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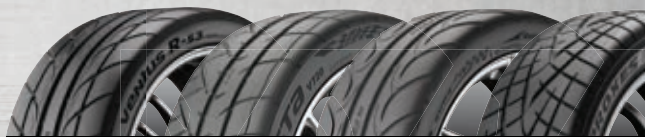
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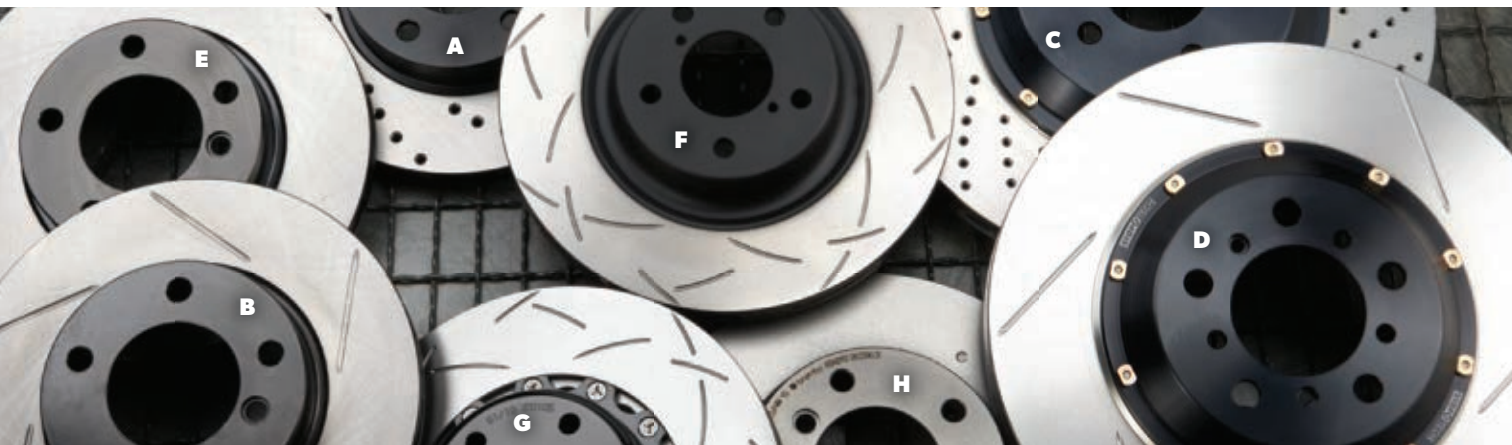
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APRIL 2017
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Words to live by...or something...

COVER PHOTOGRAPHY Sean Rice





BEGINNINGS

With family and friends close at hand, 5-year-old Lakshmi Nakata prepares for her very first autocross run in her Formula Junior C MTN Racing Top Kart.

DATE Jan. 15, 2017

LOCATION Auto Club Speedway, Fontana, Calif.

WHAT Cal Club Region Solo

PHOTOGRAPHER D.E. Baer



MISSING MAN

The drivers in the Southwest Division gave the late Keith Verges the ultimate memorial as they took the SRF pace lap during the Polar Prix U.S. Majors Tour in the missing man formation. Verges, who passed away in September 2016, was a mentor to local racers and a longtime supporter of the SRF and SM communities.

DATE Feb. 11, 2017

LOCATION Texas World
Speedway, College Station, TX

WHAT SCCA U.S. Majors Tour

PHOTOGRAPHER Sydney Davis Yagel



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TRACK NIGHT IN AMERICA UNVEILS 2017 SCHEDULE

From Washington to Florida, Massachusetts to California, a total of 25 circuits are scheduled to host Track Night in America Driven by Tire Rack events in 2017. The SCCA's innovative program will make first time visits to Heartland Park Topeka in Kansas and Buttonwillow Raceway Park in central California. Check out www.tracknightinamerica.com for more information.



Sean Rice

SONOMA RACEWAY NAMED 2018 SCCA NATIONAL CHAMPIONSHIP RUNOFFS VENUE

The SCCA announced in January that the 2018 SCCA National Championship Runoffs will be held Oct. 16-21 at Sonoma Raceway in Sonoma, Calif. This marks the first time the Runoffs will be held at the Northern California track - a track that hosted an SCCA enduro as its first official event on Dec. 1, 1968.

"We're excited to have the Runoffs head west again, continuing the Board of Directors' initiative to move the event around the country to iconic and challenging racetracks," says SCCA Vice President and COO Eric Prill. "With its deep heritage, dramatic setting, and inspired layout, Sonoma Raceway is certainly right at home on the list of Runoffs host venues."

About an hour's drive north of San Francisco, Sonoma Raceway's road course features more than 160 feet of elevation change. With track activity scheduled an average of 340 days a year,

it's one of North America's most complete and versatile motorsports complexes.

"In 2018, Sonoma Raceway will kick off its 50th anniversary year and will be very proud to feature the premier event in amateur road racing as part of that celebration," says Steve Page, President and General Manager of Sonoma Raceway.

At the suggestion of participants, the 2018 Runoffs, including testing, qualifying, and racing, will be shortened overall by two days from the 2015-'17 events. Paved paddock space is limited, so additional lots around the track will be utilized. A pre-reserved system for assigning paddock spots will be utilized just as it has been since the 2015 Runoffs at Daytona International Speedway.

Use of both the Carousel and Esses are expected, but the specific track layout has yet to be finalized for the 2018 Runoffs at Sonoma Raceway. However,

the venue is undoubtedly a fantastic site for both racers and spectators.

While there is plenty to keep people entertained and busy at the track, the surrounding community is a well-known tourist destination. The Sonoma County Tourism organization notes there are more than 425 wineries in the region, miles of rugged Pacific coastline, and towering redwood forests. Sonoma County features premium wine, farm-to-table dining, unique resorts and spas, and over 50 state and regional parks.

Since 1964, the SCCA has crowned Club Racing National Champions at the winner-take-all, single-race Runoffs format through dozens of separate races over three days. As host of the 55th Runoffs in 2018, Sonoma Raceway will become the third California track to host the SCCA's National Championship, joining Riverside International Raceway and Mazda Raceway Laguna Seca. 📍





Dave Green

STARTING LINE DATES ANNOUNCED

Registration is open for the first of the 2017 Tire Rack SCCA Starting Line Autocross schools. For only \$325 per entrant, Tire Rack SCCA Starting Line Autocross schools give automotive enthusiasts a professional, all-inclusive entry into the sport of autocross and the chance to have some fun with cars. Check out www.scca.com/pages/starting-line.

PLAYING DIRTY

The DirtFish driving school has signed on as the title sponsor for the RallyCross National Challenge and Championship.

DirtFish to title SCCA RallyCross National events

DirtFish, the premier driving school nestled in the foothills of the Cascade Mountain Range in Snoqualmie, Wash., has partnered with the SCCA to headline the Club's National-level RallyCross events, thus becoming the DirtFish SCCA RallyCross National Challenge and the DirtFish SCCA RallyCross National Championship.

In addition to event support, DirtFish and SCCA will work together on a number of promotions to help grow the RallyCross program. Each of the DirtFish SCCA RallyCross National Challenge and National Championship cars will carry a decal representing the driving school's involvement in the program.

Howard Duncan, SCCA's Sr.



Rupert Berrington

Director of SCCA Rally/Solo, added that DirtFish will have a presence throughout the SCCA community, including on scca.com, in *SportsCar* magazine, and at the Tire Rack Solo National Championships and the National Championship Runoffs.

"The RallyCross program is poised for growth and, working with DirtFish, we think there's another step forward that we can take," Duncan says. "But because DirtFish is more than just a rally school, there will be

opportunities for all SCCA members to take advantage of the skills and resources that DirtFish offers."

New for 2017, each DirtFish SCCA RallyCross National Challenge will offer a Starting Line RallyCross school on the Friday before competition. Much like the Starting Line Autocross program, Starting Line RallyCross will instruct participants on vehicle dynamics and driving techniques specific to low-traction surfaces. 📍

2017 DIRTFISH RALLYCROSS NATIONAL CHALLENGE

DATE	LOCATION
April 7-9	Heartland Park Topeka, Topeka, Kan.
July 7-9	Rally Farm, Catlett, Va.
July 21-23	DirtFish Rally School, Snoqualmie, Wash.
Oct. 20-22	National Championship, Heartland Park Topeka; Topeka, Kan.

SOUTHERN CALIFORNIA PROSOLO DATE AND VENUE CHANGE

Tire Rack SCCA Solo events had been living a charmed life for several years when it comes to the old runways of El Toro Airbase at what is now the Orange County Great Park in Southern California. Unfortunately, it appears luck has run out as Howard Duncan, SCCA's Sr. Director of SCCA Rally/Solo, announced that what was to be the third annual last El Toro

ProSolo must be canceled. In its place, ProSolo organizers have secured a March 31-April 2 date for ProSolo competitors at Auto Club Speedway in Fontana, Calif. - located about an hour's drive northeast of the original Orange County venue. The original date for the annual visit to Southern California had to be adjusted as the Speedway was previously booked. 📍



Jeff Lowee

READY TO LAUNCH

A change of venue will see autocrossers lining up at Auto Club Speedway instead of El Toro.

WESTWARD RUN

The National Championship Runoffs will visit Sonoma Raceway in 2018, making it the third time the winner-take-all event has taken place on the West Coast.

LAT / John Harrison



The official 2017 Tire Rack SCCA ProSolo rules are now available on SCCA.com. Changes were minimal, mostly focused on updates to the ProSolo index factors. The Christmas tree-style start, a trademark of ProSolo competition, requires index adjustments that vary from the PAX index used in other Tire Rack SCCA Solo events. Download the rules via the ProSolo section of scca.com.



MEMBERSHIP DRIVE CONTEST

For complete details on the SCCA Membership Drive Contest, log in to ams.scca.com and look under "Forms."

MEMBERSHIP DRIVE CONTEST FOR JANUARY 2017

NAME	REF	REGION
Gayle Jardine	18	Cal Club
Brian Ghidinelli	6	San Francisco
Darren Gunn	6	Central Florida
Gal Mesika	4	Washington DC
Moses Smith	4	Texas
Lori Vitagliano	4	Florida
Yunfan Wu	4	San Francisco
Glen Griswold	3	Cal Club
Kristen Poole	3	Susquehanna
Robin Ragaglia	3	Central Florida
Marlon Tecson	3	Las Vegas
Namy Tran	3	Houston

240 additional members have at least one referral.

REGION LEADERS

(Category based on 2016 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Texas	7.3%
Cal Club	2.4%
San Francisco	1.4%
LARGE REGIONS (401-799):	
San Diego	13.7%
Buccaneer	1.2%
Cincinnati	1.1%
MEDIUM REGIONS (200-400):	
Western Michigan	4.0%
Las Vegas	2.1%
Eastern Tennessee	1.9%
SMALL REGIONS (<200):	
Puerto Rico	29.4%
Southern Illinois	5.8%
Pan American	4.3%



Richard S. James



Dennis Wood

Saurino, Verhagen take most improved, top rookie honors for 2016 Club Racing

SCCA has named Hans Saurino (ABOVE, LEFT) the 2016 Kimberly Cup winner and Neil Verhagen (ABOVE, RIGHT) the 2016 Jim Fitzgerald Rookie of the Year.

The Kimberly Cup, donated by James Kimberly (a former President and Governor of SCCA as well as a champion car owner and driver) is awarded to the SCCA driver showing the greatest improvement in the past year. Previous winners include Augie Pabst, Roger Penske, Mark Donohue, and Peter Revson.

After starting the 2015 SCCA National Championship Runoffs in the 12th position at Daytona International Speedway, Saurino tangled with another competitor in Turn 1 on the opening lap to

end his race. But he came back strong at Mid-Ohio Sports Car Course for the 2016 Runoffs, battling with David Livingston Jr., Russell Ruedisueli, Andy Brumbaugh, John Benson, and Andrew Melvin for the last two podium spots, ultimately clinching second place.

The Jim Fitzgerald Rookie of the Year is presented to the Club Racing driver showing the greatest promise based on driving ability demonstrated during the first season of SCCA National competition. Previous Rookie of the Year winners include Claude Bourbonnais, Mark Dismore and Eric Curran. Fifteen-year-old Verhagen earned the honor this year by winning the Formula F Runoffs

event at the 2016 Mid-Ohio Runoffs, the youngest driver to ever win a Runoffs Championship.

Along with his Runoffs victory, Verhagen claimed the SCCA U.S. Majors Tour Nationwide Points Championship in FF, and triumphed overall in the F1600 Championship Series. He also received the 2016 Road Racing Drivers Club's Mark Donohue Award for outstanding performance, competitiveness and sportsmanship.

On top of all that, Verhagen was recently named to the Red Bull Junior program. He is scheduled to compete this coming race season in the Formula Renault 2.0 Eurocup. 📍

SCCA Pro Racing extends Trans Am contract to 2042

After marking its 50th anniversary in 2016, the Trans Am Series, presented by Pirelli Tire, and SCCA Pro Racing are set to celebrate the diamond anniversary after signing a landmark 25-year agreement with the Trans Am Race Company (TARC).

The deal is the continuation of TARC's licensing and services agreement with SCCA Pro Racing, securing the management, marketing, and operational platform that has seen Trans Am grow substantially since the creation of the original partnership in late 2011.

"This unprecedented agreement gives both TARC and SCCA Pro the opportunity to focus on the future of the Trans Am Series," says John Clagett, President of The Trans Am Race Company. "While these past few years have been a tremendous success, we are still working toward our final vision. This agreement allows both partners to concentrate on building and constantly improving the series."

SCCA Pro will continue providing crucial services to Trans Am, including staffing, industry



Chris Clark

A LONG RUN
SCCA Pro Racing and the Trans Am Race Company have become long-term partners.

standard participant accident insurance, and sanctioning. TARC will remain the marketing and management arm of the series taking on promotion, the writing and interpretation of rules, and staff selection in key roles.

While the renewed partnership will allow both

entities to continue building a top professional series, it will also vertically align the Trans Am Series with SCCA Inc., creating an easy crossover from amateur racing to professional sports car racing to the Club members.

For more information visit GoTransAm.com. 📍

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F4 U.S. VIRGINIA INT'L RACEWAY EVENT SHIFTS

SCCA Pro Racing officials announced that the Formula 4 United States Championship Powered by Honda event slated for April 28-30 at VIRginia International Raceway has been rescheduled to Aug. 25-27. "While we regret the scheduling impact this places on our teams, both VIR and SCCA Pro feel this date more suits our needs," says SCCA Pro Racing Vice President Steve Oseth.



LAT / Dan R. Boyd



LEE HILL

CHAIRMAN, SCCA BOARD OF DIRECTORS

PASSION FOR THE SPORT

I'm back home in Tampa after four days in Daytona for the Rolex 24. What a weekend to follow right on the heels of four days in Las Vegas for the SCCA National Convention - not to mention the back-to-back U.S. Majors Tour weekends to start the month at Homestead and Sebring. January is a busy month in Florida, and thinking back on all four January weekends, I can't help but think about the passionate nature of our sport, our Club, and our members.

Supporting the Rolex 24 has been a late January ritual for my home Region (Central Florida) for decades, and the amount of behind-the-scenes effort contributed by so many of our members never ceases to amaze me. Planning is a year-round activity with discussions with the speedway and IMSA likely to happen at any time. Activity at Daytona International Speedway begins only 10 days after completion of the inaugural Hoosier Racing Tire Super Tour weekend at Sebring - and it's largely the same group that is responsible for staffing both. Setup of the worker compound starts on Tuesday and breakdown begins on Sunday evening and continues through Monday.

The logistics are mindboggling. The F&C crew alone is comprised of more than 100 corner marshals from all over North America and Europe. Another dozen help out on the pit lane. Then roughly 75 more folks handle registration, organize parking and camping, run worker shuttles, run the all night canteen, and provide food and beverages, deliver cold drinks (or hot coffee, tea, cocoa) to those on duty. And don't forget Tom the bartender for the party on Friday night - watch out for his gin and tonics!

Three shifts at the corners - four hours on and then eight off - twice around the clock. Pits, canteen, and shuttles have their own shift plans. Hours spent ahead of time trying to mix and match the available talent to staff those four days of racing and three shifts for the 24 itself to fill all of the functions efficiently.

Out on the corners things tend to change quickly from ho-hum to frantic and back again. Adrenaline is high as the race gets underway, but 24 hours is a long time and things soon settle into a rhythm. Never forget how fast these cars move and how quickly things can change.

Now it's 4 a.m., 43 degrees F and raining - raining hard enough that a full course yellow is called for track conditions. Twenty minutes of ho-hum and then we're back to green with

50-plus cars pushing and shoving their way through the International Horseshoe on a soaking wet track - high-speed, high-dollar traffic jam. Amazingly, they all make it through and the race settles back into a rhythm.

A call from Turn 7a (the Chicane): a Porsche spins into the shortcut and stops with driver's door against the backstretch wall. Can't get eyes on the driver and no sign of the car trying to restart. Another full course yellow; another restart.

Everyone is trying to stay warm, and trying to stay alert. A spin and continue called for a Prototype Challenge car, then back to quiet. A GTD Mercedes drops a wheel at the exit of Turn 2 and he's heading right at us. He pounds the barrier 40 feet away from our station and slides toward us - now we're all wide awake. Trying to find the transmit button on the headset through two hoods and with gloves on cold fingers. "Control - Turn 3 waving. Hard Impact."

You hear calls from the other corners and visualize what's happening, marveling at the variety of accents - Carolina drawl, English midlands, New England twang, Scots, Dutch, German, and broad Canadian A's. You pick out the familiar voices - Billy at Turn 5, Byron at Turn 6, Nancy's distinctive voice from Turn 1, Lin's from the Chicane, Bill's at Pit In, struggling to keep from losing his voice. All friends you trust to watch your back as they trust you to watch theirs, and all dedicated and passionate about the sport.

It's much the same at the SCCA National Convention, albeit a massively different milieu. The presenters sharing ideas and best practices - some are staff, but most are volunteers. Town hall meetings with program boards whose members spend hours and hours during the year on conference calls and dealing with e-mails to try to keep our various programs safe, fair, and fun.

Many of the questions asked by attendees are done so with obvious deep feeling. These are *not* people who don't care; they are deeply involved in the sport and their Club. They keep coming back again and again - many have a tough time saying "no" when something else needs to be done. Many of the award recipients at the Hall of Fame banquet exhibit visible emotion at being recognized as exceptional by people who mean so much to them.

Why do they do it, year after year? They care. Passionate and dedicated, there are thousands in SCCA. 🍷

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16-YEAR-OLD LOOMIS GOES PRO

Jacob Loomis, a Formula Mazda Club racer, has signed with Global Racing Group to campaign the SCCA Pro Racing Formula 4 United States Championship Powered by Honda in 2017. "Participating in SCCA Club [Racing] prepared me for SCCA Pro Racing," says the 16-year-old Loomis. Loomis started on pole in the 2016 Runoffs, finishing the race with a new track record.



Jay Bonvillian

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2016 SCCA MECHANIC OF THE YEAR: RICHARD HAYES

The 2016 SCCA Mechanic of the Year is Colorado Region's Richard Hayes, who is crew chief for Formula F driver Andy Melvin.

Hayes has been an SCCA member since 1993 and displays an unparalleled work ethic.

In their first full season together, Hayes and Melvin made great strides. After a first-turn incident at Road America in 2015, Hayes repaired the heavily damaged racecar in time for an event the following weekend in Kansas. In 2016, at the June Sprints, the mechanic and driver worked together to achieve an amazing victory at the iconic event.

As evidence of the bond Hayes and Melvin share, consider the 2015 SCCA National Championship Runoffs at Daytona International Speedway.

While belting Melvin into the racecar, Hayes' phone rang and he briefly took the call to learn of his mother's death. He bent down into the cockpit and informed Melvin of the news. The driver then stood up and gave Hayes a huge hug. The duo got right back to work to put Melvin out on track. ☺



Clark McInnis

KEEP IT RUNNING

Mechanic Richard Hayes keeps FF competitor Andy Melvin moving.

F4 U.S. champ secures European ride



LAT / Dan R. Boyd

After sweeping the second half of the inaugural season of the SCCA Pro Racing Formula 4 United States Championship Powered by Honda and capturing the championship,

Cameron Das (LEFT) takes the next step in his formula racing career signing with Carlin for the 2017 BRDC British Formula 3 Series.

"British Formula 3 feels like the natural next step in my racing development," says Das.

In October, Das competed with the nine-time British F3 championship team for the BRDC Autumn Trophy at the Snetterton Circuit in Norfolk, U.K. The F4 U.S. champion placed seventh in his European debut.

"It is gratifying to see his work throughout the 2016 season payoff," says Steve Oseth, SCCA Pro Racing Vice President." ☺



Jeff Laewe

SOLO SUPPORT

Make sure you preregister for the 2018 Solo contingency programs.

Tire Rack Solo National Tour 2017 contingency programs announced

Numerous partners have vowed support for 2017 Tire Rack SCCA Solo Match Tour and Championship Tour competitors with contingency sponsorship programs. Many opportunities require pre-registration - details and instructions to register for each of these programs are available at scca.com. It is the responsibility of each competitor to make sure they are in compliance with each program for which they would like to enroll.

If you registered for a Match Tour or Championship Tour contingency program prior to 5 p.m. Eastern time on Feb. 10, 2017, you will need to go back and resubmit your application. ☺

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ROB LUIS

SAN FRANCISCO REGION
MEMBER SINCE 1995

“Like many, I suspect, I showed up at my first autocross ready to show everyone how incredible I was as a driver. I had attended a very renowned racing school and another renowned karting school. I was determined to light my hair on fire and show all those cone killers how it was done.

Well, as you probably figured out, it didn't go as I expected. I was six seconds behind a similar car and I became very humble after that. I told myself that from this point forward I would learn from anyone and everyone.

I then decided to see what an SCCA autocross was about. Talk about being overwhelmed. It looked like a car show to me – and better yet, they were all about to be driven in anger! The local SCCA members immediately offered to help me, and I was given a free *North American Pylon* by John Kelley. I remember thinking, “No one knows me and yet they are giving me free stuff – how cool is this?” The year was 1995, and I was hooked.

I wanted to be one of those drivers who could make a slow car turn times that made everyone stop and rethink how fast their car was. I found myself asking everyone for a ride in his or her car, and I said, “I'm trying to be a sponge. I'm going to soak up all your knowledge.” They all laughed, but let me ride shotgun.

A year later I found myself at the Tire Rack Solo National

Championships. I finished with a trophy and was voted Solo Rookie of the Year, thanks in large part to Charlie Davis, whose letter of recommendation must have been a stroke of literary genius.

I wanted to pay it forward and began teaching at track events and autocross schools. I enjoyed it so much I turned it into my career. I'm currently the head instructor for an Ambulance/Fire Emergency Vehicle Operators Course at my local college, and I teach police cadets and police officers the art of high speed and pursuit driving.

That first impression I got from the San Francisco Region membership has never gone away. I still learn from my students as well as my peers, and I know that will never stop. SCCA might be the greatest auto enthusiast club, but it's the people who make it the greatest club to be a member of. I'm a proud member and always brag about the largest motorsport club in the world. Thank you SCCA, all of you.”

MAIN IMAGE Rupert Berrington



Courtesy Rob Luis





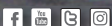
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Philip Tucker

The Happy Moose

After a 30-year pro driving career, I don't have a pro ride at the moment. I've never been a much of a ride chaser, I've just been very lucky. So many great rides just came to me. My marketing strategy has been to sit at home and stare at the phone, waiting for an offer. I don't recommend it. It was my dating strategy in my youth, too, and not very effective.

But hey, it's also a normal life cycle, too. I'm still in good shape, and the fire's still burnin' in the hearth. Like most of you, I still love to race, track, drive, and slide. In the last couple of months, I've tried both RallyCross and a genuine drift event with a young, adventurous crowd. The drift event was very loose and free with both safety and organization, but what fun it was.

For more track time and car build adventures, I've had my own "Happy Moose" Volvo for several years, running it once in awhile in various cheap-car endurance series. This experience has led to many renewed appreciations and lessons relearned.

1. Racing eats money. No horse dooky, I hear you all scold me condescendingly. Yeah, I admit, I've been so spoiled for so long that I didn't even know what a race tire costs these days. Or how long they last. And brake pads? Wow! They last a long time, way better than my old days, but they also cost serious money. And then there's everything else, ad infinitum.

2. Miata. I'm learning over and over why so many track junkies like me choose a Miata. Genuinely cheap

to buy and run: tires, brakes, fuel, and repairs. And they're common; they're everywhere! They work so very well on track. A good Spec Miata can turn an incredibly fast time with very mild power, enough to satiate the hunger for many of us.

3. Volvo 740 Turbo. Not common. The auto parts houses have almost no hard parts. Special order. Race brake pads? Ha! Custom only. Wheels? All Volvos have their own funky bolt pattern and nothing fits. Thank goodness for the Volvo lovers at iPDusa.com for parts. And wonderful-but-crazy Ben at Kaplhenke.com, who actually makes some gorgeous genuine racing pieces for the unlikely 740! I do get a dark pleasure from bringing something unique. Or as some organizers say: "Not another effing BMW!" I certainly enjoy and admire those brave and creative Club Racers who show up with something weird: an Opel, a Lancia Scorpion, or a Sunbeam Tiger.

4. Time, time, time. Equals money. If you have the time and skills, you can save a lot of dollars. That's a big *if*.

5. Being my own engineer. It's great brain exercise. I especially enjoy suspension tuning - a passion - and also just making things work, in general. It seemed the further up I went, the less the pro engineer and team allowed me to be involved in that process. Big exception, fellow guy-with-Solo-Nationals-roots Greg Fordahl and Alex Job Racing,



LAT / Michael Levitt

pre-Porsche factory deals. Greg and the team were so talented and would listen to my comments at length, and adjust the car so successfully. It's also true that at top levels there are strings attached; a car deal, a shock deal, a tire deal. Branding. Less flexibility.

6. SCCA Bracket Enduro. I like these long races where I can join with buddies and go race. I can often find rides, too, for my addiction, thank you, generous racecar hosts.

7. Free work just doesn't get done. Friends offer to help, do things after hours, but they have lives, too, and it often takes forever. I understand. So I say, just do it and charge me, let's get 'er done. It does, and then comes the bill, and then we're back to the first item on this list.

My target next weekend is a cheap-car race (It's not really all that cheap). I travel a lot, and the car progresses very slowly. I've had a lot of help, thank you friends, but it's been a couple of years and some basic issues still need to be addressed.

So, the car is now with a friendly pro race mechanic, Frank Resciniti. That helps so much, because he understands racing prep; he's the real deal. And he'd like to drive, used to run SCCA.

Excellent (rubbing my hands together with an evil smirk on my face), a carrot to dangle; you could drive someday. And he's offering a great deal, but it's still a lot of money. I think to myself, if this were a 1967 Camaro, it would be worth something when we're done. But the 740? It's boxy, but good? Not so much.

To save money, quick and dirty, I had the diff welded up, way back. It's great on power, but I'm sick and tired of that big-momma entry push. In desperation, I unhooked the front swaybar, which helped, but she rolled like a cruise ship in a tsunami. The brake pedal has always been maddeningly soft, in spite of major bleeding operations, and there is extreme front bias.

It's a 200,000 mile-plus car, and the suspension bushings are all shot. The shocks are good street units, but soft and gushy, and one strut likes to come loose. The stock springs have been cut almost in half, but it's still tall, and still soft. And the fuel tank starves with four gallons to go, even with a nice surge tank.

A second tranny stripped third gear, so I've gone with a later-gen gearbox from the U.K., through an instigating writer friend there. It's from a salvage car, and it's supposed to be much stronger, but never sold here in auto-tragic 'Murrica.

On the plus side, the engine is all fresh and strong by a top

THE GOOD TIMES

Randy Pobst has been fortunate enough to answer the phone at the right time and score some legendary rides (LEFT). While not having a pro ride at the moment, the fire still burns.

Volvo tech, but when I got the bill, I nearly fainted, and it still makes me weak in the knees. Don't think about it, Randy.

So, a limited \$lip is arriving soon at Frank's, and should help make the steering wheel have some effect on the Moose's path. Please. Tightening up the bolts that backed out of the rear swaybar should help, too. Frank is eliminating the dead ABS controller and adding a simple adjustment for front-rear balance. I'm worried that if we get the brakes working, then they will overheat. We'll see.

Longer bump rubbers are coming (a smart, cheap trick for stiffer springs) and lots of fresh bushings and a new used strut mount; ours fell out in pieces. We're still stuck with the cut springs, but we're making sure they at least won't fall out. A plus. On advice from a West Coast 740 race wagon (*waaay* cooler), we (Frank) have drilled new holes to relocate the front lower control arms up and out. More camber, more track, raise roll center. Love this mod; can't wait. The gas tank is so tempting, but we're running out of time.

The English trans fits, but we need an 850 clutch disc and a Euro throw-out bearing. Oh, and the driveshaft is an inch too short. Plus, I want wider wheels. And a proper battery tie down, and so on, and so on.

This is fun. In the words of Steely Dan, "No need to ask me why, just blow a kiss, and say goodbye. This brother is free...." When I see those cars on the grid at the next Regional, I'll have a much greater, remembered, appreciation, for the effort that got them there. ☺



TWO OF A KIND

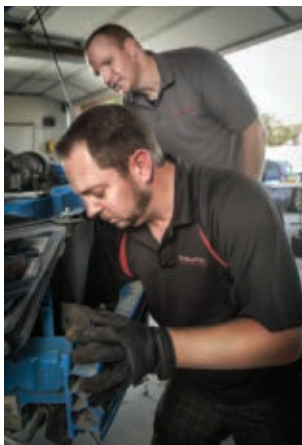
(LEFT) John Hogan (left) and Brian Peters have cultivated a partnership that has spawned a number of Solo championships, and a lot of great memories.

BAD *but fun* DECISIONS

Solo co-drivers Brian Peters and John Hogan have discovered what it takes for a successful autocross partnership | WORDS Philip Royle | IMAGES Sean Rice

“Hopefully we didn’t just make a horrible mistake,” Brian Peters said once the photo shoot wrapped for this month’s cover feature. “But it’s fun, and that’s why we’re doing this.” The statement could be in reference to either the photos themselves, where Brian and co-driver John Hogan let loose, allowing us to capture an afternoon of fun while they worked on their Solo competition car; or perhaps it was in reference to that particular Ford Mustang, which they were in the midst of rolling the dice on moving it from its winning E Street Prepared setup to C Prepared in a self-proclaimed “light” build. Bad decision or not, Brian and John are having fun.

Like many in SCCA Solo competition, John and Brian co-drive cars together, and one has multiple National Championship jackets in his closet (Brian) while the other doesn’t. They’re also quite a match; playing off each other in conversation,



which is perhaps why their co-drive situation works so well. So, when asked how their current co-drive came about, we simply had to sit back and listen while they interviewed each other.

“John, being in a stranded island of Blyth, Calif., started showing up at Phoenix, Ariz., events in 2009 in a WRX,” Brian explains how the two met. “John had a lot of enthusiasm launching hard and missing the

first turn. Then, in 2011, I was instructing at an Evo school and he showed up in a Mustang that was literally one day old. We sat at lunch trying to figure out how to get the traction and stability control to turn off – and I believe he had to get the front tires replaced after the weekend.”

“I tried to get Ford to warrantee the tires,” John chuckles.

“At that time, we both had Mustangs,” Brian continues. “He had the new 5.0 and I had an ‘07 I was slowly converting to a Shelby clone. For the first couple of events in 2010, I was co-driving a Porsche Turbo. Goodyear was trying to do the R-compound tire thing so they offered me a contract I couldn’t turn down, but they wanted an F Stock car, so I converted my car over to a Cobra and ran that for the rest of the year.”

“I towed his car up to Packwood for the Tour, which I did myself, and then Brian flew up for the ProSolo,” John says of how their co-drive and towing partnership began.



ALWAYS AT IT

It's all about having fun with cars, be it at the autocross, on screen (ABOVE), or in the garage (RIGHT).



"That was your first year doing National events, right?" Brian asks.

"Yeah, I did San Diego and El Toro in your car."

"John did a vacation by himself doing those events," says Brian. "That was in 2011."

"By this point," John explains, "I'd only done local events, so I'd probably done 10 or 11 events."

"I had two National Championships and things were going OK in my Mustang," says Brian of his Solo career up to that point. "But, in 2011, we decided to run my car because Goodyear only had 18s and not 19s, and John's 2011 Mustang had 19s, so John co-drove with me at the [Tire Rack] Solo National Championships." "It was tough because

Goodyear had limited tire availability," says John. "For the ProSolo Finale, Brian made me run on 245s while he swapped out for massive 275s on his runs."

"Hey, we only had one set of the 275s," Brian shoots back, with a grin.

"But I was there for the entertainment and the social activities," John replies.

"[Mark] Daddio beat me that year due to cones," says Brian. "I talked to John about going to Nationals in 2012, but he didn't go. However, in 2012, we decided to convert John's car over to ESP with the Goodyears, and that's what sent John down the whole ESP path."

Brian added to his already healthy collection of National Championships with a win in

F Stock in 2012 and then another in 2013 in STR; that year, John clinched the final trophy spot driving his ESP Mustang. In 2014, John ran his ESP Mustang at Nationals and finished just outside the trophies, while Brian wrapped up an STU title. In 2015, John once again finished outside the ESP trophies, but Brian blasted the class, winning ESP by 2.655sec in John's Mustang. In 2016 the duo changed things up, jumping into SSR, where Brian drove his C5 Z06 Corvette to the win. So, with a proven ESP weapon resting in the garage, what did these two decide to do? Swap classes, of course.

"I'm moderately competitive," says John. "I might get in the trophies, although a championship jacket's not in my immediate future. But if I can get the car

close enough, Brian's skilled enough that he can get the car where it needs to be from a driver's standpoint. I knew in ESP we could adjust the car and get it there, and then Brian won that class in a very dominating fashion, so we started thinking that we could possibly get the car to where it needs to be for CP and Brian can do the rest with his driving."

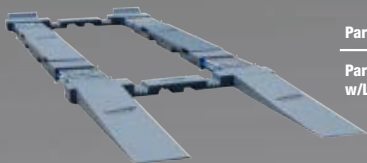
"There's a lot of pressure," laughs Brian at John's remark. "But the Mustang's not going off the deep end [with the CP build]. You can basically convert the car back from CP to ESP in a weekend. We're hoping to do a 'CP-light' build, and we're hoping that if we don't screw things up that we can get it a little bit quicker. It should be a good time.

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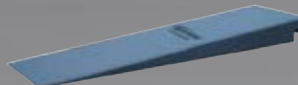


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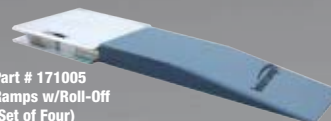
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"You have to communicate and make sure expectations are managed"

BRIAN PETERS

"Luckily, [Mike] Maier is in the area so we'll know pretty soon how close we are," Brian continues. "That's why we do this - for the competition. You've got to find something to light the fire."

"And, if this doesn't work out, maybe we get the Grand Sport early," John jokes, referencing the Corvette John plans to buy mid 2017 to prep for his and Brian's run at another SSR title in 2018. This purchase will come on the heels of John's purchase of a two-car trailer and then a new dually pickup - in fact, Brian had to talk John out of buying the Grand Sport at the same time as the pickup. "I told him to stop, that these weren't wise decisions," Brian explains.

But, back to the conversation: "Nah, we're not doing that,"

SOLO PRESTIGE

(BELOW) John Hogan saw the potential for his 2011 Ford Mustang in ESP, and with Brian Peters behind the wheel, the car crushed the class in 2015.

Rupert Bermington



Brian says rather seriously about the idea of giving up on CP before Nationals, his game face breaking the lighthearted banter. "With the CP thing, John's throwing some parts at it, and here we are a few weeks before the first National event and I haven't driven the car yet. But we've been doing this enough that we know what needs to be done from a modification standpoint and what we need to do to make the parts work. We're a little behind with getting some testing in, but we'll have some very stiff competition early on, so we'll know what we need to do. I don't want to quit."

"We're in," John agrees, laughing. "We bought the ticket, we're going on the ride."

As drivers sharing John's Mustang, the swap from ESP to CP was a joint effort where both

committed to the move. "For most of my autocross career, I've been doing a lot of co-drives, but John and I seem to have the same expectations, and I hope he thinks it's been fair over the years," says Brian. "If one person picked up a lot of the parts, then the other might pay for the fuel or hotel or restaurants."

"It's like any other relationship," he continues. "You have to communicate and make sure expectations are managed. John's been incredibly helpful taking time off work and getting the car to the events - he really does like towing, although I have no idea why. But that's helped me with my busy work schedule and with the kids."

A pause, then John chimes in: "This [co-driving relationship] helps me out as a driver because Brian's really

good as a driver, and it makes the car a lot better as well - plus, it's like Evo school on demand."

"I'm giving away the milk for free," Brian quips.

With the interview coming to a close, the conversation took a surprisingly deep and heartwarming turn. "Arizona Region is a little bit of a land-locked Region," says Brian. "We don't get any of the National events, so [John and I] work really hard at getting others to National events to show what the autocross community can be. John's buying a dually and

shopping for a four-car trailer shows his commitment to that and is part of what he enjoys."

"If you go to a local event, you compete and head home," says John, "where as if you go to a National Solo event you get to spend time there, relax, network and see what other people have done in other classes."

"Yes, we're serious, and I obviously want to win, but at the end of the day we're running around a parking lot for plastic trophies," Brian explains. "None of us is going to be signed by NASCAR, so we do the best job we can, help out others, and try to remember this is what it's all about."

"It's all about hanging out with friends - like-minded people who like to have fun with cars," says John. Then Brian cuts in: "And who make poor decisions." 🚫

"It's all about hanging out with friends - like-minded people who like to have fun with cars"

JOHN HOGAN

KEEPING FOCUS

Between the fun, Brian Peters and John Hogan are committed to converting this E Street Prepared winner for action in the heavy-metal playground of C Prepared.



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RUNOFFS 2017 PREVIEW: DRIVING INDY

Searching for a turn-by-turn analysis of the 2017 National Championship Runoffs at Indianapolis Motor Speedway? Look no further

WORDS Mazda Motorsports and SportsCar

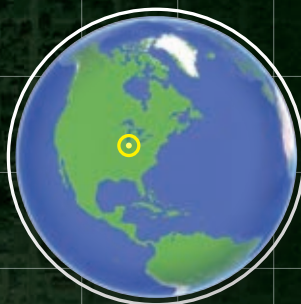
When the SCCA decided to turn its National Championship Runoffs - SCCA's winner-take-all championship road racing event - into a traveling show, the game changed. Rather than the Runoffs sitting at tracks like Road Atlanta for 24 years, Mid-Ohio for 12 years, and Road America for five, SCCA decided to make racers learn new tracks, challenging drivers and crew to find winning combinations to changing equations. In 2014, the Runoffs traveled west for the first time since the late 1960s, tackling Mazda Raceway Laguna Seca; in 2015, the Runoffs headed east for a return to Daytona International Speedway, a track that hadn't seen Runoffs action since 1969. Then, in 2016, the Runoffs returned to Mid-Ohio for one year. And now, in 2017, the Runoffs, an iconic event, will hit an equally iconic track: Indianapolis Motor Speedway.

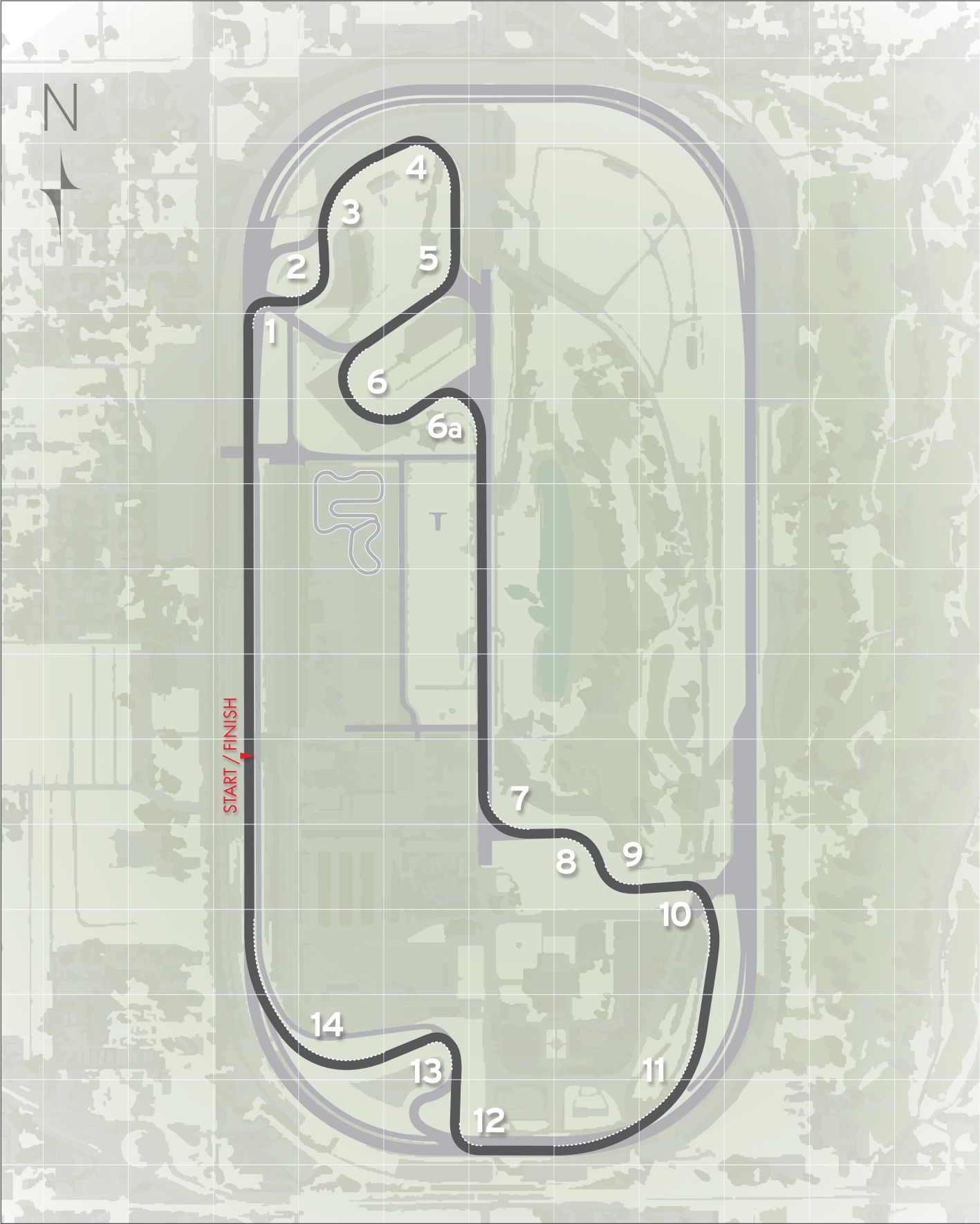
Running from Sept. 25 to Oct. 1, what could be a record-setting gathering of the best of the best will assemble at this incredible facility to do battle on a Runoffs-exclusive course. The problem is, few have ever run this course configuration, so finding someone with the chops to offer turn-by-turn instructions was a challenge, but thanks to Mazda Motorsports, mazdamotorsports.com, and Mazda factory driver Tom Long, we present to you the fastest way around the track.

"Overall," says Long, who has run variations of this circuit during his more than decade-long professional racing career, "the entire circuit is smooth, as are the curbs. Most find the road course track surface tends to be lower grip than the speedway portion."

Long's SCCA racing career began with Showroom Stock and Spec Miata. From there, he contended the SCCA Pro Racing Miata Cup Atlantic Championship in 2004, winning the series in 2005; now he races prototypes for Mazda in a professional racing series. That said, while these days he's used to driving powerful racecars, momentum techniques he learned early on are still front and center. "Keep in mind, most corners lead into the next; not overdriving any one particular corner is critical to achieving a nice, smooth flow over the lap," he advises.

Want specifics? Read on to learn Long's secrets to success at Indy.





TURN 1

"The braking zone can be quite tricky as cars are arriving at top speed and slowing for a fairly tight third-gear corner in most cars. The brake zone also happens to be the best overtaking spot on the circuit. At the transition from the oval to the road course, the pavement is fairly smooth, but the oval has a better grip level than the road course. Caution through the transition is advised until you get used to it. The main objective here is to carry good momentum into a late apex and to compromise your exit to setup for Turn 2. Exiting Turn 1 no more than mid-track will serve you well in your setup and approach for Turn 2."

TURN 2

"Turn 2 can be quite tricky as you do have to make a speed adjustment on entry – more so to transfer weight over the nose of the car to help point yourself into the corner. The apex goes over a gradual rise that makes the exit somewhat blind and catches most drivers out, as it comes up quickly. Have your eyes up and look through to the exit as you approach the apex. Use the exit curb here, which is smooth and even to the track surface; however, watch dropping a wheel into the grass as this will hurt your run to Turn 4."

TURN 3

"Turn 3 is a slight bend to the right, taken at full throttle in any car. Hug tight to the right along the curbing to allow a straighter approach for the braking zone of Turn 4. This also allows for a more protective line."

TURN 4

"Turn 4 continually tricks drivers into braking too late, missing the turn-in point, and ultimately making them miss the apex. The mindset here is actually exit speed, so it's paramount to get the car slowed properly and set up for the apex through the exit. If you follow someone into Turn 4, be ready to take advantage of them overshooting the brake point, which allows an easy opportunity to slip by at turn-in. Do not get reeled into following and becoming too greedy with extending the run through Turn 3 and forgetting your brake point for Turn 4. There's not much for a reference point into Turn 4; this makes it the most overshoot corner on the circuit. Believe it or not, even more than into Turn 1."

TURN 5

"Turn 5 can be taken flat-out in most cars. The exit is more critical as it sets up the entry for Turn 6."

TURN 6

"For this very long radius left-hander, a tighter inside line on entry can help be protective, but ideally entering from mid-track will allow for the best radius through this long-lasting corner. Carrying entry speed is important, and being patient with throttle application for proper car placement. It's key to compromise the exit to properly get set up for Turn 6a, which leads onto the back straightaway."

TURN 6A

"Turn 6a should be approached with an early speed adjustment so that throttle can be added through apex to get the best exit speed possible. Keep your eyes up, looking through the apex and exit to help deliver proper throttle application."

TURN 7

"This corner's turn-in speed is surprisingly faster than most give it credit. Carry maximum momentum from your run down the back straight through the brake zone into the apex. Having said this, the momentum of the vehicle will make Turn 7 exit/Turn 8 entry a compromised approach as you've carried all this speed. This is OK, as Turn 8 will then simply become a connection between Turns 7 and 9. Turn 7 braking can also be another passing opportunity if you've been able to get a better exit on your competitor down the back straight and started to pull alongside. However, since the braking zone is not very long, passing requires careful and pre-planned set up prior to braking. There is an access road, driver's right in the brake zone, which can be used as a great reference point in combination with the brake markers."

TURN 8

"The entry to Turn 8 is a compromised approach from the ideal line, normally entered from driver's left. Arrive at Turn 8 mid-track, a brush of the brakes to set the nose, and get the car to turn crisply into a late apex. This will set the car up for a nice wide arc for the turn-in at Turn 9."

TURN 9

"From the exit of Turn 8, be right-of-center track for the entry at Turn 9 to allow for the best possible radius. Using the apex curb here can be quite helpful. Exiting Turn 9 on driver's right is critical to holding the left steering input to get setup for Turn 10."

TURN 10

"Turn 10 starts a fairly long full-throttle run down to Turn 12, which makes it very critical. Set up from mid-track after the exit of Turn 9, and breathe off the throttle early to let the nose settle for turn-in, applying power before the apex. Note, power application is before the apex to allow the best exit speed possible. So, remember to back this corner up on your approach, slowing early, allowing the car to accept power sooner. Apex curb use is OK here as well; it will help straighten the radius through to exit."

TURN 11

"This turn is taken at full throttle. The biggest item to note is to take advantage of the higher grip surface of the oval pavement (due to the grooving cut) as it joins the road course. This can be felt rather significantly. Of course, build up confidence as this transition can be quite intimidating re-entering the oval."

TURN 12

"Turn 12 transitions back off the oval into the infield, hard braking while keeping entry speed in mind. Over slowing the entry is quite common as the apex speed is higher than anticipated. However, the exit is somewhat compromised to get properly setup for Turn 13."

TURN 13

"Turn 13 is a very tight, late apex; the most important item to keep in mind is focusing on exit. The exit here leads the run through Turn 14 all the way onto the front straightaway. Watch exit curb use here as it can make the traction difficult."

TURN 14

"Taken at full throttle in almost all cars, the most critical piece is to have smooth, slow hand inputs so as to not early apex through this long bend onto the front straightaway."

BUILDING OUR FUTURE

The 2017 SCCA National Convention and Annual Meeting took its job seriously, featuring a Leadership Summit and inviting the next generation of Club leaders to the table | WORDS & IMAGES Philip Royle



To quote Article III, Meetings of the Members and Voting Rights, Section 1, per SCCA's official, and binding, bylaws: "The annual meeting of the Club shall be held each calendar year on a date designated by the Board of Directors for presenting the reports of officers, committees and boards, and such other business as may lawfully come before the meeting. The time and place of the annual meeting, which may be held either within or outside the state of Connecticut, shall be established by the Board of Directors which shall also arrange for an annual convention for the Members to be held in conjunction therewith." So, if anyone asks, that's why a few hundred SCCA members were at a casino in Las Vegas from Jan. 19-21, 2017.

The point of the SCCA National Convention and Annual Meeting is more than a commensurate fulfillment of the Club's bylaws - it's quite the opposite. SCCA and attendees take this opportunity to inform, educate, and learn and, consequently, dubbed a large portion of this year's gathering as the SCCA Leadership Summit. Region leaders, committee members, SCCA staff, and the Board of Directors themselves are all participants and students of the National Convention, with some hosting one session and then sitting in on the next. It's a fantastic microcosm of the Club, where so many wear multiple hats, and everyone is there for the love of the sport and the Club itself. The SCCA also initiated its Ascenders Program this year, offering Regions registering three members for the convention a free ticket to a future leader in their area.

LEADING THE WAY

Jeff Luckritz, the Dean of SCCA's Leadership Academy, kicks off the National Convention with enthusiasm.





EDUCATION AND INFORMATION

(TOP ROW, left to right) SCCA Area 7 Director Dan Helman answers member questions regarding financial oversight during a Board of Directors Q&A session. Board of Directors Chairman and Area 3 Director Lee Hill addresses member concerns at the same Q&A. SCCA Pro Racing President Mike Collins discusses the state of SCCA Pro and what the future holds. (BOTTOM ROW, left to right) Area 12 Director Tere Pulliam discusses the importance of adhering to Region bylaws. Chairman of the Club Racing Board Jim Wheeler addresses member questions during the CRB town hall. Many SCCA Regions streamed the sessions live onto Facebook. The Solo Events Board jokes about dodging questions – and then answers questions.



As has happened over the last few years, the National Convention kicked off on the Thursday afternoon with the Annual Meeting. When the clock chimed 4 p.m., hundreds gathered in Grand Ballroom B at South Point Hotel, Casino & Spa to hear reports from the Chairman of the Board Lee Hill, President of SCCA Pro Racing Mike Collins, President SCCA Enterprises Robey Clark, and the financial report from the Club's Senior Director of Finance Mindi Pfannenstiel.

In his introduction, Hill discussed various aspects of the Club, including its ongoing search for SCCA Inc.'s next president. At the time of the National Convention, Hill stated that roughly 100 applications had been received, 10 of which would proceed to the interview phase. Shortly after the convention, word came that the top 10 had been culled further, thus placing the Club one step

"Word came that the top 10 had been culled further, thus placing the Club one step closer to having new leadership"

closer to having new leadership. Hill also hinted at the financially difficult time a certain portion of the Club had in 2016, but noted steps had been taken to make for a more financially prosperous and responsible 2017.

It turns out, the Club as a whole lost money in 2016, to the tune of about half a million dollars. According to reports from Collins and Pfannenstiel, this came in large part due to the false start SCCA Pro Racing had launching the Formula 4 United States Championship – specifically, due to a supply shortage of chassis, SCCA Pro Racing was forced to cancel the first two rounds of the 2016 F4 season while still carrying the associated expenses. By the

end of the year, SCCA Pro Racing was in the red in excess of \$700,000. Meanwhile, SCCA Inc. and SCCA Enterprises pulled enough of a combined profit to offset roughly a third of the loss. A finalized, independently audited accounting statement wasn't available at the time of the convention, but it will be released later this year, and made available to every SCCA member.

Understandably, when the Annual Meeting transitioned to the town hall portion – allowing members to address the Board and SCCA staff – the conversation quickly turned into one of financial oversight. For that, Hill noted that in order to

offer greater oversight of SCCA's various entities in the future, SCCA Inc. has created SCCA Ventures, which will merge SCCA Enterprises and SCCA Pro Racing into a single subsidiary entity. The intent is to offer tighter control and checks into all aspects of the SCCA via a five-person corporate board, headed by SCCA Board of Directors member Dan Helman.

Other comments addressed by the membership ranged from the forthcoming 2017 United States Road Rally Challenge being hosted by Arctic Alaska Region this September to the marketing potential of the 2017 National Championship Runoffs at Indianapolis Motor Speedway.

Where Thursday wrapped the Annual Meeting portion of the Club's bylaws, Friday kicked off the National Convention. Packed with 31 sessions on Friday and 29 on Saturday before the Hall of Fame and Awards Banquet, the National Convention covered

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AWARDS



WOOLF BARNATO AWARD: Jim Rogaski (ABOVE)



MEMBER OF EXCELLENCE: Sydney Davis Yagel (ABOVE)

TOM BURKE AWARDS

SMALL REGIONS: Great River Region, Paul Gilbert, RE

MEDIUM REGIONS: Mohawk Hudson Region, James Bucci, RE

LARGE REGIONS: Finger Lakes Region, Charles Tanck, RE

JUMBO REGIONS: Chicago Region, Rick Bentson, RE

REGION OF THE YEAR AWARDS

SMALL REGIONS: Montana Region, Bob Nommensen, RE

MEDIUM REGIONS: Utah Region, Kevin Schultz, RE

LARGE REGIONS: South Jersey Region, James Torretta, RE

JUMBO REGIONS: Washington D.C. Region, Paul Anderson, RE



SOLO DRIVER OF THE YEAR: Cindy Duncan (ABOVE)



CLUB RACING

PRESIDENT'S CUP: Brian Linn (ABOVE)

JOHN MCGILL AWARD: Allen Davis and Dave Kettler



RALLYCROSS

DIRTY CUP: Warren Elliott (ABOVE)

REGIONAL ACHIEVEMENT: Iowa Region

DIVISIONAL ACHIEVEMENT: Northern Pacific Division



ROADRALLY

ROBERT V. RIDGES AWARD:

Mike Thompson (ABOVE)

REGIONAL ACHIEVEMENT: Northern New Jersey Region

DIVISIONAL ACHIEVEMENT: Northeast Division

SPREADING THE WORD

(RIGHT, clockwise from top) Professional racer Shea Holbrook walks members through brand building. Paula Hawthorne co-hosts the "Club Racing Speed Dating" session, which offered members a greater insight to Club Racing specialties. SCCA Enterprises President Robey Clark presents his report at the Annual Meeting.



"Acceptance speeches included everything from heartfelt gratitude to lighthearted memories"

topics from developing and maintaining rally programs to creative Solo programs to stewardship seminars and beyond. Key sessions were hosted by SCCA powerhouse hosts Bob Tunnell, Dennis Dean, Gary Pitts, Chris Robbins, and professional racer Shea Holbrook.

The final gathering of the National Convention came on Saturday night with the Hall of Fame and awards banquet. There, the membership gathered to honor, among other people, the President's Cup, Solo Driver of the Year, and Woolf Barnato award honorees, prior to the Hall of Fame induction ceremony. This year's Hall of Fame highlighted a number of SCCA's

greats, including Peter Brock, Dennis Dean, Larry and Lindy Dent, Joe Huffaker Sr., Lyn St. James, Phil Hill and Jim Kaser. The acceptance speeches included everything from heartfelt gratitude to lighthearted memories of days gone by - often, all in the same sentence. For many, it's impossible to witness the Hall of Fame ceremony and not be proud to be a member of the SCCA.

Details regarding next year's SCCA National Convention are few at the moment, but we do know the 2018 convention will be held Jan. 18-20, returning to South Point Hotel, Casino & Spa in Las Vegas. Plans are also already in the works for new and unique sessions in 2018, hopefully attracting even more of the Club's leadership to the event that, in so many ways, transcends being a bylaws requirement into an invaluable educational tool for the entire Club. 📍

HALL OF FAME



PETE BROCK

At only 19 years old, Pete Brock was the youngest designer ever hired by General Motors. In November 1957, at only 21 years old, he drew the sketch that GM V.P. Bill Mitchell picked to become the Stingray. A native of the San Francisco Bay area, Brock also began racing with SCCA around that time.

Brock went on to work with Carroll Shelby. During his time with Shelby, he helped create the Shelby American brand logos, merchandise, ads, car liveries, and more. He also designed the Shelby components of the Shelby Mustang GT350, as well as the iconic Shelby Daytona Cobra coupes that won the 1965 FIA World GT Championship.

In 1965, Brock started Brock Racing Enterprises, which later became Datsun's West Coast factory race team competing in SCCA D Production races with Datsun 2000 roadsters. In 1970 and 1971, BRE took on C Production with 240Zs and earned National Championships. He followed that up in 1971 and 1972 with 2.5 Trans Am national championships in Datsun 510s.



DENNIS DEAN

Dennis Dean began his involvement with SCCA as a tech inspector due to his interest in all things mechanical. Because of his insight as a tech inspector and his Navy training, his documentation, with respect to tear down checklists and other procedures, has kept many stewards out of trouble over the years.

At the Regional level, Dean provided Washington DC Region a wonderful set of standards that are still being used today. He later joined the SCCA stewards program where his unparalleled technical excellence served him and the Club well. But beyond that, Dean exemplified all the personal attributes that have been stressed to SCCA stewards.

After many years as an outstanding SCCA volunteer, he took on a new challenge in 1996 when he joined the SCCA staff as Vice President of Club Racing and Rally/Solo. After his stint with the National Office, Dean found time to further expand his impact with ever-increasing involvement in the Runoffs, providing guidance and leadership to the Hall of Fame project, and serving on the SCCA Foundation Board. In each of these areas, his impact has been felt both now and into the future.



LARRY AND LINDA DENT

SCCA members Larry and Linda Dent designed the SCCA Safety Steward program, a vital initiative that has improved motorsports safety as a whole. Since 1967, Larry has been an SCCA Chief Steward. He also served the SCCA for nine years as a member of the Board of Directors. He was a member of the Executive Committee, serving as liaison to the Competition Board. He also helped as Chairman of the Board of the SCCA Foundation, serving three years in that capacity during which time he significantly improved the Foundation's financial standing. And, while Larry is the one who held the "official" titles, make no mistake he and Linda worked as a team over the years to advance the Club.

In 2008, Larry received the Woolf Barnato award, the top award for service to the Sports Car Club of America.



JOE HUFFAKER SR.

(Award accepted by son Joe Huffaker Jr.) For more than 30 years, Joe Huffaker Sr. was one of the most successful racecar constructors. In 1954, he was contracted to build an Austin-Healey Special. In 1959, Huffaker joined British Motor Cars to open a competition department. Known as BMC Competition Department, this effort spawned a successful string of cars including the BMC Formula Juniors and Genie Sports Racers. During this era, BMC Competition Department became one of the largest racecar manufacturers in the United States.

From 1964-'66, Huffaker turned toward Indianapolis 500 competition, building the famous MG Liquid Suspension Specials, for which he received an engineering award. Huffaker also helped develop safety technology in the form of the deformable fuel cell.

Not forsaking SCCA racing, BMC Competition continued to build dominate-production racecars, but, in 1967, Huffaker left BMC and formed Huffaker Engineering where preparation of winning cars continued. These included SCCA championship winning MG Midgets, MGBs, Triumphs, and Jensen-Healeys. In the 1980s, Huffaker Engineering built cars for the Trans Am and IMSA series.



LYN ST. JAMES

Lyn St. James started in Florida as a racer in Showroom Stock classes, and was the 1976 and '77 Florida Regional champion. A two-time class winner at Daytona, a class winner at Sebring, and a class winner at the 24 Hours of Nürburgring. She has also competed at Le Mans and was a 1988 record speed holder of 212.577 at Talladega in a Ford Thunderbird. James entered 53 SCCA Trans Am races and was a top-five finisher seven times. She also entered 62 IMSA GT races, and was a top-five finisher 17 times. She is the only woman to win an IMSA GT race driving solo, when she won in 1988 at Watkins Glen.

The Indy 500 Rookie of the Year in 1992, James went on to form the Women in the Winner's Circle organization dedicated to the advancement and promotion of women in the motorsports industry. Outside of racing, she was also the President of the Women's Sports Foundation during the early 1990s.



PHIL HILL

(Award accepted by son Derek Hill.) The only American-born racer to ever win the World Drivers' Championship, Phil Hill was one of the first dozen members of the California Sports Car Club. He began his storied career wrenching on others' cars and went on to compete in major SCCA races. He piloted assorted Alfa Romeos, OSCAs, and various Ferraris for wealthy car owners, and quickly gained a reputation as the man to beat in West Coast racing.

In 1955, Hill was the SCCA Champion in D Modified, driving a Ferrari to wins in eight of 14 races, including the inaugural event at Road America. He began racing outside the U.S. that same year which later landed him a drive with Ferrari in Formula 1. But beyond F1, Hill exhibited a great deal of prowess as an endurance driver. He was an overall winner at Le Mans and Sebring three times, and became *Sports Illustrated's* 1959 Sports Car Driver of the Year.



JIM KASER

(Award accepted by Kaser's children.) The original head of SCCA Pro Racing, James E. "Jim" Kaser oversaw the first SCCA professional racing series, the United States Road Racing Championship (USRRRC). The success of USRRC led Kaser to organize a series initially involving two Canadian races, thus giving birth in 1966 to the Canadian American Challenge Cup, more commonly known as the Can-Am series. Soon after, Kaser's Pro Racing department introduced America's longest running road racing series, the Trans-American Sedan Championship, later known as Trans Am.

It was Kaser's success with these series that resulted in the most significant change ever to the Sports Car Club of America. The organization turned from being an amateur's club to a professional, international sanctioning body and organizer.



INTO DATA

Last year the Club Racing Board created a new Race Data Tech specialty to collect data for racecar competition adjustments. So, how has that process gone, and what does the future look like? | WORDS Philip Royle

Competition adjustments in Club Racing can be a touchy subject. One person's evening of the playing field is the bane of another's existence. The aim is to keep competition cars equal as time and technologies progress, but how exactly do the Club Racing Board and its

various advisory committees decide on competition adjustments and maintain equality through the classes?

"The CRB and the advisory committees have been collecting data in one form or another for years," explains CRB Chairman Jim Wheeler. "The data, including

lap times, segment times, trap speeds, and dyno runs, has been used to make competition adjustments. While this data has been useful, it does not come close to the quality of data we can get from data acquisition boxes."

Data acquisition systems are nothing new - in fact, data boxes

have become downright affordable for the average racer. The trick is that SCCA's Club Racing Board needs to gather data on a relatively grand scale. Ultimately, the CRB hopes to capture data from many vehicles at the same track, hopefully during the same weekend or even



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the same session.

Thanks to an SCCA racer, SCCA's Club Racing department received a sizable donation of AiM Solo data acquisition boxes. Initially eight, the collection has grown to 25 data boxes, or roughly \$10,000 worth of data acquisition hardware. The next

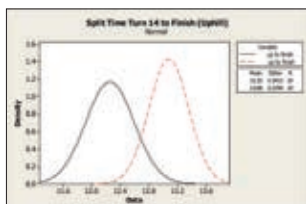
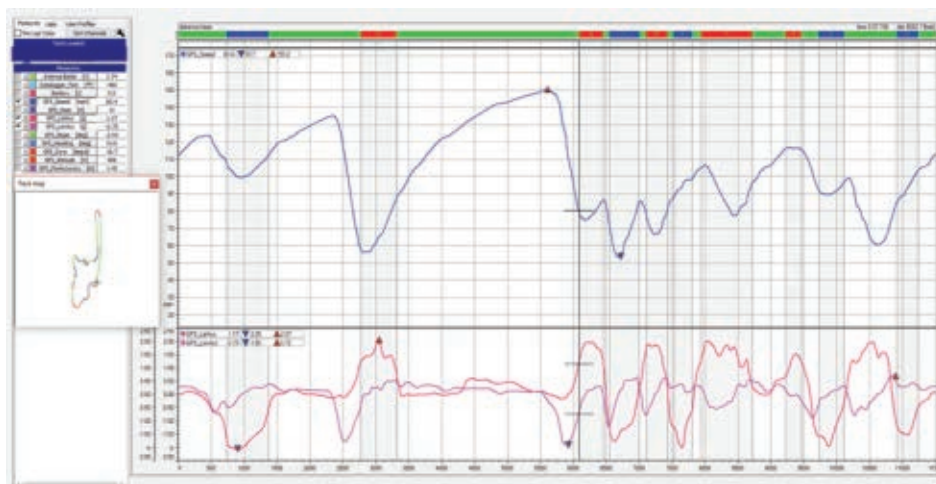
difficulty came in putting these data boxes into action.

In 2016, Wheeler put out a call in *Fastrack* and *SportsCar* for a new Race Data Tech specialty, the job being to collect that very data. "I responded to the first article that was in *SportsCar*," says Glen Thielke, a self-proclaimed

numbers geek. "Numbers have been a thing for me. I went to the Milwaukee School of Engineering, and all of my electives were additional math and calculus courses. When I went for my masters at Marquette, my extra classes were quantitative business analysis and advanced statistics.

BY THE NUMBERS

The Race Data Tech converts data from on-track performance into numbers the CRB and various advisory committees can use to evaluate the balance within a given class.



BUILDING REPORTS

The Race Data Tech takes raw data (ABOVE) and transforms it into serialized reports (LEFT) for the Club Racing advisory committees. The CRB and committees cannot identify specific cars or drivers in these reports – adjustments are made based on data alone.

I'm a numbers person, it's as simple as that."

While Thielke, who was at the time active in Flagging and Communications, loves numbers, data acquisition analysis was new to him. Regardless, Thielke and the SCCA realized that the 2016 Road America Majors would be a great trial run for data collection.

To start the weekend, the data boxes were shipped to Thielke, along with an instruction sheet. "[SCCA Club Racing Technical Coordinator] Michael Annis sent the data boxes to me," says Thielke. "In the shipment was an instruction sheet...and a hit list of cars they wanted data collected on."

The data collection job is simple logistics at the track, says Thielke. There's a log sheet that tracks which data acquisition box is used, along with a column for the date, time, class, session, and more. Then comes the download.

"When I download the data I'll double check at least one lap, if not multiple laps, against the transponder data from Race Monitor to make sure the data is for the right car and that there are no major errors,"

says Thielke. "I'm finding the data's good to the fourth decimal place." When data will be collected the following day, Thielke also makes sure to download the data each night should something happen to the data box the following day on track.

Analysis begins once the race weekend is through, although prep started long before. "We're looking at the data based on what the advisory committees are looking for," Thielke explains. "Because of the confidentiality, I also serialize the data so I'm the only one who knows which data set belongs to which car. So, in theory, the committees can base their decisions on data and not go after one driver."

Thielke was on hand at the 2016 National Championship Runoffs at Mid-Ohio, collecting data that took over a month of working 20-hour weeks to sort through. "Part of the difficulty with the Runoffs was the vast amount of data we had," Thielke explains. "I was collecting from the Sunday practice day through the entire week. We had a phenomenal amount of data that I went through – looking and learning.


"For every group, we're looking for something different," Thielke continues. "For example, the Formula and Sports Racing committees were looking for pure acceleration. Then the B-Spec committee wanted to look at acceleration and overall car performance, so that data was looked at differently. The Touring committee was looking at acceleration and some handling information. Then the American Sedan advisory committee asked for split times through specific sections of the track. Each group was looking for something a little bit differently."

The job doesn't even necessarily end with the evaluation. "I have then participated in [advisory committee] conference calls where I explain what I've seen in the data," Thielke says. "If we can get to a standardized reporting

format, then I should only have to be in on the committee calls if there is a question or something in particular."

That's where we see this is early days for this Race Data Tech specialty. The reporting method of the data technician is a work in progress. "Part of this has been trying to figure out how to communicate this data anonymously [to the advisory committees] in a way people can understand," Thielke admits. "I'm trying to use the most basic graphical and statistical tools that I can easily explain to people. When I did a report for the Formula advisory committee I gave them the same information in three different formats and asked which one made the most sense to them. I'll probably do that with other committees, as well."

Since the entire data acquisition and analysis process is very much a work in progress, the process and reporting formats will undoubtedly change as time progresses and as different people volunteer for the specialty. "We'll work together to develop what that standard will look like," says Thielke.

"Balancing competition is a very difficult and time consuming proposition to get right," Wheeler sums up. "We have to make sure that we don't balance a car based on data that might not come from the best prepared, best driven example and use that to set up a Runoffs where an ace driver shows up with a very well-prepared car and kills the class." With time, the Race Data Tech specialty will play a pivotal role in Club Racing's classing and performance adjustment process, but the Club Racing Board needs your help for that to happen. If you would like to volunteer as a Race Data Tech, contact the Club Racing Board at www.crb-scca.com. 

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SMOKIN' SUCCESS

Born from humble beginnings, Solo's Classic American Muscle category has turned into a powerhouse – a powerhouse that can help grow your Region's Solo program

WORDS Raleigh Boreen | IMAGES Rupert Berrington



If you've been to a National Solo event, read *SportsCar*, or been to the Tire Rack Solo National Championships over the last few years you are undoubtedly aware of Solo's Classic American Muscle (CAM) category. It seemingly burst onto the Solo scene, bringing instant entries and garnering national attention, but how did this class come into existence?

CAM began, as with many classes, on the Regional level; in this case, CAM was an attempt to grow the Solo program in

Indianapolis, Ind. In 2013, a muscle car class was added locally, and it worked. It drew in new members driving muscle cars the SCCA was not seeing in its Solo program. The following year, the class hit the national Solo radar, once again drawing new members into the Club at the local level. In 2013, there was one CAM class, but during the following year, one class became two and then two became three, and there was even an invitational event Speedway Motors sponsored during the

ProSolo Finale. At one of these first invitational events, a 1964 Corvette was pitted against a 1995 Cobra R Mustang in the finals; meanwhile, a classic Cobra won the class in the two-seater CAM class and a 2010 Camaro won the four-seater class.

Fast-forward to 2016 and the SCCA hosted four standalone CAM Challenge events around the county with 11 national sponsors helping promote the category. More than 350 people participated in the four CAM Challenge events,

including 69 at the CAM Challenge Invitational and 61 at the Solo National Championships, where CAM runs as supplemental classes. In 2015, SCCA received recognition because multi-time SCCA National Champion Mary Pozzi won the CAM-T class over two-time Indy 500 champion Al Unser Jr. This is all fantastic news for the category, but has this helped at the Regional level?

In short, the answer is yes. In 2016, Indianapolis Region held nine Solo events. The Region



averaged 103 cars per event with 22 of those being CAM entries; 46 competitors competed in the CAM classes in 2016 with Indy Region. Indy Region's Solo program has grown over the last three years and the Region membership has ballooned some 20 percent in that time. The feeling is that CAM has been a good recruitment tool for Indy Region.

Another Region with very solid growth over the last three years is San Diego Region. San Diego Region held 15 events in 2016 and



IF YOU BUILD IT

The nature of the CAM category allows for a wide range of cars and modifications, from insane classic Corvettes (MAIN) to comparatively mild Mustangs (ABOVE). Including these cars in your Region's events could improve attendance.

averaged 145 competitors per event, 18 of which were CAM cars. In 2014, the first year for CAM, San Diego averaged 136 cars per event and eight CAM cars per event. When you talk with people who run in San Diego, they'll admit the CAM classes have helped keep the Solo program strong.

Pro-Touring - the muscle Car movement - has events all over the country, from Good Guys events to Optima Battery events to the Hotchkis series and more. With CAM, SCCA has now become

known in that community, allowing SCCA Regions to reach out to those running with the other groups - we already know they are paying attention. Case in point, in 2016 one of the largest "Pro-Touring" events in the country was SCCA's CAM Challenge in Peru, Ind. There, 133 CAM cars competed, showing that not only is the Pro-Touring world alive and well, but also those car owners want to run with us - and with a little bit of promotion, they'll come and run with your Region, too. 📍



PROJECT SPEC MIATA

PART 1: The draw of the Indianapolis Motor Speedway is strong, with seasoned racers and rookies alike preparing for the 2017 Runoffs; we follow a rookie on her journey

WORDS *SportsCar* staff | IMAGES Jason Isley

Like many SCCA members, Jennifer Isley has experienced a lot of what the Club has to offer, from RoadRally to Solo to Club Racing, but the idea of racing across the famed yard of bricks at Indianapolis Motor Speedway created a renewed interest. "I started road

racing in 1992, driving a Formula Vee that I built with my dad [Jess Heitman] in Portland, Ore.," says Jennifer. "After damaging the engine at a race at Pacific Raceways I found out how costly road racing was for a young person just starting out."

Jennifer soon discovered Solo

scratched the competitive itch, and was content for years. "Autocrossing was something I could do on my own and required no support or assistance from anyone else," says Jennifer, who eventually racked up five Solo National Championships. Then a trip to Daytona for the

2015 National Championship Runoffs reignited the fire to road race. "We booked a family vacation around the Runoffs in Daytona so we would watch my husband compete," says Jennifer, who is married to *SportsCar's* Associate Editor Jason Isley. "We watched the Spec Miata



JUMP RIGHT IN

Building a Club Racing car is no simple task, but with some perseverance and a lot of elbow grease, it's something you can do yourself.

I was out in the garage stripping out the interior."

The first, and arguably most important step in any build is the roll cage. The GCR does a good job of spelling out what's required, and you can go with anything from a bolt-in affair to a custom one-off cage. Both options meet the minimum safety requirements, but a custom cage will typically locate the bars farther away from the driver as an added measure of safety, and it makes ingress and egress easier. However, a custom cage can be very costly. Enter the third option: a pre-fab kit from MiataCage.com.

The roll cage is the part of a racecar you hope you never have to use, but it's also the part you don't want to compromise on. There is also no question that a car with a bolt-in cage is harder to get in and out of, and the proximity of some of the bars can make it uncomfortable on track. The MiataCage.com kit is a very popular choice, offering ample room throughout. We also used a MiataCage.com cage on *SportsCar's* ITA project Miata 10 years ago and loved the result. That said, installing a roll cage is not a DIY project - unless you happen to be a highly skilled welder.

A roll cage kit like the one offered by MiataCage.com is considerably less expensive than a custom cage and offers the custom-built fit and finish. Also, you can help the bottom-line of your installation cost by doing as much of the prep work as possible. Gutting the interior, removing any wiring that will be in the way, and removing paint where welding will take place, all deduct hours off the installers bill. "I used dry

race under the lights - I was in awe of the awesomeness of the race and the caliber of driving. I knew then I wanted to get back on the racetrack."

Discussions quickly ensued about picking a class and a car for Jennifer to take to the 2017 Runoffs at Indianapolis. For

Jennifer, the allure of Spec Miata was too much to resist, with its competitive racing and single-class race groups during the season. Also, "I have owned three Miata's over the years, and three of my Solo titles came in a Mazda RX-8," she explains.

The search for a Spec Miata

was on, but rather than buying a finished racecar, Jennifer decided to build her own. "We started searching for a 1999 with a hardtop, so we wouldn't have the expense or hassle of sourcing one later," she says. "It didn't take long to find the right car. It wasn't a week later that



SAVING MONEY

By doing as much of the prep work as possible for the rollcage installation you can reduce the amount of hours the car spends at the fabrication shop, which directly affects your outlay of cash. Removing the interior (ABOVE) and preparing the sheet metal where welding will take place (RIGHT) is a great start.



ice and an air hammer to take out the undercoating, cut out the inner door panels, and remove the dash to finish prepping the car for the cage installation," says Jennifer.

Bret Norgaard of Yawspport handled the cage install. "The cage is designed pretty well, and when constructed correctly it fits nicely in the car," says Bret.

For the full experience, Jennifer even picked up the MIG welder and tried her hand at welding. "Once the cage was installed, I got a crash course in welding as I installed the Autopower window net tabs," says Jennifer. "Welding was a lot more difficult than I imagined. Once that was completed, I painted the cage and interior of the car."

Vendors like MiataCage.com offer a lot of bolt-on solutions

that make finishing the interior of the Miata easier. One no brainer was the hardtop mounting kit; the kit from MiataCage.com removes a time-consuming headache, making it a simple bolt-on affair.

When it comes to installing a race seat, the Miata does not have the roomiest of cabins, with many drivers opting to notch out the transmission tunnel, or even lowering the floor to get a comfortable seating position. That said; if you pick the right seat, you eliminate many of the clearance issues. Jennifer and Jason did a lot of research comparing seat exterior dimensions and picked the Momo Super Cup seat based on its compact exterior shell dimension and the brand's reputation. It was even narrow

enough that the transmission tunnel didn't have to be notched. Despite the positives, fitting a race seat is never an easy task.

"I figured seat installation would be a slam dunk," laughs Jennifer. "How hard could it be to bolt a seat to the floor using the existing bolt holes? That task was an all-day adventure."

A Momo Mod 88 steering wheel, which features a flat bottom for increased legroom, was bolted to an NRG quick release and replaced the stock wheel. A few more finishing touches included a Schroth Profi II 6-Hans harness, CorkSport aluminum shift knob, an OMP fire system, and Safety Solutions ride side net.

Once the cockpit of the car was squared away, it was time to focus on what makes a Spec

Miata a Spec Miata: the suspension. The required suspension kit includes a set of spec Bilstein shock absorbers, Eibach springs and sway bars, and adjustable coilover sleeves. Having the suspension come as a kit removes a lot of guesswork when building the car, and helps keep the competition tight.

"I liked that the suspension came as a kit," says Jennifer. "It saved me from having to research what parts to obtain and from where."

While optional, a few must-have suspension upgrades are available, namely the Fat Cat bump stop kit, a set of adjustable sway-bar endlinks, and offset control arm bushings - you can race your car without these parts, but most everyone agrees these are a worthwhile addition.

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Courtesy, Bret Norgaard

SAFETY FIRST

(ABOVE) Bret Norgaard and his team at YawSPORT made quick work of assembling and installing the MiataCage.com rollcage kit. (RIGHT) The Momo Super Cup seat fit nicely within the confines of the Miata's interior, while (BOTTOM RIGHT) a Momo Mod 88 steering wheel gives the driver control.



suspension kit can easily be performed in your driveway with simple hand tools. "The most difficult part of the installation was removing the 15-year-old nuts and bolts that were cemented on there," says Jennifer. "Once I figured out how everything went together, the installation went smoothly."

If you opt for the offset control arm bushings, it helps to have access to a press for removing the OE bushings and pressing in the Delrin units. For this installation, Jennifer elected to install the offset bushings in a fresh set of OE upper control arms, discarding the old set that had covered nearly 100,000 road miles.

With the car still in the air, the brakes were next on the list. Jennifer jettisoned the factory dust shields for improved

cooling, added a set of stainless steel brake lines, and installed a set of race-grade brake pads. Hawk Performance DTC-60 pads up front, and DTC-30 in the rear would take care of the stopping.

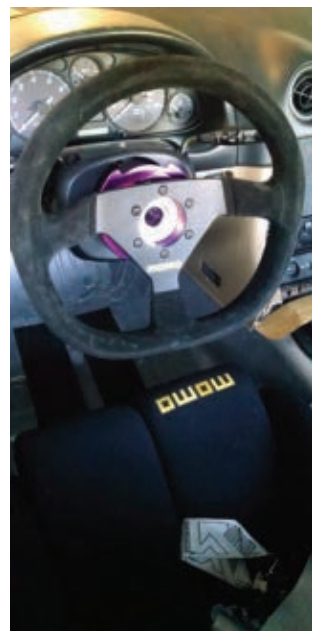
Next were power upgrades. The factory exhaust manifold and its downpipe have to stay in place, but the catalytic converter and everything downstream can be replaced. Borla Exhaust offers a kit specifically for the Spec Miata, eliminating the need to fab a pipe to replace the catalytic converter; the fit is excellent, as is the sound. Borla also offers an optional secondary muffler for those racing at tracks with very stringent sound limits, which can be installed or removed in minutes.

Minimal work was required under the hood to get on track since the donor car was in good

shape. Hiro's Auto Repair performed a leak down test, which showed results consistent with a car of this age and mileage, meaning a simple tune-up would be enough. A fresh set of spark plugs, ignition wires, a high-flow air filter element, and a complement of Mobil 1 Racing oil finished off the fun stuff.

Depending on your car's mileage, you may also want to look at items like the water pump and timing belt, but this work was left for round two, as further engine work was planned for a later date.

The final item under the hood was installing the restrictor plate. Sourced from SCCA Enterprises, the restrictor plates vary by car year and help balance the level of power the various generations of Miata engines produce. The plate is



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BOLT-ONS

(ABOVE) The Borla Exhaust is a simple bolt-on affair. (RIGHT) The Mazdaspeed Motorsports Development suspension kit can be installed with basic hand tools and offers a good balance of handling and durability. (BELOW) The optional offset control arm bushings make optimizing camber much easier.



sandwiched by a pair of gaskets as it sits between the throttle body and intake manifold.

When it comes to rolling stock, Spec Miatas sit on the spec Hoosier SM7 for dry races and the H20 in the rain, both sized in a 205/50-15. The SM7 has proven to be a durable tire that performs well over a great number of heat cycles, making it both a good value and good for competition.

Wheels allow some flexibility, so long as they meet the size and weight specifications laid out in the GCR. You want to pick something that is durable, offers good cooling for the brakes, and is right around the minimum weight. "Ever since I got my first car, Momo wheels were always my favorite," says Jennifer. "When I found out they had a wheel built specifically for Spec Miata, I had to have them."


The Momo Podium wheels check all the boxes for a Spec Miata, plus they're reasonably priced and look great.

Wrapping up and getting ready to have the Hoosier tires touch

the garage floor for the first time, a baseline setup was needed – this is where a visit to www.mazdamotorsports.com pays off. Mazda offers its racers a comprehensive set of alignment instructions and specifications but, be prepared, this is repetitive work. "Adjusting the ride height and aligning the car was tedious and time consuming with lots of going back to make changes," Jennifer notes.

With the basic build complete, the Spec Miata was little more than a tech inspection away from hitting the track. "Overall, this was a great experience and I have

a great appreciation for those who build racecars," says Jennifer. "It was one of the most difficult jobs I've ever done. I was challenged to research and problem solve and, often times, very frustrated with the process – racecar parts should come with installation instructions, not require Google or YouTube to figure out. However, I have complete ownership of my car, and a great sense of accomplishment."

In our next installment of this project, we will delve into some of the details that can help speed up your Spec Miata, and make it stand out from the crowd. 



SPEC MIATA AND THE RUNOFFS

After paying its dues at the Regional level for a number of years, Spec Miata crowned its first National Championship Runoffs champ in 2006. That year, 55 drivers took the green flag and Andrew Caddell made history as the first winner. Many of the drivers who took part in that first championship race more than a decade ago continue to compete in the class. Others, like Caddell, were able to use it as a springboard to launch a professional racing career.

With more than 3,000 Spec Miata suspension kits sold, it's little surprise that it is one of the most popular classes and continues to see new drivers join the fray. Year after year, Spec Miata battles the Spec Racer contingent for the top nationwide participation numbers, as well as Runoffs entries. The Miata drivers also hold the record for the largest Runoffs field, with 67 starting at the 2013 running – a record that very well could be broken come Indy.

SPEC MIATA RUNOFFS STARTERS

YEAR	STARTERS
2006	55
2007	37
2008	29
2009	38
2010	60
2011	30
2012	24
2013	67
2014	43
2015	61
2016	44

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**STICKY STUFF**

As street tire technology progresses, better brake pads are needed to optimize that grip.

A BETTER BRAKE

As tires improve, you want a set of brake pads that can take advantage of the added traction, translating into shorter braking zones

WORDS SportsCar staff | MAIN IMAGE Jeff Loewe

Over the last few seasons, the landscape of the street-tire-shod Solo classes has evolved greatly, to the point where we are witnessing seemingly purpose-built, 200-treadwear tires that have truly raised the bar. As the available level of traction has increased, we see improved corner speeds and better rates of acceleration, but one other place to find those fractions of a second on the Solo course is in the braking zones. "You can only go as fast as the tire will stick on the pavement," says Edwin Mangune of Hawk Performance. "With a stickier tire, you can run a much more aggressive [brake] pad."

Typically, not much thought is given to the brakes when it comes to Solo because the braking zones are so short, and hard braking is infrequent. However, those short bursts could potentially be better optimized with improved brake pads. Hawk Performance, the official brake products of the SCCA, has taken note of the recent improvements in tire technology and OE brake system advancements, and answered back with its High Performance Street 5.0 brake pads.

Hawk Performance walks the fine line between the threshold of traction and improved stopping power with this compound. Engineered as the

next step in braking over its HPS product line, the High Performance Street 5.0 takes you one step closer to the limit of your ABS braking system while maintaining control to help avoid the dreaded "ice mode."

"Too much brake torque and your ABS goes into ice mode," Hawk Performance explains, "too little and there is no improvement to the product."

For the most part, the brake pads that came on your modern car are a great choice for daily driving, and even for Solo. However, as you make changes to the car, like adding a stickier tire, the threshold of grip increases and you have created the opportunity to improve

braking performance with something as simple as a pad change. "The Mu of the tire will dictate how much pad Mu we can apply to that tire," says Mangune. "As your tires get better, you can run a much more aggressive pad."

The High Performance Street 5.0 pads feature a ferro-carbon compound that provides advanced braking characteristics to help accentuate the driving experience found with modern extreme performance street tires. This compound results in shorter stopping distances, improved performance under heavy braking conditions, while maintaining daily driver friendly characteristics. 🚗



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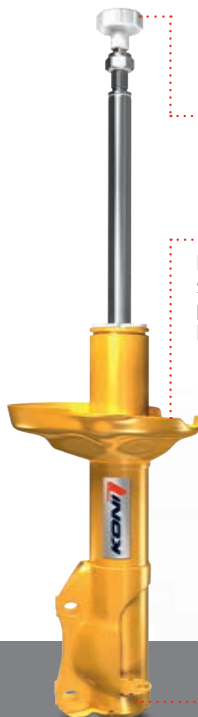


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TWEAKS
(MAIN) The Prototype classes have seen some adjustments since the conclusion of the 2016 season. (BELOW) The Trans Am series now includes a path to the Runoffs – cars like this TA4 Camaro may qualify for T1 or T2.

PHOTO IDENTIFICATION

If you don't have an SCCA photo ID, you should send a photo to SCCA and request a new license or membership card with the photo. The current rule in the GCR calls for an SCCA photo ID only. Many Regions and our registration workers have a way to issue a photo ID at the track, but this is not universal. It's up to you to provide the photo (this is an identification head shot, not a Facebook joke shot). Send it by snail mail to SCCA member services or e-mail it to membership@scca.com.

THE SEASON AHEAD

With the 2017 Club Racing season underway, there are a few things you need to know | **WORDS** Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Richard S. James

Primum non nocere, “first, do no harm,” is a medical edict to which the Club Racing Board tries to adhere. Unfortunately, sometimes we get it wrong. See the Touring 1 race at the 2016 National Championship Runoffs where the winning Viper might not have been classed exactly as it should. It's pretty easy to find the errors, as there are plenty of racers ready to point out where we went wrong – and when we find the errors or oversights, we fix them as quickly as possible. By the way, that Viper is now in GT.

Correct classing is most often a problem when it comes to new cars being included in classes. We try to bring them in based on computer modeling and data obtained from similar cars, but there are a lot of variables to consider.

Seven of the 11 Super Tour tracks have loops to provide trap speeds and segment times. SCCA is working to add loops to the remaining four tracks. That data is available to everyone via the Super Tour page on [SCCA.com](http://scca.com).

The Advisory Committees will use this information along with data acquired from the cars for competition adjustments (for more on data, see the article in this issue about data acquisition).

There have been some tweaks to the P1 and P2 classes in the off-season, but the CRB will be very reluctant to make further changes to either class between now and the Runoffs at Indy. The same is true of most classes, although I'm sure if we missed the mark by very much on any recent changes, it will be brought to our attention – after all, we did deal with about 200 letters and requests at our February meeting.

CHANGES WITH SRF AND SFI

The CRB and the Board of Directors have changed the SRF and SRF3 rule for 2018. You will be able to run your legal SRF in the SRF3 race group at all U.S. Majors Tours and Hoosier Super Tours starting in the next competition year. SCCA Enterprises is also looking into a potential contingency program



for SRF separate from SRF3. In addition, SRF will be able to run in the SRF3 race at the 2018 Runoffs. SRF will also have a place as a standalone class in Regional and Divisional racing.

You will notice that SFI is changing its seatbelt certification labels to remove the date of manufacture and to add an expiration date; consequently, we've had to change the rule for 2018 to reflect the new labels. The current seatbelt rule still applies to any SFI belts with the “manufactured on” labels. The new label SFI belts will only be good for two years. We did write the rule so that the belts would be good through the end of the year on the expiration label, so you won't have to replace your belts in the middle of the season. The

FIA belts will still be good for the full five years, so buyer beware when you order new belts.

PRO GETS RUNOFFS CREDIT

Check the latest *Fastrack* for the rule that allows certain classes to run in SCCA Pro Racing events to count one pro weekend as credit toward qualifying for the National Championship Runoffs. The rule allows a driver in the following classes to replace participation in one Majors weekend with an SCCA Pro Racing weekend in the corresponding class. Drivers must request this replacement through the Club Racing department and pay the entry fee to a Majors event of their choice, to be collected and distributed by SCCA. 📍

PRO RACING CLASS	CLUB RACING EQUIVALENT
TA	GT1
TA2 or TA3	GT2
TA3 or TA4	T1
TA4	T2
F4	FA

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**SHOWING SUPPORT**

A number of manufacturers and vendors support a broad number of SCCA programs – it helps build brand loyalty and is a great way to give back to customers. Registration for these programs can be found at www.scca.com (BELOW).

MARKETING US

Contingency offerings are a great perk for autocrossers, but why do manufacturers offer such programs? | **WORDS** Paul Brown | **IMAGE** Jeff Loewe

Contingency offerings are something we're all aware of, but do we really know why they exist? Despite what some may think, contingency offerings aren't just companies trying to give cash to random racers; rather, contingency is a marketing tool. Sorry, it really is that boring. Yeah, getting a check in the mail or receiving a set of tires is fun, but that's the payment for services rendered. If selling is tactical, marketing is strategic. There's a lot of fine print associated with any contingency program, and invariably that fine print specifies something about requirements for displaying company logos on the competition vehicle that gives the company exposure to the masses.

So we run stickers – and while we don't have the eyeballs on our sport that NASCAR does, it turns out we've still got something to offer a marketing program. Those marketing departments are selling to us, and we are influential to our circle of friends.

Contingency isn't quite the same thing as sponsorship. It seems as if Tire Rack has sponsored our National Solo events forever. Tire Rack puts money into the series, and without that sponsorship there probably would not be a National series of Solo events – at least, not in the form it is today. Wells Cargo trailers, Chevrolet trucks, and

Carvin Audio give us equipment so the events can even happen, but those are sponsorship deals.

Contingency is something offered directly to competitors. Display the necessary stickers on your vehicle, finish well, and the company will give you something of value in return. Peruse the contingency offerings on SCCA's webpage under the autocross selection of the "Programs" tab and you'll find a variety of different approaches – use our product, win your class, get some cash or tires; display our logo, win your class, get some cash even if you aren't using our product; come in second, win a little less cash or fewer tires than the winner. Some companies even offer contingency winnings for third place. For the Tire Rack Solo National Championships, some companies go even deeper into the field.

Tire companies are one of our most frequent contingency providers. That makes sense, as tires are one of the specialty products we use a lot of. BFGoodrich Tires is a large company that sells street tires we compete on, but according to BFGoodrich, those performance tires are really part of the company's marketing plan to sell standard street tires. "Contingency is to reward performance, but also build customer brand loyalty and advocacy," explains Peter



Calhoun, BFGoodrich's Motorsports Marketing Manager. "The ultimate goal is to drive consumer awareness of the brand and conversion to retail sales not only for race tires, but also [for] passenger car and light-truck tires."

Hoosier Racing Tire has been in the unusual situation of exclusively being a race tire manufacturer – that's a much narrower market. Jeff Speer, Hoosier's Circuit Racing Product Manager, says contingency offerings are "the best way to reward competitors and keep them on your product."

For a small company like Hoosier, contingency offerings of tires are cost effective for the company. For the amateur competitor, winning a set of tires means something.

The recent acquisition of Hoosier by Continental may change the company's long-term approach, as it gives Hoosier marketing and R&D resources it never had before. Speer noticed that more than half of the competitors at the Solo National Championships were running in classes with the 200-treadwear limitation. Other sanctioning bodies have competitions with a similar tire rule, both for Solo and wheel-to-wheel events, and that's a market Hoosier and Continental might look into. One thing's for sure, there will be a contingency program if they do. 🍷



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GETTING IT

Detroit Region's Son of Sno* Drift rally never fails to draw a healthy field – and for good reason | WORDS Rick Beattie | MAIN IMAGE Adam Spieszny

Many who try it, really get RoadRally, if not on the first try, then soon thereafter. When the dust settled, Class N competitors Cory Finazzo and Rachel Rebecca, on only their third rally, were able to take first in Class N with 119 points on the 2017 running of Detroit Region's *Son of Sno* Drift*. Dave and Dan Harkcom took first in Class E and first overall with just seven points for the 21 controls, while Adam Spieszny and Piotr Roszczenko won Class S with 69 points. On Jan. 14, 2017, *SoSD* with rallymaster Scott Harvey Jr., ran for the 17th time. It's the first rally of the year for Detroit Region and the Great Lakes Division championship.

The 27 teams that entered the event really did need to wait until the dust settled, as Spieszny pointed out, because "the weather was dry and sunny." Dan Harkcom knows: "The weather in [southeast] Michigan in January is unpredictable at best," he says. "The event has run in blizzard conditions or spring-like weather. This year was cold, and the roads were mostly dry except for patches of glare ice in some spots where water from the previous week's thaw had frozen."

For Finazzo, "The weather element of *Son of Sno* was huge. We had to use some caution and slow down over crests or around sharper bends since we never knew what was waiting on the other side."

It was the first win ever for Finazzo and Rebecca, and their first time running *SoSD*. Finazzo learned about the Detroit Region events nearly a year ago and needed a co-driver, and "being a good girlfriend, I agreed," adds Rebecca.

That year really paid off for the team. They ran the Region's *Twilight Tour* and *Moonlight Monte* rallies before running *SoSD* for the first time.

Rebecca advised anyone starting out to "do your research before your first one. Make sure you're alert for your driver. Wrong turns can ruin your day. After your first rally, communicate with your driver on areas you weren't strong in. For us, I had trouble reminding Cory of the speed changes during the first rally. We also came up with our own terms for certain turns or directions. But being prepared is important – I found a list online of necessary things for a navigator and bought what I needed before our first rally."

ROAD TRIP
RoadRally is a unique and affordable way to scratch that competitive itch, with many rallies offering equally unique trophies (ABOVE, trophies from Son of Sno* for the last few years). RoadRally also allows you to compete as a team, as Cory Finazzo and girlfriend Rachel Rebecca discovered (BOTTOM).

For the GLD championship, Classes S and N are combined. The story is even more impressive when you consider they finished second in Class S, just 40 points behind Spieszny and Roszczenko and 30 points ahead of Michael Engle and Aaron Usher, who placed third.

Spieszny and Roszczenko have finished first in Class S seven times. Spieszny believes, "This rally creates [a] real challenge for both driver and navigator; weather is always unpredictable, roads are 'challenging' from dry conditions to extremely slippery, and demanding [that the] driver use his or her best skills."

"Rallymaster Scott Harvey is always well organized; navigation notes are usually very good. There are usually a lot of novice teams on this rally, making it probably the biggest rally of the year in our Region."

Dan Harkcom, navigating for his father Dave, agrees. "The event almost always has a very large novice turnout," says the younger Harkcom. "It's great to see new people interested in, and trying out, a new sport. The event that follows this one on the Detroit Region calendar is the rally school, so *SoSD* is a great opportunity for novices to have some exposure to rallying before attending the school."

Rebecca found that "*Son of Sno* is different from other rallies, in that the roads have many more curves, were narrow in a lot of places, and the checkpoints were very sporadic, which kept us on our toes. The other two rallies had checkpoints that were somewhat predictable. *Son of Sno* was definitely more challenging due to that."

"Overall," says Finazzo, "it was a fantastic event, even with our weather not quite cooperating. We had a blast and are look forward to next year's [event]!"

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Courtesy Cory Finazzo



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LEARNING CURVE

Over the last few years, 18-year-old Jarret Voorhies has learned a number of lessons about life and racing

WORDS James Heine | **MAIN IMAGE** Courtesy JSV Motorsports

Log on to Jarret Voorhies' website, and one of the first things you'll notice is that, in addition to the standard driver bio, race updates, photos, videos, and current schedule, there's an emphasis on behind-the-wheel safe-driving practices aimed especially at teens.

"I spend a lot of time speaking to teens and their parents about safe driving," explains the 18-year-old Central Florida Region Formula Mazda driver and college freshman. "Car crashes are the number-one killer of people my age. I partner with AT&T, State Farm, Project Yellow Light, and Teens in the Driver Seat to encourage drivers to put down the phone and focus on the road."

Also, Jarret notes, he encourages teens and parents to check out the Tire Rack's

Street Survival Program. "Traditional drivers education doesn't do enough to teach car control. This program does, and it's awesome and fun," he says.

The issues surrounding teen drivers, especially distracted driving, came to his attention when he was acquiring his own drivers license, Jarret explains. "It was a bigger issue than I imagined, and it's hurting so many people my age. My parents have always encouraged me to try and make the world a better place, so I knew I wanted to get involved."

Speaking of getting involved, Jarret's path to getting involved in SCCA open-wheel racing has followed a route familiar to many today. "I tried several sports, like baseball



Jeff Loewe

and soccer, but neither caught my interest," he explains. "I started getting interested in IndyCar and NASCAR, and one year for Christmas my parents got me a go-kart. From that point on, I was hooked. I joined the SCCA when I was 15 after discovering Formula Mazda, which has been an excellent path to start my open-wheel career."

That path now includes an inaugural 2015 Club Racing season and "a really up and down" 2016 season, even though he "worked really hard" to improve his skills during the off-season between 2015 and 2016, Jarret observes. "I spent all my time studying the sport, reading books, [and] doing some of the Speed Secrets program. I spent a lot of time trying to better myself

mentally," he explains. "What I really liked about 2016 is that it started to show. I have a lot to be happy about for 2016."

For the record, in 2016, Jarret won day two of the 2016 June Sprints plus another four U.S. Majors Tour events. He recorded a pair of second-place finishes also.

"It was an awesome, awesome win," Jarret says about his June Sprints success. Not exactly in the "awesome" category, however, was his 2016 Runoffs experience, where, after qualifying third, he pushed too hard early in the race and as a consequence, at one point, found himself off course.

"Going into the Runoffs, I was really, really pumped," he says. "I was one of the top three picked to win it, but it just didn't work out that way." Yet, looking back, Jarret says, his Runoffs experience matured him as a driver. "I think 2016 was a way to work off the pressure I was feeling going into the Runoffs. Going into this year, I won't have that weight on my shoulders. I'll be better off and better prepared."

For his improvement as a driver, Jarret credits the help of Moses Smith of Texas

"I spent all my time studying the sport...I spent a lot of time trying to better myself mentally"
JARRET VOORHIES

Autosports and Moses Smith Racing. Smith's help and encouragement have been invaluable, Jarret says. "Moses is such a great driver coach for me," Jarret says. "And, he's improved my driving exponentially. I have a lot of confidence in Moses, knowing his background in the industry, and I know he can always keep me in a safe and fast racecar."

Credit also must go to his parents and family, Jarret adds. "My family, especially my parents and grandparents, have always supported me 100 percent - I think it probably scares them sometimes, but they are always there for me."

Jarret's plans for 2017 include Formula Mazda outings at NOLA, Road America, Hallett, Circuit of the Americas, and, of course, the 2017 Runoffs at Indy - "every racer's dream," he notes.

"I'm super, super excited. I think 2017 is going to be a lot better than how last year turned out," he says.

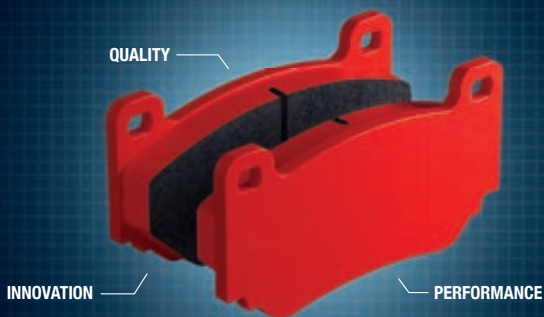
Beyond 2017, Jarret says he has his eyes set on Mazda's Road to Indy program. To that end, he and his partners are preparing a budget for that effort. "What I've mainly been trying to do is gather partners for when the time is right for me. Right now, I'm looking at 2018. That's a big goal, right? But that is, ultimately, something I want to attempt." 🍎

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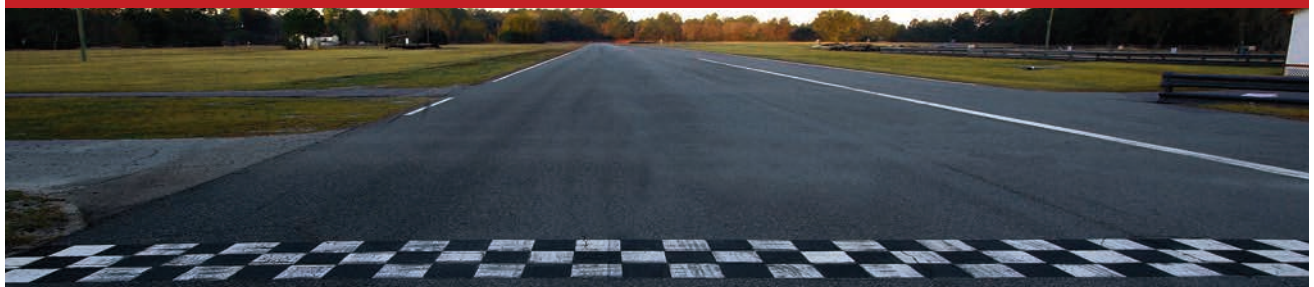
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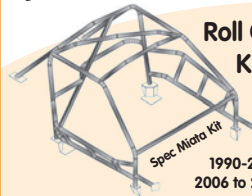
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Pro Racing Preview issue/
Suspension Guide
Materials due: Apr 7
Issue mails: Apr 24

July 2017

The SCCA'S Best Cars issue
Materials due: May 5
Issue mails: May 22

August 2017

The Insider Knowledge issue/Driving School Directory
Materials due: Jun 9
Issue mails: Jun 26

September 2017

The Who Will Win The Solo Nationals issue
Materials due: Jul 7
Issue mails: Jul 24

October 2017

The Who Will Win The Runoffs issue
Materials due: Aug 4
Issue mails: Aug 21

November 2017

Solo Nationals/Holiday Gift Guide/SEMA Guide
Materials due: Sep 29
Issue mails: Oct 23

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JUNE 2017

Pro Racing Issue

Reserve space by: March 24

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JULY 2017

SCCA's Best Cars

Reserve space by: April 21

Materials due: May 5

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MAXIMUM WORDS: 50

NEXT AVAILABLE ISSUES:

JUNE 2017

Pro Racing Issue

Reserve space by: March 24

Materials due: April 7

Mails: April 24

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CALENDAR

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

PRO RACING



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
Nov 11 Daytona International Speedway, Fla.

TRANS AM WEST COAST C'SHIP

Mar 25-26 Willow Springs Int'l Rcw, 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.
Jun 9-11 Indianapolis Motor Speedway, Ind.
Jul 6-9 Canadian Tire Motorsports Park, Canada
Aug 10-12 Mid-Ohio Sports Car Course, Ohio
Aug 25-27 VIRginia International Raceway, Va.
Sep 15-16 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 Park, W. Va.
May 13-14 Pittsburgh International Race Complex, Pa.
May 27-28 Pocono Raceway, Pa.
Jun 23-25 Watkins Glen International, N.Y. (Hoosier Super Tour)
Jul 15-16 Thompson Speedway Motorsports Park, Conn.
Jul 22-23 New Jersey Motorsports Park, N.J.

NORTHERN CONFERENCE

May 6-7 Blackhawk Farms Raceway, Ill.
Jun 2-4 Mid-Ohio Sports Car Course, Ohio (Hoosier Super Tour)
Jun 16-18 Road America, Wis. (Hoosier Super Tour)
Jul 8-9 Ginger Man Raceway, Mich.
Jul 29-30 Road America, Wis.
Aug 12-13 Grattan Raceway, Mich.

SOUTHEAST CONFERENCE

Mar 4-5 NOLA Motorsports Park, La. (Hoosier Super Tour)
Mar 17-19 Road Atlanta, Ga.
Apr 14-16 VIRginia Int'l Raceway, Va. (Hoosier Super Tour)
Jul 1-3 Roebeling Road Raceway, Ga.

MID-STATES CONFERENCE

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

SOUTHERN CONFERENCE

Mar 4-5 NOLA Motorsports Park, La.
Mar 24-26 Circuit of the Americas, Texas (Hoosier Super Tour)
Apr 8-9 Hallett Motor Racing Circuit, Okla. (Hoosier Super Tour)
Apr 19-20 Motor Speedway Resort Houston, Texas
May 27-28 Texas World Speedway, Texas

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 Portland 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 22-23 # NJMP/South Jersey
May 6-7 Ro Palmer Motorsports Park/New England
May 27-28 New Hampshire Motor Speedway/New England
Jun 3-4 Ro NJMP/South Jersey
Jun 16-17 Ro Lime Rock Park/New England
Jul 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 England
Oct 7-8 * NJMP/South Jersey
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

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

SOUTHEAST sediv racing.org

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*# Roebeling 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 # Roebeling 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 Roebeling Road/SEDiv
Oct 14-15 Sebring/Central Florida
Oct 14-15 # VIR/North Carolina
Nov 3-5 # Road Atlanta/Atlanta
Nov 11-12 # PBIR/Florida
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



HEADING HOME-STEAD

Trans Am tackles the challenging Homestead-Miami circuit on April 9.

Chris Clark



LAT / Dan R. Boyd

SEASON OPENER

The SCCA Pro Racing Formula 4 United States Championship kicks off its 2017 season at Homestead-Miami Speedway on April 8-9.

SOUTHWEST sowdivscca.org

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/Cincinnati

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

NORTHERN PACIFIC norpacssca.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

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

STREET SURVIVAL SCHOOLS

NORTHEAST nediv.org

May 20 Xerox/Finger Lakes

Finger Lakes (585) 231-1173

SOUTHEAST sedivrac.org

Mar 4 Daytona International Speedway/

Central Florida

Apr 29 Grissom High School/Tenn. Valley

Central Florida (407) 324-1874

Tenn. Valley (256) 508-4933

SOUTHWEST sowdivscca.org

Mar 4 Dragon Stadium/Texas

Texas (817) 907-3585

NORTHERN PACIFIC norpacssca.org

Mar 5 Pacific Raceways/Northwest

Central Florida (407) 324-1874

Tenn. Valley (256) 508-4933

Northwest (206) 915-3808

Oregon (503) 780-7146

Reno (775) 267-4845

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 sedivrac.org

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

SCCA ACCREDITED SCHOOLS

FULL COMPETITION LEVEL

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(888) 604-1766 amgacademy.com

Bertil Roos Racing School

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BIR Performance Driving School

(866) 511-7606 birperformance.com

Bob Bondurant School

(800) 842-7223 bondurant.com

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Pettiford's Go 4 It Racing Schools

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Porsche Sport Driving School

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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

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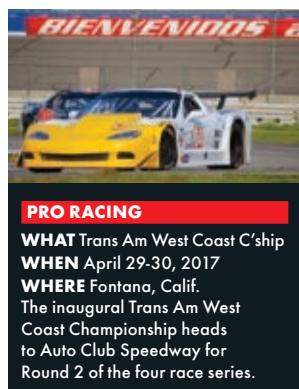
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Area 13: **JIM WEIDENBAUM**

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



D.E. Baer

PRO RACING

WHAT Trans Am West Coast C'ship

WHEN April 29-30, 2017

WHERE Fontana, Calif.

The inaugural Trans Am West Coast Championship heads to Auto Club Speedway for Round 2 of the four race series.

SCCA HAPPENINGS

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

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

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

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



Mark Weber

CLUB RACING

WHAT Hoosier Super Tour
WHEN April 8-9, 2017
WHERE Jennings, Okla.
A joint Southern and Mid-States Conference Hoosier Super Tour will take place at Hallett Motor Racing Circuit.

SOUTHEAST

sedivacing.org

Mar 12 PDX Road Atlanta/Atlanta

Apr 8-9 PDX/TT Talladega Grand Prix/
Alabama, 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 PDX Daytona 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

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/
Cincinnati

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

Cincinnati (330) 460-6706

Ohio Valley (614) 735-7561

MAXXIS®

PLAY HARD,

800-4-MAXXIS / MAXXIS.COM

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

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 Ayer, 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 10-12 Lehigh Acres, Fla.
Mar 31-Apr 2 Fontana, Calif.
Apr 21-23 Crows Landing, Calif.
May 5-7 Blythville, Ark.
May 19-21 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)

STARTING LINE AUTOCROSS SCHOOLS

Mar 18 Portland Int'l Raceway, Portland, Ore.
Mar 18 NASA Crows Landing Airport, Crows Landing, Calif.
Apr 8 Moore Army Airfield, Devens, Mass.

Ken Brown



CLOSE QUARTERS

VIRginail International Raceway plays host to the Northeast Conference's first Hoosier Super Tour of the season on April 14-16, 2017 – a race that is also held in conjunction with the Southeast Conference.

REGIONAL

NORTHEAST nediv.org

Apr 22-23 Monroe Community College Brighton Campus/Finger Lakes
May 6-7 Monroe Community College Brighton Campus/Finger Lakes
Jun 24 Monroe Community College Brighton Campus/Finger Lakes
Jul 8 Monroe Community College Brighton Campus/Finger Lakes
Jul 23 Xerox/Finger Lakes
Aug 13 Monroe Community College Brighton Campus/Finger Lakes
Aug 20 Monroe Community College Brighton Campus/Finger Lakes

Sep 24 Monroe Community College Brighton Campus/Finger Lakes
Oct 1 Monroe Community College Brighton Campus/Finger Lakes
Finger Lakes (585) 231-1173

PLAY HARDER.



VICTRA
VR-1

205/50ZR15
245/40ZR15

205/55ZR16
255/40ZR17

245/40ZR18
265/35ZR18

295/40ZR18*

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

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



MEMBER BENEFITS

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



EmpireCovers is offering Club members a 45-percent discount and free ground shipping on their complete line of covers.



Receive special discount savings on new vehicles, pre-owned vehicles, parts, service and collision repair from **Hendrick Chevrolet Shawnee Mission**



OUT THERE BRANDS

Out There Brands is a market leader in pop-up tents, flags, and all other branded paddock display, and SCCA members receive a 10-percent discount on all products.



National Car Rental offers special discounts of up to 20 percent off retail car rental rates.



Get special association rental rates and discounts at **Thrifty** car rentals.

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.

SOUTHEAST sedivtracing.org

Mar 4-5 Cherry Point MCAS/North Carolina
Apr 1 Cape Fear Community College/North Carolina
May 20-21 Cherry Point MCAS/North Carolina
Jun 10 Cape Fear Community College/North Carolina
Jul 22-23 Cherry Point MCAS/North Carolina
Aug 19 Cape Fear Community College/North Carolina
Sep 16-17 Cherry Point MCAS/North Carolina
Oct 7-8 Cherry Point MCAS/North Carolina
Nov 4 Cherry Point MCAS/North Carolina
North Carolina (910) 622-5513

GREAT LAKES greatlakes-scca.org

May 13 Mid-American Air Center/Southern Indiana
May 20-21 Mid-American Air Center/Southern Indiana
Jun 10-11 Mid-American Air Center/Southern Indiana
Jun 17 Mid-American Air Center/Southern Indiana
Jun 24-25 Mid-American Air Center/Southern Indiana
Jul 1 Mid-American Air Center/Southern Indiana
Jul 16 Mid-American Air Center/Southern Indiana
Jul 23 Mid-American Air Center/Southern Indiana
Aug 20 Mid-American Air Center/Southern Indiana
Aug 27 Mid-American Air Center/Southern Indiana
Sep 16-17 Mid-American Air Center/Southern Indiana
Oct 8 Mid-American Air Center/Southern Indiana
Oct 22 Mid-American Air Center/Southern Indiana
Southern Indiana (812) 853-2875

SOUTHWEST sowdivscca.org

Mar 19 Chennault Airpark/SW Louisiana
Mar 4-5 Waldron Field/South Texas Border
Mar 11-12 Houston Police Academy/Texas
Apr 1-2 Waldron Field/South Texas Border
May 6-7 Waldron Field/South Texas Border
Jun 3-4 Waldron Field/South Texas Border
Jul 8-9 Waldron Field/South Texas Border
Aug 5-6 Waldron Field/South Texas Border
Sep 2-3 Waldron Field/South Texas Border
Oct 14-15 Waldron Field/South Texas Border
Nov 4-5 Waldron Field/South Texas Border
Dec 2-3 Waldron Field/South Texas Border
South Texas Border (361) 739-6829
Southwest Louisiana (337) 263-5457
Texas (281) 235-8108



SOLO

WHAT National Solo events
WHEN March-April 2017
WHERE Coast to coast
 The National Solo scene kicks off in March and April with a combined total of eight Championship Tours, ProSolos, and Match Tours.

ROCKY MOUNTAIN coloradoscca.org

Apr 8-9 Front Range Airport/Colorado
May 7 Front Range Airport/Colorado
Jun 24-25 Front Range Airport/Colorado
Jul 1-2 Front Range Airport/Colorado
Jul 16 Front Range Airport/Colorado
Aug 26 Front Range Airport/Colorado
Oct 14 Front Range Airport/Colorado
Colorado (414) 218-1594

NORTHERN PACIFIC norpac-scca.org

Mar 12 Marina Airport/San Francisco
May 18-19 San Joaquin Fairgrounds/ San Francisco Sacramento
Mar 18-19 Fresno Fairgrounds/San Francisco, Fresno
Mar 19 Crows Landing/San Francisco
Apr 8-9 Mather Airport/San Francisco Sacramento
Apr 29-30 Mather Airport/San Francisco Sacramento
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 Francisco (530) 934-4455
San Francisco Sacramento (916) 416-2972

SOUTHERN PACIFIC scca-sopac.org

Mar 5 Sierra Vista Airport/Arizona Border
Mar 12 Marana Regional Airport/Arizona
Mar 12 Vidinha Stadium/Hawaii
Mar 12 Aloha Stadium/Hawaii
Mar 25-26 Qualcomm Stadium/San Diego
Mar 26 Maui Raceway/Hawaii
Mar 26 Arizona Motorsports Park/Arizona
Mar 26 Aloha Stadium/Hawaii
Apr 2 Bisbee, Douglas Airport/Arizona Border
Apr 9 Aloha Stadium/Hawaii
Apr 15 Arizona Motorsports Park/Arizona
Apr 22-23 Qualcomm Stadium/San Diego
Apr 23 Maui Raceway/Hawaii
Apr 23 Marana Regional Airport/Arizona
Apr 23 Vidinha Stadium/Hawaii
May 6-7 Qualcomm Stadium/San Diego
May 13-14 Qualcomm Stadium/San Diego
May 14 Vidinha Stadium/Hawaii
May 21 Maui Raceway/Hawaii
May 21 Marana Regional Airport/Arizona
Jun 3-4 Qualcomm Stadium/San Diego
Jun 11 Vidinha Stadium/Hawaii
Jun 25 Vidinha Stadium/Hawaii
Jun 25 Marana Regional Airport/Arizona
Jun 25 Maui Raceway/Hawaii
Jul 9 Vidinha Stadium/Hawaii
Jul 23 Maui Raceway/Hawaii
Jul 23 Vidinha Stadium/Hawaii
Jul 23 Marana Regional Airport/Arizona
Aug 27 Maui Raceway/Hawaii
Aug 27 Marana Regional Airport/Arizona
Sep 24 Maui Raceway/Hawaii
Sep 24 Marana Regional Airport/Arizona
Oct 22 Maui Raceway/Hawaii
Oct 28-29 Marana Regional Airport/Arizona
Nov 19 Marana Regional Airport/Arizona
Dec 3 Vidinha Stadium/Hawaii
Dec 10 Marana Regional Airport/Arizona
Dec 17 Vidinha Stadium/Hawaii
Arizona (520) 425-1948
Arizona Border (520) 559-1344
Hawaii - Aloha (808) 349-8813
Hawaii - Kauai (808) 647-0189
Hawaii - Maui (808) 281-3654
San Diego (619) 922-1472

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 USRRR/Arctic Alaska
Arctic Alaska (907) 243-2122
Arizona Border jgetchell@cox.net
Milwaukee TBA
South Jersey (856) 228-9249

REGIONAL

NORTHEAST nediv.org

Mar 19 Mark Haas Memorial March Lion Divisional Course, Tour/South Jersey
Apr 8 Cape Codders Old Timers Regional GTA/New England
Finger Lakes (585) 359-4688
New England (401) 884-1887
South Jersey (856) 228-9249

CENTRAL cendiv-scca.org

Aug 13 Roads Scamper Social, Tour/
Milwaukee

Milwaukee (906) 482-0302

SOUTHERN PACIFIC scca-sopac.org

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**DIRTFISH NATIONAL CHALLENGE**

Apr 7-9 Heartland Park Topeka, Topeka,
Kan.

Jul 7-9 Rally Farm, Catlett, Va.

Jul 21-23 DirtFish Rally School

Noqualmie, Wash.

NATIONAL CHAMPIONSHIP

Oct 20-22 Heartland Park Topeka,
Topeka, Kan.

REGIONAL**NORTHEAST** nediv.org

Mar 4 Canaan, NH/New England

Mar 4 Leicester, NY/Finger Lakes

Mar 18 Epping, NH/New England

Mar 19 Central Square, NY/Central New

York

Apr 22 Rochester, NH/New England

May 7 Central Square, NY/Central New

York

May 13 Mt. Snow, Vt./New England

Jun 26 Okemo, Vt./New England

Blue Mountain (610) 469-6883

Central New York (315) 575-3623

Finger Lakes (716) 982-2891

New England (603) 254-9371

SOUTHEAST sediv-racing.org

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

SOUTHERN PACIFIC scca-sopac.org

Mar 25 Tucson, Ariz./Arizona Border

Apr 22 Tucson, Ariz./Arizona Border

Arizona Border (503) 860-1836

ANNIVERSARIES**SCCA MEMBERS CELEBRATING 25-60 YEARS****65-YEAR MEMBERS**

Joseph C. Donahue 3/1/1952 Life Members

60-YEAR MEMBERS

George E. Chapman 3/1/1957 Land O'Lakes

55-YEAR MEMBERS

Kyle E. Breedlove 3/1/1962 Fort Wayne

Mike Edgerton 3/1/1962 Western Ohio

Richard Eisenmann 3/1/1962 Milwaukee

Tom Flaherty 3/1/1962 New England

John W. Keller 3/1/1962 Northern New Jersey

Kenneth H. Sellers 3/1/1962 Washington DC

50-YEAR MEMBERS

Robert W. Cowie 3/1/1967 Cincinnati

Anthony Freston 3/1/1967 Chicago

E.B. Lunken 3/1/1967 Cincinnati

Robert G. Pico 3/1/1967 New England

Richard W. Powell 3/1/1967 New England

Michael Rand 3/1/1967 New England

Wayne Scheible 3/1/1967 Finger Lakes

45-YEAR MEMBERS

Bud Bohrer 3/1/1972 Northwest

Tom Bootz 3/1/1972 Kansas City

Jack C. Brock 3/1/1972 Houston

Gary L. Brosch 3/1/1972 Central Florida

Christopher J. Bucknam 3/1/1972 Finger Lakes

Marc Bushman 3/1/1972 Chicago

Thomas A. Dvorak 3/1/1972 St. Louis

Robert B. Franklin 3/1/1972 Atlanta

Stuart M. French 3/1/1972 Northern New Jersey

Thomas J. Galuardi 3/1/1972 New England

Marvin L. Gray 3/1/1972 Mahoning Valley

James Hollowell 3/1/1972 Washington DC

Timothy C. Marschner 3/1/1972 New England

Kathy L. McLeod 3/1/1972 Washington DC

Craig S. Pearce 3/1/1972 Central Florida

Thomas A. Stephani 3/1/1972 Chicago

John W. Tures Jr. 3/1/1972 New York

40-YEAR MEMBERS

Fletcher C. Belt 3/1/1977 Blackhawk Valley

Dan Cole 3/1/1977 Tennessee

Jack Dalton 3/1/1977 Northern New Jersey

Rod Hahnemann 3/1/1977 Detroit

Wanda Helser 3/1/1977 Blackhawk Valley

Waller S. Hunt III 3/1/1977 Washington DC

Barney Buck Jones 3/1/1977 San Francisco

Sammy K. McSpadden 3/1/1977 Lone Star

James F. Meyers 3/1/1977 Old Dominion

Debbie Poduje 3/1/1977 New England

Debbie Schreiner 3/1/1977 Northeast Oklahoma

Mickey D. Schreiner 3/1/1977 Northeast Oklahoma

Anthony J. Stegman 3/1/1977 Wichita

Allen Stueben 3/1/1977 Big Island of Hawaii

Dennis Troemel 3/1/1977 Milwaukee

Dozier F. Wallace 3/1/1977 South Carolina

35-YEAR MEMBERS

Gregory B. Abbott 3/5/1982 Cal Club

Michele Albert 3/16/1982 Steel Cities

Robert L. Albert 3/16/1982 Steel Cities

Carol R. Anderson 3/1/1982 Arizona

Robert C. Austin 3/16/1982 Northern New Jersey

Catherine M. Balkunow 3/5/1982 Northern New Jersey

Leonard S. Baptiste 3/30/1982 Central Florida

Charlene L. Bettinger 3/16/1982 Wichita

Michael Bibinoff 3/5/1982 San Francisco

John R. Bowden 3/24/1982 Kansas

Ken Brown 3/24/1982 Washington DC

Carol E. Bruce 3/1/1982 River Cities

Arline Chrt 3/16/1982 Chicago

Paul H. Einhorn 3/24/1982 San Francisco

Kevin Ellis 3/5/1982 Colorado

John H. Firment 3/30/1982 Detroit

Douglas O. Fisher 3/1/1982 New England

Thomas Morrison Fowler 3/24/1982 Atlanta

David W. Frieder 3/10/1982 Western New York

J. Ron Gentry 3/8/1982 North Carolina

Melvin C. Goldsmith 3/31/1982 Arizona

Daniel L. Guterman 3/1/1982 Northeast Oklahoma

Bob Harris 3/25/1982 Wichita

Marilyn Harwood 3/24/1982 Washington DC

Kenneth Harwood 3/24/1982 Washington DC

Barry W. Hauf 3/1/1982 St. Louis

Scott Alan Holman 3/24/1982 Washington DC

Ellen F. Holtz 3/16/1982 Philadelphia

John Howe 3/1/1982 Milwaukee

Russell Jaslow 3/30/1982 Finger Lakes

Kathy Kelm 3/16/1982 South Carolina

Brian R. Kelm 3/16/1982 South Carolina

Janet L. Laird 3/19/1982 Detroit

William H. Lemmond 3/19/1982 Central Carolinas

Anthony Macianski 3/17/1982 Chicago

Frederick Mcconnell II 3/19/1982 Washington DC

Danny Moon 3/4/1982 Western Michigan

Barbara E. Morrissey 3/1/1982 Western Ohio

John D. Mott 3/24/1982 Central Carolinas

Charles J. Mulligan 3/30/1982 Oregon

Edward M. Murray 3/30/1982 Detroit

James Ohanesian 3/19/1982 Western Michigan

Ryland Owen 3/1/1982 Atlanta

Tony Pandjiris 3/2/1982 Florida

Patricia M. Pierson 3/10/1982 Detroit

Tommy Pulliam 3/19/1982 Atlanta

Jim Rogaski 3/4/1982 San Francisco

Linda Rogaski 3/4/1982 San Francisco

Kevin J. Royce 3/25/1982 Detroit

Jeanette Sample 3/1/1982 Fort Wayne

Chuck Sample 3/1/1982 Fort Wayne

Debbi Segall 3/4/1982 Finger Lakes

George Sells 3/31/1982 Central Carolinas

Daniel W. Shields 3/17/1982 Central Florida

Steve Strickland 3/30/1982 Blue Ridge

Carl H. Wieman 3/30/1982 Des Moines Valley

Peter J. Zekert 3/19/1982 St. Louis

30-YEAR MEMBERS

Duane Ablamis 3/5/1987 San Francisco

Walt Anderson 3/12/1987 Arizona

David R. Auerbach 3/18/1987 New England

Colin Alden BACH 3/5/1987 San Francisco

Ronald M. Benson 3/31/1987 Blackhawk Valley

Ben Bradley 3/23/1987 Oregon

Steven Bresee 3/12/1987 San Francisco

Thomas Brown 3/12/1987 Glen

Kevin Brumbaugh 3/4/1987 Ohio Valley

Andy Brumbaugh 3/4/1987 South Carolina

Candy Brumbaugh 3/4/1987 Ohio Valley

Francis M. Celona 3/31/1987 Finger Lakes

Edward E. Cheek 3/31/1987 Blackhawk Valley

Kenneth Cottrell 3/12/1987 Atlanta

Carl D. Cress 3/25/1987 Blue Ridge

Steve Dunkmann 3/12/1987 Blackhawk Valley

Jim Evans 3/13/1987 New England

Denny Fosdick 3/31/1987 Cal Club

Ted Garrod 3/18/1987 Central Florida

Frederick T. Haas III 3/24/1987 Central Florida

John S. Hayes 3/17/1987 San Diego

Daniel R. Helman 3/17/1987 Houston

Georgina Hendrick 3/18/1987 New England

Geoff Herald 3/4/1987 Steel Cities

Robert Hofmann 3/3/1987 Detroit

Sandra I. Jackson 3/18/1987 Florida

Daniel H. Jones 3/12/1987 Washington DC

George K. Kaplowitz 3/12/1987 Florida

Rolayne D. Kasmer 3/24/1987 Mahoning Valley

Vivian Lansing 3/17/1987 Arizona

Boyd R. Lear 3/31/1987 Colorado

Deborah Lecuyer 3/9/1987 Blackhawk Valley

Michelle Lecuyer 3/9/1987 Blackhawk Valley

Vivian Merideth 3/31/1987 Central Florida

James E. Nash 3/13/1987 Land O'Lakes

Daniel D. Olson 3/17/1987 Oregon

Tammy L. Oswald 3/31/1987 Blue Mountain

James D. Oswald 3/31/1987 Blue Mountain

Lorraine N. Powell 3/31/1987 New England

Kathy Prather 3/25/1987 Kansas

James H. Richardson 3/3/1987 Mid South

Bob Shafer 3/16/1987 Central Florida

Erik Strelnieks 3/16/1987 Lone Star

Robert Z. Symonds 3/12/1987 South Bend

25-YEAR MEMBERS

Warren Akeung 3/6/1992 Northwest

Steve Ashcraft 3/13/1992 Arizona Border

Gary Breeback 3/10/1992 Washington DC

Daniel S. Brooks 3/10/1992 Continental Divide

Meredith Brown 3/6/1992 Rio Grande

Kim Chan 3/13/1992 San Diego

Nick Corsiglia 3/30/1992 Northwest

Brigit Corsiglia 3/30/1992 San Francisco

Walter Floretta 3/31/1992 St. Louis

Janita C. Gaylord 3/20/1992 Northwest

John W. Gentil 3/24/1992 Milwaukee

Donald R. Green 3/5/1992 Cal Club

Raymond Michael Hartzke 3/31/1992 St. Louis

Daniel L. Heydlauff 3/17/1992 Continental Divide

Charles A. Hilmer 3/26/1992 South Bend

Kristopher K. Kaiser 3/26/1992 Blue Ridge

Peter Koch 3/10/1992 Washington DC

Erik Kukuk 3/26/1992 Detroit

Steve Ladoniczki 3/13/1992 Central Florida

Dorothy M. Lane 3/26/1992 Gulf Coast

Jack Lazanski 3/6/1992 New England

Frank Madeka 3/13/1992 Washington DC

Mike Maitem 3/17/1992 New England

Tom A. Mann 3/5/1992 Western New York

John R. McMullen 3/10/1992 Northern Ohio Valley

Jerry Molitor 3/19/1992 Northern New Jersey

Steven Munsell 3/17/1992 Saginaw Valley

Brian Mushnick 3/17/1992 New England

Rene Pollock 3

NEW PRODUCTS



SPECTRE HEMI INTAKE

Spectre air intake systems are designed to get more horsepower and torque from your vehicle while working to protect your engine from harmful debris. This Hemi air intake comes with a red Spectre reusable low restriction air filter, polished aluminum tubing, and a black powder coated heat shield to help prevent hot engine air from entering the intake inlet.

www.spectreperformance.com

IMPACT VAPOR SC20

The narrowed, wraparound eye port of the Vapor SC20 provides better protection from debris, while an expanded, vented chin bar leaves more room for a microphone and reduces fogging. The tapered lower design of the SC20 offers increased clearance between the helmet and the frontal head restraint device.

\$849

www.impactraceproducts.com



TOY BOX

ESSENTIAL
TOOLS,
ACCESSORIES,
AND GEAR
FOR RACERS



EAST STREET SPEC MIATA MIRROR KIT

Most bolt-on racing mirrors that attach to the roll cage position the mirror too close to the driver for optimal use in a Spec Miata. East Street Auto Parts has solved this installation challenge with its Spec Miata Mirror Kit. The staggered unit with adjustable brackets places the 14-inch convex racing mirror near the stock rearview mirror location for increased rear visibility.

\$75

www.eaststreet.com



NECKSGEN REV2 LITE

Brand new for 2017 is the SFI 38.1-certified Necksgen REV2 Lite. At only 1.2lbs, the weight-saving design makes it one of the smallest and lightest head and neck restraints on the market, giving drivers the ultimate in comfort and performance.

\$599

www.necksgen.com



WORX WORKSITE LIGHT

The new WORX 20v Lithium-ion Worksite Light is part of WORX Power Share program and functions with any WORX 20v battery from the company's lawn and garden and DIY tools. The portable LED work light generates 1,500 lumens, which is the equivalent of a 100-watt light bulb. The cord-free, go-anywhere Worksite Light makes any project where light is needed easier.

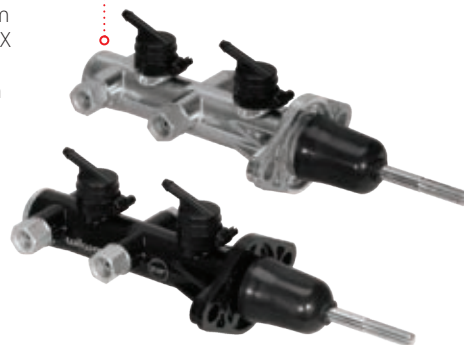
www.worx.com

WILWOOD COMPACT REMOTE TANDEM MASTER CYLINDER

Wilwood's Compact Remote Tandem Master Cylinders offer an expanded range of mounting options for hard-to-access or space-limited applications. Left- and right-hand pressure outlets allow the cylinder to be fed with either direct-mount or remote-feed fluid reservoirs. Four bore sizes can be matched to a wide range of brake caliper combinations in either power or manually actuated systems.

\$279.95

www.wilwood



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

HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

COVERPRO SUPER COUPON

10 FT. x 20 FT. PORTABLE CAR CANOPY
ITEM 63054/60728/69034/62858 shown

SUPER COUPON
\$999
SAVE \$106
~~\$149.99~~ comp at \$205.99

NEW Customer Rating ★★★★★

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 6/27/17. Limit one coupon per customer per day.

SUPER COUPON

20% OFF

ANY SINGLE ITEM

LIMIT 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, Extended Service Plan, gift card, open box item, 3 day Parking Lot Sale item, compressors, floor jacks, saw mills, storage cabinets, chests or carts, trailers, trenchers, welders, Admiral, Bauer, CoverPro, Dayton, Earthquake, Hercules, Jupiter, Lynx, Pulsion, Predator, StormCall, Talaria, Viking, Wilson. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 6/27/17.

SUPER COUPON

WITH ANY PURCHASE PITTSBURGH 6 PIECE SCREWDRIVER SET

ITEM 62728 62583/47770 62570 shown

\$7.97 VALUE

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & handling charges apply. If not picked up in-store, non-transferable. Original coupon must be presented. Valid through 6/27/17. Limit one FREE GIFT coupon per customer per day.

HaulMaster SUPER COUPON

Customer Rating ★★★★★

4 PIECE 1" x 15 FT. RATCHETING TIE DOWNS
ITEM 63056/63057/60405/63094 63150/61524/62322/90984 shown

SAVE 80%

SUPER COUPON
\$6.99
~~\$11.99~~ comp at \$34.95

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 6/27/17. Limit one coupon per customer per day.

US★GENERAL SUPER COUPON

26", 4 DRAWER TOOL CART
ITEM 95659 shown 61634/61952

• 580 lb. capacity

SAVE \$269

WINNER - Truckin' Magazine Customer Rating ★★★★★

SUPER COUPON
\$999
~~\$149.99~~ comp at \$369.32

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 6/27/17. Limit one coupon per customer per day.

PREDATOR GENERATORS SUPER COUPON

8750 PEAK/7000 RUNNING WATTS 13 HP (420 CC) GAS GENERATORS
ITEM 68530/63086/69671/63085 shown 68525/69677/63087/63088 CALIFORNIA ONLY

SUPER QUIET

• 76 dB Noise Level

Wheel kit and battery sold separately.

Customer Rating ★★★★★

SAVE \$469

SUPER COUPON
\$529.99
~~\$599.99~~ comp at \$999

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PITTSBURGH AUTOMOTIVE #1 SELLING JACKS IN AMERICA

RAPID PUMP® 3 TON ALUMINUM RACING JACK
ITEM 68052 shown 62530/62248

SAVE \$100

• Weighs 56 lbs.
• 3-1/2 Pumps Lifts Most Vehicles

Customer Rating ★★★★★

SUPER COUPON
\$159.99
~~\$169.99~~ comp at \$259.99

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 6/27/17. Limit one coupon per customer per day.

drillmaster SUPER COUPON

4-1/2" ANGLE GRINDER
ITEM 60625 shown 95578/69645

Customer Rating ★★★★★

SAVE 50%

SUPER COUPON
\$9.99
~~\$14.99~~ comp at \$20.13

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US★GENERAL SUPER COUPON

26", 4 DRAWER TOOL CART
ITEM 95659 shown 61634/61952

• 580 lb. capacity

WINNER - Truckin' Magazine Customer Rating ★★★★★

SUPER COUPON
\$999
~~\$149.99~~ comp at \$369.32

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PITTSBURGH SUPER COUPON

130 PIECE TOOL KIT WITH CASE
ITEM 63091/63248 68998 shown

SUPER COUPON
\$299
~~\$379.99~~ comp at \$106.34

Customer Rating ★★★★★

SAVE \$76

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CENTRALPNEUMATIC SUPER COUPON

3 GALLON, 100 PSI OILLESS AIR COMPRESSORS
A. HOT DOG ITEM 69269/97080 shown
B. PANCAKE ITEM 65275 shown 60637/61615

SAVE 59%

YOUR CHOICE
\$39.99
~~\$59.99~~ comp at \$98.62

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WARRIOR SUPER COUPON

29 PIECE TITANIUM NITRIDE COATED HIGH SPEED STEEL DRILL BIT SET
ITEM 62281/5889 61637 shown

SAVE 83%

SUPER COUPON
\$9.99
~~\$19.99~~ comp at \$59.98

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SUPER COUPON

TILTING FLAT PANEL TV MOUNT
ITEM 62289 61807 shown

SAVE 73%

SUPER COUPON
\$14.99
~~\$24.99~~ comp at \$55.82

• 176 lb. capacity

Customer Rating ★★★★★

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HARDY SUPER COUPON

5 mil thickness POWDER-FREE NITRILE GLOVES PACK OF 100
ITEM 68493 shown

Customer Rating ★★★★★

SAVE 62%

YOUR CHOICE
\$5.99
~~\$7.99~~ comp at \$15.99

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HaulMaster SUPER COUPON

MOVER'S DOLLY
ITEM 60497/93888 shown 61899/62399/63095/63096 63098/63097

Customer Rating ★★★★★

SAVE 59%

SUPER COUPON
\$7.99
~~\$9.99~~ comp at \$19.97

• 1000 lb. capacity

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CHICAGO ELECTRIC POWER TOOLS SUPER COUPON

12" SLIDING COMPOUND DOUBLE-BEVEL MITER SAW WITH LASER GUIDE
ITEM 69684 shown 61969/61970

Blade sold separately.

Customer Rating ★★★★★

SAVE \$204

SUPER COUPON
\$134.99
~~\$199.99~~ comp at \$339

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PITTSBURGH AUTOMOTIVE SUPER COUPON

PNEUMATIC ADJUSTABLE ROLLER SEAT
ITEM 46319 shown 61160/61896/63456

SAVE 50%

SUPER COUPON
\$19.99
~~\$25.99~~ comp at \$39.99

• 300 lb. capacity

Customer Rating ★★★★★

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

DIEHARD MEMBERS

It's easy not to know this, but *SportsCar* isn't *actually* published by the SCCA. Rather, SCCA contracts out to have the Club's monthly publication written and printed by a third party. This is done for logistical and financial reasons I, as the editor, don't particularly care about (I'm here to write about folks who race); but while the magazine isn't produced at SCCA's HQ in Topeka, Kan., it *is* produced by diehard SCCA members.

The story of the company I work for begins in the 1970s, when an enthusiastic young SCCA member named Paul Pfanner (my boss) decided he wanted to publish *SportsCar* and one day become a famous racecar driver. The journey Paul took to winning the *SportsCar* publishing contract was circuitous, but did include publishing Cal Club Region newsletter. Then, in 1984, he finally signed a contract with the SCCA securing the rights to publish *SportsCar*. Little did he know how long the relationship would last.

As with any 33-year journey, there have been interesting turns of events, like in 2001, when Paul sold the company while retaining the title of "president" until 2005, at which time he left to start a new company. The *SportsCar* staff (myself included) stayed on under the new ownership. We were even there when he reacquired the company in 2012, naming it Racer Media & Marketing. Ultimately, in one form or another, Paul's been present in the publishing of *SportsCar* for nearly three and a half decades - and what you hold in your hands marks the 400th issue under his eye.

"No publisher has ever matched the sustained passion and knowledge we bring as genuine racers and life-long SCCA members to work on a daily basis with *SportsCar*," Paul recently said on Racer.com, one of his other motorsports ventures.

Among the small *SportsCar* staff - which includes the publisher Bill Sparks, who got his start photographing SCCA races at Riverside International Raceway - our membership years exceed 100, and currently the staff holds a combined five SCCA National Championship trophies spanning both Solo and Club Racing.

I'm not tooting our horn for nothing. The underlying message here is that the SCCA doesn't partner with just anyone. Every company SCCA has deep relationships with usually has ties to SCCA. Mazda North American Operations Director of Motorsports' John Doonan is a dedicated longtime SCCA member, as is Jeff Barrow, the Manager of Commercial Motorsports at Honda Performance Development; BFGoodrich Tires' Motorsports Marketing Manager Peter Calhoun owns a Solo National Championship jacket, and Tire Rack is overflowing with top-notch Solo competitors. These partnerships and friendships combine to make the SCCA powerful not just within the Club, but also in the real world, so to speak.

The passion for the SCCA in the company I work for is the same as what you'll find throughout Tire Rack, Honda, Mazda, and SCCA's other partnerships. We're here because we love the SCCA, and I think that passion shows in everything we do - and I hope it shines through in this issue of *SportsCar*.

Meanwhile, Paul still clings to the dream of becoming a famous racecar driver. We don't have the heart to tell him that after 33 years, it may not happen. 🚫

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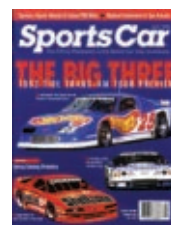
FROM THE ARCHIVES

10 YEARS AGO...
APRIL 2007



- J. Michael Hemsley scribed *In On The Action*, which gave a glimpse at the numerous worker positions involved in a Club Racing weekend.
- The SCCA National Convention descended on the River Walk in San Antonio, Texas, for a two year run.

25 YEARS AGO...
APRIL 1992



- For the first time since 1970, Chrysler, Ford, and GM were all set to battle for the Trans Am series title.
- *Do You Feel Lucky* looked at the gamble of picking the right car for Showroom Stock, and the costs involved with racing it for a season.

50 YEARS AGO...
APRIL 1967



- We took a look at the various contingency offerings for racers in 1967, with generous cash awards coming from the likes of Triumph, MG, SAAB, Volvo, Alfa Romeo, and Shelby America.
- There were reportedly 4,466 competition license holders.



VBOX VIDEO



CIRCUIT TOOLS driver training software

VBOX VIDEO captures stunning video in full 1080p HD with real-time graphical overlay.

Supplied in a rugged, water resistant case, with two cameras, internal GPS logger, backup battery supply, up to 30s video pre-buffer and real-time graphical overlay, **VBOX VIDEO** represents the ultimate in tough, reliable motorsport video loggers.

VBOX VIDEO when used with **CIRCUIT TOOLS** - intuitive, simple to use data analysis software developed by racing drivers for racing drivers - can quickly help any level of driver go faster.

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WE'RE HERE FOR ALL OF YOU.

As an amateur racer, you do more than race. You tune. You repair. You strategize. That's why we're here to support every aspect of your passion for racing. So we offer discounted parts, contingency award programs and a technical support system. Plus a ladder scholarship program designed to help further your racing career. That's why more Mazdas are road-raced on any given weekend than any other car.¹ Because Driving Matters. Visit MazdaMotorsports.com.

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¹Based on Sports Car Club of America racing data.