickly moved ahead after the restart and took the checkered flag with a 5.51-second margin of victory.

"I knew about the RRDC Donohue Award, but I had no idea I was even in contention to receive it until I got the phone call from Bobby Rahal," says Verhagen, who also won the 2016 F1600 Championship Series and was named the only American on the FIA's 20 "Under 20" list. "I am extremely honored and very happy to receive this award.

"It's obviously not easy to win the Runoffs or the F1600 Series championship, [but] I got done what I came to do and it was a very good year for me," says the driver who's won two karting championships since starting his racing career in 2010.

Verhagen credits his family for allowing him to pursue his dream. "My family has no relation to racing at all, which makes it quite difficult because at the same time that I'm going through it for the first time, it's also their first time," he explains. "My dad had a group of friends at work who had BMWs and would take them to track days, but not to race. I thought that was kind of cool and I wanted to try it, and then he got me into a go-kart eight or nine years ago, and here we are today.

"My family has been absolutely amazing. Even my brother races, and that makes it even more difficult to try to support two kids. And it's because of their support that I'm here."

Even though he lives in the heart of NASCAR country, Verhagen has a clear goal. "I'm determined to get a professional ride in either IndyCar or F1," he says.

"The RRDC honors Neil not only for his outstanding drive to win, but for his natural ability and skill at such a young age to safely win a championship against other outstanding drivers and cars in the field," says RRDC President Bobby Rahal, a Runoffs champion long before he won the 1986 Indianapolis 500.

Every year, the RRDC Mark Donohue trophy is an engraved glass top, mounted on a special, racing-experienced wheel, provided by an RRDC member. This year's wheel was donated by Roger Penske and Team Penske, celebrating its 50th year in the sport. It came from the No. 22 Shell-Pennzoil Ford driven by Joey Logano at the Nov. 13 Phoenix NASCAR race.



CHECKERED FLAG

JAMES E. "JIM" KASER 1928-2016

James E. Kaser, the first head of SCCA Pro Racing, passed away in late December. Kaser oversaw the first SCCA professional racing series, the United States Road Racing Championship (USRRC), the success of which led Kaser to organize Canadian American Challenge Cup (LEFT). Soon after, Kaser introduced the Trans-American Sedan Championship.

Florida event kicks off 2017 Tire Rack SCCA ProSolo season

The SCCA National Solo Department has announced the addition of an event near Fort Myers, Fla., which will allow for an earlier start to the Tire Rack SCCA ProSolo season. The new event will take place March 10-12 at Buckingham Field in Lehigh Acres, Fla., and will be hosted by the Gulfcoast Autocrossers Club (GAC). Howard Duncan, SCCA's Senior Director of Rally/Solo, says no ProSolo event has taken place at that venue since 2003, and no SCCA National Solo competition has occurred there in a decade.

"We have been working with GAC for the last few years about returning to Buckingham Field, and I sincerely appreciate the efforts of GAC's Craig Ellis and SCCA member Darrin DiSimo in making this happen," Duncan says. "This year we were able to work out a plan where we can start the 2017 Tire Rack National Solo season with two events in the south on back-to-back weekends; the Ft. Myers ProSolo and then the Dixie Champ Tour in Cecil, Ga. This should allow the Solo community to not only get two events for one trip, but also tie in a Florida vacation as a bonus."

SHOWDOWNThe 2017 ProSolo season kicks off in Florida.





Club Racing contingency programs announced

ore than a dozen top-tier partners have pledged support for 2017 SCCA U.S. Majors Tour and Regional competitors through contingency sponsorship programs. The group of corporate partners includes automakers, tire manufacturers, and other companies that make and sell motorsports-related items.

A full rundown of contingency offerings can be found on www.scca.com via the "Contingencies" link under the "Road Racing" selection on the "Programs" tab.

Contingency offerings for the 2017 Hoosier Racing Tire SCCA Super Tour and U.S. Majors Tour contingency partners include Hawk Performance, Honda Performance Development, Chevrolet, Summit Racing Equipment, Black Armor Helmets, Ford Performance, Goodyear Tire, Hoosier Racing Tire, Carbotech Performance Brakes, Five Star Racing Windows, G-LOC Brakes, Mazda North American Operations, Mini USA, Nissan Motorsports, and Toyota/TRD.

There are also Regional road racing contingency partners for 2017, which include Hoosier Racing Tire, Mazda North American Operations, Mini USA, and Toyota/TRD.

Many contingency opportunities require pre-registration. Details and instructions to register for each of these programs are available at the SCCA contingency webpage. It is the responsibility of each competitor to make sure they are in compliance with each program for which they would like to enroll. •



FORD POWER
The SRF3 class will enjoy support from Ford.

SPEC RACER FORD GEN3 GAINS FORD SUPPORT

Ford Performance and SCCA Enterprises have announced SRF3, a cash and parts credit voucher contingency program for the 2017 Hoosier Super Tour season. The awards will apply to the 11 Hoosier Super Tour races on Sunday, as well as the National Championship Runoffs. Cars must display two Ford Performance Stickers and one Ford Blue Oval sticker to qualify. •

FINISHING POSITION	FORD PERFORMANC CASH	ENTERPRISES PARTS CREDIT VOUCHER
1	\$250	\$250
2	\$225	\$225
3	\$200	\$200
2 3 4 5 6	\$1 <i>7</i> 5	\$1 <i>75</i>
5	\$150	\$150
6	\$125	\$125
7	\$100	\$100
7 8	\$75	\$75
9	\$50	\$50
10	\$25	\$25

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2017 SCCA FEE REVISIONS ANNOUNCED

The SCCA Board of
Directors has finalized its
2017 fee structure for dues,
sanctions, and insurance. Of
note is a \$5 increase in dues
for both regular and weekend
members. Lee Hill, the SCCA
Board of Directors Chairman,
says the revised membership

fee will go into effect March 1, 2017. "Raising prices is never popular, but in preparing the budget for 2017 it became obvious that some increases were going to be required in order to maintain balance," Hill says. "The slight membership increase applies to both regular

and weekend memberships, and is the first increase in eight years. The decision to change dues was not taken lightly, but was felt to be the most effective and equitable avenue available."

Sanction and insurance fees, also finalized, are available online at www.scca.com. •



F4 U.S. HARD CHARGER AWARD

Competitors in the 2017 SCCA Pro Racing Formula 4 United States Championship Powered by Honda will have the opportunity to increase their total cash prize earnings by \$3,000 during the six-event season with the new JRi Shocks Hard Charger Award. For more information, visit F4USChampionship.com.





ON-AIR

The Hoosier Super Tour will enjoy live audio coverage.

Super Tour Radio broadcast team

Offering a new dimension to Club Racing, all 11 weekends of the 2017 Hoosier Racing Tire SCCA Super Tour will feature a live audio broadcast thanks to the new Super Tour Radio presented by Hoosier Racing Tire. The experienced team providing the "race call," color commentary, and on-air entertainment will be comprised of the three-man broadcast crew of Bob Steele, Mike Wolfe, and Gregg Ginsberg.

Steele, Wolfe, and Ginsberg have worked together for the last three years as the highly acclaimed Performance Motorsports Network (PMN) lineup, announcing live race coverage for the Washington D.C. Region's Mid-Atlantic Road Racing Series (MARRS) and SCCA U.S. Majors Tour events from Summit Point Motorsports Park.

"Super Tour Radio presented by Hoosier Racing Tire was created to provide consistent insight and entertainment heard at tracks, online at SCCA.com or over PMN's network during Hoosier Super Tour race weekends," says Eric Prill, SCCA's Vice President.

Be sure to catch all of this year's Hoosier Super Tour action at www.scca.com/live, or Performance Motorsports Network with Super Tour Radio presented by Hoosier Racing Tire.

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OVERCOMING ADVERSITY

Cindy Duncan endured and overcame to win the 2016 F Street Ladies Solo title.

2016 SCCA Solo Driver of the Year: CINDY DUNCAN

The SCCA Solo Driver of the Year, chosen by the Solo Events Board from nominations submitted by the membership at large, is awarded to the competitor who has demonstrated exceptional skill or has overcome major obstacles to produce an outstanding performance at the Tire Rack SCCA Solo National Championship. This year's winner is Cindy Duncan, of the Central Kentucky Region.

After garnering a string of second- and third-place finishes at the Tire Rack Solo Nationals over the last several years, Duncan arrived in Lincoln, Neb., last September



determined to finally take the win. However, a prior back injury reared its head just prior to competition, sending Duncan off to a local Urgent Treatment Center.

But even with a suspect back, Duncan held the lead in F Street Ladies going into the final day of competition. Fate, however, was not done with its attempt to foil her bid for a championship title. Just before the fifth heat on Friday of the Tire Rack SCCA Solo National Championships, historic rains drenched the venue and caused an unprecedented two-hour delay in the action. The 66 drivers in her heat had to wait for the

downpour to stop before taking to the West Course. Splashing and sliding through the standing water in her Ford Mustang, Duncan put down her fastest time on her first run.

Unable to improve on her subsequent runs, she watched as other drivers whittled away at her 0.471sec, first-day advantage as water slowly started to drain from the course. But with a rainbow emblazoning the sky after the heat, Duncan's time held up, resulting in a 0.379sec victory and her first National Championship - a fairy-tale ending for the 2016 Wendi Allen Scholarship recipient.

SCCA VENTURES CREATED TO HOUSE PRO RACING, ENTERPRISES

S CCA Enterprises and SCCA Pro Racing have been merged into one subsidiary entity of the SCCA, named SCCA Ventures Inc. The former subsidiaries will continue to operate as independent divisions within the SCCA Ventures structure. The move allows a more structured oversight and reporting process for the for-profit arms of the SCCA, and provides a number of administrative advantages for the businesses.

"To the outside world and for the customers and clients of the entities, this change will appear seamless," Lee Hill, SCCA Inc. Chairman, says. "Pro Racing and Enterprises will continue to operate as before. Instead of each being SCCA wholly-owned corporate entities, they are now divisions of a single wholly-owned corporate entity, with some administrative tasks, such as accounting, combined."

The oversight of Ventures is a five-person corporate board,

which reports to the SCCA
Board of Directors. Dan
Helman, vice-chair of the SCCA
Inc. Board of Directors, serves
as chairman, with a slot for an
at-large appointment (former
SCCA Chairman John Walsh),
SCCA's senior finance
employee (Mindi Pfannenstiel),
and the respective Division
presidents (Mike Collins and
Roby Clark). Each division's
current board will remain
active as a committee to guide
the respective operations. •







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BONDURANT AT TRACKSIDE























TRACK NIGHT MEMBER DISCOUNT

Thanks to support from Tire Rack and Mazda, Track Night in America is offering SCCA members a dramatic discount to Track Night events in April. Rather than the usual \$150 entry fee for the no-pressure track events, Track Night is discounting April events to just \$50 for those with SCCA membership cards. Find more information at www.tracknightinamerica.com



Brian Linn named 2016 President's Cup Recipient

irst presented in 1954 by then President Dwight D. Eisenhower, the President's Cup is awarded to the SCCA driver demonstrating ability, competitiveness and success at the SCCA National Championship Runoffs. The winner is selected by the Stewards of the Meeting and the Chief Steward of the National Championship Runoffs. The 2016 recipient is H Production driver Brian Linn, of the Cal Club Region.

Previously awarded to drivers such as Roger Penske, Skip Barber, Bobby Rahal, Jim Hall and Paul Newman, Linn adds his name to the list due to his performance this year at Mid-Ohio Sports Car Course during the H Production event at the 2016 SCCA National Championship Runoffs. Racer



Tom Feller, in a Triumph Spitfire, held the pole and the lead at the start, but Toyota Yaris driver Jason Isley was a constant threat, as was Linn.

After 12 laps, Feller slipped back leaving the fight to Linn and Isley who swapped the lead from one corner to the next. It was an epic battle with both drivers putting on one very entertaining show for spectators around the track. But when the checker fell, Linn had the win over Isley by a scant 0.697sec - his second consecutive H Production Runoffs victory.

Willy T. Ribbs and Unsers head Trans Am effort

A ccording to a report on RACER.com, two-time Indy 500 winner Al Unser Jr., Trans Am legend Willy T. Ribbs, and former Indy Racing League standout Robby Unser have formed the Unser Ribbs Unser Racing Team to participate in the 2017 Trans Am championship.

As Marshall Pruett reports, the trio, who became fast friends while competing at the SVRA vintage racing event held at Indianapolis Motor Speedway made the decision while touring to promote the Brickyard Invitational arranged by series CEO Tony Parella.

"It started a few years ago with the three of us doing radio and TV appearances and we got to kicking the idea around," Ribbs told RACER.com. After Parella purchased a stake in the Trans Am series in August, the decision to unite was made.



"We called Tony and said that now he's going to be the Bernie Ecclestone of Trans-Am, we wanted to join in," Ribbs continued. "This has a lot to do with Tony buying into the series; we know his ambitions and with his acquiring a stake in the series, we're confident in where he'll take the series and want to be a part of it."

"We are definitely going to run for the championship, so Al's going to get the first car and then me and then Robby," said Ribbs. "Al's going to go for the championship and then the rest of us will come in a little later."

"We spoke with Amy Ruman, the champion, and she knows we're coming," Ribbs added. "Boy, is she tough, and that's the kind of competitor we want to go up against.

This is going to be great fun and serious work." •

MEMBERSHIP DRIVE CONTEST

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

MEMBERSHIP DRIVE REFERRAL LEADERS FOR DECEMBER 2016

NAME	REF	REGION
Gal Mesika	83	Washington DC
Brian Ghidinelli	77	San Francisco
Gayle Jardine	50	Cal Club
Warren Leach	47	San Diego
Yufan Wu	32	San Francisco
J. Burchardt	26	SW Louisiana
Darren Gunn	25	Central Fla
Cheryl Babbe	19	Arctic Alaska
Darrick Taylor	19	Buccaneer
Todd Higgins	15	South Jersey
John Zuccarelli	15	Florida

2,400 additional members have at least one referral.

REGION LEADERS (Category based on 2015 year-end membership) REGION GROWTH

JUMBO REGIONS (80	0+):
Texas	7.7%
Washington DC	7.6%
Chicago	7.1%
LARGE REGIONS (40	1-799):
Northwest	9.0%
South Jersey	4.7%
Finger Lakes	2.5%
MEDIUM REGIONS (20	00-400):
MEDIUM REGIONS (20 Mohawk Hudson	00-400): 36.9%
Mohawk Hudson	36.9%
Mohawk Hudson Utah	36.9% 20.9% 17.5%
Mohawk Hudson Utah Lone Star	36.9% 20.9% 17.5%
Mohawk Hudson Utah Lone Star SMALL REGIONS (<20	36.9% 20.9% 17.5%

The passing of Linda Sharp

Women racers may be more common now, but you don't have to go back far to find a time when a woman wearing a driver's suit was, perhaps, an oddity. Linda Sharp was one of those rare exceptions, blazing the way for future women racers. Linda campaigning a Datsun 2000, competing at the Runoffs in 1976, '78, and '79. From there she became a racing instructor, then a nationally syndicated automotive journalist. Sadly, she passed away in late 2016.

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ROAD RALLY PROGRAM GROWS 26 PERCENT IN 2016

After a decade of little growth, participation in SCCA's RoadRally events grew by 26 percent in 2016, climbing from 1,468 cars entered in 2015 to 1,842 in 2016. The growth primarily came from seven different Regions that regularly host RoadRally events, plus seven more Regions held RoadRallies for the first time in 2016.





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LEE HILL
CHAIRMAN, SCCA BOARD OF DIRECTORS

THE ROAD AHEAD

C hristmas greetings from sunny Florida! I realize that by the time you read this it will be mid-February, but it's a warm and sunny Christmas Day in Tampa as I write this - a blessing for sure. And, since Christmas is traditionally a time to count one's blessings, this seems like an appropriate time to do so for the Club.

We are wrapping up a difficult year - but one full of promising signs. We shattered the previous participation record at the Tire Rack Solo National Championships in Lincoln, had an outstanding National Championship Runoffs at Mid-Ohio with great racing throughout, and RallyCross followed up with its own successful National Championship event held once again in Indianola, Iowa. Financially, the Club seems to be finishing strong, SCCA Enterprises had a solid year, but SCCA Pro Racing struggled with unexpected snags in the inaugural season of the Formula 4 United States Championship.

Stepping forward into 2017, we will hire a president, who will find a staff which has demonstrated its ability to keep the Club up and running on a daily basis

"We already have new leadership in place and performing well at both of our for-profit subsidiaries" along with more than 100 active Regions that put on over a thousand events across the country supported by an exceptional group of dedicated volunteers. He or she will also find a proper cost accounting system in place - one developed and implemented since Mindi Pfannenstiel took over the top financial role

two years ago – which provides reliable program-level information for decision making and gives both the Board of Directors and SCCA Notional Staff far greater insight and understanding of the Club's key financial metrics.

We already have new leadership in place and performing well at both of our for-profit subsidiaries. Robey Clark has SCCA Enterprises operating on a solid financial footing, the SRF conversion to Gen3 is on schedule, and there are exciting upgrades for the FE and ESR in the works; meanwhile, Mike Collins focuses SCCA Pro Racing on mutually beneficial long-term partnerships and building Formula 4 into a marquee series.

And, we're going to Indy in 2017 with the Runoffs!

Here in Florida, it's a little over a week until the 2017 National Club Racing season begins in earnest and we're off to Homestead-Miami Speedway for the opening Southeastern Conference Majors and the first step on the *Path to the Brickyard*. A week later we head to Sebring for the inaugural Hoosier Super Tour, while over on the West Coast, the Western Conference Majors season kicks off at Fontana along with a Cal Club Solo. Then it's on to Las Vegas for the SCCA National Convention. We're already off to a rapid start!

Did I mention that we're going to Indy, too? •



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TAMRA HUNT

NEW ENGLAND REGION | MEMBER SINCE 2015

didn't grow up around car racing. In fact, I learned to drive stick on a Ford Festiva. With that car, I had to think ahead if I wanted to make it up a hill without slowing to a crawl! To say the least, my racing career didn't start until later in life

In 2014, I signed up for a rookie autocross school. My first year of autocross was spent at my local club running a Miata. Later that year, I took an Evolution Performance Driving School, where Billy Davis was my instructor. Little did I know that less than a year later, Billy would become a great friend and mentor, and that I would have the opportunity to drive the Davis car at National events.

In 2015, I dove head first into National events, driving many different cars - 18 in total! Of those, I drove four different cars at National events across L2, L3, and CSPL, never finishing off the podium. Driving a variety of cars forced me to adapt every time and it was a great learning experience. The end result was placing second overall in L3 in a Honda S2000 named 'Elsa' owned by Tim Kong (at that point, a three-week-old STR build), winning CSPL in the Mazda Miata 'Jack' owned by the Davis family, and receiving Solo Rookie of the Year honors. In 2016, I managed a repeat CSPL win, but in Mike Kline's and Danny Kao's car 'Oscar,' having never driven it before (the Davis car had electrical gremlins, causing a last-minute car swap).

The SCCA has an amazing sense of family. During the Wilmington Tire Rack ProSolo event in 2016, issues plagued us. We broke the differential carrier, exhaust, an axle, and even floated a valve. Thanks to our perseverance as well as parts and assistance from the autocross community, we were able to patch it up repeatedly. Despite missing many runs, I still managed a 0.050sec victory in L1, and the car owner Billy won open CSP, too.

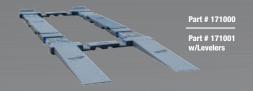
Although my SCCA life is just beginning, what an awesome, whirlwind of an experience it has been so far."

IMAGE Courtesy Tamra Hunt





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Want a peek into my world? A couple of years ago, I was invited to give feedback on a new car not yet on the market. I did not hold back. I felt so honored and a bit embarrassed to pontificate to those extremely knowledgeable engineers, but I really enjoyed the chance to have input at this high level in a production car. Amazing, but similar to what I do when I work with a race team, too. Want to know what I said? Here you go:

he most primary thing that got my attention was the softness of the platform vertically under high g-force cornering. It felt as though the car needed much more support, perhaps from more spring rate. Along with that, the shock damping also seemed very light, allowing a lot of travel, which happened relatively quickly.

This lack of shock caused the car to feel as though it compressed fully, landing hard on the bump rubbers, disconcertingly so. The car also was quite lightly damped in rebound, resulting in a lot of suspension droop, and chassis lift, coming off a bump. This is what I mean by a lot of vertical motion: A general feeling of being under-damped and a lack of support, a lack of platform.

The soft damping is no doubt very helpful for comfort in a street situation, but results in secondary motions that I call "wallow" on track. Bouncing frequency lasts too long after an input from the road surface. I also might call this "float." This sensation reduces control and accuracy in high-g driving.



My non-engineer's recommendation is to add some spring rate and increase low shock-speed damping a lot, then tune the blow-off to minimize harshness on sharper impacts. In the comparison cars, brand "A" in Sport mode is a good example of going too far with the damping and causing harshness - too stiff. Brand "B" was really good at controlling the big bumps with a high degree of comfort. Brand "C" has what I consider a very high level of spring support and damping for a driver's car, without being too stiff and uncomfortable.

Despite this soft feel in ride – what I call vertical motion – your chassis feels much better in body roll. In the transition of the chicane on the back straight, there was a feeling of predictability and of good balance, loading front and rear equally. Here is an area where there is potential to be even better than brand "C."

I found this also to be true entering a corner; when the steering is first turned, the chassis rolls and weight transfers to the outside. Roll did not seem to upset the balance of the car. It was strikingly different from brand "D," which understeered heavily in roll.

I believe more support in the platform will even enhance the feel of your car in transitions, which is its strongest point at the moment.

I felt a lot of vibration on bumps in high-g, as well: long frequency, in the chassis. Your chief engineer commented that it could be suspension or subframe bushings. For me, it is just a feeling. A bump should best be felt as a thunk, not as a boing, which lasts longer. It suggests to me a need for a stronger chassis, perhaps, or subframe mounts? I realize the car I drove was a mule, a prototype, which helps explain the extra sensations.

In achieving a great driver's car, it is appropriate to give up some ride comfort for handling accuracy. I have witnessed the whole American automotive market move in this direction over the last several decades, to my great delight.

Part of what defines good handling is well-defined and consistent response to inputs, especially steering. Bushings and drivetrain mounts must be firm enough to respond quickly and accurately. Too soft and a car begins to feel isolated. This is very true of shock damping, too.

Steering feel was good, in my opinion, but accuracy was lost with the floaty chassis. I also found the ratio to be appropriate.

Braking was very strong, with very quick response - maybe even too quick. It was surprisingly strong on initial pedal application, but I very much prefer this to too slow and soft. Brand "A" is a good example of poor brake response and feel. I experienced no fade, excellent. Stability was also very good under hard braking, and I felt brake dive was properly controlled.

Your car was doing a good job of putting power to the ground, exhibiting good traction under acceleration, as well. Please keep this characteristic in mind when experimenting with shock settings; there's still room for improvement. Brand "E" is the best two-wheel drive in this respect, by a lot. Amazing, really. Several others are not as good at it, requiring stability control to avoid power-induced snap oversteer. Not good in a driver's car.

BEHIND CLOSED DOORS

What makes for a good track car does not necessarily translate to a road-going production piece, but every now and then a little bit of that tuning somehow finds its way.

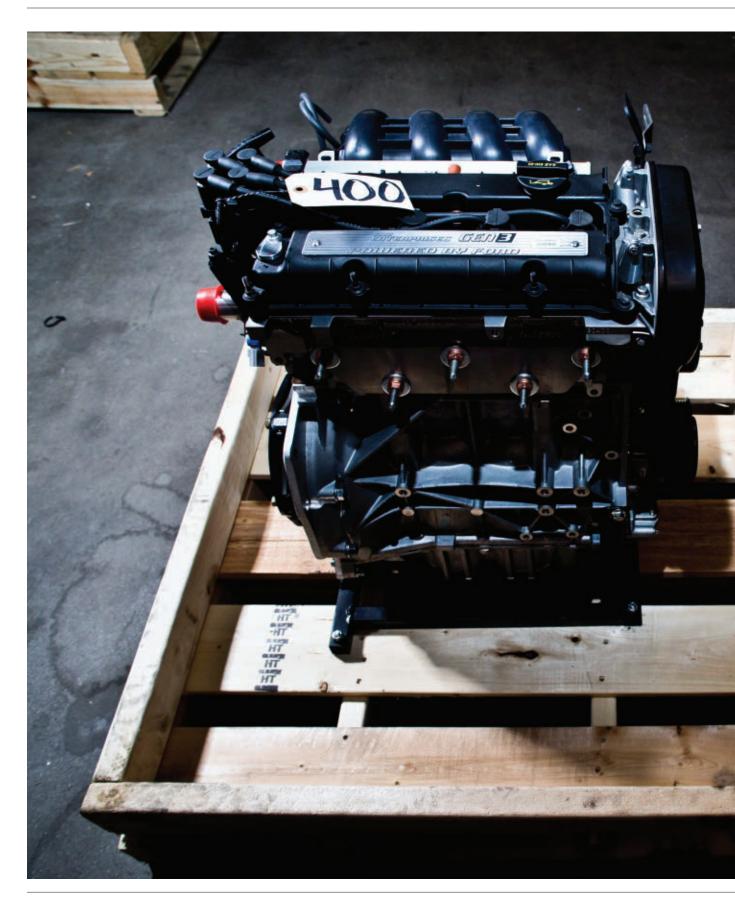
Coming from my racing, it is very important to me that a chassis put power down well, with no excessive wheel spin, especially with the very powerful engines of today. This leads to much more control, and much better lap times, as well.

Your engine makes beautiful and very loud sounds that please my ear, and I like how it pulls strongly all the way to redline. I would like more midrange torque. The power band of brand "E" is again a good example, both in strong low and midrange torque, without fading at high rpm, either, and in a turbo engine that does not feel like one. No lag or sudden surge in the power.

In today's high-performance driver's car environment, your engine is very refined but a little behind in midrange punch. And, of course, lower rpm torque is where it'll run the vast majority of the time. I apologize for this outrageous remark, but it could use another liter. And tune the power for the lower ranges, versus going for big numbers at high revs as a priority.

I do really appreciate a strong naturally aspirated engine like yours, and I am convinced the car would benefit from more displacement. Always, no? More power! But seriously, I believe this would be good for this car in the current market.

I had always dreamed of contributing to the development of a manufacturer's car, so it has given me great satisfaction to know I had a small influence in this one. Brand "X," top secret. •



BUILDING 400

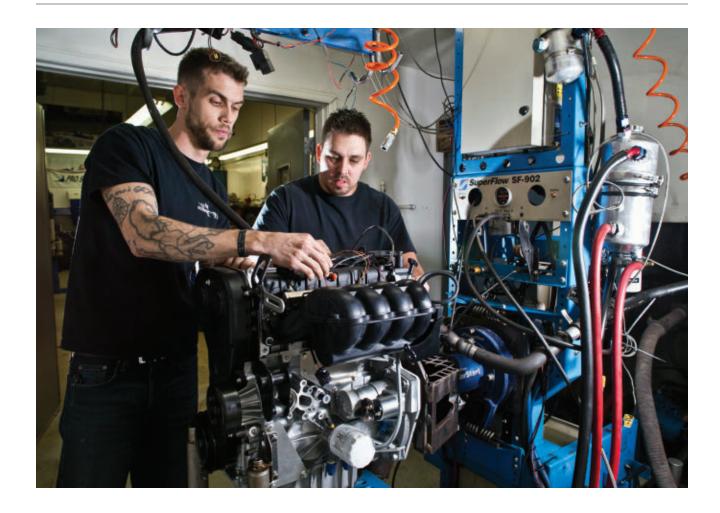
Development of the Spec Racer Ford Gen3 was a non-starter – that is, until Ford Performance stepped in. Now, seven years later, the story is still unfolding

WORDS Philip Royle and Jeff Zurschmeide | IMAGES Philip Royle

I hen the decision was made to move SCCA Enterprises' Spec Racer Ford from the aging Ford 1.9-liter to Ford's new 1.6-liter engine, Enterprises knew the road ahead would not be easy. After all, an engine conversion wasn't even the original plan. Rather, the search started with trying to source a replacement head for the second-gen SRF's 1.9 liter, but when that journey led to dead ends, Enterprises headed in a different direction, found an essential new partnership in an old friend and now, in early 2017, more than 400 of the new Gen3 motors have been produced.

"The problem was we were out of cylinder heads [for the 1.9-liter motor], and while researching making new cylinder heads, I met the Ford Performance guys," explains SCCA Enterprises Technical Director and multi-time Spec Racer National Champion Mike Davies. With Ford's help, says Davies, "the reality was that it would be less expensive to swap to a new motor than to have cylinder heads made."

In 2010, Ford's 1.6-liter Sigma engine was coming to market, and the suggestion was made to try fitting that under the SRF body. "I basically went around to car dealerships with a tape measure and started measuring," says Davies. "Soon, with contacts at Ford Performance, we got a motor. Then [starting in 2011], for 16 or 18 months it was 10 hours a day working to make the conversion to happen."



Over those months, Davies worked on designing some of the many pieces that turn a basic engine into a reproducible, spec racing package, and along the way, his relationship with SCCA's advocates at Ford deepened. "I built several exhaust headers and the Ford guys started to get excited about it," Davies says. "Ford Performance engineers David Bourne and Dan German were a big part of the intake design. They had the authority to use Ford's rapid prototype shop to produce test manifolds that we could run on the dyno. It's a pretty intricate part, and it has to be sturdy."

It's one thing to develop one-off engine parts for a Production or GT car, but Spec Racer Ford brings additional challenges to the table. For one thing, the engine has to be sealable to prevent tampering, thus every part has to be designed for production rather than custom-fitted, and that costs serious money.

"I wanted to remove the variable cam timing to ensure that people didn't tinker with it," Davies explains, "so we needed a new timing belt cover. I drew one and David Bourne drew one, and before you knew it we had a custom timing belt cover. Ford also took on the job of doing the intake manifold. That was \$96,000 just for the tooling.

"If Ford wouldn't have stepped up, there was no way we'd have that manifold," Davies admits. "We tried furnace braised, metal, cast, all sorts of things. [Ultimately] Enterprises simply



(ABOVE) A spec class like Spec Racer Ford demands eaual power. SCCA Enterprises' Shannon Snow (right) and Reed Thompson (left) attach a 1.6-liter Ford motor to Enterprises' in-house dyno for testing before shipping the motor to a customer. (BOTTOM) Thompson logs the timing on a stock

1.6 Sigma head.

EQUALITY

doesn't have the \$100,000 to put up for tooling, so Dan German and Ford Performance really came to the rescue."

When you think about it, Ford is a massive automotive company selling millions of vehicles worldwide each year - why would that company be interested in the relatively tiny number of Spec Racer Ford? "I'm in the performance parts business, so we do air intake systems and the like for Mustangs and F-150s," explains Ford Performance Motorsports Engineer Dan German. "There are some parts that we only sell 200 or 400 of each year, so the Spec Racer Ford stuff is right in our wheelhouse. We're like the SCCA Enterprises of Ford." He also notes that racecars with Ford power make for Ford advocates in the racing community, helping deepen Ford's brand.

With Ford's interest, contacts, and financial depth, many of the development costs that were out of reach for Enterprises were suddenly





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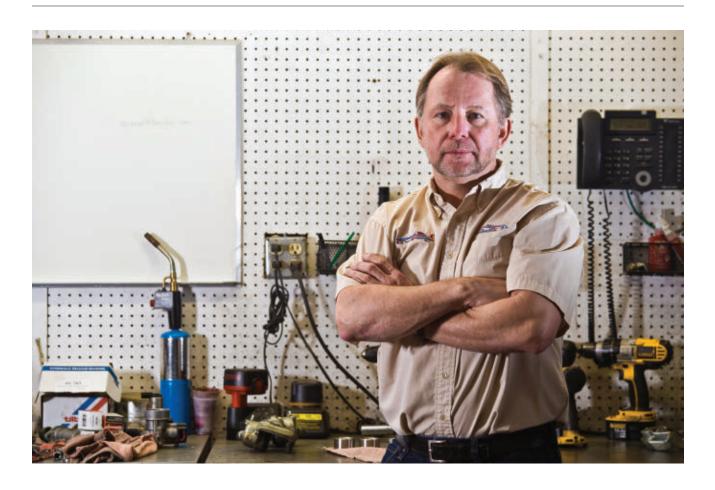
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BEHIND THE **STORY** SCCA Enterprises' Mike Davies (ABOVE) and Robey Clark (BOTTOM) worked with Ford Performance's Dan German (LEFT) to ensure the best package for Gen3 SRF racers.

achievable and things like intake manifold development could happen. "The manifold was nearly six figures in development costs," says German. "We worked that out so it would be over a three-year period that the tooling would truly be paid for."

That financial gamble seems to have paid off for Ford. "SCCA Enterprises anticipated selling 450 engines over three years, so they've pretty much met the bogey - it even looks like we're going to surpass it," says German.

Hitting the projections puts Enterprises in a place of confidence with Ford. Case in point, the SRF Gen3 uses a Performance Electronics ECU since, at the time of the Gen3's development, Ford opted not to dedicate the time and money needed for such an endeavor. But if it were to happen again, the story might be different. "If we did this again," says German, "I think we would probably be willing to do that development."

In areas where Ford couldn't offer direct development, the company

"If Ford wouldn't have stepped up, there was no way we'd have that manifold"

MIKE DAVIES

offered introductions that opened doors Enterprises couldn't open on its own. "Dan [German] put me in touch with the engineering firm in Europe that does Ford's cooling systems, and we went over everything we could to make sure we weren't going to have issues with the way the engine is mounted in the car," says Davies, noting that Enterprises is currently using that knowledge in the development of a new radiator for the Gen3.

Ford also assisted with the Gen3's intake system. "At one point, Mike [Davies] was trying to get a new air filtration system on the car, so at PRI one year I introduced Mike to the people at AIRAID and they listened," says German. "Mike made up a CAD model and they made a very nice piece."





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"We're also now working with Ford on contingency offerings for SRF"

ROBEY CLARK

"There's 10 or 15 things like that [with the Gen3] where Ford helped us out with their connections," says Davies. "When people say we couldn't have done it without Ford, they're not blowing smoke. Dan and Ford Performance really did open doors to get parts made."

"Ford Performance goes to outside suppliers and we use our leverage with them - we don't go to our highproduction suppliers," German explains of the production process for Gen3 parts. "It's good business for the smaller guys Ford does business with."

The results of this partnership have been dramatic. Since the phase-in of the Gen3 SRF three years ago, more than 400 engine kits have been produced (potentially exceeding 450 by the time you read this) – and keep in mind the number of SRF chassis that have been sold since the inception of the class in 1984. "Nine hundred and thirty Spec Racer chassis have been produced," says SCCA Enterprises President Robey

Clark, noting the partnership with Ford has been a boon for both Enterprises and Ford. "We're also now working with Ford on contingency offerings for SRF," he smiles.

Obviously, the 1.6-liter Ford motor won't be produced forever, and this was a consideration at the time, but neither Ford nor Enterprises are worried. "We know at some point Ford will move away from the 1.6 motor," says Clark, "but we feel they will keep producing the motor as a replacement part for the cars they make today."

"Ford has a cycle plan of how long an engine is going to be in production," German explains. "That's not to say the number isn't going to be lengthened or shortened at any time, but Ford gave us the number and we were all comfortable with it."

To Clark, a longtime Spec Racer competitor since the Renault days - who actually races a Gen3 chassis that was once a Sports Renault - the partnership with Ford is a natural one that will only continue to blossom. "We've been with Ford for 20 years and we want to be Ford powered going forward," he says. And, considering what has been accomplished so far with this partnership, there's no sign of change any time soon. •

BUILDING SUCCESS (Left to right) Robey Clark, Dan German, and Mike Davies are still working closely to fine tune

the Gen3 setup.

BY THE NUMBERS RUNOFFS PARTICIPATION GEN2 GEN2 2014 2015 2016 **U.S. MAJORS TOUR PARTICIPATION** 069 283 SRF GEN3 **GEN2 SRF GEN2**

SRF GEN3 HOOSIER SUPER TOUR CONTINGENCY OFFERINGS

2015

2016

2014

FINISHING POSITION	FORD PERFORMANCE CASH	ENTERPRISES PARTS CREDIT VOUCHER
1	\$250	\$250
2	\$225	\$225
3	\$200	\$200
4	\$175	\$1 <i>7</i> 5
5	\$150	\$150
6	\$125	\$125
7	\$100	\$100
8	\$ <i>7</i> 5	\$ <i>7</i> 5
9	\$50	\$50
10	\$25	\$25



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"The difference from the best to the worst [SRF Gen3 motor] is 1.8hp. That's the whole premise"

MIKE DAVIES

That was also when Mike Davies went to work at SCCA Enterprises. Davies was a four-time National Champion in Sports Renault, Spec Racer, and Spec Racer Ford. As the new Technical Manager, he brought with him both technical expertise and a fierce commitment to the class.

"At the time I got hired, we were doing 150 to 170 of the 1.9-liter engines every year," Davies recalls. "And we had three or four cylinder heads failing every month. They had been serviced so many times they were becoming unreliable."

The Enterprises president at the time asked Davies to look for someone to fabricate replacement cylinder heads. "The heads were going to be

\$1,800 to \$2,000, so I said we should look at something else," Davies remembers. "We needed a replacement."

As it happened, fate smiled on the project and Davies happened to meet Mike Delahanty and Andy Slacker of Ford Performance at an SCCA event. "They're great guys," Davies declares. "Mike said that Ford had a new engine for the Fiesta that might be a good fit, and they sent me a sample. But I also went around to car dealerships with a tape measure and measured engines to try to figure out what engines would fit."

RACE ONE

The first Sports Renault race came in 1984 and featured a number of notable drivers, including then-SCCA President Nick Craw. The winner of the race was Dave Weitzenhof, courtesy of some fancy last lap maneuvers (some things never change).

When the sample engine arrived, Davies fabricated engine mounts and a transmission adapter and installed the Fiesta engine in a Spec Racer chassis to see if it had a hope of working. "It went slowly for about a year, as we asked the CSRs [Customer Service Representatives] if we should move to a new engine," Davies relates. "Some said we should just fix the 1.9 if we could. But there were some who thought a new engine would be fun. So I worked on it as a side project and, after a while, I had all the pieces to make it run."

About the time that Davies was ready to start the new engine for the first time, the Enterprises Board of Directors held a meeting at the shop and took a look at Davies' work. "The very first time it ran was the last day of that Enterprises Board meeting," Davies said. "We started the engine, ran some tests, and held it wide open at 6,000rpm for 30 to 40 minutes straight, literally moments after we first started it. We decided to see if it would hold up."

The engine did hold up, better than Davies had expected.

"It passed with flying colors,"



Archive / Gordon Jolley

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he recalls. "It didn't overheat, and the oil temp didn't go through the roof. So we knew this was really going to be a durable engine."

RESULTS MATTER

By the time the SRF3 kit was released, it had been tested and observed around the country, and drivers were excited about the extra performance and improved demeanor of the car.

"The R&D car program helped iron out most of the bugs before the kit was released to the public," says four-time SRF National Champion Mike Miserendino. "Enterprises, and mainly Mike

Davies, did such a good job of making sure everything was in place with the kit."

The sentiment is echoed from CSRs around the Club. "I was around for the SR-to-SRF conversion," says Mike O'Callaghan of Flat Out Racing. "I felt that one was a bit more difficult mechanically because engine mounts had to be cut out and new ones welded in, which isn't required this time. We have found the Gen3 conversion to be pretty straightforward and fairly easy."

From the Enterprises perspective, the new package is doing exactly what was needed.

"I think the last thirdgeneration engine off the dyno was number 436 or 438," Davies estimates. "The difference from the best to the worst of them is 1.8hp. That's the whole premise of the Spec Racer; the fact that everyone has the same drivetrain to keep the competition as tight as possible."

COMPARING SRF TO SRF3

This year's SRF and SRF3 National Champions both weighed in with comments on the new third-generation Spec Racer compared to the prior package. "I started racing Spec Racer with a Renault back in 1993," says current SRF3 National Champion John Black. "I think Davies has done a great job, a hundred times better than the first conversion. The car feels the same but with a bit more power."

Todd Harris is the reigning National Champ in SRF, which is scheduled to make its final appearance at the National Championship Runoffs in Indianapolis later this year. Although he won the championship in SRF, he's a big fan of the new package.

"The balance is better, so it's easier and more fun to drive," Harris explains. "The rear end is

IN THE PRESS

(LEFT to RIGHT) Spec Racers have dominated the cover of SportsCar many times, starting as early as January 1985. The first Sports Renault ad in SportsCar boasted a \$9,995 sale price. By 1987, Enterprises advertised chassis 489 had been sold. The March 1994 issue featured new Ford-powered SRFs. In 2004, SRF was as strong as ever at the Runoffs.











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CAN'T GET ENOUGH

2016 SRF Gen3 National Champion John Black (ABOVE) started racing in the class in 1993. (BELOW) At the 2017 Sebring Hoosier Super Tour, 70 Spec Racers took the green flag.

"The level of competition is what brought me to Spec Racer Ford. The...Gen3 has made it even better"

JOHN BLACK

lighter, so you can catch it easier and bring it back."

One thing everyone agreed upon is that the new generation of SRF will draw more top drivers to the class. "If other drivers understood how well developed the SRF is, they'd be amazed," Davies argues. "They've been around so long that every trick is well-known now. The front 10 at any event are very close, as well as other groups throughout the field."

"A big draw was the quantity and ability of the drivers," Black says. "The level of competition is what brought me to Spec Racer Ford. The new Gen3 has made it even better."

Harris sees the new package as an attractive option to bring new racers to SCCA. "I think the Gen3 is a much more viable alternative for a young go-karter looking for the next step," he says.

For all his work to bring the SRF3 to fruition, Davies is far

from finished - but he's happy with the results so far. "I wouldn't say I'm finished with the tune, but it's really good," he admits. "We don't break engines and they drive very well. I tell people that each one of these kits is my kid. I want to see them run properly. They're not really mine, but as far as I'm concerned, they're mine."



A NEW TIRE

SRF and SRF3 both changed to a new tire in 2016, adopting the Hoosier brand for both dry and wet conditions. "Our class is looking for a tire that is durable, affordable, and forgiving to our broad range of driver ability,"

John Black says.

"The Hoosier tire is definitely an upgrade," Todd Harris believes. "The tire lasts longer, it's faster, and you don't have to put on a set of stickers to get a fast qualifying time. With the Hoosier, you have to run them a couple of sessions to get them worn in and really fast. The Hoosier at Mid-Ohio got faster with every lap in qualifying."

That's not just an opinion. Harris' race results stand as proof. "I set the fast race lap and the SRF lap record at the Runoffs in the second to the last lap of the race," he points out. "The Gen3 car and these tires have made us so much faster, and it's just more fun to drive. It's as simple as that."

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or most SCCA members, camaraderie and great competition is enough to keep them coming back.
Competitors take time away from their jobs and families to spend it with their extended SCCA family, doing what they love. Luckily, a number of manufacturers and

retailers see that passion, and that time invested, and they have found a way to give back. From RallyCross to Solo to Club and Pro Racing, there are a number of generous contingency offerings from a variety of companies. These programs can give competitors a boost or

perhaps even launch a career; but why do the manufacturers do it?

In recent years, arguably the most visible support program has been the Mazda Ladder System, which gives hopefuls a shot at moving from Club-level competition to the professional ranks. But well before there was

a Mazda Road to 24 there was a contingency and parts support program. "We use contingency as a lever to accomplish two things: grow participation and to spread the love," explains David Cook, manager of Mazda Motorsports Business Development. "The thought



behind our entire motorsports program is to support our racers. They don't have to be running the most recent cars and buying parts from us because they are brand advocates. They are spending their discretionary income to go out and compete in a Mazda, and

we believe we owe it to them to support them. We celebrate them, and we try to be a resource for them."

The sentiment of supporting the customer is widely shared by the various contingency suppliers. "We have been involved with SCCA for years,"

says Jim Greenleaf of Summit Racing Equipment. "We realize that these racers are our customers and it's a way to support what they are doing. We are involved in quite a few contingency programs for that same reason. It's our way of giving back to them, and we see a very strong redemption rate through the SCCA program, which is very encouraging."

The 2017 season has seen expanded involvement from a number of manufacturers, such as the addition of the Hoosier Racing Tire Super Tour. "We've been involved with the SCCA for a long time," says Tim Gilvin of Hoosier Racing Tire, "With this partnership we are giving back, the racers get more exposure in a roundabout way, it helps everybody out. For a lot of guys it makes a difference, both on the road race side and the Solo side. It helps a lot of people stay racing, by making it more affordable; if they win one tire or two tires, it's their next race. It helps out tremendously."

Mazda has even found a way to stretch its dollar as it reaches out to more competitors in 2017. "We learned that a smaller percentage than we would have liked were being rewarded for performance," says Cook. "We were given feedback by many competitors throughout the 2016 season, and a recurring suggestion was to pay deeper that even came from a couple of Solo champions - who suggested we could pay less for a win and pay deeper [in the field]. We did a survey and it was overwhelming that we should pay about 15 percent less to the top one or two finishers in order to pay deeper, so we're basically doing that. If Mazda's swept all the races in which we pay contingency, our calculations are that we would pay more than \$5.25 million [not including scholarships]."

Summit Racing has expanded its program extensively since its early days, better learning to serve its SCCA customer base, and the company plans to keep doing so. "Its one of those things that builds on itself," says Greenleaf. "We see what they are buying and we can tailor what we are carrying to fit the

STICKERED UP

SCCA's contingency partners offer generous payouts to competitors. Just remember to register and use the correct stickers.



bill. We have also increased the classes we pay out on the Club Racing side of the program - as we have seen other classes do well, we have increased the classes we pay in and it just feeds on itself. Good things come from what we have been doing, and we are looking to expand."

Beyond the standard contingency offerings, there have also been great supplemental programs, such as a Runoffs tow fund from Toyota Racing Development, Runoffs start money from Honda Performance Development, and the Tire Rack Pole awards.

As the spec tire for the Spec Miata class, Hoosier has generously given back to the class. "It's a great partnership with the SCCA," says Gilvin. "We allocate so many tires per year, and for the last four years or so there has been excess in the budget. We get together with

[SCCA] and do the math, and for the last couple years I think the first 50 cars [to register for] the Runoffs got a set of free tires."

In recent years, Mazda has taken a more serious interest in the Solo community, and now is to help develop its highly talented drivers. "Drivers like Randy Pobst have proven that there is phenomenal talent in Solo, and if you find that gem, he or she could be very influential in the sport," says Cook. "We brought Julian Garfield to the Mazda Road to 24 shootout this past season; he's a Solo competitor who did some road racing. He was exceptional, better than we had even hoped as far as performance on and off the track."

For 2017, Mazda introduced a number of new initiatives, such as the Solo Competitor Bonus and the Spec Miata Participation Bonus, both of which are aimed at competitors who might not

typically collect contingency awards. Perhaps the most exciting new offering is Mazda's Solo Advancement Scholarship, which will award \$20,000 to a Solo competitor for the purpose of Club Racing a Spec Miata.

"We wanted to cast our net wider in a pool that is filled with lots of talent, autocross, and perhaps bring a special individual closer into the Mazda family and extend the resources and support to potentially realize his or her dreams," says Cook. "We haven't determined the selection process yet, there are still more discussions."

For the trial run of this new program, Mazda has selected Garfield as the test pilot. "Julian is going to run with Advance Autosport and Dave Wheeler," says Cook. "We are trying to finalize these details, but he is going to run three Majors, including the

June Sprints, and the National Championship Runoffs."

For Garfield, who is a full-time student, the funding and resources to get back on track change everything. "I got the call right before Christmas and I'm very excited about it," says Garfield. "Just getting into the Mazda Road to 24 was a total surprise: while other guvs were out road racing and striving for it, as a Solo competitor I wasn't even thinking about it - it was a great experience. I had no intentions of going Club Racing this year, or for the foreseeable future, actually. I probably would have stuck with Solo just because of the budget. It's a total game changer for my schedule in 2017."

This is just a tiny glimpse of what awaits competitors in 2017, a complete list of programs, awards, and requirements can be found at www.scca.com. •

THE REASON

From autocross (RIGHT) to Club Racing (BLEOW) to Rally Cross, a variety of companies offer contingency programs for SCCA member. Why? Many companies have found giving back to the sport via direct engagement with drivers helps grow their business.









WORDS Philip Royle

he SCCA is a club, and a rather sizeable one at that. Add weekend memberships to the mix and our size easily touches the 60,000 mark. The SCCA, as an organization, does more than you probably know. There are the obvious things like Regions hosting events and members entering said events, but then there's the Club taking care of insurance needs, approving tracks for competition use, organizing contingency payouts, and more. None of this happens by accident, and overseeing the general direction of it all is the National Board of Directors. That said, a lot of what the Board does is not publicly touted. Sure, the membership reads about some of the Board's actions in Fastrack, but Fastrack has grasped barely a fragment of one aspect of what the Board has been up to over the last year.

First things first: The Board is made up of 13 members, one from each of SCCA's 13 Areas. Each Board member is allowed to hold the position for two consecutive three-year terms, and the 13 positions are staggered so not all Board members are in an election year at the same time. From there, the Board appoints a Chairman, Vice Chairman, Secretary, Treasurer, and various subcommittees, as well as being liaisons to competition boards like the RoadRally Board, Solo Events Board, Club Racing Board, and RallyCross Board. But recently the Board of Directors has been up to more; notably, questioning the purpose of itself.

"With Quantum Governance [an outside consulting agency], we've been trying to improve the Board's overall ability to function as a proper Board," explains the new Chairman of the Board of Directors, Area 3 Director Lee Hill - Hill replaced the outgoing Chairman, Area 10 Director John Walsh, this year. If you have read Walsh's columns in *SportsCar* during the last year or so, some of the comments reference this self-evaluation.

"[The Board is] supposed to oversee things, we have a fiduciary responsibility, we're supposed to set direction, we're supposed to hire the president - [the Board's] not supposed to have its fingers in every little thing that goes on," says Hill - and anyone who has been around the Club for any period of time might relate to this comment. "The effort we are making is to try to move the Board away from arguing about Club Racing rules and get closer to being a proper Board for a non-profit organization," he says.

As you can imagine, these are changes that don't happen over night. So far, this is a year in the making, and is far from complete.

"We have a Governance Committee that's supposed to help move things along, and we are trying to formalize our documents to make it so that we establish a culture of being a proper Board," says Hill. "The ultimate goal is to try to get better communication and better alignment of all the different segments of the SCCA, for the betterment of the Club.



"The Board's responsibility is to the entire Club, not to our home territory," says Hill of one of the key items the outside agency has helped the Board better understand. "That's a message I believe all of our Board members understand now, but I'm not sure that's always been true."

the case anymore"

LEE HILL

"Once upon a time we were the

only game in town, but that's not

Becoming a better club is what Hill insists is essential to survive. "Once upon a time we were the only game in town, but that's not the case anymore," he says. "And, the game is shrinking."

The Board's self evaluation goes as far back as Jim Julow's tenure as president of the SCCA from 2006-'09. The ex-DaimlerChrysler Vice President of Motorsports and SRT Programs was no stranger at dealing with a large organization and its accompanying Board, yet he struggled with the SCCA. "Jim Julow came from an environment that was pretty top-down, which works when you're dealing with people you're paying; it doesn't work well with volunteers," says Hill, pointing out that SCCA's Regions are all made up of volunteers. "The tendency is for the 'permanent' people - like the people in our community, the stewards, the staff - to out wait the Board," he says. Likewise, the same tension has existed between the volunteer-based Board and the Club's president. "It makes for difficult relationships," Hill admits, "which is why we've spent the time to get the Board to act like a Board."

In August 2016, the last president of the SCCA, Lisa Noble, resigned, leaving the Board with a decision: fill the Club's top position the same way as before, or use the opportunity for change.

"We've been trying to understand what we really need in a president," says Hill. "We've been working with Quantum Governance, and they've been facilitating meetings, giving us an outside view that isn't tainted with our knowledge, and offering a reality check with the outside world. What are the weaknesses and threats, and what do we need in a president in order to take full advantage of what we've got?"

The Board even went so far as not to appoint an interim president. "When the vacancy occurred, we were less than a month from the 2016 Solo National Championships, and then the National Championship Runoffs and RallyCross National Championships were going to occur - we felt the SCCA staff knew what they had to do over the next few months and would be fully occupied doing it," says Hill. "What we decided to try this time was having the Chair and Vice-Chair [of the SCCA Board of Directors] be in direct communication with senior SCCA staff, to sit in on calls or provide guidance whenever the staff wanted assistance. So far, it seems to have worked."

The evaluation of the presidential position took several months, thus the job opening wasn't advertised until mid December; the Jan. 17, 2017, deadline to apply has just passed. So what qualities is the Board looking for in the next president?

"[He or she needs to be] a communicator, an ambassador, a diplomat," Hill says. "Communication is key. A lot of the 'tribal' barriers of the Club can be broken down if you can explain what's important to the various groups. Charisma is key. A term we used with Quantum was 'wow factor.' Someone who shows up in a room and people listen.

"The person needs to be intelligent enough to understand the different pieces of the Club," Hill explains. As an example, he mentions the inner workings of the Club's structure. "The president is going to need to understand the various assets we have to work with. We've been underutilizing our SCCA Regions. The SCCA National Office is very heavily dues-based - it's a third of the revenue - where as the SCCA Regions are almost entirely participation based. There's kind of a fundamental disconnect there, so one of the issues I see is that the president needs to be able to try to better understand and align the goals of the entire Club. The National Club exists primarily to serve

the individual Regions in that it handles a lot of administrative items for everybody – like insurance, centralizing rules, and so on. The view has to get broader."

There is a chance a president will have been hired by the time you read this – but there's an equal chance the Board is still conducting interviews. "Our hope is that

in the group of applicants we have by the SCCA National Convention [Jan. 19-21, 2017], we'll have a sufficiently deep pool of candidates that we'll be able to select a president," says Hill. "But if we don't have what we need, then we'll regroup and try to find more candidates. Our sense is that we're a whole lot better off hiring the right person in May or June than we are hiring the wrong person in February. We have not set an arbitrary deadline on ourselves."

This president search is a very visible example of how the Board's self evaluation has resulted in a different Board from the past. Ultimately, this is something that should be good for everyone involved in the SCCA, from the staff to the Regions to the members who simply want to race on weekends. •

A DIFFERENT LANDSCAPE As the Club grows and evolves, the Board of Directors recognizes a need to adapt.





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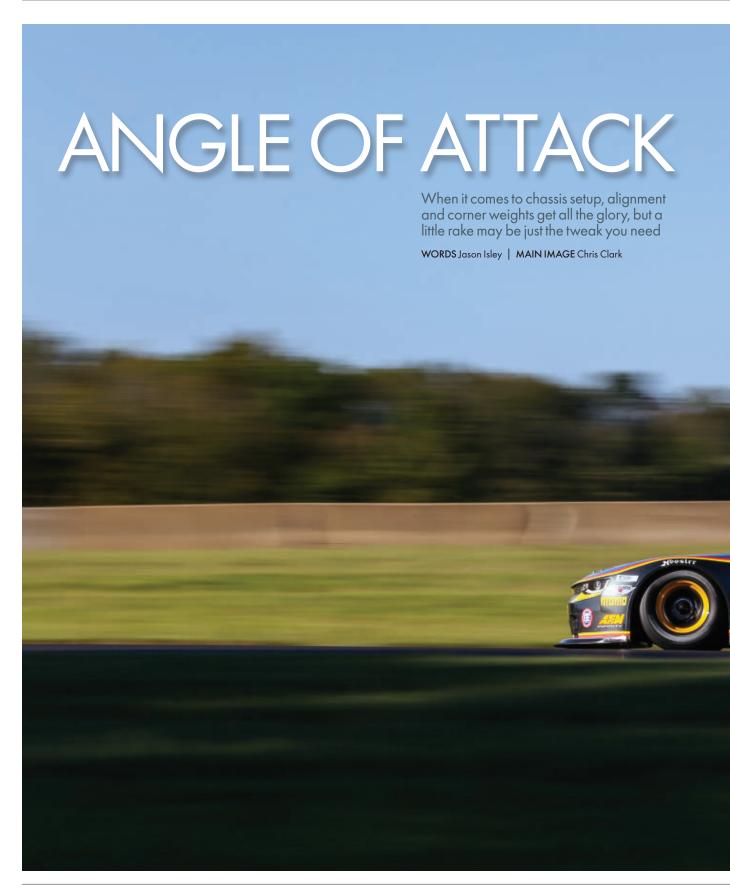
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he search for speed is all encompassing. Just when you think you know where to find it, another knob needs a tweak - it's a seemingly endless quest. "The black art of suspension tuning," laughs multi-time National Championship Runoffs winner and Trans Am driver Lawrence Loshak, "means you can read 50

books and still have no idea what to do to your car." And, well, we're about to toss another potential variation into the works for you.

"In terms of alignment or setup, especially in the beginning, we all ask people what they are running, especially the fast guys," says Loshak. "Just because he's fast, they set it up that way, and they're scared to try anything

else because it has got to be the same as the fast quy."

One of those "knobs" that can use a tweak, but all too often is overlooked, is rake. In simplest terms, rake is the difference in ride height between the front and rear of the car. A small change in the static attitude of the car can greatly impact how it performs.

FINDING BALANCE

Trying to find a little better turn-in or more dig out of the corner? A touch of rake may be just the thing your racecar needs.





CORNER EXIT

(ABOVE) In a rear-wheel-drive car you want every bit of forward bite to help drive the car off of the corner, but too much and the front end can wash out. (RIGHT) Guy Ankeny has set up numerous winning cars for Solo, Club, and professional racing.

In the grand scheme of things, adjusting rake is a simple change that can be done with relative ease and can just as easily be reversed if the desired effects are not found - often discovering something didn't work is just as valuable as when it does work. "The biggest thing that I learned the hard way is don't be scared to change stuff," says Loshak. "But, most importantly, have a religious documentation process, and notes for the driver. Classically, we tell people to go out there and play with sweeps on the shocks, go out there with full soft, go out there with full stiff, so you can feel it, and later you can identify if you are too stiff or too soft."

So, the next question is, in terms of rake, where do you start? "Generally, I will get the front of the car as low as I possibly can, and from that point set the car level," says Solo National Champion and FR Sport chassis tuning guru Guy Ankeny. "That is rocker height, not fender height. From there, I will play with swaybars and get the car as good as I can, and work with rear toe, and all of the normal things you would adjust. Rake is one of the later things I would adjust, and that would be because everything else has gotten me to a good point, but not where I want it to be."

Rake adjustments are all about fine-tuning the balance. "In terms of negative or positive rake, that has a lot to do with balance - if you wanted more turn-in or more rear grip, based on driving style," says Loshak. "We saw that with the front-

wheel-drive cars, as far as 'point-ability' under braking, to initiate that rotation. If it's too snappy under initial turn-in, there is rear toe, there is camber, or you could slow it down with rebound, but rake has a lot to do with it, too."

"The key is to get the car to drive off the corner under power without having to catch the rear end every time," says Ankeny. "Where I want it to be is from corner exit, mid-corner out, where you are trying to get power down, you want to get it to push there. Once we get the car to push, we will raise the rear ride height up."

Raising or lowering the back of the car can be done easily during a test session, and taking notes as to how each rake setting impacts the handling can "The key is to get the car to drive off the corner under power without having to catch the rear end every time"

GUY ANKENY

be handy at future events. Since test time is often a rare commodity, our experts recommend making a noticeable change. "I want to do something that is enough that I can tell the difference, and then come back and split it," says Ankeny. "Probably two to three turns on the rear spring perch; you may find that sometimes half a turn is magic, but sometimes you need to go further to find that."

There is a limit to the effectiveness of rake, and if it's







CAUSE AND EFFECT

In a downforce car (ABOVE) rake can have a big impact on the effectiveness of the aerodynamic aids. For Solo (RIGHT), transitional speed is very important, and a small change in rake might help you get on the backside of those cones. (BELOW) Lawrence Loshak has driven and won in almost every type of platform on the track.

not generating the desired results, it may be time to look elsewhere in your setup. "Somewhere between a half-inch and three-quarters of an inch of rake I would start looking at changing spring

rates," says Ankeny. "Check to see if the car is hitting the bump stops and making the car wash out, or see if there is a weird camber curve, or a bind issue that only happens under maximum compression."



LAWRENCE LOSHAK





The most important chassistuning tip our experts share is not to fear change. "You've got to try stuff, even if it doesn't seem normal," says Ankeny.

Trying something new may be the thing that separates you from the pack. "With my Cope [Trans Am] team, a lot of the competition is all under the same tent, and we all have the same chassis," says Loshak. "We're very similar in setup, but also very different. The main reason is all of the drivers are different, but also everything is manmade, nothing is exactly the same. When you are at the pointy end of the field, those last few tenths are when you get out of that comfort zone and try different things. We are constantly looking for more stability, and there are so many ways to achieve that. It's knowing what to do, and at the same time not being scared to try it. If you have good notes you can always go right back to it. For some reason, people are so scared that they won't be able to get back." •

GROUND EFFECTS

If your car packs a lot of aero, particularly the kind that hangs out under the chassis, rake becomes critical to high-speed stability and overall grip. A slight positive rake angle can create a venturi-like effect under the flat bottom of a formula or sports racing chassis. Additionally, the proximity of the ground effects to the track surface will greatly impact its ability to produce downforce.

"In the [Sports Racer] and the F1000 it was pretty amazing what just 1/8-inch or a 1/4-inch of rake did for the rear tunnels," says Loshak, who holds National Championships in both DSR and FB. "Because it's a side-fed design, it was pretty amazing if you were too high how much grip you would lose. You try to run as low as you can till you scrape, but you could be too low. Finding that happy medium was really important."

Creating grip with the underbody can lead to improved lap times and top speed. "If you activate the diffuser more, you get rear grip and can trim out the rear wing, you can reduce drag but still have the same grip," says Loshak. "It is way less drag-producing downforce with the underbody than it is with the wing."





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IN GEAR

Having safety wear in good condition is essential in SCCA Club Racing, and here is how to know if what you have will pass tech inspection

WORDS SportsCar Staff | IMAGE Jason Isley

afety is job one with the SCCA. From designing Solo courses to approving racetracks for competition use, safety is our Club's first consideration; yet it doesn't stop there. For Club racers, the first road race of the year involves officials completing a detailed check of all safety gear that the driver wears, from the helmet to the race suit to fire resistant socks. Really, though, you should complete this inspection yourself often. So, what should you be looking for?

First, ensure nothing has expired. For the most part, you only need to worry about the expiration dates on helmets, but you should also check that all safety certifications are still attached and readable on the rest of your equipment - we've seen SFI stickers fall off of head and neck restraints due to the helmet rubbing on the sticker. Next, check the edges and seams of the suit, gloves, and underwear.

The GCR states that the equipment "shall be in good condition and free of defects, holes, cracks, frays, etc." A common place for this type of wear to occur on race suits is anywhere that involves motion, like where the arms and legs meet the suit - anywhere you bend or move is a potential point of failure.

You'll also want to keep an eye on other places that tend to wear. For example, your shoulders might rub on the race seat for the entire race, so check there. Also, if your leg rubs against the transmission tunnel, that area of the race suit needs constant inspection, too. Likewise, gloves can get thin due to constant friction with the steering wheel and shifter.

Fire resistant socks also wear fairly quickly as they are relatively thin with a lot of sewing, so inspect those every time you put them on, and fire resistant underwear is also hole-prone due to the driver aggressively stretching the material to get it on or off.

Now that you know what to inspect, what are the certification requirements for the equipment? Everything an SCCA Club racer needs to know is right here, quoted from the SCCA Club Racing General Competition Rules (GCR), and if you find you need replacement - or new - race gear, the pages that follow include several advertisers ready to get you equipped and back on the track in no time.

GCR 9.3.19.C.5

Face coverings (balaclavas)
of accepted fire resistant material
for drivers with beards or mustaches.
Hair protruding from beneath a driver's
helmet shall be completely covered by
fire resistant material. As an alternative to
balaclavas, a full helmet skirt of accepted
fire resistant material may be used. Doublelayer balaclavas are recommended.
If balaclavas are used voluntarily,
they shall be of accepted
fire resistant material.

GCR 9.3.19.C.3

Gloves made of leather and/or accepted fire resistant material containing no holes.

GCR 9.3.19.C.1

Driving suits that effectively cover the body from the neck to the ankles and wrists. One-piece suits are highly recommended. All suits shall bear an SFI 3.2A/1 or higher certification label or FIA 1986 Standard or FIA Standard 8856-2000 homologation label. Underwear of fire resistant material shall be used, but is optional with suits carrying an FIA Standard 1986 Standard or FIA Standard 8856-2000 label or SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification label.



GCR 9.3.19.C.6

Goggles or face shields, preferably made of new impact resistant materials, for drivers of open cars.

GCR 9.3.19.C.2

Crash helmets approved by the Snell Foundation with Snell sticker 2010 or later Special Application SA2010/SAH2010, or SA2015/SAH2015, or by the SFI with an SFI Sticker SFI 31.1, or by the FIA standard 8860-2004 or later, or British Standards Institute BS6658-85 type A/FR. Each driver's helmet shall be labeled with a minimum of the driver's name. The use of a head and neck restraint system that has been certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device. Accident damaged helmets should be sent by the driver or his or her representative to the Snell Memorial Foundation, 3628 Madison Ave., North Highland, CA 95660, (ph.) 916-331-5073 (attn. Edward B. Becker). Details of the accident should be included. Freon-based, total-loss helmet cooling systems are not allowed.

GCR 9.3.19.C.4

Socks made of accepted fire resistant material.

GCR 9.3.19.C.8

Shoes, with uppers of leather and/or nonflammable material that, at a minimum, cover the instep. Ventilation pinholes by the manufacturer are allowed.





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TECH 1-ZX GLOVES

The new, lightweight, flame-resistant aramidic fiber main construction of the Tech 1-ZX gloves



provides superior temperature control, while pre-curved fingers and ergonomically-designed grip technology on the palm and fingers provide superb control. Features innovative latex-sprayed interior grip zone for maximum grip and external seems for uncompromised comfort. Six colors available. FIA 8856-2000 and SFI 3.3/5 compliant. SRP: \$199.95

TECH 1-Z GLOVES

Like the Tech 1-ZX, the Tech 1-Z gloves feature similar lightweight, flameresistant aramidic fiber



main construction for temperature control, as well as comfortable and ergonomic pre-curved finger design and grip technology on the palm and fingers, while a latex-sprayed interior grip zone offers maximum grip. Internal flat seems offer uncompromised comfort. Five colors available. FIA 8856-2000 and SFI 3.3/5 compliant.

MSRP: \$149.95

GP RACE SUIT

Advanced two-layer aramidic construction, the GP Race suit feature fully floating arm gussets for maximum mobility and have an aramidic reinforced, elasticized lower back panel for improved movement. Anatomical arm, leg, and torso paneling optimize driving position fit, and thigh pockets and Velcro adjustable collar and waist belt finish the package. Boot cut design. Six colors available. FIA 8856-2000 and SFI 3.2A/5 compliant.

MSRP: \$699.95



TECH 1 **RACE GLOVES**

A budget friendly solution to racing gloves, the Tech 1 Race gloves

offer lightweight, flame-resistant aramidic fiber main construction, pre-curved fingers, ergonomically designed grip technology, internal flat seems, and a 180-degree wrist cuff for a secure and tight fit. Six colors available. FIA 8856-2000 and SFI 3.3/5 compliant.

MSRP: \$119.95

TECH 1 **START GLOVES**

Cutting edge lightweight, single panel top construction incorporates

an aramidic fiber main shell, while an innovative "box-cut" construction offers a seamless no-fourchette design on the ring and middle fingers, providing an anatomically optimized fit. Ergonomically positioned silicone printed zones on the palm offer enhanced grip. The straight-cut cuff gives a secure fit. SFI 3.3/5 homologated. Three colors available. MSRP: \$84.95



The Delta suit offers advanced two-layer aramidic construction along with fully floating arm gussets, with anatomical arm, leg, and torso paneling for optimal driving position fit, all in an affordable package. Internal flat seems reduce pressure points, and the thigh pockets and elasticized waistband ensure a precise fit. Boot cut design. Three colors available. FIĀ 8856-2000 and SFI 3.2A/5 compliant. MSRP: \$549.95





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SKY RF-7W HELMET

The Sky RF-7W helmet features a lightweight carbon fiber shell with carbon-Kevlar base layers, and new medium/ large sizes use a lighter and more compact shell. Features preinstalled HANS clips, anodized aluminum chin strap hardware, and removable and washable lining. Wind tunnel optimized venting features anti-fog air channels, pre-molded interior accommodates drink tubes and intercom systems. FIA 8859-2015 and Snell SA2015 approved.



AIR PRO RF-5W HELMET

The Air Pro RF-5W features lightweight carbon-Kevlar/ fiberglass construction, with the new medium/large sizes utilizing lighter and more compact shells. Features anodized aluminum chinstrap hardware, a removable, washable lining, and preinstalled HANS clips. Wind tunnel optimized venting with anti-fog air channels and premolded interior to accommodate drink tubes and an intercom system are also standard. FIA 8859-2015 and Snell SA2015 approved.





PRIME SP-16 SUIT

The Prime SP-16 is the lightest FIA-approved suit in the world. Exclusive DuPont Nomex fibers provide superior fire protection and comfort. Also features precurved arms and legs, strategic stretch panels, and seamless arm and leg cuffs.



EAGLE RS-8.1 SUIT

The Eagle RS-8.1 offers singlelayer construction with multilayer protection and is three times more breathable than a standard suit. Three years of research and development went into this suit, which features HOCOTEX patented Sparco Technology. Made in Italy. FIA 8856-2000 homologated.



ENERGY RS-5 SUIT

The Energy RS-5 features lightweight three-layer construction, 360-degree arm gussets (full floating sleeves), pre-curved arms and legs, ultra-soft knit cuffs, and multiple stretch panels for comfort. SFI and FIA approved.



SPRINT RS-2.1 SUIT

The Sprint RS-2.1 is available with standard cuffs or boot cuffs. The suit also features 360-degree arm gussets (full floating sleeves), pre-curved arms, ultra-soft knit cuffs, and multiple stretch panels for comfort. SFI 3.2A/5 and FIA 8856-2000 approved.





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These professional level Nomex gloves feature pre-curved fingers and are designed for comfort and performance. The palm features strategically placed silicon patches for optimum grip, and the thumb stitching path is designed for comfort during endurance racing. These FIA homologated gloves are available in sizes 8-12 and in black, red, blue, or gray.



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The GT Pro boot is designed for comfort, breathability, and lightness. Featuring fully perforated calf leather, these boots are ultra soft for comfort while fully perforated for maximum airflow. A specially designed rubber sole

provides excellent grip and feel on the pedals. These FIA homologated boots are available in sizes 38-46 and in black, red, blue, or gray.



QUICK RELEASE HUB

Our new quick release hub is machined from aluminum and designed for ease of use and durability. Its aluminum body is lightweight while strong enough to hold up to all racing applications. The quick connect mechanism is designed for years of trouble free use. This SFI homologated quick release is available now in all black or black/red.

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RaceQuip has been known as "The best value RaceQuip has been known as The best value in safety since 1975" due to it's commitment to offer quality products at affordable prices.

RaceQuip offers a complete line of SFI rated suits, shoes, gloves, and underwear, as well as Snell rated helmets and SFI/FIA harness sets.

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RaceQuip offers its SFI 16.1-rated Camlock Harness Sets that feature HANS/ HNR style shoulder belts. All belts are manufactured with premium 3-inch polyester webbing reduced to 2-inches above the adjuster to accommodate a HANS Device) and doubleadjustable ends to help ease installation. Available in five point, six point, pull-up or pull-down lap. From \$179.95



SFI UNDERWEAR

RaceQuip now offers black SFI 3.3-rated underwear. The properties of this unique aramid and FRC blended fabric structure create a lightweight garment that performs like Nomex yet is much more cost effective. Comfortable and lightweight, RaceQuip underwear wicks away moisture and is hypoallergenic. Available is sizes XS to 5XL. From \$59.95



The RaceQuip Euro SFI-5 Racing Shoe has all the features you'd expect to find in a shoe costing much more. This lightweight flexible design incorporates construction features like a reinforced lace, toe, and heel area as well as double-stitched seams and Carbon-L wear pads. The high traction molded flexible rubber sole rolls up the back of the shoe to

provide extra support for your heel while driving. Available in sizes from 1 to 20. From \$89.95

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WORKING TOGETHER

San Francisco Region and the San Joaquin County Fairgrounds have entered into a mutually beneficial partnership that will see improvements to the site, and give a home for Solo in the area for the next 40 years.

SITE SECURED

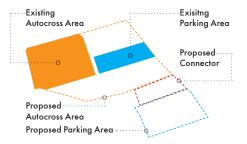
San Francisco Region's new partnership guarantees Bay Area autocrossers a motorsports location for 40 years to come

WORDS Megan Anderson | IMAGE Copyright 2017 Google Earth

utocross is one of the most popular ways A for people to get involved in amateur motorsports. You can bring nearly any street-legal car and get a taste of driving at the limit in a safe environment. SCCA's Tire Rack Solo National Championships participation has been steadily rising over recent years, setting attendance records in 2016. However, in urban areas it is particularly challenging to find a suitable venue for the sport. Sporting venues are common locations as they typically have large, paved parking lots on the property. However, as these venues are rebuilt or revamped, they are typically accompanied by parking structures instead of lots. Airports and airstrips are also popular, but they are often few and far between, and typically do not offer a long-term guarantee of rental availability.

San Francisco Region (SFR) sits in the heart of the Silicon Valley real estate bubble. Land is scarce, and large parking lots have turned into condos and parking structures. Fortunately, the local Solo leadership saw this coming and, in the 1990s, had the foresight to start a site fund to obtain a permanent autocross site. As years have passed, the Bay Area population and development has continued to grow at an astounding rate. The price of real estate is astronomical, and Solo had feared that the dream of a permanent site would never become a reality – until now.

For many years, autocross clubs have held events at the San Joaquin County Fairgrounds in Stockton, Calif. The course area is small by many club's standards, about five acres. The Fairgrounds also have a dirt track for sprint



cars (hosting the World of Outlaws each year) as well as a go-kart track. Fairground organizers view their future as both fairgrounds and a grass-roots motorsports facility. In early 2015, Fairgrounds management was approached by San Francisco Region's Board of Directors member, Blake Tatum, to see if they would be interested in expanding their autocross pad. They were delighted, and SFR Solo leadership soon began laying the groundwork for the project we now call the SFR Autocross Park.

The goal is to invest the SFR Site Fund as well as a loan from the SCCA National Office to increase the site from five to 15 acres of autocross course area. Also, there will be an additional grid and paddock area, with permanent restroom facilities, and a six-foot chain-link fence will be built around the perimeter for safety and security. In return for the investment of the site fund, SFR will have rent-free weekend dates at the Autocross Park for 40 years.

The SFR Autocross Park at San Joaquin Fairgrounds offers a unique opportunity for San Francisco Region and the SCCA National Office to come together for a common goal: a guaranteed site for autocross in Northern California for the next 40 years. SCCA will be providing SFR with a loan to complete the project, which offers the SCCA National Office the benefit of three free weekends at the site per year.

When San Francisco Region SCCA Is not running events at the site, other autocross clubs will be able to rent the site from the Fairgrounds for a reasonable rate set by Fairground management. While SFR is investing the money, this site will benefit all autocross clubs by ensuring a home for autocross for a minimum of four decades - this betters the sport as a whole.

At completion, SFR will be the only Region in the nation with a dedicated autocross facility guaranteed to host multiple National-level events every year. Considering that SFR also owns a racetrack, Thunderhill, San Francisco Region still proves to be "The Region that knows how" by ensuring the future of motorsports for Bay Area enthusiasts for decades to come.



then four, and now five or six events. "Every other month seems just about right to keep them engaged without wearing them out," concludes Lanz.

The events have their similarities and differences. They are all SCCA GTA rallies of about four hours, and 90 to 110 miles long. The start and end can be anywhere in the Dallas-Fort Worth metroplex. Sometimes the beginning or end is the reason for the event, such as Texas Motor Speedway, a vintage aircraft museum, a classic car museum, or a small town festival.

"It gives us lots of flexibility and lets us use lots of different roads," explains Lanz. Although they do run rain or shine, "we don't do unpaved rallies and we don't do winter rallies."

They "vary the themes, scoring opportunities, road following challenges, and so on." Lanz is "always on the alert for things [the contestants] like and don't like, but we don't try to discover the best type and stick with it. Our entrants each have a favorite type, but they will come to anything we put on.

"Some of them dislike coursefollowing [main road] rallies; others dislike very easy course following [no challenge]. But both groups come to both types of event.

"We do a shortest-distance rally, which is entirely different from the above, and the same people come. We do a timed-loop rally [regularity run]: they run the loop twice, with hidden controls timing them, and the times should match, and the same people come."



ROI

While Texas Region's first event had 17 entries, they have had as few as 12 (once). In 2013, they averaged 40 cars per event, including nearly 60 at one of them. Since then, they have been averaging about 30 entries at each event.

NEW ROADS

A RoadRally is a great way to explore new areas, or even areas you thought you were already familiar with. It's also a great way to grow the Club with creative rallies to places you want to go.

THE HEART OF TEXAS

Building a successful RoadRally may have taken time, but the results are more than expected

WORDS Rick Beattie | MAIN IMAGE Courtesy Janet Glowicz

At the turn of the century a colleague quipped that, "Nobody waits for anything anymore." But if you were willing to wait, and invested in the Texas Region, your RoadRally stock would have seen a 600-percent increase in the number of events and a doubling of your average attendance.

Before there was a Texas Motor Speedway, Sasha Lanz thought it would be a good idea to go see it under construction. So, in 2001, he wrote his first GTA rally for that Region. Seventeen cars turned out, only one or two of which included SCCA members.

"The Rally to the Race became a staple of the series for 10 years, ending at the Texas Region spring road race at TMS, to spectate," recalls Lanz. "One year we even had a lap of the track, for the rallyists, during lunch break for the racers."

During those years that one event became part of a series of first two,



The timed loop rally is as close to a TSD event as they get. "We don't have anyone locally who is able or willing to do a TSD," explains Lanz. "So we just stick with an 'anything goes' series of GTA events."

That style of event doesn't require many workers. Typically, Lanz can handle the chairman and lead car duties with his wife as registrar and scoring assistant. The rallymaster can also help with scoring.

Lanz points out that "sometimes we have a midpoint checkpoint to pick up page one of the score sheet, but that just takes one person. We shuffle these duties as events dictate. We have a group of people we can call on as needed, to man a control, do a cold-run, do the safety checks, etc."

John Poulos is one member of that group of people and his story is typical of how many people get involved in RoadRally.

"I had recently bought a Mini Cooper and became more interested in enjoying some motoring on twisty back roads. I happened to learn about road rallies from a member of our local Mini club and decided to check it out."

Poulos found he had a knack for competing in these events and "the organizers, as well as the entrants, are fun people to socialize with after the rally.

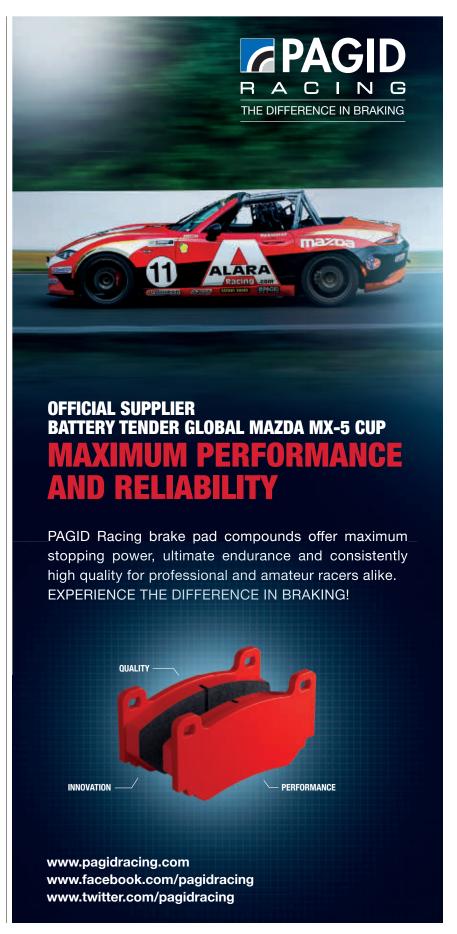
"The combination of driving on interesting and scenic roads, the challenge of matching your wits against the rally master's clever instructions, and the competition with others in the process is the formula."

Many others made that same rally investment. Texas Region saw a total of 140 cars in the six events they organized last year, with 34 percent of them SCCA members.

Poulos found that "concentrating on completing a rally helps you disconnect from all other matters and concerns, a nice therapeutic relief from our hectic lives."

GETTING INVOLVED

It didn't take long for Sasha Lanz to find people to help out. John Poulos says, "After seeing the commitment of time and effort that the organizers and rally masters invest in making this program work, I volunteered to be rally master for one event," immediately taking over organizing the shortest-distance map rally.





LOVING IT

Ceci and her husband Mark are fixtures at Cal Club events and the Long Beach Grand Prix.

years from the tower as chief, although she always managed to get around the grounds during an event. While working the corners, she only had one serious scare when, at a vintage event at Pomona, a Mustang landed on their worker station. Her husband Mark Smith was working blue flag at the same station and yanked her to safety.

In 1997, she and Mark worked the National Championship Runoffs at Mid-Ohio on their honeymoon and were interviewed on Speedvision. "I remember that on TV China Beach was in the background and they asked whether I was forced into accepting this trip as a honeymoon, but I said that I loved it."

Around 2004, Ceci moved into race administration. "People have always told me that I should be a party planner," she chuckles. "I like planning and then checking on how folks are doing. I'm just

assistance from a driver. She says they almost always come away with a new understanding of all the work that's involved. "Some people think that little fairies show up and do all this work."

Good communication is equally important to running a smooth show. She will never forget showing up at a race long ago and not being able to find the correct gate to get in. It was so frustrating. "I want everyone to know as much as possible in advance about the event," she says. "Everything from a map of the course to where to park to which gate you enter and the times things open up should be communicated clearly to every customer." Ceci says that the fewer questions she has to answer at an event is an indication of how well she did her job ahead of time.

The shortage of workers is not the only reason she often works registration - it is all about setting a tone. "If a customer has a bad and confusing experience at the beginning of an event, it is difficult to overcome that initial impression," she explains. "We do our very best to avoid the word 'no.' It's hard for people to be happy all the time. Sometimes we have to count to 10 and try to figure out the root cause of their irritation. We always listen intently and then we look to see what we can do to help."

In 2017, Ceci is adding Super Tour Series Administrator, Western Division, to her to-do list as she hopes to assist Regions in bringing some added excitement to selected events.

Ceci wasn't at the Runoffs in 2016 but was tickled to see her cell phone light up with congratulations from friends who were there when her Worker of the Year Award for Race Administration was announced (she also received the award for F&C duties in 2004). "I'm just so proud and overwhelmed," she says. "I'm in awe of this award. I want to thank everyone who works with me, and especially my husband Mark. I would never have won this without him." •

CHECKING IT OFF

It's been a fun journey for Race Administration Worker of the Year winner Ceci Smith | WORDS James Kearney | IMAGE D.E. Baer

hen Ceci was four years old, her family moved to the U.S. from Argentina. Her dad had watched Juan Fangio in action in the Turismo Carretera as cars roared by the ranch where he lived and worked some 50 miles south of Bueno Aires. The family moved to Lakewood, Calif., and when the initial Long Beach Grand Prix took place nearby in 1975, 12-year-old Ceci and her dad were there to watch the F5000 cars roar by. "I loved to watch the pit stops," she says. "I remember being taken with all the noise and the smell of the fuel and oil."

At a later Long Beach Grand Prix with F1 cars, Cecil sat with her brother as they watched the course workers sort out an on-track melee. "I could do that," Ceci said to her brother who promptly dared her to back up her claim. "So, I had to do it," she says. She signed up at the SCCA booth and reported for Flagging and Communications duty a few weeks later at Willow Springs International Raceway where it was over 100 degrees F. "It was overwhelming and I was exhausted by the end of the day," she remembers. "There were all these cars and all these people. I knew I was going back [the next day] because it was such fun." She told her dad and the rest of her family about her experience and they were dumbfounded as they had no idea that racing sports cars had become popular.

She worked F&C for nearly 20 years, the last eight of those

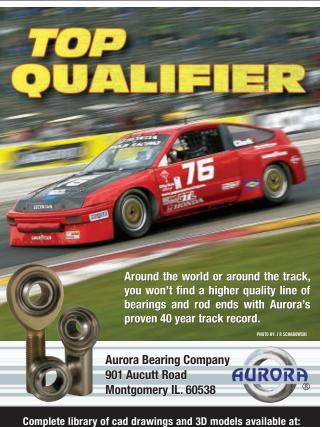
weird that way. I like cleaning. I like filing. Everything has to be in the proper place."

Planning almost defines the task of the race administrator. Long before an event takes place, a schedule must be developed, the appropriate sanctions must be secured, contracts with the track must be negotiated, and equipment from ambulances to tow vehicles must be provided for. Ceci has a one-word answer for how she stays on top of this daunting array of tasks: checklists. She laughs, "I have a checklist for my checklists."

A good race administrator thrives on a maniacally organized approach to just about everything. Occasionally she says she will get an offer of







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GROWING FAST

Kency Christopher (ABOVE, center) has come a long way in just a few short years, and with back-to-back KML championships to her credit (RIGHT) and supportive parents who include A Mod National Champion K.J. (ABOVE, right), she wont likely be slowing down any time soon.

even if they're not aware that with her 2016 Solo National Championships win Kencey Christopher now has back-to-back KML titles to her name, many Solo competitors will recognize the young Californian as the paddock cop - OK, paddock chief - the past few years at the annual Solo

championship gathering in Lincoln, Neb.

"Basically, I tell everybody where they're going to park," Kencey says about her Solo Nationals assignment. "I stand at the gate and ask people if they know where their spots are."

Most of the time everything goes well, even though from

time to time there are glitches with reservations for paddock spaces, Kencey acknowledges. While the "oops" are not something she's necessarily responsible for, on the ground, at the gate, she often needs to address or help resolve confusion or misunderstandings. Sometimes, too, she notes,





"People will say 'yeah' about the location of their paddock space, and then park wherever they want. Then I have to fix that and tell them where to park again." Patience, she observes, is a key asset for a paddock chief in all situations.

We caught up with the 17-year-old Cal Club Region member just before Christmas, in between her post-high-school, pre-college enrichment classes at Pasadena's Art Center College of Design, an institution she hopes to attend once she reaches 18, the minimum age required by the school.

"Right now, I'm trying to build a portfolio," Kencey (who last year graduated early from high school and will not turn 18 until next month) explains. "I'm going to try to get into the Art Center, probably in their illustration course, because that seems like a good choice to make."

Why? "I love to draw and sew, and I'd love to become a costume designer," she says, "but I'd rather do the drawing part, because sewing is more of a hobby for me. I like to do it, but not a ton of it."

NURTURED IN THE SCCA

Kencey began her SCCA autocross career at age 10 and has competed in JB, JA, and KM in addition to KML, where she has recorded her best success. Her back-to-back National Championship titles, she says, is an achievement she relishes.

"I'm kind of surprised by them," Kencey says. "In JB and JA, I didn't win a lot of trophies, and especially at Nationals, I didn't get any trophies for the junior karts. However, my first year in KML I got a second and then first for the two years after that. I'm very proud of those wins."

Part of that success, she adds, is her comfort level in her Seventh-Gear.com/Honda Energy kart. It's a level she never quite found in her JA kart, she explains.

In addition, Kencey adds, she has received a lot of help and advice over the years, not only from her dad, SCCA Area 11 Director, A Modified pilot, and 2015 A Mod Champion K.J. Christopher, but also from karting colleagues such as Eric Nelson, Tom Harrington, Paul Russell, Marc and Suzanne Segal, and Kevin Teague – "and his dad Chris," she adds.

All that mentoring paid off at the 2016 Solo National Championships, where she dominated both day one and a wet day two. "That is something I love, which we don't get to do a lot out here in California - I don't think I've run in the rain out here since junior karts," she recalls. "The only time I've run in the rain in a shifter kart was at Nationals. I had to focus, but I loved it."

At local events, Kencey says she works registration on Sunday mornings, "and sometimes helps set up the courses on Fridays and clean up on Sundays after the event.

"I enjoy everything about Solo - besides chasing cones," she adds. "I love getting out on the track, the competition, hanging with friends, and helping run the events. I've learned through the SCCA that anyone can race, no matter what age or experience level."

LIFE BEYOND SOLO

Away from the track, Kencey says she enjoys volunteering at her church, Journey of Faith in Manhattan Beach, and working with her church's youth program - "It's what I do almost every Sunday when I'm not racing," she explains - and working with a local animal-rescue charity, the Dexter Foundation, which, through foster programs, helps shelter dogs and dogs from rescue organizations gain a chance at a second life.

"We have two right now, Cabo and Abby," she says about dogs in the foster program. "Abby is actually a foster dog we've ended up adopting."

This fall at the Solo National Championships, Kencey will likely be wearing her paddock chief's hat again, standing at the gate, asking people if they know where their paddock assignment is.

FROM KARTS TO THE ACME SPECIAL

Not only has 2015 and '16 KML Champion Kencey Christopher graduated from high school and begun planning her college career, she has also graduated from karts to the Christopher family's A Modified ACME Special, the car with which dad, K.J. Christopher, won the 2015 A Mod title and with which family friend and fellow Cal Club Region autocrosser Marshall Grice repeated that effort in 2016.

For Kencey, it's a matriculation of no small significance. "It's very fast," she says about the ACME Special. "I'm still getting used to all the speed. And, yeah, it's crazy."

Also, the A Mod car "is huge compared to the kart," and then, "there's all that speed," she repeats.

"I'm having to change my driving style a little bit to not hit the cones. With the kart, you can just drive around them and not worry about it too much. With the ACME Special it's a lot different."

As for the 2017 Solo National Championships, Kencey says she will be racing something other than KML. "We're still trying to figure out the best approach," she explains, "and the decision would be much easier if we could find more drivers for AML."

"Hopefully, everything online will be figured out, and nothing will change from there to the papers I have in my hand."

Even if there is a glitch or two, being paddock chief still has its benefits. "My favorite part is getting to know all the people I meet," she says. •





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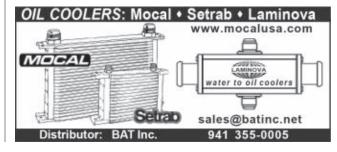








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SPORTS CAR CLUB OF AMERICA MARCH 2017 FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU

NORTHERN CONFERENCE

Jun 16-18 Road America, Wis.

Jul 29-30 Road America, Wis.

SOUTHEAST CONFERENCE

Mar 17-19 Road Atlanta, Ga.

MID-STATES CONFERENCE

Okla. (Hoosier Super Tour)

Apr 22-23 Circuit of St. Louis, III.

Aug 12-13 Grattan Raceway, Mich.

Mar 4-5 NOLA Motorsports Park, La.

Apr 14-16 VIRginia Int'l Raceway, Va.

Jul 1-3 Roebling Road Raceway, Ga.

Apr 8-9 Hallett Motor Racing Circuit,

May 13-14 Heartland Park Topeka, Kan.

May 27-28 Pueblo Motorsports Park,

Jul 1-2 High Plains Raceway, Colo.

SOUTHERN CONFERENCE

Okla. (Hoosier Super Tour)

(Hoosier Super Tour)

Houston, Texas

Jul 22-23 Motorsport Park Jastings,

Feb 11-12 Texas World Spedway, Texas

Mar 4-5 NOLA Motorsports Park, La.

Apr 8-9 Hallett Motor Racing Circuit,

April 29-30 Motor Speedway Resort

May 27-28 Texas World Speedway, Texas

Mar 24-26 Circuit of the Americas, Texas

Jul 8-9 GingerMan Raceway, Mich.

(Hoosier Super Tour)

(Hoosier Super Tour)

(Hoosier Super Tour)

(Hoosier Super Tour)

Colo

May 6-7 Blackhawk Farms Raceway, III.

Jun 2-4 Mid-Ohio Sports Car Course, Ohio



Trans Am

TRANS AM gotransam.com

Mar 5 Sebring Int'l Raceway, Fla. Apr 9 Homestead-Miami Speedway, Fla. May 6 Road Atlanta, Ga.

Jun 3-4 Detroit Belle Isle, Mich.

Jun 18 Indianapolis Motor Speedway, Ind. Jul 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

 $\textbf{Nov 11} \ \mathsf{Daytona} \ \mathsf{International} \ \mathsf{Speedway, Fla}$

TRANS AM WEST COAST C'SHIP Mar 25-26 Willow Springs Int'l Rcwy, Calif.

Apr 29-30 Auto Club Speedway, Calif.
Jul 29-30 Portland Int'l Raceway, Ore.
Nov 4-5 Circuit of the Americas, Texas



FORMULA 4

f4uschampionship.com

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 Motorsports Park, Canada

Aug 10-12 Mid-Ohio Sports Car Course, Ohio

Sep 14-17 Circuit of the Americas, Texas

CLUB RACING

Date Track/Region

Phone *numbers* are for region registrars

2017 U.S. MAJORS TOUR sccamajors.com

NORTHEAST CONFERENCE

Apr 14-16 VIRginia Int'l Raceway, Va.

(Hoosier Super Tour) **Apr 29-30** Summit Point Motorsports

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.

WESTERN CONFERENCE

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)

May 19-21 Porland Int'l Raceway, Ore. (Hoosier Super Tour)

Jun 17-18 The Ridge Motorsports Park, Wash.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Sep 25-Oct 1, 2017 Indianapolis Motor Speedway, Indiana

DIVISIONAL/REGIONAL

NORTHEAST nediv.org

Apr 8-9 Summit Point/Washington DC Apr 22 # NJMP/South Jersey May 6-7 Ro Palmer Motorsports Park/ New England

May 27-28 New Hampshire Motor Speedway/New England Jun 16-17 Ro Lime Rock Park/New England

Jun 17-18 Summit Point/Washington DC Jun 3-4 Ro* NJMP/South Jersey Jul 8-9 Ro* Watkins Glen/Glen Jul 8-9 Summit Point/Washington DC Jul 22-23 NJMP/South Jersey Jul 29-30 Summit Point/Washington DC Aug 5-6 New Hampshire Motor

Speedway/New England
Aug 12-13 * NJMP/South Jersey
Aug 12-13 Ro PIRC/Steel Cities
Sep 2-4 Summit Point/Washington DC

Sep 9-10 Palmer Motorsports Park/New England Sep 16-17 Ro Watkins Glen/Finger Lakes Oct 6-7 Ro Thompson Speedway/New

Oct 21-22 # NJMP/South Jersey Finger Lakes (585) 328-2617

Glen (607) 739-2953 New England (508) 561-2188 South Jersey (609) 784-5316 Steel Cities (412) 831-0361 Washington DC (301) 572-7444

SOUTHEAST sedivracing.org

Feb 11-12 Sebring/Central Florida Mar 3-4 # PBIR/Florida Mar 11-12 # VIR/North Carolina Mar 25-26 Ro*# Carolina Motorsports PArk/South Carolina Apr 15-16 # PBIR/Florida Apr 22-23 Ro* Roebling Road/

Buccaneer
May 6-7 Ro*# VIR/North Carolina
May 6-7 Ro*# Daytona International
Speedway/Central Florida

May 20-21 # Homestead/Florida
Jun 3-4 Ro*# Carolina Motorsports

Park/Central Carolinas
Jun 10-11 Sebring/Central Florida
Jun 24-25 # Homestead/Florida
Jul 1-3 # Roebling Road/SEDiv
Jul 22-23 # Sebring/Central Florida
Jul 29-30 Ro*# Road Atlanta/Atlanta

Aug 5-6 Daytona International Speedway/Central Florida Aug 12-13 Ro*# Charlotte Motor

Speedway/Central Carolinas **Aug 26-27 Ro*** Barber Motorsports Park/Alabama, Tennessee **Sep 2-3 #**Sebring/Central Florida

Sep 16-17 # Homestead/Florida Sep 30-Oct 1 # Daytona International Speedway/Central Florida

Oct 7-8 Roebling Road/SEDiv Oct 14-15 Sebring/Central Florida Oct 14-15 # VIR/North Carolina Nov 3-5 # Road Atlanta/Atlanta

PRO RACING

Nov 11-12 # PBIR/Florida

WHAT Trans Am Series
WHEN March 5, 2017
WHERE Sebring, Fla.
Trans Am kicks off its 2017 season
with a return to Sebring International
Raceway. Often, this round sets
the tone for the entire season.





Nov 25-26 Sebring/Central Florida Alabama, Tennessee (256) 200-5541 Atlanta (770) 617-0801 Buccaneer (912) 398-0147 Central Carolinas (704) 898-0141 Florida (561) 654-3396 North Carolina (919) 423-6015 SEDiv (704) 575-5960 South Carolina (704) 575-5960

CENTRAL cendiv-scca.org

Apr 22-23 Ro* Blackhawk Farms/ Milwaukee

May 27-28 Ro* Brainerd/Land O'Lakes Jul 15-16 Ro* Blackhawk Farms/ Milwaukee

Aug 19-20 Ro* Road America/Chicago Sep 2-3 Ro* Brainerd/Land O'Lakes Oct 21-22 Ro* Blackhawk Farms/Chicago

Chicago TBD Land O'Lakes TBD Milwaukee (815) 718-4881

All dates/events subject to change

* = Double Event # = Enduro

Ro= Runoffs qualifier r = Restricted

HC = Hill Climb v = Vintage

CT = Club Trial TT = Track Trial

PDX = Performance Driving Experience GTA = Game, Tour, Adventure Rally

GRC = Great Race Class NT = National Tour NC = National Course RT = Regional Tour CR = Course Rally SR = Social Rally

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

FOR CHANGES

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

SOUTHWEST sowdivscca.org

Jan 28 * MSR Cresson/Texas Nov 18-19 Ro* Texas World Speedway/ Texas

Dec 2-3 Ro* MSR Houston/Houston Houston TBD Texas TBD

GREAT LAKES greatlakes-scca.org May 20-21 Ro* Gingerman/SBR, DET,

WOR Jun 24-25 Ro* Grattan/Western Michigan

Jul 15-16 Ro* Mid-Ohio Sports Car Course/Ohio Valley

Aug 5-6 Ro* Mid-Ohio Sports Car Course/Cincinnanti

Oct 14-15 Ro* Mid-Ohio Sports Car Course/Ohio Valley

Ohio Valley (330) 460-6706 SBR, DET, WOR (937) 550-3287 Western Michigan (517) 889-1117

MIDWEST midiv.org

Aug 4-6 Ro Heartland Park Topeka/ Kansas, Kansas City

Kansas, Kansas City (816) 769-5994

ROCKY MOUNTAIN coloradoscca.org

May 13-14 Ro La Junta Raceway/ Continental Divide

May 27-28 Ro Pueblo Motorsports Park/ Continental Divide

Jul 1-2 Ro High Plains Raceway/Colorado Aug 19-20 Ro High Plains Raceway/ Colorado

Sep 2-3 Ro High Plains Raceway/ Colorado

Oct 14-15 La Junta Raceway/Continental Divide

Colorado TBD

Continental Divide TBD

CLUB RACING

WHAT Hoosier Super Tour
WHEN March 4-5, 2017
WHERE Avondale, La.
NOLA Motorsports Park plays
host to Southeast Conference's
second Hoosier Super Tour
of the 2017 season.

NORTHERN PACIFIC norpacscca.org

Mar 11-12 Ro* Thunderhill / San Francisco Apr 14-15 Ro* Portland International Raceway/Oregon

May 6-7 Ro* Thunderhill/San Francisco May 27-28 Ro* Pacific Raceways/ Northwest

Jun 2-4 Ro* Mazda Raceway Laguna Seca/San Francisco

Jun 10-11 Ro* Portland International

Raceway/Oregon
Jun 30-Jul 2 Ro* Sonoma Raceway/San
Francisco

Jul 28-30 Ro* Mazda Raceway Laguna Seca/San Francisco

Aug 11-13 Ro* Portland International

Raceway/Oregon
Aug 12-13 Ro* The Ridge Motorsports

Park/Northwest
Sep 1-3 * Mazda Raceway Laguna Seca/

San Francisco
Oct 27-29 * Thunderhill/San Francisco

Northwest (503) 206-6391 Oregon (503) 747-3771 San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org

Feb 11-12 Ro* Buttonwillow/Cal Club May 20-21 Ro*Buttonwillow/Cal Club Sep 2-3 RO* Buttonwillow/Cal Club Oct 28-29 * Auto Club Speedway/Cal Club

Cal Club (661) 304-3982



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www.scca-e.com

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(503) 327-8990; jweidenbaum@scca.com

ANNIVERSARIES SCCA MEMBERS CELEBRATING 25-60 YEARS

AIVIVI	V EK	DAKIES	SCCA MEMBERS C	ELEBRATI	ING 25-60 YEAR
55-YEAR MEMBERS			Maggie Emery	2/13/1987	Glen
William J. Campbell	2/1/1962	Indianapolis	Lawrence W. Emery Jr.	2/13/1987	Glen
Joseph Crecca	2/1/1962	Northwest	Lauren Fix	2/13/1987	Western New York
50-YEAR MEMBERS			Robert Fullriede	2/24/1987	
Rollin D. Butler	2/1/1967	Central Carolinas	Hollie Gilcrease	2/23/1987	
R. Peter Gates	2/1/1967	Washington DC	Sandie Glorioso	2/23/1987	
Michael A. Landrum	2/1/1967	Chicago	James J. Goughary Jr. Albert Hart	2/24/1987 2/18/1987	Florida Rio Grande
David W. Truxal	2/1/1967	North Carolina	John Herman	2/10/1987	Western Michigan
45-YEAR MEMBERS			David Herron	2/4/1987	San Francisco
Johnnie Crean	2/1/1972	Cal Club	Anna Johnson	2/24/1987	
William T. Currie	2/1/1972	New England	Chris Jones	2/24/1987	=
Geoffrey S. French	2/1/1972	Nebraska	Kevin Kloepfer	2/27/1987	Atlanta
Kenneth A. Hart	2/1/1972	Northern Ohio Valley	Brian Linn	2/10/1987	Cal Club
Bruce E. Jensen	2/1/1972	Central Florida	Cindi Lee Lux	2/20/1987	Oregon
John F. Kerr	2/1/1972	Cal Club	William J. Maisey	2/3/1987	Old Dominion
Gary Kowalski	2/1/1972	South Bend	Lorene Martin	2/10/1987	San Francisco
John C. Leps	2/1/1972	Central Florida	James R. Martin	2/10/1987	San Francisco
Bill Martin	2/1/1972	San Francisco	Joan Smith McHenry	2/18/1987	San Francisco
Kent Painter	2/1/1972	Florida	Mary Lou Miller	2/9/1987	Florida
Bob Roberts	2/1/1972	Neohio San Francisco	Robert B. Mumm	2/9/1987	Milwaukee
Bruce Sevier	2/1/1972	San Francisco Rio Grande	James R. Ourand	2/23/1987	=
Gerald E. Strickfaden Stanmore B. Townes	2/1/1972 2/1/1972	San Francisco	Thomas W. Paligraf	2/9/1987	Florida
Stallillore B. Townes	2/1/1912	Sali Fialicisco	Richard P. Powell Kathie Reisinger	2/27/1987 2/10/1987	Indianapolis San Francisco
40-YEAR MEMBERS			Brian K. Ringwood	2/20/1987	
William N. Bilotti	2/1/1977	New England	Arlene Sanchez-Schapira		San Francisco
Scott C. Bowman	2/1/1977	Des Moines Valley	Steven Sawyer	2/10/1987	St Louis
Craig R. Colwell	2/1/1977	Central Pennsylvania	Darryl Saylor	2/9/1987	Tennessee
Bill Craine	2/1/1977	Oregon Eastern Idaho	Sharlene E. Smith	2/10/1987	Kansas City
Patricia Craner Michael L. Cummings	2/22/1977 2/1/1977	San Francisco	John Snodgrass	2/18/1987	Central Florida
Patty L. Dwyer	2/1/1977	San Francisco	George J. Thielen III	2/27/1987	Western Ohio
Jeanne M. English	2/1/1977	Cal Club	Laralei A. Thomas	2/12/1987	Central Carolinas
James N. Friedman	2/1/1977	New England	Jack Duane Tippens	2/24/1987	Chicago
Richard Holden	2/1/1977	Mid South	Douglas A. Valley	2/24/1987	-
Dale S. Krog	2/1/1977	Land O'Lakes	Lyn Hodges Watts	2/24/1987	
Terry L. Larson	2/1/1977	Northwest	Irene J. Wells	2/4/1987	Las Vegas
Jason M. Len	2/1/1977	Cal Club	Mark Wilson	2/20/1987	Washington DC
James V. Painter	2/1/1977	Central Carolinas	Dave Yahn Jackie Yahn	2/23/1987	
Alan Perry	2/1/1977	New England	Clay Yeatman	2/23/1987 2/27/1987	Atlanta
Michael A. Potocki	2/1/1977	Western New York	Kathy Yerxa	2/24/1987	San Francisco
Segundo B. Quinones	2/1/1977	Washington DC	ŕ	L/L-1/1701	Santrancisco
Terry L. Rohr	2/1/1977	Arizona	25-YEAR MEMBERS		
Jack M. Sampson	2/1/1977	Southern West Virginia	Robert L. Allen John B. Black	2/20/1992	
David Alan Schaller	2/1/1977	Texas Stant Cities		2/7/1992	San Francisco Atlanta
Jason A. Widich	2/1/1977	Steel Cities	Jerry W. Brock Michael Allen Burgess	2/28/1992 2/21/1992	Saginaw Valley
35-YEAR MEMBERS			Anne T. Callihan	2/6/1992	Washington DC
R. Lawence Bangert	2/16/1982		Robert Canepa	2/13/1992	San Francisco
Phillip L. Cloninger	2/16/1982		Robert Donald	2/26/1992	
Bret C. Davenport	2/17/1982	San Francisco	Lynne Donald	2/26/1992	
Connie R. Davies	2/22/1982		William George Emery	2/6/1992	Glen
Christopher Fahan	2/17/1982	New England	Pamela Emery	2/6/1992	Glen
Kimberly Davies Klein	2/22/1982		John B. Evans	2/13/1992	Cal Club
Marjorie Lane	2/23/1982		Paul Gordon Jr.	2/20/1992	Central Florida
Barbara Leeson	2/17/1982	San Francisco	Philip E. Kalamaros	2/14/1992	South Bend
Rebecca K.G. Mallory Tara E. Oram	2/22/1982 2/1/1982	New England Neohio	Bill Ladoniczki	2/27/1992	
Gary L. Quast	2/1/1982		Joseph L. McMullen	2/28/1992	
Douglas J. Richter	2/15/1982		Chris Pawlak	2/24/1992	
Mark Alan Sullivan	2/16/1982		Quinn H. Posner	2/26/1992	
	, ,		Christopher Prevenas	2/13/1992	
30-YEAR MEMBERS	2/6/1007	Cal Club	Luke Pritchard	2/24/1992	
Jane Anderson	2/6/1987	Cal Club Atlanta	Janet Roth		Land O'Lakes
Wes Barron	2/24/1987	Atlanta Control Carolinas	Sonjia Smethers	2/14/1992	-



CLUB RACING

WHAT Hoosier Super Tour WHEN March 11-12, 2017 WHERE Rosamond, Calif. The Western Conference hosts its second Majors and first Hoosier Super Tour at the historic Willow Springs International Raceway.

STREET SURVIVAL SCHOOLS

SOUTHEAST sedivracing.org

Mar 4 Daytona International Speedway/ Central Florida

Central Florida (407) 324-1874

DRIVER'S SCHOOLS

NORTHEAST nediv.org

Mar 18-19 Summit Point/Washington DC Apr 1-2 NJMP/South Jersey Apr 21-22 Thompson Speedway/New England

Apr 22 NJMP/South Jersey Jun 2 NJMP/South Jersey Jul 21 NJMP/South Jersey Aug 11 NJMP/South Jersey Aug 12-13 PIRC/Steel Cities Oct 20 NJMP/South Jersey

New England (508) 561-2188 **South Jersey** (609) 784-5316 Steel Cities (412) 831-0361 Washington DC (301) 572-7444

SOUTHEAST sedivracing.org

Feb 17-19 Roebling Road/Buccaneer Apr 8-9 Daytona International Speedway/Central Florida Jul 22-23 Sebring/Central Florida Buccaneer (912) 398-0147 Central Florida (407) 568-6902

CENTRAL cendiv-scca.org

Apr 21-22 Blackhawk Farms/Milwaukee Milwaukee (815) 718-4881

SOUTHWEST sowdivscca.org Jan 28 MSR Cresson/Texas

Texas TBD

NORTHERN PACIFIC norpacscca.org

Feb 24-26 Thunderhill/San Francisco San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org Feb 10-11 Buttonwillow/Cal Club Cal Club (661) 304-3982

SCCA ACCREDITED SCHOOLS

FULL COMPETITION LEVEL

AMG Driving Academy $(888)\,604\text{-}1766$ amgacademy.com Bertil Roos Racing School

(800) 511-7606 racenow.com

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

Bob Bondurant School

(800) 842-7223 bondurant.com

MSR Houston

(281) 369-0677 msrhouston.com Pettiford's Go 4 It Racing Schools $(303)\,666\text{-}4113$ go4itservices.com

2/13/1987 Central Carolinas

2/18/1987 Washington DC

Blue Mountain

2/4/1987

Laura J. Veach

Harold J. Williams

G. Stephen Waybright

2/24/1992 Delta

2/26/1992 Houston

2/25/1992 Central Florida

Les Chaney

Brian Dodge

Andrew D. Clauss



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



Members receive a free trial issue and discounted subscription rate to *Classic Motorsports* magazine



LegalShield is offering a discounted group rate and waived enrollment fees for SCCA members.



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

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



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

Simraceway Performance Driving Center (800) 733-0345 jimrussellusa.com Skip Barber Racing School

(800) 221-1131 skipbarber.com

Spring Mountain Advanced Driving School (800) 391-6891

springmountainmotorsports.com

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

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

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

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

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

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com Pro Drive Racing School

(503) 285-4449 prodrive.net
ProFormance Racing School

(253) 630-5130 proformanceracingschool.com

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

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

NOVICE PERMIT / SCHOOL CREDIT Allen Berg Racing School

Allen Berg Racing School (888) 722-3220

allenbergracingschools.com Bobby Cee's Racer's Edge High Performance Driving School

(562) 714-1799 bobbyceesracersedge.com Danny McKeever's Fast Lane

Racing School (888) 948-4888 raceschool.com Demonte Motorsports (631) 482-8875 demontemotorsports.com

EXR - Exotics Racing Series (702) 802-5662 exrseries.com

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

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

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

Spring Mountain Advanced Driving School (800) 391-6891

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

TIME TRIALS

NORTHEAST nediv.org

Mar 11-12 PDX/CT Summit Point/ Washington DC

Apr 1-2 PDX NJMP/South Jersey Apr 2 PDX/CT Summit Point/ Washington DC

May 27-28 TT Summit Point/BMR Jun 2 PDX NJMP/South Jersey Jun 24-25 HC Reading, Pa./BMR Jul 15-16 PDX/CT Summit Point/ Washington DC

Aug 11 PDX NJMP/South Jersey Aug 12-13 CRE PIRC/Steel Cities Aug 19-20 HC Reading, Pa./BMR Aug 26-27 PDX/CT Summit Point/ Washington DC

Oct 20 PDX NJMP/South Jersey
Oct 21-22 PDX/CT Summit Point/
Washington DC

BMR (610) 804-9047 South Jersey (609) 784-5316

Steel Cities (412) 831-0361 Washington DC (301) 572-7444 SOUTHEAST sedivracing.org

Feb 17-19 PDX Roebling Road/Buccaneer Mar 12 PDX Road Atlanta/Atlanta Apr 8-9 PDX/TT Talladega Grand Prix/ Alabama, Tennessee

Arabama, Tennessee

Apr 8-9 PDX Daytona International
Speedway/Central Florida

May 5 PDX Daytona International
Speedway/Central Florida

May 13-14 HC Robbinsville, N.C./Central Carolinas

Jun 10-11 PDX Sebring/Central Florida Jul 22-23 PDX Sebring/Central Florida Jul 30 PDX Road Atlanta/Atlanta Aug 4 PDX Daytona International Speedway/Central Florida

Aug 11 PDX/TT Charlotte Motor Speedway/Central Carolinas Sep 2-3 PDX Sebring/Central Florida Sep 29 PDXDaytona International Speedway/Central Florida

Sep 30-Oct 1 PDX/TT Talladega Grand Prix/Alabama, Tennessee Oct 21 PDX VIR/North Carolina Nov 3-5 PDX Road Atlanta/Atlanta



Nov 18-19 PDX/TT Roebling Road/ Buccaneer

Alabama, Tennessee (256) 200-5541 Atlanta (770) 617-0801 Buccaneer (912) 398-0147 Central Carolinas (704) 898-0141 Central Florida (407) 568-6902 North Carolina (919) 423-6015

SOUTHWEST sowdivscca.org

Jan 28 CT MSR Cresson/Texas Apr 28 PDX MSR Houston/Houston Nov 18-19 CT Texas World Speedway/ Texas

Dec 1 PDX MSR Houston/Houston Houston TBD

GREAT LAKES greatlakes-scca.org

Aug 4 PDX Mid-Ohio Sports Car Course/ Cincinnanti

Oct 13 PDX Mid-Ohio Sports Car Course/ Ohio Valley

Cincinnati (330) 460-6706 Ohio Valley (614) 735-7561

ROCKY MOUNTAIN coloradoscca.org

May 13-14 PDX/CT/CRE La Junta Raceway/Continental Divide May 27-28 PDX Pueblo Motorsports Park/Continental Divide Jul 1-2 PDX High Plains Raceway/ Colorado

Aug 19-20 PDX/CT/CRE High Plains Raceway/Colorado

Sep 2-3 PDX/CT/CRE High Plains Raceway/Colorado

Oct 14-15 PDX/CRE La Junta Raceway/ Continental Divide

Colorado TBD Continental Divide TBD

SOUTHERN PACIFIC scca-sopac.org

Feb 11-12 CT Buttonwillow/Cal Club May 20-21 CT Buttonwillow/Cal Club Sep 30-Oct 1 HC Clifton, Ariz./ Arizona Arizona (408) 832-1327 Cal Club (661) 304-3982

SOLO TIRE RACK SCCA SOLO

CHAMPIONSHIP TOUR Mar 17-19 Cecil, Ga

Mar 24-26 Bryan, Texas April 28-30 Crows Landing, Calif. May 27-29 Lincoln, Neb. (Spring Nationals) Jun 9-11 Fountain, Colo. Jun 16-18 Aver, Mass. Jun 30-Jul 2 Bristol, Tenn. Jul 7-9 Packwood, Wash. Jul 28-30 Swanton, Ohio

TIRE RACK SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 5-8 Lincoln, Neb.

TIRE RACK SCCA PROSOLO

Mar 10-11 Lehigh Acres, Fla. Apr 7-9 Irvine, Calif Apr 21-23 Crows Landing, Calif. May 5-7 Blythville, Ark. May 12-14 East Rutherford, N.J. May 25-27 Lincoln, Neb. (Spring Nationals) Jun 2-4 Mineral Wells, Texas Jun 9-11 Swanton, Ohio Jul 14-16 Packwood, Wash. Aug 4-6 Oscoda Township, Mich. Sep 1-3 Lincoln, Neb. (Finale)

TIRE RACK MATCH TOUR.

Mar 3-5 San Diego, Calif. Apr 28-29 Wampum, Penn. Jun 2-4 Peru, Ind. Jul 2-4 Bristol, Tenn.

CAM CHALLENGE

Mar 3-5 San Diego, Calif. Jun 16-18 Mineral Wells, Texas Aug 11-13 Peru, Ind.

Sep 2-3 Lincoln, Neb. (Invitational)

REGIONAL

NORTHERN PACIFIC norpacscca.org

Feb 25-26 Sierra College/San Francisco. Fresno

Mar 18-19 Fresno Fairgrounds/San Francisco, Fresno

Apr 22-23 Fresno Fairgrounds/San Francisco, Fresno

Jun 10-11 Fresno Fairgrounds/San Francisco, Fresno

Jul 8 Fresno Fairgrounds/San Francisco, Fresno

Jul 29 Fresno Fairgrounds/San Francisco, Fresno

Aug 12 Fresno Fairgrounds/San Francisco, Fresno

Oct 8 Buttonwillow Raceway Park/San Francisco, Fresno

Nov 11-12 Fresno Fairgrounds/San Francisco, Fresno

Fresno (559) 905-0061 San Francsico (916) 416-2972

ROADRALLY

WHAT National RoadRally WHEN March 4-5, 2017 WHERE Tucson, Ariz. No, this photo isn't from Arizona (BELOW), but it does represent the first of the National RoadRallies of the 2017 season, which take place there.

SOUTHERN PACIFIC scca-sopac.org

Jan 22 Maui Raceway/Hawaii Jan 22 Aloha Stadium/Hawaii Feb 5 Aloha Stadium/Hawaii Feb 12 Aloha Stadium/Hawaii Feb 26 Maui Raceway/Hawaii Mar 12 Aloha Stadium/Hawaii Mar 26 Maui Raceway / Hawaii Mar 26 Aloha Stadium/Hawaii Apr 9 Aloha Stadium/Hawaii Apr 23 Maui Raceway/Hawaii May 21 Maui Raceway/Hawaii Jun 25 Maui Raceway/Hawaii Jul 23 Maui Raceway/Hawaii Aug 27 Maui Raceway/Hawaii Sep 24 Maui Raceway/Hawaii Oct 22 Maui Raceway/Hawaii Aloha Hawaii (808) 349-8813 Maui Hawaii (808) 281-3654

ROADRALLY

NATIONAL

Mar 4 Desert Sands National Course/ Arizona Border

Mar 5 Desert Sins National Course/ Arizona Border

Mar 18 Mark Haas Memorial March Lion National Course, Tour/South Jersey May 20 Roads Scholar National Course/ Milwaukee

May 21 Badger Burrow National Tour/ Milwaukee

Sep 15-17 USRRC/Arctic Alaska Arctic Alaska (907) 243-2122 Arizona Border jgetchell@cox.net Milwaukee TBA **South Jersey** (856) 228-9249

REGIONAL

NORTHEAST nediv.org

Jan 21 IWR 2017 Regional Course/Finger

Mar 19 Mark Haas Memorial March Lion Divisional Course, Tour/South Jersey Finger Lakes (585) 359-4688 South Jersey (856) 228-9249

SOUTHERN PACIFIC scca-sopac.org

Feb 3 First Friday Niter/Cal Club Feb 18 Inaugural Divisional Course/Cal Club

Mar 3 First Friday Niter/Cal Club Apr 7 First Friday Niter/Cal Club May 5 First Friday Niter/Cal Club Jun 2 First Friday Niter/Cal Club Cal Club (424) 297-0086

RALLYCROSS

NATIONAL CHAMPIONSHIP

2017 event to be announced

REGIONAL

NORTHEAST nediv.org

Feb 4-5 Stafford Springs, Conn/New Fngland

Feb 19-20 Wellsboro, Penn/Finger Lakes Finger Lakes (585) 737-6541 New England (603) 254-9371

SOUTHEAST sedivracing.org

Jan 28-29 St. Lucie Fairgrounds/Central

Mar 11 St. Lucie Fairgrounds/Central Florida

Apr 2 St. Lucie Fairgrounds/Central Florida

Jun 24 St. Lucie Fairgrounds/Central Florida

Jul 22 St. Lucie Fairgrounds/Central Florida

Aug 19 St. Lucie Fairgrounds/Central Florida

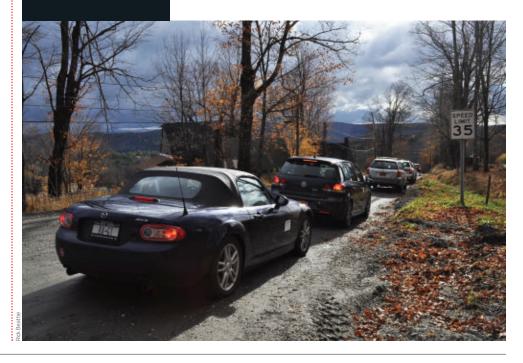
Sep 24 St. Lucie Fairgrounds/Central Florida

Oct 21 St. Lucie Fairgrounds/Central Florida

Nov 18 St. Lucie Fairgrounds/Central Florida

Central Florida (321) 508-4299

CENTRAL cendiv-scca.org Feb 19 Vinton, Iowa/Iowa lowa (314) 616-5577



NEW PRODUCTS



hardened steel for extra security, the Off-Vehicle Coupler Lock works with 17/8-inch, 2-inch, and 215/16-inch couplers to keep a variety of

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trailers secure while unattended. www.boltlock.com

DEI EASY LOOM SPLIT SLEEVES

DEI's protective Easy Loom Split Sleeves provide protection of wires, hoses, and cables exposed to caustic solvents, abrasion, or the elements. Resistant to automotive fluids, chemicals, and high temperatures, self-extinguishing Easy Loom Split Sleeves maintain integrity at a continuous 375-degrees F with a melting point of 500-degrees F. www.designengineering.com

the Gill GScondition Oil Contamination Sensor, an innovative product capable of real-time monitoring of ferric particles and water intrusion in an oil supply. The sensor system uses a magnetic probe (to capture ferric particles) and proprietary inductive technology, measures the accumulation of both fine and coarse particles in the oil supply, and provides the earliest possible warning of component failure.

BURNS STAINLESS OIL CONTAMINATION SENSOR

Burns Stainless has introduced www.burnsstainless.com



LARSON ELECTRONICS FLOODLIGHT

Larson Electronics has expanded its catalog to include the 33-watt high output LED floodlight. The 33-watt LED produces 3,300 lumens of intense light, with a narrow 10-degree spread spot beam approximately 1,000 feet long. www.larsonelectronics.com

AUTOMETER LOW-REV TACHOMETER

AutoMeter just announced a new line of low-rev 0-6,000rpm tachometers. The Low-Rev tachometer is available in popular AutoMeter gauge series styles, including Phantom, Sport-Comp, Ultra-Lite, and Z-Series. The patented air core meter movement, wound in-house to exacting standards, can sweep the needle through the full rev range in 333 milliseconds. www.autometer.com



AUTOCROSS STICKERS

SORIES,

AND GEAR

FOR RACERS

SCCA member Chris Paveglio has released Autocross Stickers, an iOS Messages sticker pack, with a collection of autocross and racing imagery to use in iOS 10 Messages (iPhones and iPads). Icons include cones, racing flags, helmets, tire, jack, steering wheels, and more - 30 in total. www.itunes.apple.com



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PHILIP ROYLE EDITOR, SPORTSCAR MAGAZINE

CHANGES IN ATTITUDE

here are fundamental differences in the mindset of racers. I'm not talking about the "hows" of winning; rather, what someone wants to get out of a race. I've joked before in this column that sometimes a certain saying gets tossed around the SportsCar office as the staff heads into a Club Racing weekend: "I'm not here to race," we chuckle, "I'm here to win." I laugh about the phrase because it's a change in mindset from when I got into Solo and Club Racing. I used to show up for the thrill and adrenaline rush that came with competition, but at some point that changed and I simply wanted to stand on the podium. So, as I sat at the SCCA Enterprises offices on a snowy January morning interviewing Robey Clark and Mike Davies, both longtime SRF racers, for this month's cover story, I brought up this topic. After all, Spec Racer Ford is renowned for close competition, where the majority of racers know they will not stand on the podium. Yet they come in droves, and love every minute of it.



Let me describe what has been going through my mind during race weekends for the last few years: I want it to be over. Specifically, I want it to be over and I want to be on the podium when it is. Davies and Clark, however. described to me a mindset that is completely different - one of competitors seeking a race, relishing the competition at hand, and not caring whether they're in a first-place battle or a tangle for 15th. A challenging race for position is a race worth having.

At the 2016 National Championship Runoffs, I knew I wouldn't do as well as I did in 2015,

THE CHALLENGE Very few taste victory, but for most (as it turns out) the battle is enouah.

and I was over the moon with my eighth-place finish. It was a battle to keep position, not one for the win, and I was proud of my accomplishment. But I figured my old mindset of hunting for podium finishes would return come the 2017 season.

As it turns out, the weekend following my trip to Denver to meet with the crew at SCCA Enterprises was also my first U.S. Majors Tour of the year at Auto Club Speedway. There, I turned the fastest lap I've ever run at the track during qualifying, then promptly blew up my motor on the first lap of Saturday's race. Interestingly, however, I wasn't bummed; I was energized. I hung out at the track for the rest of the day, and then Sunday I evaluated the car, pulled the motor, then first thing Monday took the motor to the shop to start preparations for the Hoosier Super Tour in March. I can't wait for that race weekend.

What's with my change of heart? I'm not sure, but it turns out I'm back to loving competition for the sake of competition, the thrill of the challenge, and the satisfaction of improvement. People tell me these things happen in racing, but I'm really glad my mind has changed back to what it was when I got into this sport. That said, if my engine blows up again in March - well, let's just hope that doesn't happen.



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FROM THE ARCHIVES

10 YEARS AGO **MARCH 2007**



 A news item covered early season results for Club Racing classes that had been approved for competition per the GCR beginning that year. Of BP, DP, ST, FSCCA, F1000, and ITR, FSCCA (now FE) showed the strongest turnout at the January Sebring races.

25 YEARS AGO **MARCH 1992**



- It was reported that racer Jack Baldwin would run the 1992 Trans Am season with Hot Wheels as his primary sponsor. The sponsorship included Hot Wheels producing a die-cast model of his Camaro racecar.
- Shelby advertised its Shelby Can-Am cars for \$35,000.

50 YEARS AGO. **MARCH 1967**



- An article titled IBM versus Asprin discussed the scoring of the 1966 Great Canyon National rally, done completely on an IBM 1440 computer.
- Oscar Koveleski waxed poetic about bringing new members to the Club.



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