

SPORTSCAR[®]



THE MIND'S EYE

Lawrence Loshak's determined vision,
and hard lessons learned along the way

STOPPING POWER

Do cross-drilled
and slotted brake
rotors work?

INSIDE LOOK

The SEB dives into
Solo's Street Touring
future evolution

FAST FORMULA

Behind the scenes
as Formula 4 blasts
into season two

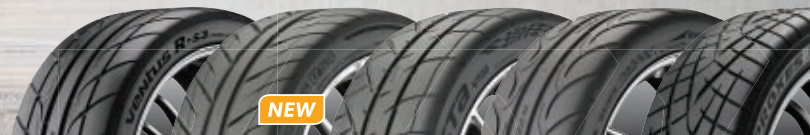
JUNE 2017
U.S. & CAN \$5.99
SCCA.COM



200 TREADWEAR STREET AND ST CLASS TIRES

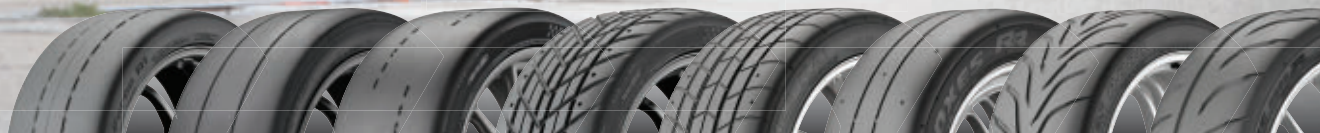


BF Goodrich g-Force Rival S g-Force Rival S 1.5 **BRIDGESTONE** Potenza RE-11 **BRIDGESTONE** Potenza RE-71R **DUNLOP** Direzza ZII Star Spec **FALKEN** Azenis RT615K Azenis RT615K+



HANKOOK Ventus R-S3 (Version 2) **HANKOOK** Ventus R-S4 **KUMHO TIRE** Ecsta V720 **NGN** N FERA SUR4 **TOYO TIRES** Proxes R1R

R-COMPOUND TIRES



BF Goodrich g-Force R1 g-Force R1 S **HANKOOK** Ventus Z214 C51 med./C71 soft **Hoosier** A7 & R7 Racing Radial **Hoosier** D.O.T. Radial Wet H20 **TOYO TIRES** Proxes RA1 **TOYO TIRES** Proxes RR **TOYO TIRES** Proxes R888 **TOYO TIRES** Proxes R888R



READY-TO-BOLT-ON TIRE & WHEEL PACKAGES

tirerack.com/packages

Includes all necessary hardware, scratchless mounting, hidden weight balancing and Hunter RoadForce™ testing (at no additional cost).

REBATES AND SPECIAL OFFERS

tirerack.com/specials

KUMHO TIRE ⁷

A smooth drive begins with great tread.

save up to
\$100
on select Kumho
tires with
our rebate

Offer Valid April 1 - May 31, 2017

SUMITOMO

Tire Rack Exclusive Offer!

Get a **\$50**
Tire Rack Prepaid Mastercard

When you buy four
HTR Z III tires from
May 1-31, 2017.

Prepaid card is issued by MetaBank[®].
Member FDIC. Card expires.

YOKOHAMA

UP TO
\$80
SPRING
GETAWAY
100

GET A YOKOHAMA VISA[®]
PREPAID CARD
OR CHELSEA
FC JERSEY!

OFFER VALID
APRIL 15 - MAY 31, 2017



ventus R-S4

Extreme Performance Summer*

NEW

Developed for driving enthusiasts looking for near-motorsports levels of grip for track events, autocross and drifting in a tire that can be driven on the street.

Hankook's new, high-grip compound is molded into a low-void, aggressive pattern. The **wide, solid center rib** delivers solid on-center feel and immediate steering response, while the **massive outboard shoulder blocks** deliver the lateral grip demanded during motorsports events and performance driving.



ventus V12 evo²

Max Performance Summer*

Features a styrene polymer that lowers rolling resistance for improved fuel economy without surrendering dry and wet traction. Notched shoulders and 3D intermediate ribs flanking a continuous center rib promote dry handling and traction.



ventus Z214

Track & Competition DOT*

Developed for drivers seeking race slick-like grip in dry and damp conditions, the Ventus Z214 is designed to blend traction, cornering power and steering response to inspire driver confidence and quick times.

*Like all summer tires, the Ventus R-S4, Ventus V12 evo2 and Ventus Z214 are not intended to be driven in near-freezing temperatures, through snow or on ice.

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

NT03RR
17 18

ENKEI
RACING SERIES

RPF1
15 16 17 18

A HUGE SELECTION OF OVER 1,400 DIFFERENT WHEELS



O.Z. Leggera HLT
bright race grey,
gloss black (18-20), gold (17-19)
17 18 19 20



O.Z. Allegerita HLT
COLOURS
available in 9 finishes
16 17 18



O.Z. Ultraleggera
black, bright silver (15-18), matte bronze (16-18),
gold (17 18), matte graphite silver (15-18), white (17)
15 16 17 18 19



Enkei Tuning TSP-5
silver, black, gold
17 18



Enkei Tuning TX5
platinum grey, black
17 18



TR Motorsports® C3M
bright silver, black
15 for MX-5



TR Motorsports® FF10
light grey
15 17



Kosei K1 Racing
silver
15 17



Kosei K1 TS
light grey, silver (14)
14 17



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



Advanti DST Storm S2
black, bronze
15



Advanti DST Storm S1
matte grey, black, titanium mirror
15



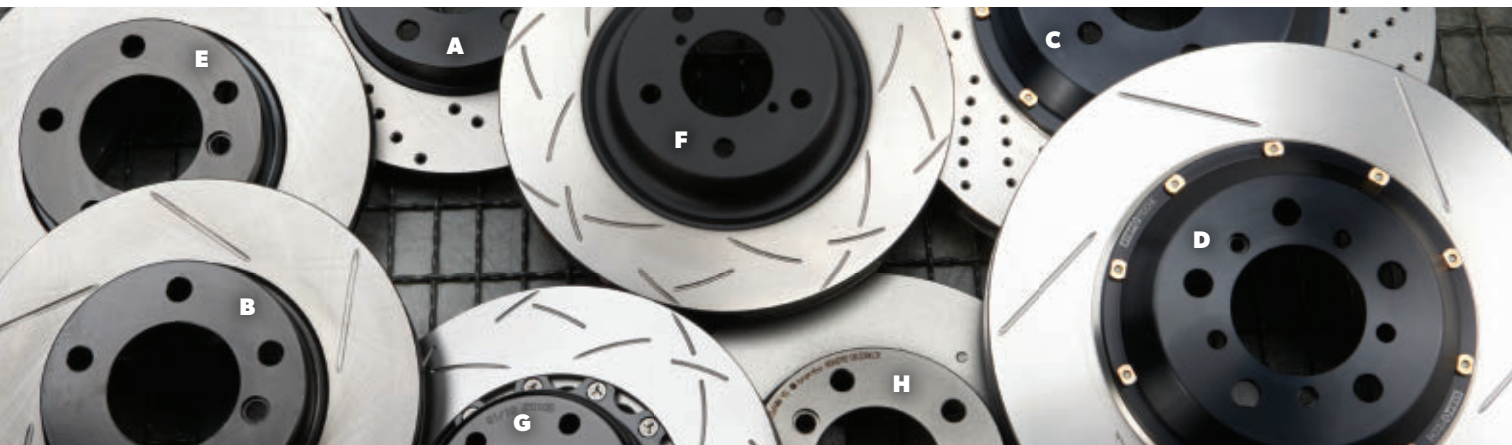
Sparco Assetto Gara
SPECTRUM
available in 8 finishes
14 15 16 17 18



Sparco Assetto Gara
SPECTRUM
available in 8 finishes
14 15 16 17 18



Sparco Trofeo 5
black, black machined w/dark tint,
bronze, gold, light grey, red
17 18



SHOP BY VEHICLE OR TALK TO AN EXPERT



- A. Sport Drilled** (Cryo-Treated available)
- B. Sport Slotted** (Cryo-Treated available)
- C. Drilled AeroRotor Kit** (sold in axle pairs)
- D. Slotted AeroRotor Kit** (sold in axle pairs)

- E. Plain 120 Series** (Cryo-Treated available)
- High Carbon Plain 125 Series** (Cryo-Treated available)

- F. 4000 Series T3 1-Piece**
4x4 Survival Series T3
- G. 5000 Series T3 2-Piece**

- H. O.E. Replacement**

BRAKE PADS FROM



www.tirerack.com/brakes



Hawk Sector 27 Brake Kits

SUSPENSION



WHITELINE

www.tirerack.com/suspension



LIGHTING

PIAA

PHILIPS



KC HILITES

www.tirerack.com/lighting



\$5 OFF
Any High Performance 2.0 Bulbs

OFFER VALID
4/1/17-5/31/17

WIPERS



BOSCH



www.tirerack.com/wipers



PIAA

FREE SHIPPING

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



CONTENTS

SPORTSCAR

JUNE 2017
VOL. 75 | ISSUE 6

SPORTS CAR CLUB OF AMERICA INC.

6620 SE DWIGHT ST.
TOPEKA, KS 66619
• TOLL-FREE (800) 770-2055
• MON.-FRI., 8am to 5pm CENTRAL
© 2017, Sports Car Club of America, Incorporated.
All rights reserved. Reproduction without permission is prohibited. *SportsCar* (ISSN 0300-6387) is published monthly for the Sports Car Club of America, Incorporated, 6620 SE Dwight St., Topeka, KS 66619, (785) 357-7222 by RACER Media & Marketing Inc 17030 Red Hill Avenue Irvine, CA 92614 (949) 417-6700

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

POSTMASTER

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

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

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

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



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

FEATURES

- 24 LESSONS LEARNED**
Meet autocrosser turned Runoffs champ turned pro racer Lawrence Loshak
- 32 CLASS EVOLUTION**
Solo's popular Street Touring category may soon enter a new era
- 36 STOPPING POWER**
Everything you know about cross-drilled brake rotors is wrong
- 42 BUYING RIGHT**
It's not just which suspension components you buy, but *where* you buy them
- 44 PROJECT CAMARO**
SCCA was given a new turbo Camaro to do with as they please. What could go wrong?
- 46 SEASON 2**
Go behind the scenes as the F4 U.S. Championship heads into its second season
- 50 WESTWARD BOUND**
Trans Am's West Coast Championship kicks into high gear at Willow Springs

COVER PHOTOGRAPHY Chris Clark



DEPARTMENTS

- 12 CLUB LIFE**
News from around SCCA and the world
- 18 THE CLUB BOARD**
Board of Directors Chairman Lee Hill
- 20 MY SCCA LIFE**
Jake Namer's SCCA story
- 22 POBST POSITION**
Racing Champ Randy Pobst speaks
- 52 LEADERSHIP**
Worker recruitment and retention
- 54 RACING ROOM**
Club Racing Board Chairman Jim Wheeler
- 56 LEAVING THE LINE**
Inside the world of Solo with Paul Brown
- 58 ON RALLYING**
Rick Beattie explains RoadRally
- 60 FRONT LINE**
Celebrating our stellar volunteers
- 61 VOLUNTEER INCENTIVE PROGRAM**
Recognizing those who make it happen
- 62 FIRST GEAR**
Up-and-coming young members
- 64 MARKETPLACE**
You want it, someone has it
- 70 CARS FOR SALE**
Your next racecar is here!
- 72 CALENDAR**
Thousands of events you need to attend
- 80 TOY BOX**
Essential tools, accessories, and gear
- 82 CONTACT PATCH**
Thoughts from the editor to later discard

COLOURS

ULTRALEGGERA

16" to 18" in black, bright silver or 5 special order finishes

ULTRALEGGERA HLT

19" and 20" in black or 8 special order finishes



LEGGERA HLT

18" to 20" in 5 finishes



O.Z.'s HLT Technology reduces weight and provides strength.

RALLY RACING

18" and 19"



O.Z.[®]
RACING





CLOSING THE DEAL

Paul Schneider enjoyed his victory lap at Circuit of the Americas after winning Formula Enterprises at the Hoosier Super Tour. Schneider spent much of the race chasing Justin Gordon, but was able to capitalize on lapped traffic and make the pass for the win on the final lap.

DATE March 26, 2017

LOCATION Circuit of the Americas, Austin, Texas

WHAT Hoosier Super Tour

PHOTOGRAPHER Russell Pankratz



TRADITIONAL MUSCLE

Mary Pozzi drove her 1973 Chevrolet Camaro RS to a second-place finish in the Classic American Muscle-Traditional class at the San Diego CAM Challenge. Pozzi would go on to take top honors in the CAM-T Challenge round.

DATE March 5, 2017

LOCATION Qualcomm Stadium, San Diego, Calif.

WHAT Tire Rack San Diego Match Tour/CAM Challenge

PHOTOGRAPHER Brandy Phillips



FIAT TRACKSIDE:

SLALOM • HEEL & TOE SHIFTING • AUTO-CROSS
ON TRACK EXPERIENCE
RALLY CROSS • LEAD & FOLLOW • HOT LAPS

ROAD RALLY:

CARS & COFFEE • LUNCH • A DAY FULL OF
SCENIC ADVENTURES THROUGHOUT ARIZONA



BONDURANT®

FIAT TRACKSIDE



124 spider



MOTHERS®
Polishes • Waxes • Cleaners

GOODYEAR

BORLA
EXHAUST

ODYSSEY
BATTERY



POWERSTOP

800.842.7223 fiattrackside.com



ADAM CAROLLA SCORES TRANS AM PODIUM

The new Trans Am West Coast Championship has drawn attention with Trans Am regulars and Club racers alike, but it has also attracted celebrities. Most notably, at the March 25-26 opening round at Willow Springs, celebrity and car enthusiast Adam Carolla started his first pro race when he competed in TA. 40 laps later, he then scored his first professional podium with a third-place finish.



Seth DeCoes



Jon Krawiec

Targa Southland returns

After a roaring success last year in its inaugural tour, the Targa Southland is back in 2017. Taking place Aug. 11-13, Targa Southland participants will again start their voyage in North Carolina at Charlotte Motor Speedway's zMax Dragway. But this year, the festivities will wrap up at Memphis International Raceway in Tennessee.

"Targa is a unique way for Club members to have fun with cars and it showcases the SCCA lifestyle across multiple activities wrapped into one event," says Heyward Wagner, SCCA's Director of Experiential Programs. "SCCA Targa connects three pre-existing

events planned by different SCCA Regions. Activities include RoadRally, autocross, Track Night in America, Time Trials, and TrackCross."

The voyage begins Friday morning, Aug. 11, with check-in at Charlotte Motor Speedway, where an autocross will be held Friday afternoon. Then there's a Track Night in America Driven by Tire Rack experience Friday evening across the street at Charlotte Motor Speedway, with dinner included. Drivers will then head to Georgia that night for a track session and Time Trial event Saturday morning at Atlanta Motorsports Park.

Early Saturday afternoon,

the Targa Southland RoadRally will be conducted, followed by a trip to Memphis later in the day. The fun with cars continues Sunday morning with lapping sessions at Memphis International Raceway, followed by a Sunday afternoon TrackCross at the same venue. An "awards" ceremony then concludes the three-day challenge.

SCCA Targa is a team event. Vehicles must have at least one licensed driver and at least two team members above 14 years old. Participants can only use street-legal vehicles and must drive in the car from one destination to the next. Targa will have two options for



Jon Krawiec



Jon Krawiec



WHAT DO YOU THINK?

The American Sedan Committee fielded a series of proposed rules changes in the May edition of *Fastrack*. Among the items are a few options regarding tire limitation rules for Majors and Runoffs competition, as well as the possibility of specified crate engine classifications. Read *Fastrack* at www.scca.com for the complete proposal and offer feedback at www.crbcca.com.

participation: Targa Competition and Targa Experience. Targa Competition will have seven classes, based on Solo classing, which will be scored and winners will receive trophies. Targa Experience will have three groups: novice, intermediate, and advanced. The novice class will also have a novice coach to guide participants through their Targa experience.

Entry fee for Targa Southland is \$595 per team and includes the Friday night dinner. A hotel stay Friday night with Saturday breakfast included can be added for an additional \$125 per team. An all-inclusive dinner Saturday night is an additional \$75 per team, and hotel accommodations Saturday night in downtown Memphis are being offered at \$150 per team.

More information can be found at www.scca.com/pages/scca-targa. 📍



MULTITALENTED

From track driving (MAIN) to Solo (ABOVE), to RoadRally (LEFT), Targa Southland includes almost all disciplines SCCA offers.

THE DETAILS

With improved online timing features, fans can better track how the racers did.

SUPER TOUR IMPROVES LIVE TIMING

Multiple enhancements have recently been made to SCCA's Live Timing webpage for Hoosier Racing Tire SCCA Super Tour events. The improvements reveal more data and provide greater detail so competitors and fans can better follow on-track developments during Hoosier Super Tour practice, qualifying and race sessions.

"We race in an age where the desire for data and information is greater than ever before," says Eric Prill, SCCA Vice President and COO. "The latest enhancements provide information to teams and spectators typically only available through professional racing series. It is a service SCCA Road Racing is proud to provide for free to our participants and motorsport fans."

Visitors to the Live Timing webpage can now select a driver in any session to see individual lap times and corresponding lap data, including



D.E. Baer

segment times and speed trap results. It's also possible to click on "Other Sessions" for a menu of all sessions for a weekend, complete with expanded driver data functionality.

For ease of viewing, each car only takes one display line, with the additional data for each available by selecting individual drivers. When individual classes are selected, the purple (best of session) times and speed are based on the best in class, and the gaps are now based on the class leader. Additionally, segment and speed trap order display chronologically for each event. Segments go blank on a new lap after the first segment time is registered to identify where a car is on a given lap.

Future updates are planned, so follow the action for Hoosier Super Tour weekends live at www.scca.com/live. 📍

ND MIATA RACECARS GET A HARDTOP

Mazda Motorsports introduced the MX-5 Global Cup racecar in 2014 as nature intended: as an open-top roadster. Now, those who compete in series that require a hardtop have a factory-approved option, as Mazda Motorsports has confirmed pricing and availability for the track-only, removable MX-5 Cup hardtop.

The hardtop will be priced at \$4,420,

with orders being accepted exclusively through Mazda Motorsports from owners and those who have committed to purchasing an MX-5 Global Cup racecar. Deliveries will begin in April.

Information on all of Mazda Motorsports, including complete details on the Global MX-5 program can be found online at www.mazdamotorsports.com. 📍



PROPOSING RULES CHANGES

The Road Rally Board is now accepting proposals and suggestions for changes to the Road Rally Rulebook for the 2018 competition year. Proposals must be received by the Road Rally Board by June 30, 2017. Submissions should be e-mailed to rrb@scca.com. The RRB will make its final recommendations to the SCCA Board of Directors at the October meeting.



Rock Beattie



Philip Royce

HALL OF FAMER

Larry Dent was inducted into the SCCA Hall of Fame in 2017.

Checkered Flag: Larry Dent

One of the SCCA's more memorable figures in the SCCA passed away on Monday, April 10. A member since 1963, Larry Dent's contributions to the SCCA include everything from being a nine-year member of the Board of Directors to acting as Chief Steward (where he and wife Linda helped design the SCCA Safety Steward program) to launching the SCCA Foundation into a successful new financial direction during his three-year tenure as Chairman of the Foundation's Board. In 2008, Larry received the Woolf Barnato Award, and then in 2017 he and his wife were inducted into the SCCA Hall of Fame for their deep and valued dedication to the Club.

"Larry's legacy is absolutely immeasurable," says Lee Hill, SCCA's Board of Directors Chairman. "There is so much he did for this Club on both the National and Regional level. He made an impact on the way we conduct events, and acted as a mentor for so many people. Larry was just a great person; so many great experiences to share, and a great storyteller to boot. Saying he'll be missed is truly an understatement." 📍

READY TO ROLL

Far more than a track day, TrackFest offers something for everyone.

TrackFest combines all SCCA on-track disciplines

The SCCA national office and the Chicago Region have partnered to bring the best of the Club's on-track programs to one action-packed weekend on Aug. 26-27, 2017, at Autobahn Country Club in Joliet, Illinois.

Called TrackFest, this event offers lapping sessions, Time Trials, a Road Race Experience, and Bracket Enduro, along with a Saturday night celebration for driving and racing enthusiasts.

"First and foremost, TrackFest is about having a good time. But it's also about showing off all the ways anyone with a fun car - be it a daily driver or prepared racecar - can get on track," says Heyward Wagner, SCCA's Director of Experiential Programs. "So often we're hyper-focused on our own motorsport pursuits and fail to



Clark McInnis

introduce track day enthusiasts to racing, or for racers to remember the fun of a lapping program. With partnership from the Chicago Region, we can hang out with old friends and meet some new ones at Autobahn during TrackFest."

The event consists of four separate track disciplines. Lapping sessions (divided into Novice, Intermediate and Advanced groups) are primarily for street cars and those who want a recreational event with instruction. Time Trials are for street or racecars keeping track of lap times. The Road Racing Experience is an introduction to the Summit Racing Equipment SCCA Road Racing Program, with competition in full, caged racecars, which counts toward a competition license. The Bracket

Enduro is an endurance race where teams try to go as far and fast as possible, or try to hit a target time on every lap.

The Autobahn's North Course will be used on Saturday for lapping, Time Trials, qualifying, and two races for the Road Racing Experience. Three lapping sessions on the full course will take place on Saturday afternoon, open to Time Trials, Road Racing Experience, and Bracket Enduro cars. Sunday features the Autobahn's South Course with three lapping sessions and two Enduro practices in the morning, followed by a four-hour Bracket Enduro race in the afternoon. An all-participant party will take place on Saturday night.

More information can be found at www.scca.com. 📍

Hall of Fame nomination time

Every year the SCCA inducts its notable members into the SCCA Hall of Fame, and the Hall of Fame selection committee needs your help for the class of 2018. The purpose of the Hall of Fame is to preserve, protect, and record the history and accomplishments of the Club for current and future members by recognizing those who have had a significant impact on the Club and the sport. This may be through service to the national organization, achievements in competition, advancement of the sport, or bringing

recognition to the SCCA that inspires enthusiasts to seek out and become SCCA members.

Since 2005, 74 SCCA members have been inducted into the Hall of Fame. Any SCCA member can place a name in for nomination, and the process is easy. You can use the convenient online nomination form found on scca.com by clicking the Hall of Fame link under the "About SCCA" tab, or send in a nomination letter.

Letters should be approximately two pages in length and summarize the



Philip Royce

individual's background and reasons for consideration - please provide more than just a resume. The goal is to help the Nomination, Legacy, and Selection Committees understand why and how the person was impactful to the Club.

E-mailed nominations to sccahof@scca.com. Submissions should be made by June 1. 📍

COBRA

exceed expectations



SEBRING PRO TECHNOLOGY®

Sebring Pro Technology is the next evolution of the Supertouring seat with full **Hans compatibility**. It features a **100% carbon fiber shell** lined with NASA-developed **Confor®** foam and integrated lateral head restraints. The carbon shell construction offers outstanding rigidity with a 50% weight savings over fiberglass shells while the Confor® cushions mold to the driver, absorbing 85% of initial energy distributing loads for the ultimate in comfort and safety. With Alcantara® anti-slip fabric and leather wear patches for hard-wearing good looks, PRO-FIT adjustable height cushions, and a deep-sided ergonomic shape for lateral support. Exceeds 3 times FIA 8855-1999 standards @ 63g.

Cobra Seats...the most technically advanced seats in the world!

Featuring Outlast® Technology!

Phase change materials (PCMs) are incorporated into Cobra's Sebring Pro to interact with the driver's body temperature and provides a buffer against temperature swings.



Alloy Side Mounts

Manufactured from 5 mm high-tensile aluminum for superior quality. FIA approved. Available in black only.

Authorized Centers

Buckley Racing TX 817-239-7969	Track First OH 234-380-5978
Driver's Edge Autosport BC 604-298-5531	Vorshlag Motorsports TX 972-422-7170
Fall-Line Motorsports IL 847-215-9500	Wine Country Motor Sports CA 707-935-7223
Phoenix Performance PA 610-482-0141	Wine Country Motor Sports CO 303-799-6606
Race Technik AZ 480-655-7475	Wine Country Motor Sports FL 561-748-5328

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

Sube' Sports is an authorized
North American distributor
of COBRA seats.
www.subesports.com

*Sube
Sports*

SIMPSON RECALLS VOYAGER 2

Simpson Performance Products has recently discovered a potential safety issue with the chinstraps on its Snell SA 2015 Voyager 2 helmets. This recall only applies to this specific helmet with a manufacturing date in 2016. Contact Simpson at (800) 654-7223 or e-mail V2Helmet@teamsimpson.com for details.



LAY/Dan R. Boyd

F4 SEASON LAUNCHES

The Formula 4 United States Championship Powered by Honda debuted its second season in an all-out, 33-car assault on Saturday, April 8, at Homestead-Miami Speedway. The grid, mixed with young-guns and seasoned vets, all lined-up with a common goal: to become the next F4 U.S. champion.

Defending F4 U.S. team champion JDX Racing extended its winning streak to 10 wins with rookie Timo Reger, rallying for P1 early in the race. Global Racing Group would own positions two and three with Benjamin Pedersen claiming P2 and Jacob Loomis rounding out the podium.

"Winning my first F4 U.S. race was an

awesome feeling," says Reger. "It's great to start the season off on a high note. JDX put together a fast car and I was able to set a fast pace from the start."

Moving into Sunday and race two, Raphael Forcier (ABOVE) claimed the win in a hectic race that included a weather delayed start and only seven green flag laps. Forcier proved his off-season growth, weaving through an incident-filled track to emerge as the race winner. Then Reger had a big day, returning to the top step of the podium on Sunday after winning race three.

View full event photos and results at www.F4USChampionship.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 REFERRAL LEADERS FOR MARCH 2017

NAME	REF	REGION
Gayle Jardine	26	Cal Club
Brian Ghidinelli	21	San Francisco
Gal Medika	11	Washington DC
Yunfan Wu	10	San Francisco
Derrick Taylor	7	Buccaneer
Marlon Tecson	7	Las Vegas
Peter Cline	6	Ohio Valley
Allan Coy	6	Cal Club
Darren Gunn	6	Central Florida
Stephen Anstey	5	New York
Paul Breitweiser	5	E Tennessee
Elizabeth Severt	5	North Carolina
Uwanah Udofia	5	San Francisco

825 additional members have at least one referral.

REGION LEADERS

(Category based on 2016 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Texas	16.0%
Oregon	3.8%
Northwest	10.6%
LARGE REGIONS (401-799):	
San Diego	10.1%
Kansas City	9.8%
Buccaneer	8.7%
MEDIUM REGIONS (200-400):	
Utah	10.8%
Susquehanna	10.6%
Las Vegas	6.6%
SMALL REGIONS (<200):	
Puerto Rico	35.3%
Alamo	22.6%
Eastern Idaho	15.7%

Fans tune in for Formula 4 race coverage

Just two months after the season one finale of *F4 U.S. Championship Today* premiered, several national and international networks have picked-up season two of the seven-episode show that follows the SCCA Pro Racing-sanctioned Formula 4 United States Championship Powered by Honda series.

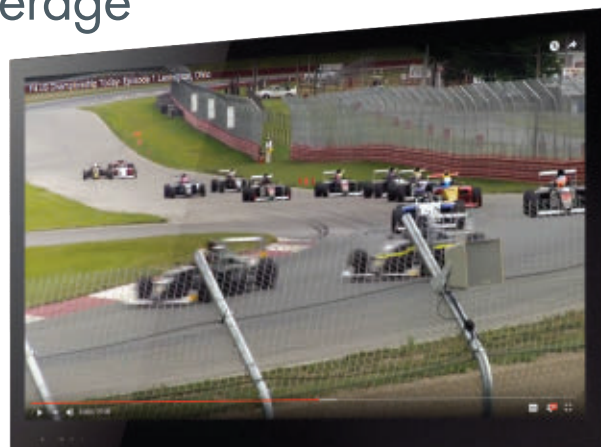
"Carolina Production Group couldn't be more pleased to get the second season of the F4 U.S. Championship underway," says Carolina Production Group broadcaster and show host Rick Benjamin. "We know that with the quality of both returning and new race teams, along with a terrific group of young drivers and veterans, the racing

will be even tougher [this year]."

The full second season will air on national cable and broadcast networks like MAV TV, Rev'N TV, The Action Channel, Tuff TV Network, Altitude Sports, and Untamed Sports TV. It will air regionally in Los Angeles on FOTV USA and in Wisconsin on WIFS TV57.

F4 U.S. Championship Today will also make its international television debut in 2017.

The networks are available on DirecTV, Dish Network and AT&T U-verse, making the program accessible to millions of households across the United States. 📍



BEFORE YOU WASTE YOUR MONEY ON THIS...



GIVE US 5 MINUTES TO
TELL YOU ABOUT
MOTO*TRBO*[™] DIGITAL RADIOS



MOTOROLA SOLUTIONS
Radio Solutions Channel Partner



BETTER RADIOS, BETTER SERVICE.

SPEEDCOM[™]
COMMUNICATIONS

WE ACCEPT TRADE-INS

www.speedcomracing.com 386-760-7110

STUDENTS TO RACE AT INDY

In partnership with the Indianapolis Motor Speedway and with support from Siemens and SCCA, the GreenpowerUSA Foundation has announced that middle and high school students will be racing during the month of May at Indy. The Greenpower Electric Car Challenge at IMS takes place May 1, 2017, helping kick off a month of action at the speedway.



SPORTSCAR

OFFICIAL PUBLICATION
OF THE SPORTS CAR
CLUB OF AMERICA

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

EDITOR Philip Royle

EDITOR-IN-CHIEF Laurence Foster

ASSOCIATE EDITOR Jason Isley

ART DIRECTOR Ree Tucker

DESIGN CONSULTANT Rob French

**NATIONAL EDITORIAL
COORDINATOR**

Reece White

CONTRIBUTING EDITORS

Rick Beattie, Paul Brown, Dee Duncan,
Rocky Entriiken, Dyanne Gilliam,
James Heine, Richard S. James,
Jim Kearney, Don Knowles, David
Muramoto, Jon Olschewski,
Randy Pobst, Tom Schultz

CONTRIBUTING PHOTOGRAPHERS

D.E. Baer, Doug Berger, Rupert
Berrington, Irina Bouzenkova,
Ken Brown, Rick Corwine, George
Dwinell, Mako Koiwai, Dennis Murray,
Barbara Protos, Mark Weber,
John W. Wilmoth, Dennis Wood

CEO & EXECUTIVE PUBLISHER

Paul Pfanner

COO & PUBLISHER Bill Sparks

EDITORIAL ADVISOR Jeff Zwart

ADVERTISING DIRECTOR

Nicole Szawlowski

GLOBAL SALES DIRECTOR

John Chambers

AD OPERATIONS Victor Uribe

ACCOUNTING MANAGER

Sandra Carboni-Alexander

PRINTING R.R. Donnelley, Pontiac, Ill

EDITORIAL CONTRIBUTIONS

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

EDITORIAL/ADVERTISING OFFICES

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

REPRINTS

Nick Iademarco at
niademarco@wrightsmedia.com

Back Issues (949) 417-6700

SCCA Member Services

(800) 770-2055



RACER MEDIA &
MARKETING, INC.



LEE HILL

CHAIRMAN, SCCA BOARD OF DIRECTORS

SPECTACULAR COTA, AND MORE

I just returned to Tampa, Fla., from Austin, Texas, after spending the weekend at SCCA's Hoosier Super Tour road race at Circuit of the Americas. All I can say is: wow, what a facility and what an event! The folks at Lone Star Region did an outstanding job putting this one together at this amazing facility. This was only the second SCCA visit to COTA - the first one coming in 2013 - which makes the smooth operation of the event even more remarkable. Congratulations are in order to the entire event staff for a job well done!

Putting the "spec" in "spectacular" was a Gen3 Spec Racer Ford field of 75 cars, plus 15 of the second generation Spec Racers (the SRFs were grouped with Production and GTL instead of SRF3, since they over-subscribed the track when combined). Then add in 45 Spec Miatas for a total of 135 "spec" entries.

I know that our spec classes aren't for everyone - especially those for whom building and developing their own car is as much a part of the sport as the driving - but for those who prefer to measure themselves as drivers using as equal a yardstick as possible, the "spec" classes are the place to be. *Important disclaimer:* I started racing in what was then Sports Renault in 1994 and have been a regular SR, then SRF, now SRF3 competitor ever since, so I'm hardly an unbiased observer.

The 2013 COTA event had 85 Spec Racers in total, all 1.9L cars; today's ubiquitous third-generation 1.6L SRF model was present at the event only as a solitary prototype driven by its designer, Mike Davies. Since customer deliveries began in mid 2014, more than 400 Gen3 upgrade kits have been delivered, and 75 of them were present at COTA this year - the largest Gen3 field yet.

Changing the topic to the search for SCCA's next president, by the time you read this, I sincerely hope we will have announced the hiring of a new president. I think it's worth a paragraph or two to review the process that we followed this time around. Recall that we worked extensively with our Board of Directors consultants to come up with the "ideal" attributes that we felt were important in our next president. We published the job description and publicly solicited applications beginning in early December.

With resumes in hand, we began with just under 100 applications - all of which were reviewed by the 13 Board members. Directors voted electronically and anonymously on each applicant. Twelve applicants survived that first pass and were reviewed again by all Board members. Once again, the Directors voted electronically and anonymously, with a "yes" vote to move to the interview phase.

Seven finalists were chosen for interviews and all were asked to complete three online surveys to help us understand their strengths and management styles. Next, all seven were interviewed by all available Board Members (12 Directors at the first interview session, 10 at the second). Background checks were also run on all interviewees.

So, as the Board of Directors headed to Kansas City for our spring meeting (which took place March 31-April 2 - after you receive this issue but before the deadline for this column), the plan was to review all of the data points that we had for our seven finalists.

Ultimately, I'm pleased with the overall quality of the finalists and I'm confident that we will decide to make an offer in early April. I want to particularly give a shout out to Dan Helman (our Compensation Committee Chair) for the outstanding job he's done in crafting the process and keeping us on track. And thanks to Quantum Consulting for the work they've done in facilitating this process. ☺



ONLY WITH MOTO

For the last 15 years, Motovicity has been partnering with the finest performance brands to supply the nation's most successful builders and retailers with the parts they use and recommend with confidence.



888.SPEED.16 | MOTOVICITY.COM

"Dumbfounded and not sure what I was seeing, I had stumbled onto the first autocross of my life"

JAKE NAMER

NEW YORK REGION
MEMBER SINCE 2005

"The rewards from a membership with the SCCA go way beyond discounts on Mobil petroleum products. Flashback 15 years to my senior year of high school; hanging out in the parking lot of the local convenience store in central Long Island, I was either reading the current issue of *Sport Compact Car* magazine or rereading the *Mazda RX-7 Performance Handbook*. Either could be found within an arm's reach of the driver seat of my beloved Honda Civic. The phone rang, distracting me from my studies. My buddy Dan sounded excited, mumbling about an RX-7 racing near a beach on the south shore of the island. Proper racing was foreign to me, so it didn't occur to me the RX-7 could have even been racing legally. Nevertheless, my interest piqued and I blasted down to the beach.

Dumbfounded and not sure what I was seeing, I had stumbled onto the first autocross of my life. Shyly observing from afar, I watched in awe as a gorgeous 1993 Mazda RX-7 took a lap. It was surreal. A year later, college classmates talked me into racing at a drag strip in south Florida. Discouraged with the far-from-neck-snapping-acceleration, I was encouraged by other drag racers to try my hand at autocross.

Despite the overwhelming urge to sleep in, I managed to peel myself from my bed on a Sunday morning to head to my first SCCA competition. I wasn't fast, but the experience was fun and the people were nice. I kept racing throughout college and continued upon returning home to New York, building great friendships based on a mutual passion for speed and cars.

Cars came and went from my garage until I finally found my RX-7. Now driving an RX-7 of my own, it didn't take long to finally meet the owner of that RX-7 from years back. We'd share tuning and maintenance stories and tips. Shortly after, I had the distinct pleasure of meeting his co-driver and daughter, Elena. We're married now and raising two car-crazy boys of our own. For the time being, they only drive Power Wheels, but we hope one day they, too, can reap the rewards of friendship and adrenaline that the SCCA so seamlessly delivers for its members. Thanks, SCCA, for my family."

IMAGES Rupert Berrington



BACK-TO-BACK DOMINATION

FLYING LIZARD WINS 25 HOURS OF THUNDERHILL. AGAIN.



WE ARE TOYO. ALL OR NOTHING. **TOYO TIRES**®

POBST POSITION

**RANDY
POBST****4 TIME WORLD
CHALLENGE
CHAMPION****2 TIME RUNOFFS
CHAMPION****2 TIME SOLO AND
4 TIME PROSOLO
CHAMPION****2 TIME ROLEX
24 GT WINNER**

Why I Write

To my utter amazement, this column will mark my lucky 13th year putting thoughts to keyboard in this SportsCar column. I find deadlines distasteful, but found myself driven to answer the call of then-editor Richard James to write. Why? A mission.

They say that life's hardest lessons are often its most valuable, and racing is a most fertile source for them. In 1999, I experienced a shockingly violent on-track attack I felt was unjustified, at best uncivilized, and at worst psychotic. Interesting how one can still assault with a deadly weapon in the arena of an auto race - in public such a thing will lead to cops, court, and crucifixion. Do I want our public legal system in our private races? No, I prefer freedom, and such things as this are part of the price of this great luxury. But there is no freedom without education, reason, and empathy for our fellow humans.

After all these years, the morals I learned from this angry, painful, confusing, on-track conflict still ring true and, in today's cultural climate, are more important than ever. So, I asked SportsCar's editor if we might rerelease what is still my favorite essay from all these 13 years. Beat down and enraged, I found a sense of a necessary boundary of human society, and I hope it motivates you to recognize it for yourself, and to be one who helps to create it. This is my mission, my cause, and my muse. From July 2004, in the age of Dale Earnhardt, I present a rerelease of the second column I wrote for my Pobst Position column: Intimidator, or Terrorist?

Philip Tucker



Clark Mahnis

PATIENCE

In tight on-track racing, self control is key. The actions taken on the race course can have lasting effects for all involved.

Okay, sit down everybody, this shtick's about to get heavy. On 9/11, a suicidal cadre of extremists hijacked several jetliners, using them to damage, destroy, and ultimately create fear. They were attempting to achieve their goals with desperate, shocking brutality. Send a clear signal that the limits of human civility no longer apply. By shattering the foundations of the simple daily security of life in our world, to create terror.

In the microcosm of my racing world, the effect was the same.

It was early in a long endurance race, and I was racing hard for the lead and televised glory. My team's instructions: "Lead as long as you can. Do not hurt the car." In several instances, I moved inside to protect the line, re-passed for the lead, and ran two wide, never touching, eventually pulling out a nice lead as my competitor faded. This was just how I planned it: to intimidate, to make him run his tires off.

Back in the pits, I was exhilarated. I felt like it was a great race and an exciting show for the

"Intimidation is a valid and often-enjoyable part of competition, both creating it and warding it off"

fans; a job well done. As I heard through the grapevine a few days later, the other guy was not so pleased and was planning to take me out, and I don't mean for a whole-wheat veggie pizza (uh oh).

I'm thinking, he's got no right. We never touched, and it was for the lead, not some back marker getting in the way (now that would burn me up). Probably just some half-baked rumor.

So I call. No answers. Leave messages. No replies. I find him in the paddock at the next race. Two terse words from him: "I'm busy." Looks like the rumor is accurate. I warn my teams, one in the big race, one in the little race: "This guy's out to get me, I'm just gonna race."

In the little race, near the end, I see a car limping up ahead. It was one of the team cars of my nemesis. I'm running a decent

fourth and he's off to one side, so I cruise by - then, *bam!* Car control exercise! I'm major sideways in this 100mph sweeper. He slips by as I do a slide that would top any drift competition today, and just barely keep it on the track and get straightened out. (You know, in today's legal climate, it sometimes amazes me that we still can do this sport we love. It is one of the last places where one can commit assault with a deadly weapon and get away with it.)

Now, I'm behind him. Hmm. Should I punt this turkey into the gravel trap? *Lessee.* I'm fourth, no real harm done. Let's forget him, better still. I cruise by - then, *boom!* Again? Now I'm his brakes for the next corner. Do I feel like a whipping boy, or what? Geez! One more car control exercise later, we do manage to bring it in fourth, feeling attacked and abused.

The tense discussion after the race was fruitless. Reasoning discourse is no match for naked aggression, in the short run.

How do you choose to live your racing life? Racing is a sport. You want war? Sign up.

There's one in Iraq waiting for you. By your choices and your actions, you create the world in which you live. What comes around goes around. Live by the sword, die by the sword.

If you will put a competitor into the wall in anger, how then do you handle a conflict with your spouse or your child; a black eye or a broken arm? It is moral and mature to control rage with patience and non-violence, at home and on the track.

Intimidation is a valid and often-enjoyable part of competition, both creating it and warding it off; be it in racing, tennis, or Monopoly. Terrorism is threatening and inflicting harm well beyond the bounds of sport or civility. It is brutal, barbaric, and casts a shadow on life in this world. It is hitting below the belt, a knife in the back. Sport is a hard fight to the end, and afterward, the respect and handshake of a worthy opponent, win or lose. It's a place where each rival is better for having had a challenging competition, the tougher the better.

With everything from high-quality race workers to HANS-devices, drivers have become so protected that we can create spectacular crashes and very likely walk away unharmed. In the earlier days of racing, it was so dangerous for all involved that I believe no driver was foolish enough to try to crash an opponent. This is the only downside to safety. We're safe enough to run into each other. Hence, we must rely on our own choices.

Intimidator, or terrorist? What kind of world do you want? 🚫

Lawrence Loshak's motorsports journey is fraught with highs and lows, professionally and personally, sometimes simultaneously. A phrase the five-time SCCA Runoffs National Champion used during our conversation (which took place just days prior to starting his second Trans Am TA2 race of the season) is that nobody notices the teams that are suffering; everyone sees the winners. Indeed, Lawrence has done his share of winning, but the path was not smooth. There were hard lessons along the way to victory, and Lawrence has tried to learn from them all.

"Something Vaughn Gittin Jr. told me when he joined Loshak/Stark Racing for a Trans Am race that really stuck with me is that you don't have to take first place to win the weekend," Lawrence says. "So much has changed in the last couple decades [with professional racing, TV coverage

and the way people consume information]. But instead of being discouraged, [Peter Stark and I] saw this as an opportunity. We tried to be a modern model of the Penske business, so we looked at how we could and should structure our marketing business, which is what Loshak/Stark Racing really is, more than a racing team. From day one, with our first sponsor, Raybestos Powertrain, the focus has always been on how can we benefit our partners' businesses, both on and off the track? Which goes back to what Vaughn Gittin said. If you make your sponsors happy, you make the fans happy and you get the most impressions over anybody in the field, you won the weekend. And by focusing on win-win business-to-business deals, strong social media, and leveraging events to work for our partners, by that measure we win a lot more than we lose."

LESSONS LEARNED

Now racing in the professional Trans Am ranks, Lawrence Loshak's journey began with a 5.0L and a dream | WORDS Philip Royle | IMAGES Chris Clark





WORKING WEEKENDS

(LEFT) Since turning pro, Lawrence has different duties on race weekends, including creating brand awareness for his sponsors. (BELOW) Data analysis is key to winning, especially in Trans Am's tight TA2 class. (BOTTOM) To Lawrence (right), racing is as much about relationship building off track as it is competing on track. Consequently, it didn't take long for him to befriend Trans Am racer Gar Robinson (left) as well as Lawrence's business partner Peter Stark (center).



Lawrence's story doesn't start in pro racing behind the wheel of his No. 5 Pennzoil/ETE Reman/Borla/Ilmore Chevrolet Camaro. Rather, to appreciate where he is now, you need to look at his broke high school years in the early to mid 1990s. "My first car was a Mustang," he says. "Just like most teenage boys, we drag race, we street race, and eventually we get tickets, lose our license, and realize we have to do this in a legal place."

Give a teen a 5.0L Mustang and they will wind up at the drag strip. Lawrence's story is no different, but, as he says, it got boring, so he looked for something else. "I saw a Solo event with cars lining up to sprint through cones and I wanted to try it out," he says. "Thankfully, I grew up in the Central Division, and the Milwaukee Region is very strong in terms of its Solo presence, and there are a plethora of events - that's where I learned

to turn left and right rather than just slamming gears."

Around this time, a friend invited Lawrence to a track event at Road America - a facility he'd never heard of, but it turns out, was an hour from his house. "The first time I went down the straightaway from corner three to corner five underneath those trees, threshold braking with the tail end of the car wheeling around, I knew this was something I loved," he grins. "Not only driving the car, but also the engineering aspect and trying to figure out how to make it faster; how to make the wheel more round. Improving things in the car and myself."

The Mustang soon transformed into an American Sedan racecar. "It's definitely not a class I would suggest anyone to start with," Lawrence admits. "The most important thing I've



"I finally qualified for the SCCA Runoffs, and then...I wrote off my car in the rain"
LAWRENCE LOSHAK

learned over the years is that for racing, you need to pick a class where your budget is enough to win. Too many people make the

mistake of building the car they love, only to learn they just can't afford to campaign it properly."

The real costs of road racing soon struck. "I finally qualified for the SCCA Runoffs, and then in the last race of the season I wrote off my car in the rain."

With a wrecked car and his racing future unsure, Lawrence's father put forth an option. "My father gave me the choice of



Fast Not Last.

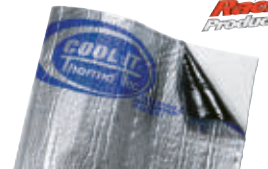
Summit Racing Equipment is *the* source for parts, tools, and accessories for your race car, and more. Plus, you'll get unbeatable service, expert tech advice, 24/7 ordering, and fast shipping.

Millions of Parts. One Source. SummitRacing.com



Helmet Bag

Keyword: SUM Helmet Bag
SUM-G1997 \$19.97 each



Acoustical and Heat Control Mats

Keyword: THE Acoustical
as low as \$53.97 each



600 Brake Fluid

Keyword: MTL 600 DOT 4 Each
MTL-100949 \$17.54 500 ml, each



Digital 1200
Battery Charger



Digital 400
Battery Charger



Deep Cycle
Battery

Batteries and Chargers

Recover discharged units, enhance performance, and maximize battery life with 4 and 12-amp Optima chargers for AGM batteries. And check out Optima's starting and deep cycle batteries that meet the power demands of today's vehicles.

Keyword: Optima Batteries

VISIT SummitRacing.com

For More Tools & Shop Equipment



Max EZ Power Steering Fluid

Keyword: RPO Max EZ Each
RPO-01326 \$4.86 12 oz., each



Adjustable Brake Proportioning Valve

Keyword: SUM Adjustable Brake
SUM-G3905 \$38.97 each



Latch and Link Individual Shoulder Harnesses

Keyword: GFR Link Individual
as low as \$149.99 each



SFI 45.1 Roll Bar Padding

Keyword: SUM SFI 45.1
as low as \$29.97 each

Gifts, Clothing and Memorabilia



Tire Tread Depth Gauge

Keyword: QCR Tread Gauge Each
QCR-56-104 \$19.95 each

UNBEATABLE SERVICE, TECH ADVICE, SATISFACTION, AND SELECTION.

FREE
STANDARD
SHIPPING
ORDERS OVER \$99

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



FIND IT AT SummitRacing.com

SCode: 1706SC • Prices subject to change without notice. Typographical, description, or photography errors are subject to correction. Some parts are not legal for use in California or other states with similar laws/regulations. Please check your state and/or local laws/regulations. © 2017 AUTOSALES, INC.



2006

Lawrence qualified his "wrong-wheel-drive" EP Prelude on the front row at the Runoffs, winning the race by just 0.446sec.



2010

Now in DSR, Lawrence missed the pole by 0.29sec, but claimed his second Runoffs title by 3.7sec.



2013

Showing up late to the grid, Lawrence lost his FB Runoffs pole position, started last, then won the race, earning him the Mark Donohue Award...



2013

Later that day, Lawrence drove from the pole to a dominating 11.3sec Runoffs win in HP.



2014

In his final Runoffs to date, Lawrence started on the HP pole and took the win in a non-stop, action-packed battle for the lead.

rebuilding my car or going to a racing school and to find out whether I really had what it takes." Lawrence chuckles, "That decision blew up in my dad's face."

With visions of Formula 1, Lawrence attended the Winfield Racing Academy in France, an open-wheel academy for young drivers. "It was an amazing experience and I was doing really well. But after one of the sessions [at Winfield], I came in and the chief instructor sat on the front tire and sticking his finger in my face, yelled at me," he recalls. "He said, 'You stupid American! The only reason you haven't driven off track is because of your sheer talent. But like every other American, you don't know how to race a car.'"

The instructor then gave a strange order. "He said, 'I'm going to give you this next session; it's untimed and I want you to go out there and sing your favorite song while driving.' All I heard was I got another session," Lawrence laughs. "I pulled my visor down, went out there, thought about what he said, put emotions aside, and just started singing and flowing and did my session."

"As I was getting out of the car, the chief instructor came over and gave me the time sheet - all of a sudden, I was top of my class and faster than all of the instructors. That's when the light bulb really went on," he reflects. "You simply can't try to go faster - generally when you try to go faster, you go slower. You have to figure out how to go faster, and it's all about rhythm and the song. Before, I was over driving the car; I was trying too hard."

Lawrence graduated from the academy as the top student and was invited back for the Winfield World Challenge, a scholarship shootout, but finished 2nd by two-tenths of a second. Back in America, he immediately sold his Mustang to fund a season in Skip Barber. "As we all know, racing is expensive, and it didn't take more than two or three race weekends to quickly eat up what I sold my Mustang for."

Carless and depressed, Lawrence took up karting, and

then had a successful stint ice racing with the help of Roy Carrera and Clarence Morse. But it was in deciding what to do over the summer months that his path once more crossed with the SCCA.

"I heard through the grapevine that a Honda Prelude was for sale that was originally owned by P.D. Cunningham and the late Jerry Zimmerman; and Dan Geiger was selling it. It was the perfect foundation for me. After doing so well in a Honda in the winter, it was time to start building a Honda racecar for the summer - we chose E Production.

"Then I heard, 'Wrong-wheel-drive will never win in E Production,'" he recalls. "That just fueled my and my team's fire. But at first, we definitely struggled. Lots of sacrifice; lots of downs."

This is the first time Lawrence points out that nobody notices the teams that are suffering. "We stuck with it," he admits, "but every time we went a little faster, we'd find the next weak link and then the next weak link, more DNF's than I'd like to remember." Then, he says, "All of a sudden, everything started clicking."

The big "click" came in 2006 with an EP National Championship title in his wrong-wheel-drive car.

"[Racing in EP] gave me wonderful times in SCCA and meeting so many great people and competitors like Jesse Prather, Tom Thrash, James French, Glen Cooper, JR Osborne and so many other amazing drivers," he says. "It's a classic Club Racing story: RVs, kids, families, and campfires, while Dad wrenches on the car with his crew between sessions. My girls grew up at the track. These were wonderful times."

It wasn't long before the Prelude went up for sale and Lawrence stepped into a Stohr WF1 in what is now a Prototype class. "It's a totally different class and different people - but very similar, another great SCCA class with fierce competition," he says. "It was like starting all over again, going from front wheel drive to downforce, but I felt really comfortable with the speed and reaction time of the car; it was a great fit." That soon

"It's a classic
Club Racing story:
RVs, kids, families,
and campfires"
LAWRENCE LOSHAK





culminated with another National Championship in 2010.

The Stohr eventually went up for sale and, in 2013, Lawrence had the year he describes as one of his most memorable, for both good and bad. This was the year, Lawrence campaigned a JDR chassis in Formula 1000 and a Honda CRX in H Production. His Formula 1000 drive is now one of Runoffs lore. Claiming the pole, Lawrence misread the schedule and showed up to grid at the one-minute board, relegating him to last place for the rain race. Once on track, "I just put my head down and made the vow that I wouldn't make any mistakes and pass as many cars as I could until they kicked me off the track," he says. Halfway through the last lap, he made the pass for the win – a win he didn't know he had until he pulled into the pits, since they also forgot to connect his radio before the race. Hours later,

"It's a delicate balance, but I've learned to balance business with family and racing"
LAWRENCE LOSHAK

Lawrence also claimed the HP National Championship in dominating fashion.

"This was definitely my most memorable seasons," he says. "It was one of the most glorious years for me for racing, winning two National Championships, two Triple Crowns, and the Mark Donohue Award. But, at the same time, it was one of the hardest years of my life because I basically became separated from my wife.

"People don't see the sacrifices you go through to be a racer," he says, "but it almost cost me my family. The amount of hours I spent at the shop, I didn't even realize. Here I had the biggest accomplishment in

racing in two classes, but it was hard to truly celebrate."

Lawrence and his wife rekindled their relationship and today, he says, "Life is great because my family is back together." But the lesson was not forgotten, even as he won another HP National Championship in 2014 and then went on to race professionally in Trans Am TA2. "It's a delicate balance," he admits, "but I've learned to balance business with

family and racing." A pause. "It's important to keep that balance."

With Lawrence wrapping his workday at ETE Reman and prepping to fly to Florida for that weekend's Trans Am race, our conversation came to an end – but not before Lawrence offered a final thought. "The moral of the story," he offers. "Never give up. Always do your best. There's a lesson in everything and take care of your friends and family." 📌

THE BIG GUNS (RIGHT)

Lawrence is loving his time in Trans Am, especially being able to represent big-name sponsors. (TOP) The hard work paid off at Mid-Ohio last year with a dominating TA2 weekend.



SCHROTH[®]
RACING

SHR 
FLEX

THE NEXT EVOLUTION OF HEAD AND NECK RESTRAINTS

- Certified to SFI 38.1
- High strength carbon reinforced materials
- SlipStop belt retention system
- Angle Independent articulating low collar
- Rate responsive bump stop
- Belt retention winglets
- Integrated padding
- Flexible form fitting lower legs
- Two sizes: Medium and Large



NOW SHIPPING

\$575.00

SAFETY THROUGH TECHNOLOGY

SCHROTH[®]
RACING

WWW.SCHROTHRACING.COM

IMPORTED BY HMS MOTORSPORT • 855-825-2828
100 FERN CROFT ROAD, UNIT 208 DANVERS, MA 01923
119 BEVAN DRIVE MOORESVILLE, NC 28115



CLASS EVOLUTION

Street Touring classes have become some of the fastest growing in autocross competition. Yet as the market changes, so does the category's structure

WORDS Jason Isley | IMAGES Rupert Berrington

Few concepts in Solo have gained traction as quickly as the original Street Touring. Based on popular import cars with common street modifications, Street Touring was designed to attract a new group of enthusiast to the sport, and has it ever. Over the years, the category has expanded not only in its vast array of cars and drivers, but also in the number of

classes and allowed modifications – and more changes are set to come.

As the market changes, in both what cars are hot and what modifications are popular, the Solo Events Board (SEB) wants to be proactive rather than reactive while trying to stay true to the original intent of the Street Touring category. “We watched what happened with Street

Prepared and how they progressively distanced themselves further down the allowance route,” says Brian Conners, Chairman of the SEB. “That has kind of happened with Street Touring, and we are trying to get back to what is written in the preamble [in the Solo Rules].”

In recent months, the SEB has released a series of proposals targeting rules changes and

class realignments, both in efforts to keep Street Touring aligned with popular trends and to make it more user friendly. “We want it to be a membership led discussion, and if that’s what the people want, that is what we will do,” says Conners.

Perhaps the most controversial proposal put forth by the SEB was the allowance to open up the ECU rules, which



GOT BOOST

The Solo Events Board believes cars like this Street Touring Ultra Ladies Subaru STi (LEFT) won't see a significant boost in performance from the proposed ECU rule changes, but have plans in place to relocate cars like the Street Touring Xtreme Mini Cooper S (BELOW) to a new class.

was included in the January edition of *Fastrack news*. The proposed allowance reads: "Engine management is open including standalone engine management systems. Standalone control modules must be plug-and-play. Model year 2005 and older vehicles may use piggyback systems that splice into the wiring. Wiring harnesses may not be shorter or lighter than the original. The resultant system must retain OBDII functionality if present in the original. Additional sensors may not be used."

The removal of boost related restrictions in the ECU rules comes as the result of not being able to consistently enforce the current rule as written. "You can write these limits, but there is not really a way to police everything," says Mike Brausen, SEB member and liaison to the

Street Touring Advisory Committee. "With the [2016 Solo National Championships] STX protest we had no way to determine if it was legal. Boost changes with atmosphere; it could be legal in Colorado, but illegal in Lincoln. You can't even get a [boost] number, the manufacturer won't give it to you because they know it changes."

Opening the boost tables in ST also better aligns the category with what is popular in the street tuner marketplace, as many readymade tunes include modified boost levels, forcing competitors to create tunes unique to Solo. "It's a market that's already there, it exists, people tune these cars and modify them, but they don't autocross them because they get bumped to Street Mod," says Brausen. "Or they run locally, switching back and forth

between tunes, and that's just not fun - the normal person isn't going to do that."

This proposed allowance is not a free pass when it comes to engine management; rather, it still maintains a gap between Street Touring and Street Prepared. "The requirement to have OBDII compliance still being there is going to limit how people go nuts on things," says Brausen. "You're not going to be able to put a standalone system in every single car, and if you do you will have to route it as a piggy-back, which is already legal."

Where this proposal may insight some concern is in how it will impact the balance within existing classes, as already competitive turbocharged cars electronically alter boost while naturally aspirated competitors are presumably left behind. But this allowance does not equal increased performance in every situation. Looking to Street Touring Ultra as an example, the Mitsubishi Evo variant that has proven popular still relies on mechanical boost adjustment, so it will not be able to directly capitalize on this new allowance. Additionally, it is believed that the size of the turbo on the Subaru STi is the limiting factor, and that an increase in boost will have minimal performance benefit.

This leads us to the April 2017 edition of *Fastrack*, where the SEB introduced the concept of Street Touring H. In an effort to head off any potential class upsets brought forth by ECU changes, the majority of boosted cars would get re-classed to this new class. "So all of the other boosted cars pretty much directly end up in STH," says Brausen. "The boosted cars that





ON THE MOVE
(LEFT) Should the proposal pass, cars like the turbocharged Ford Focus ST will move to the new Street Touring H class, while naturally aspirated STF cars, like this Acura RSX (BELOW), will be redistributed between Street Touring Xtreme and Street Touring Sport.



“We want it to be a membership led discussion, and if that’s what the people want, that is what we will do” BRIAN BRAUSEN

are in STX come out; the WRX, the Focus ST, the Mini Cooper S, a few of those cars. There’s not really a class upset anywhere.”

The STH class packages the hot hatches and other popular turbocharged cars together, utilizing STX class allowances for what should be a wildly popular combination. “The new class is going to be a fun, competitive learning place,” says Brausen. “It’s going to take a while to figure out what the winner is going to be. The perception right now is that the Mini is going to dominate, and give Craig Wilcox his due - he’s an amazing driver and has absolutely killed it the

last few years - but there are better cars. There are a couple that really look promising; on paper when we do the math, the Mini is not the car to have.”

Those who have read the *Fastrack* proposal for STH will have likely noticed that this new class comes at the expense of STF. Arguably, STF has been the least successful class in the category, failing to secure any segment of popular tuner cars, and typically bringing less than stellar entry numbers - which is, of course, relative, as low numbers for any ST class will often surpass many other categories. But wanting to stay relevant to the market means

progress, and that means reclassifications for the STF crowd. “Right now, at least the perception is the Acura RSX is the only car to have for STF,” says Brausen. “Since the other cars are behind it anyway, we moved the RSX to STX; the rest of the cars go to STS.”

It’s also important to note that this new direction, with STH, is not necessarily the fate of all turbocharged cars going forward. “This isn’t going to be a static thing,” says Brausen. “Turbo cars won’t be cursed to one class or another. Once we get things balanced out, there is a potential for doing performance based

classing rather than type based classing. New cars are coming out with smaller displacement turbo motors, and we will be able to see information about tunes and [performance], so there is the potential for them to be classed into STS or STX depending on how they match up. I’m not saying that’s a sure thing, that’s just a long term thing to look at.”

Now it’s in the hands of the members, and the SEB wants your input. Make sure to check all relevant editions of *Fastrack*, which are available at www.scca.com, and offer your thoughts at www.sebscca.com. 📍

FUELED UP

Another item being shopped by the Solo Events Board is a revision to the Street and Street Touring fuel rules. In the January 2017 *Fastrack*, a proposal went out limiting the octane of fuels in those categories to 95, and based on member input, a revision was released. “There

was some discussion at the SEB level, [but] we weren’t positive of what we wanted,” says Mike Brausen of the SEB. “We knew we wanted to dial it back from 100 octane. We knew 95 was available in Lincoln, Neb., which is how that number was brought up, so we put it out there

to generate discussion. We have received a lot of feedback on it, which has been good, and we have a new proposal, which will bring further modifications. We are going to readdress this, and E85, with additional clarifications and information.”

The Science of Going Faster

Variable Speed Shock Dynamometers

3HP Motor

2,000lb Compression/Tension Load Cell Standard

Available in Two Speeds:

Standard Speed: 0.5 to 19 in/sec

High Speed: 0.5 to 55 in/sec

28" or 40" Eye-to-Eye Masts

Adjustable Stroke: 1.0", 1.5", 2.0" or 2.25"

Type K Thermocouple Sensor

Runs on 220V Power

Scotch Yoke System

USB Connection

New for 2017
Seal Drag Test,
Gas Test &
Export to Excel

Variable Speed
3HP Shock Dynamometers

High Speed

Part # 102092
28" Masts

Part # 102092-40
40" Masts

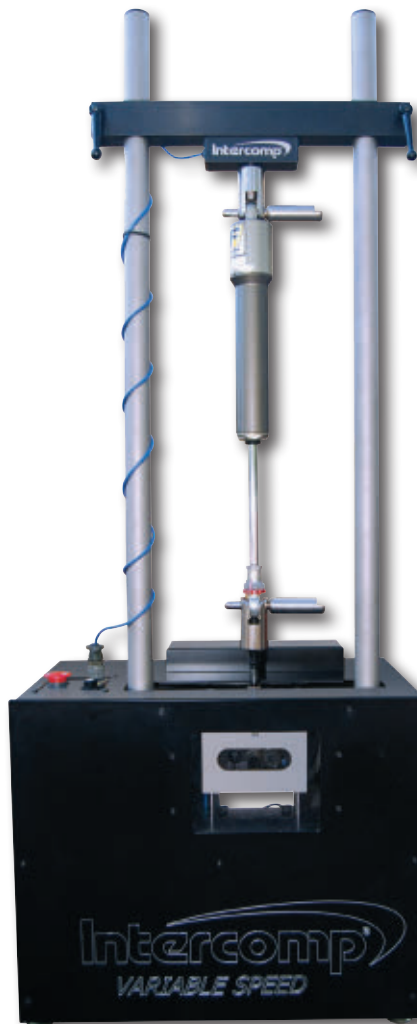
Standard Speed

Part # 102093
28" Masts

Part # 102093-40
40" Masts

Includes Intercomp's Shock Analysis Software

User friendly, easy-to-operate software allows you to load & view previous shock tests, overlay 20 graphs, display measurement units independently, and offers a wide range of graphing options including live data display/live graphing. Customizable logos now available for shock graphs.



Laptop Included

More Podium-Proven
Spring & Shock Test Equipment



Coil Spring
Tester

Part # 100061
2,000lb (1,000kg) Capacity
Part # 100059
5,000lb (2,500kg) Capacity



Pull Bar Rater
Adapter

Part # 110064



Coil-Over Spring
Tester & Compressor
Part # 110060



intercompracing.com
+1 763-476-2531 Worldwide

Intercomp®
advanced weighing technology... by any measure

Many high-end sports cars are equipped with cross-drilled iron brake rotors or fancy powder-coated calipers, leading some enthusiasts to believe those are worthwhile upgrades to improve braking performance. It turns out, this isn't the case and, in fact, it's the exact opposite of what your racecar really needs.

"Porsche still sells cars with holes in the rotor," Yoni Kellman of Disc Brakes Australia points out of the popular sports car manufacturer offering cross-drilled rotors. "There is still this problem in the industry where cars come that way, so people think that is what a race rotor is supposed to look like. It's just wrong. You get these guys who think they bought a race rotor, and they go race on it and it breaks or cracks. A drilled rotor is not a race rotor."

At one time, a deficiency in brake pad materials resulted in relatively poor brake performance, out-gassing could occur under heavy use, resulting in less effective braking. But with modern brake pads, this issue is almost completely eliminated, thus the need for drilled rotors has gone away. "There is no reason to run a drilled rotor in 2017," Kellman explains. "We can have all of the benefits of that with a slotted rotor, with none of the downsides."

For some, a drilled rotor is simply an effort to shave a few pounds off the car, or it's an aesthetic exercise, but in either case the results offer little more than a cosmetic change. "The amount of weight taken off from drilling holes is really not noticeable," says Kellman. "If you are hung up on the look, you can get away with a drilled rotor on the street, or even the occasional autocross, but don't use it if you are ever going to go on the track."

LOOK FOR QUALITY

Build quality is far more important than cosmetic factors when it comes to braking components.

STOPPING POWER

It's easy to get caught up in racy good looks, but it's function over form when it comes to performance brakes

WORDS Jason Isley | IMAGE Drew Gibson GP3 Media Service



While most amateur-level racecars are typically seen with solid rotors (often due to restrictions in particular class rules), a slotted rotor can offer some practical benefits. "The slots serve a couple of purposes," Kellman says. "There is still some out-gassing; it's not nearly what it use to be, but it does happen. What our slots do primarily is clear debris and moisture from the braking surface, but more importantly they continue to degrade the pad constantly, so it's always revealing fresh pad material. Each time the pad passes the slot, it's trimming that surface layer off, so you get fresh brake material - that is where you start to see an actual braking improvement from a slotted rotor."

A brake rotor is also essentially a large heat sink. As the pads work against the rotor's

face to slow the rotational force, incredible temperatures can be achieved; consequently, the center of the brake rotor is designed to help dissipate that heat. Kellman explains that the center vents offer more surface area for better cooling as well as improved rotor rigidity. But there are a few different designs when it comes to rotor venting, as well as how that venting works. "[DBA's] Kangaroo Paw can be effective at low speed, where a curved vane rotor needs speed to pump that air through," Kellman explains.

Often, people mistakenly diagnose a rotor as warped when, in fact, it is more than likely an issue created by poor preparation. "Vibration or pulsation in the pedal does not automatically mean it's a warped rotor," says Kellman. "Pulsation is typically something else - uneven wear, bad pad

"Nine times out of 10 someone didn't do a good pad bed-in; it's almost always the cause"
YONI KELLMAN

transfer, a bad wheel bearing - there are many other things it can be. Nine times out of 10 someone didn't do a good pad bed-in; it's almost always the cause."

With little effort, you can usually track down the source of your pulsation in short order. "There's an easy way to tell," Kellman says. "Did you feel the pulsation within the first few hundred miles, or did you feel it after 10,000 miles? If you felt it over 10,000 miles, that's disc deterioration. That means the rotor was mounted with run-out and there is uneven wear or a high spot. If you take calipers to [the rotor] you will see it's uneven. If you've got a run-out problem, you need to find the source. Most often we see a bad wheel bearing, a bent hub, or just corrosion on the hub surface that nobody cleaned. We always recommend taking a wire wheel and cleaning your hub face before you put the rotor on. Anything five thousandths or higher [between

the hub face and rotor] can result in vibration on a modern car."

Far more often, shimmy in the brake system is just a result of an inadequate pad bed-in. "If you felt [the pulsation] right away, that's a pad bed-in problem," says Kellman. "Take 240-grit sandpaper to it, clean it up, and do the bed-in again. The ideal way to change pads or rotors is to keep the old other one. If you are changing rotors, keep your old pads to do bed-in, and vise versa. That's the best way to do it. You need to cook all of the resins out of the pads, so you always need to do a bed-in when you install new pads."

Some people might opt to change rotors in an effort to shed some rotational weight from the car, and items like a two-piece rotor can be a very effective tool for that. "The two-piece [rotor] really serves a couple of specific benefits," Kellman says. "One is some weight savings. The amount varies from vehicle to vehicle; you may see as little as a pound or two, or up to eight or nine pounds. If you look at something with a larger annulus, like a Nissan GTR where the braking surface is very small and the hat is very large, we can save a ton of weight."



Perry Bennett

THE RIGHT STUFF

From Solo (ABOVE) to Club Racing (RIGHT), the correct brake setup can improve lap times and reduce season-long run costs. Getting the setup right will pay dividends for seasons to come.



Philip Royce



**BRYAN
HEITKOTTER**

**STREET
TOURING
ULTRA
WINNER**



N'FERA SUR4G

Available from:
Tire Rack
Berk Technology
Pacific Tire - Hawaii

Congratulations to Bryan Heitkotter for winning the SCCA Tire Rack Fontana ProSolo Street Touring Ultra class at Auto Club Speedway. Bryan ran Nexen's new Extreme Ultra High Performance Tire, the N'FERA SUR4G.

Thanks to a tread pattern that maximizes diagonal block stiffness to enhance performance under extreme cornering, the Nexen N'FERA SUR4G is the ideal tire for autocross and every day road performance.

Learn more about the Nexen Tire SCCA Autocross Contingency program at nexentireusa.com/nexenracing

NEXEN TIRE

N'FERA CLUB Join the N'FERA Club to receive a cool gift.

In addition to weight benefits, heat management can also be improved with a two-piece rotor. "The other benefit to a two-piece is heat dissipation," says Kellman. "You want to expel the heat from the system and not transfer it into other components. [Two-piece rotors] help insulate the wheel bearing, and also help dissipate heat. Over the long run you can also see some cost benefit, as you can replace the rotor and retain the hat."

The brake rotor is not the only place where bling has little to do with performance. Seemingly every manufacturer that offers a sport-tuned trim package likes to include powder-coated or painted brake calipers, neither of which, it turns out, do anything to improve braking performance - it could actually be hurting performance, as powered coating tends to trap

heat inside the caliper. "As far as Wilwood's approach to [calipers], the nickel or anodizing is the best," says Michael Hamrick of Wilwood Disc Brakes. "Powder coated is OK for autocross and the street because they aren't going to see the type of temperatures as in track use. You will find the nickel-plating with a lot of companies."

The difference between a street caliper and a race caliper is often about what's inside. "In street trim, we do a forged stainless piston," says Hamrick. "For a full race caliper we use a Thermlock piston. It's a two-piece piston, the major piston is 6061-hard-anodized aluminum, then there is a stainless shield, and between those two pieces there is an air gap. The stainless piece is what's up against the backing plate of the brake pad,

but there is a gap all through the piston that helps dissipate temperature because you get airflow. Joe Gibbs Racing did a test and found an almost 18-percent efficiency increase in cooling the brake fluid with that type of piston. That's a lot."

Additionally, Wilwood outfits race calipers with a return spring, which helps combat pad knock back and sets the piston.

Some multi-piston caliper manufacturers make it possible to retrofit the track parts into its road-going calipers. "You can always upgrade calipers to Thermlock pistons and return springs," says Hamrick of the Wilwood setup.

So, while the brakes on a purpose-built track machine might not look as pretty as the latest road-going 911 or Ferrari, it turns out there's a reason for it. 🚗

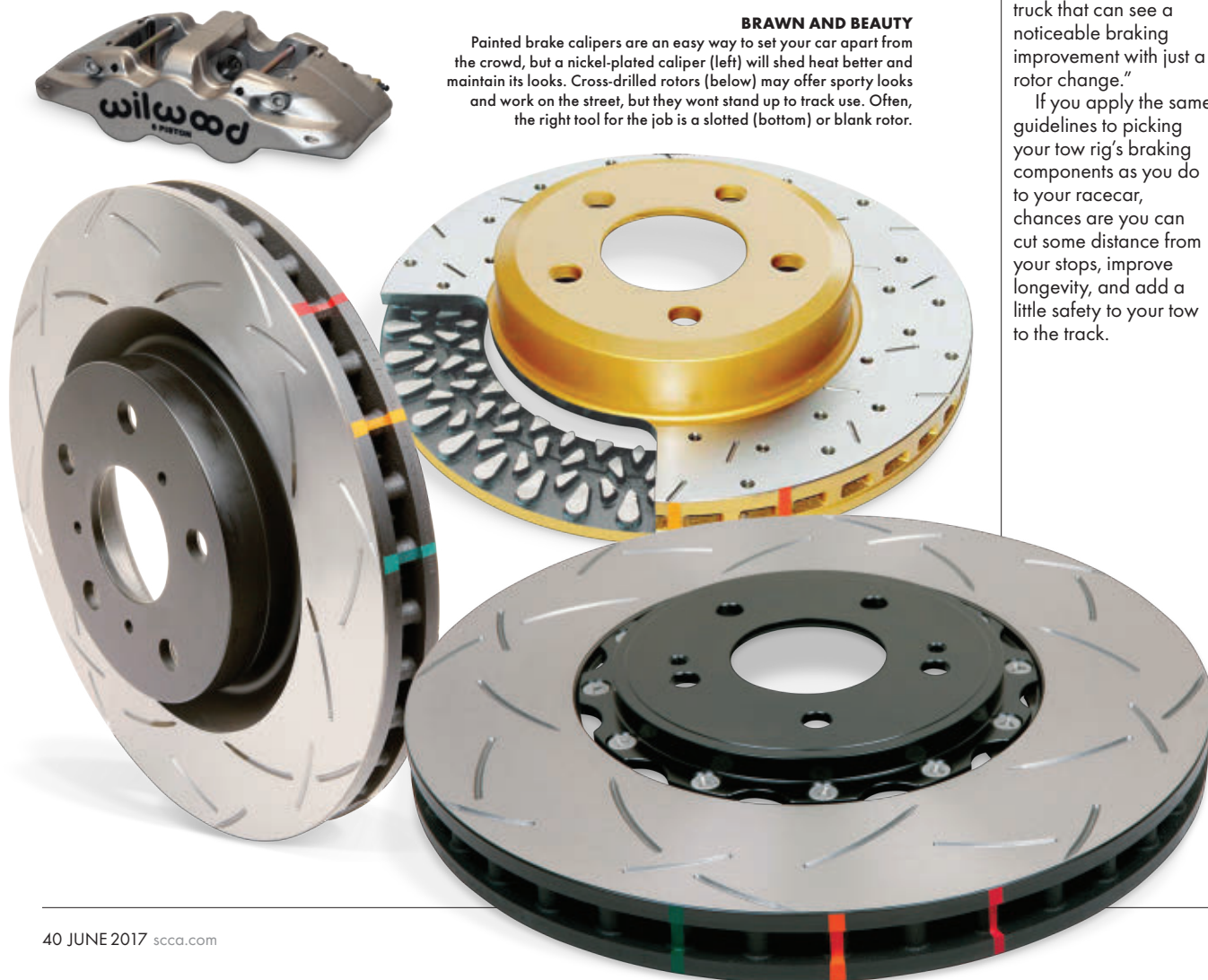
TRUCK TIME

Big brake kits are not exclusive to racecars, as truck and SUV wheel and tire packages have grown in size, so have the brakes used to help fill the gap. However, just like kits for racecars, the brake kits for these applications are not always about improving performance - but that doesn't mean you can't find an improvement. "On your tow rig, you can benefit if you have done an oversized wheel and tire package, or just when you have it loaded down," says Yoni Kellman of Disc Brakes Australia. "We can't keep the Toyota Tundra rotors in stock; it's a big seller for us, and it's a truck that can see a noticeable braking improvement with just a rotor change."

If you apply the same guidelines to picking your tow rig's braking components as you do to your racecar, chances are you can cut some distance from your stops, improve longevity, and add a little safety to your tow to the track.

BRAWN AND BEAUTY

Painted brake calipers are an easy way to set your car apart from the crowd, but a nickel-plated caliper (left) will shed heat better and maintain its looks. Cross-drilled rotors (below) may offer sporty looks and work on the street, but they won't stand up to track use. Often, the right tool for the job is a slotted (bottom) or blank rotor.



RaceQuip®

Best Value in Safety Since 1975!

NEW!
VESTA15
Full Face
Helmet!



SFI 3.3 Nomex® & Suede Gloves

- Exceeds SFI 3.3/1 or 3.3/5 Ratings
- Single Layer or Double Layer Nomex® Knit Construction
- High Grip Suede Leather Reinforced Palm
- Colors are Black, Red and Blue w/ Grey or Black Suede
- Soft, Supple and Comfortable
- Stocked in Kids Sizes & Adult XS - 3XL

SFI-1 Single Layer Gloves.....\$39.95

SFI-5 Double Layer Gloves.....\$49.95

SFI-5 2 Layer Long Gauntlet Angle Cut.....\$59.95

SFI-5 2 Layer Long Gauntlet Outseam.....\$69.95

SFI-5 2 Layer Long Gauntlet Outseam w/Elastic...\$69.95

SFI 3.2A Suits

- Exceeds SFI 3.2A/1 or 3.2A/5 Ratings
- Pyrovatex® FRC and Nomex Construction
- Fresh, Stylish Designs
- Black Epaulets, Belt, and High Back Collars
- Contrasting Arm & Leg Stripes
- Black Wrist and Ankle Cuffs
- Heavy Duty Brass YKK Zippers
- Pleated Back Panel for Flexibility
- Colors are Black, Red, and Blue
- Stocked in Kids Sizes and Adult Small - 5XL

SFI-1 Single Layer Suit..... from \$99.95

SFI-5 Multi Layer Suit..... from \$259.95

SCCA Now
Allows 5 Year
Use Of
SFI Belts!



SFI and FIA Harness Sets

- SFI 16.1, 16.2, and FIA 8853/98 Sets Available
- Premium 3" Polyester Webbing
- 4pt, 5pt, or 6pt Designs
- Wrap Around, Bolt-in, or Snap-in Mounting
- Available with HANS Shoulders
- Now available in Black, Red, Blue, Yellow, Purple, Platinum, Green, Pink and Camo

Latch & Link..... from \$69.95

HANS Latch & Link..... from \$89.95

Camlock..... from \$139.95

HANS Camlock..... from \$179.95

Snell SA2015 Helmets

- Fiber Reinforced Polymer (FRP) Hand Laid Shell
- HANS / HNR M6 Threaded Inserts Installed
- Distortion Free 3mm Polycarbonate Low Fog Shield
- Tear-Off Posts Hand Ratchet To Eight Positions
- Silicone Eyeport Gasket Seals Out Dirt
- Available In White, Gloss Black, Gloss Steel, Hot Pink, Flat Black and Carbon Graphic
- Stocked in Sizes XXS - 3XL

PR015 Full Face (Shown) from \$198.95

PR015 Carbon Fiber Graphic..... \$288.95

PR015 Side Air..... \$248.95

PR015 Top Air..... \$279.95

Vesta15 Full Face..... \$348.95

OF15 Open Face..... \$168.95

SFI 3.3/5 Racing Shoes

- Suede Leather Upper
- Pyrovatex® Flame Retardant Liner
- Molded Flexible Rubber Sole
- Padded Ankle & Arch Support

Basic Race Shoe (size 8-13)..... \$69.95

Carbon Race Shoe (size 1-20)..... \$89.95

Black SFI 3.3 Underwear

Top..... from \$59.95

Bottom..... from \$59.95

Socks..... \$24.95

1 Layer Hood..... \$24.95

2 Layer Hood..... \$39.95



WWW.RACEQUIP.COM • 813-642-6644

ONLINE ORDERS ARE SHIPPED FROM THE NEAREST STOCKING DEALER.



MEASURE TWICE...
Solo National Champ and tuning guru Mike Maier (BELOW) has built and won in some wild rides (LEFT). The secret to winning, he says, starts with making the right connection.

BUYING RIGHT

It's easy to get caught up in the excitement of buying suspension components, but making an emotional purchase rarely yields positive results | WORDS Jason Isley | IMAGES Rupert Berrington

Nearly every SCCA class affords competitors some level of suspension modification, from the most basic non-adjustable dampers to adjustable coilover systems outfitted with complex remote reservoirs. But picking the right suspension components within your budget can be a challenge, making it essential to research widely and spend wisely – and it all starts with receiving advice.

"You want to buy from someone you work well with," advises multi-time Solo champ and suspension specialist Mike Maier of Mike Maier Inc. "You need to find the community in which you fit, so when you buy something you can go back and get tribal information."

Assuming you've found a retailer that can supply the service you need after the sale, how do you then sort out what you actually need? "I try as hard as I can not to make an emotional decision about what I buy," says Maier. "Lay the facts out in front of you. What's making your car hard to drive? Because the next thing you do to your car should make it easier to drive. If it doesn't, you shouldn't do it."

Often, people get themselves into trouble by having adjustments they don't know how to utilize; in those cases, a less complicated setup could yield better results. This is arguably most prevalent in the case of adjustable dampers,

where drivers might have multiple adjustment knobs at their disposal but don't know how to use them. "They are generally looking past what they already have," says Maier. "They don't know how to use what they have in the first place; that's probably the biggest mistake."

According to Maier, one of the best sources of information for what you need for your car is your car. "What I started doing was focusing on my tire wear," Maier explains. "If the front tires are wearing out faster than the back, that starts to tell you something – it tells you that one end is not working as hard. And that should raise the question, 'What's going to remedy that'? Is it just lifting off

the gas pedal? So then it leads you down a path."

Some things, like excessive wear on the outer edges of your tires, are a good indication that more camber may be in order, and items like camber plates or crash bolts may be in your future. Other items, like a lack of balance in steady state cornering, may guide you to look at swaybar options. Need to find some speed and control in transitions? It might be time for a shock upgrade.

But before you make any purchase, it might be wise to follow Maier's advice and find a shop you can communicate well with, because suspension tuning does not end after you've swiped your credit card. 📍

Apex Performance

Premier Racing Outfitters



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



Durable Trackside Gear Bags



Street & track pads for your Racecar



Three compounds:
DS2500, DS1.11,
DSUNO
Long-lasting,
Easy on discs,
No judder
or vibration.



It's the most effective heat prevention system.

Full systems, replacement parts & accessories available



Cool-a-Clava
Helmet Cooling Insert



ALSO AVAILABLE!



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



SFI 3.3
Base
Layers



Apex Performance
Premier Racing Outfitters

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

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



Visit us on Facebook to view our track schedule

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

Our SCCA partners come to us for many reasons – to work with you, the members, on existing products; to introduce a new product or line; or to prove the company's worth in a competitive market. Ultimately, all of those reasons come down to one key point: SCCA members are *the* automotive experts. So, when Mobil 1 came to the SCCA with

an opportunity to prove the performance of Mobil 1 motor oil to the SCCA membership, there was one clear way to do it: put the oil in a shiny, brand-new, turbocharged, 275hp 2017 Chevrolet Camaro, then abuse the car by putting it through as many SCCA activities as possible in a year – to test the oil, of course.

Our introduction to the Camaro, which was generously

provided by Mobil 1, came at Campbell Chevrolet in Bowling Green, Ky., followed by a 600-plus mile road trip back to SCCA's headquarters in Topeka, Kan.

You could certainly do worse as a touring car. The Camaro has plenty of power for city and highway merging, but the 6-speed manual transmission also helps the gas mileage (pushing 30mpg on the

highway). The seats are a good compromise between comfort and performance, and it rides down the highway smoother than you might expect. Plus, you can change the interior light trim to just about any color you can think of, on a whim – that has to be worth an extra tenth or so on some autocross courses. The trunk is plenty large enough for fitting groceries, linens, or



PROJECT CAMARO

PART 1: SCCA gets its hands on a brand-new turbo Chevy Camaro to prove (or disprove) the claims of one of the Club's official partners | WORDS *Reece White*

perhaps an air tank, torque wrench, jack, and jack stands.

On the negative side: The backseat is a little cramped, even though we managed to cram SCCA's Director of Experiential Programs, Heyward Wagner, back there for a handful of lunch trips. Not sure many people are cross shopping a Camaro and a minivan, though, so this shouldn't be a surprise.

All in all, after a number of SCCA staff members had taken it to lunch and around town, it's a great road-going experience. The visibility is better than it gets credit for, the sound system is loud enough to bother the passengers in the car next to you, and it's got a surprising amount of power for a 2.0L four cylinder in a somewhat portly 3,400lb car. (Unconfirmed fact: With the stability and

traction control off, in the proper hands it *may* do donuts.)

That's all fine and dandy, but here is where the fun starts. There's really no telling where you may see SCCA's Mobil 1 Camaro this season. It has already hit a handful of Solo events, often being used as the test car. It has been piloted as the pace car for the Hoosier Tire Super Tour at Hallett, and it will be showing up at various Track Night in America driven by Tire Rack events, and Targa Southland. Going to the U.S. RoadRally Challenge in Alaska this September? Keep an eye out. You'll also be able to follow the progress here in *SportsCar* and on SCCA.com.

So, what's the best way to learn what the Camaro is capable of at an autocross? We decided to pour 15 Solo National Championships into it. Jodi Fordahl (a 13-time National Champ) and Linda Duncan (who owns a pair of jackets) took the bone-stock Camaro into the Ladies Index Class at the Tire Rack College Station Championship Tour. Yes, completely stock - including the all-weather tires. It wasn't the ideal situation for the pair. Even more difficult, neither had planned to run the event, and Fordahl was in charge of timing and scoring. The duo has traditionally run smaller, older, front-wheel-drive machines with less power.

"I'm only 5-feet 2-inches, so trying to get seated to see out was a challenge," Duncan says. "I couldn't remove the headrest or turn it around, so I had to put a pillow behind my back to move

me a bit forward so I could see out the windshield without my vision being skewed when I put on my helmet."

Remember the whole experience-in-older-cars thing? One learning experience came early on with traction and stability controls. "We still hadn't figured out why the car seemed to want to do something for us in the offset wall slalom," Duncan says. "There was some kind of correction going on that was unfamiliar to me. I let Jodi know about it, so that she would expect it on her third run. She was next in line to run when she realized she needed to shut off the 'nannies.' The quick fix and a clean run improved her time seven-tenths over my runs. It also made the car much more enjoyable to drive, as I found out on day two."

With no changes to the stock configuration, no familiarity with the car, and no real view of the course, Fordahl finished the weekend in fourth, with Duncan just behind.

"I hope we didn't scare anyone away," Duncan smiles. "We just had a good time, and our driving together made us both drive better. This is the whole objective behind the Ladies Index Class. The Camaro was a fun ride, but it needs some good street tires to see what it can really do on a Solo course."

This was a good start to the project. Now to add the Hawk Performance brakes and wheels and tires from Tire Rack, so we can push the car's limits more and test that Mobil 1 performance. 📍



Courtesy Chevrolet

TO THE TEST

The 2017 Chevrolet Camaro comes with full synthetic 5W30 motor oil. As the official motor oil of the SCCA, Mobil 1 knows our members have high standards when it comes to oil performance; consequently, to monitor Mobil 1's oil performance, the SCCA technical staff will be changing the oil at appropriate intervals and shipping samples of that oil off for testing throughout the year. From there, we'll get reports on the oil life, how it's holding up, and report our findings right here.



OPENING ROUNDS

(RIGHT) Raphael Forcier (62) kicked off the season with a ninth-place finish; come race two of the same weekend, Forcier claimed the win. (BOTTOM) Inside the cockpit, the Crawford F4 is serious business, offering features seen in cars twice the price.

SEASON 2

The F4 United States Championship launches into 2017, giving racers a shot at international glory

WORDS Philip Royle | IMAGES LAT / Dan R. Boyd

When the green flag flew on April 8, 2017, at Homestead-Miami Speedway, a field of more than 30 racers launched into the second season of the SCCA Pro Racing F4 United States Championship presented by Honda. Considering the success season one champ Cameron Das had, winning the overall F4 U.S. title and then heading to European F3 competition, it's easy to see why so many of these young racers have their eyes planted on mimicking his success. But while North America now has a comparatively affordable open-wheel path to F1 competition, this is something that wasn't the case just two years ago.

The story of the F4 United States Championship began in 2013, when the FIA saw a need for a low-cost, open-wheel racing series targeted to those graduating from karts, ultimately feeding the Formula 3 series. It didn't take long for the concept to reach American shores and, in 2015, SCCA Pro Racing contracted with the FIA to bring the series to the U.S. In 2016, the series launched on these

shores - and today, the 2016 F4 U.S. winner, Cameron Das, is racing in Europe as part of the BRDC British Formula 3 series.

F4's American launch didn't go smoothly. Supplier production issues and getting a late start on development delayed the season opener causing a false start; once the season was underway, however, 14 cars on the grid quickly grew. Entering the 2017 season, the grid is expected to regularly exceed 30 cars. The reason for the quick turnaround? The right equation.



"F4 is targeted at kids who have come up through karting," explains Jeff Barrow, Manager of Commercial Motorsports at Honda Performance Development (HPD), a key partner in the success of the series. "Karting budgets can



be significant, so when you talk to the parents about F4, they say 'Wow,' because you can get the car for basically \$51,000 - and it's a true racecar, turnkey, ready to go. There are no extra parts or equipment to buy.

The racecar is a Crawford F4 chassis produced by Onroak Automotive right here in the USA. The engine is a 2.0L K20C1 Honda motor leased from HPD. In fact, all major parts suppliers, including the Pirelli

tires, come direct from the manufacturer keeping the prices low. The engine and many of the component parts are manufactured in the U.S. This, explains Barrow, is key.

"It has always been one of

HPD's goals to grow and support open-wheel racing in North America, but it has to be affordable," Barrow explains. "We spent months analyzing the other [open-wheel] series globally. We wanted to break



A TOAST

(ABOVE) Young competitors Raphael Forcier (center), Timo Reger (right), and Ben Waddell (left) celebrate on the podium after the second round of the 2017 F4 U.S. Championship.
(BELOW) Thirty-three F4 cars took the green flag at the April 8-9 opening round at Homestead.

these down and see why they were or were not successful or growing. We talked to competitors, series sanctioning bodies, and sponsors to get their input, as well. What we came up with is an open-wheel formula car that has a lost cost of entry, is safe by FIA standards, and a manufacturer support system that is unmatched anywhere else. Having partners like Crawford/Onroak, Pirelli, and SCCA Pro Racing were critical - we wouldn't have been able to do it if we would have been importing the components from overseas."

There are some interesting rules to the series, however. For instance, the overall champion cannot return to F4; rather, the driver must advance to another series, ideally F3. Case in point, Das' progression to the British racing series. In addition, racers who are considered competitors in three seasons must move up. The idea is to grow the sport through advancement within open-wheel racing. The result has been a boon for multi-car teams, all searching for the best drivers to fill their seats.

JDX Racing, the team 2016 champion Das raced for, is



returning with a three-car team; one of those seats is being taken by 2016 F4 competitor Blake Mount. "We've had some big improvements over the off-season and I know our team is up for the challenge to repeat as the championship winning team," says Mount, who is one of at least seven racers returning from the 2016 season.

According to SCCA Pro Racing, during the inaugural F4 U.S. season, a total of 19 competitors campaigned for the championship, representing six states and six countries on four

continents. That trend continues for 2017.

"I'm really looking forward to racing and living in the United States this year," says Brendon Leitch, a 21-year-old New Zealander making the trek to America for this year's F4 season. "My passion is racing, and this is what I hope to be the start of a great chapter. I'm really looking forward to competing on the new circuits, especially Circuit of the Americas alongside the World Endurance Championship. This is the best step for me moving toward my dream."

"We couldn't be more pleased about the continued response F4 U.S. is receiving," Steve Oseth, SCCA Pro Racing Vice President, says of the international interest the American series has obtained in just one year. "It is a clear indicator of the value F4 U.S. presents."

But there's more to the series than racing - the series is an educational tool for young racers, too. "It's an educational series, and we promote that very heavily," says Barrow. "In fact, there's an educational element required of the drivers - they have to do 10 hours of training.

You go on to the F4 website [www.f4uschampionship.com] and there's an education link everyone can look at. We provide a library of approved curriculum. We want the drivers to choose the course of study they feel will provide the most benefit for them. Yes, some training is mandatory, but more than half of those required hours are courses they want. We have the *Safe is Fast* video program, the Derek Daly videos, and several classic books like *Tuned to Win* by Carroll Smith."

With the 2017 season opener in the books, the F4 U.S. racers and teams are turning their focus to F4's next round, taking place June 8-11 at Indianapolis Motor Speedway. By the time the series wraps in mid September at Circuit of the Americas, 18 races will have taken place, mostly during the summer months, allowing young racers to compete without missing much school.

Certainly in the eyes of the returning teams and racers, the 2016 season was a success, and the same is true for the series partners. "We were very conservative initially that if we had 12 cars the first year we'd be elated, and we ended up with 18 at the last race," says Barrow. "We have sold 42 chassis. That is great for a first year. And for [2016 F4 U.S. champion] Cameron Das to be able to take the F4 success globally and shake hands with Nico Rosberg at the FIA awards ceremony in 2016, that's unbelievable." 🍷

2017 F4 U.S. CHAMPIONSHIP SCHEDULE

DATE	TRACK
April 8-9	Homestead-Miami Speedway, Fla.
June 8-11	Indianapolis Motor Speedway, Ind.
July 8-9	Canadian Tire Motorsport Park, Canada
Aug. 10-12	Mid-Ohio Sports Car Course, Ohio
Aug. 25-27	Virginia International Raceway, Va.
Sept. 14-17	Circuit of the Americas, Texas

all races triple-headers



RESTRAINING YOUR HEAD SETS YOUR RIGHT FOOT FREE.

The Hybrid S is FIA approved and SFI certified. It provides superb protection and is compatible with three-point harnesses used by high performance driving experience participants and car club enthusiasts. Giving them the confidence to drive even more enthusiastically.



Safer is faster.

800.654.7223 TeamSimpson.com

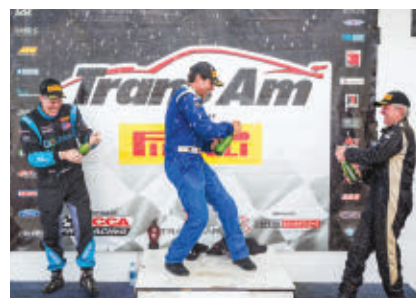


Safe Is Fast (safeisfast.com) is a trademark of the Road Racing Drivers Club. Simpson has been granted an explicit license by the RRDC to use "Safer is Faster" in its promotional materials. Photo courtesy of www.hacienda-lacolora.com on Flickr.com





LONG TIME COMING
(MAIN) Trans Am returned to the West Coast for the first time since 2009, and Tomy Drissi took the TA win. (BELOW) Accompanying Drissi on the podium was Adam Carolla (left) and Richard Wall (right).



WESTWARD BOUND

Trans Am's West Coast Championship kicks off with a star-studded podium celebration | WORDS Clark Trexler, edited by Philip Royle | IMAGES Seth DeDoes

The Trans Am Series presented by Pirelli held the inaugural round of its 2017 Trans Am West Coast Championship at Willow Springs International Raceway in Southern California. The March 26, 2017, event saw a field composed of seasoned veterans and local hot shoes alike, making the battle for the podium in TA, TA2, and TA3 a challenge.

At the checker, it was Los Angeles native Tomy Drissi who emerged victorious in TA, marking the first Trans Am victory awarded on the West Coast since 2009 at Portland International Raceway - a win also secured by Drissi. The 100-mile, 40-lap, multi-class race on the 2.5-mile "Big Willow" course also saw Brad McAllister and Tyler McQuarrie secure victories in the TA2 and TA3 classes.

The victory is Drissi's first in Trans Am since 2010, as he returns to full-time competition in both Trans Am's West and the primary championship. "It's a great feeling," said Drissi of the race weekend. "For Trans Am to be out here, for Pirelli tire, for all my sponsors and all my supporters, including

Ghost in The Shell opening March 31st, how could I ask for a better day?"

Joining Drissi on the TA class podium was the Burtin Racing duo of Trans Am veteran Richard Wall and celebrity (and series rookie) Adam Carolla finishing second and third, respectively.

For Carolla, the event marked a beginning - his first professional race and first taste of Trans Am action behind the wheel of an 850hp TA class machine. "For me, Trans Am has always been huge," said Carolla. "I have old Trans Am cars from the '70s and '80s. I have some 2.5 Trans Am cars from the '70s and I have Paul Newman cars that were raced in Trans Am. So, just the idea of being asked to race in the modern Trans Am was a huge honor. Just being able to hold my own in modern Trans Am was exciting to me."

In TA2, it was debutant Brad McAllister who captured victory in his first career Trans Am appearance. McAllister began the race with a severe disadvantage, starting at the back of the Trans Am field after issues firing his car on pit lane on the start.

McAllister remained patient, however, slowly moving up through the field and capitalizing on the race's two full-course yellows to catch up to the rest of the TA2 field. On lap 28, McAllister avoided contact in a three-wide pass in Turn 3 to take the TA2 lead, one he never relinquished.

"It's really exciting," said McAllister. "We came here just hoping to finish the race and have a lot of fun getting ready for our home track, Portland; but we'll take a win."

Finishing second and third were Napoleon Motorsports teammates Shane Lewis and Justin Napoleon.

In TA3, Tyler McQuarrie secured the class win in relative comfort in his first Trans Am start, qualifying on pole and quickly distancing himself from second-place finisher and local hot shoe Oli Thordarson.

The event marked Trans Am's first appearance at Willow Springs and will be followed by three more races (Auto Club Speedway, Portland International Raceway, and Circuit of The Americas) as part of Trans Am's standalone West-Coast championship. 📍



EX9 FULL FACE

SNELL SA 2015 \$299.99

Gloss White & Gloss Black SMALL-XXL #3229

GF 745 One or Two Piece

SFI 3.2A/5 Rated starting at **\$499.99**

Black, Red or Blue SMALL-XXX #4745 shown above

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



June

- 25 Solo Event #2 @ Miller Park
- 29 Milwaukee Track Days @ The Milwaukee Mile

www.scca-milwaukee.org



It's summer and we're still celebrating!

July

- 13 Milwaukee Track Days @ The Milwaukee Mile
- 15-16 Bonneau Firecracker Double Divisional Races @ Blackhawk Farms Raceway
- 17 MIL/CHI Track Day & Time Trial @ Blackhawk Farms Raceway
- 22 Solo Test & Tune @ Miller Park
- 23 Solo Event #3 @ Miller Park
- 29-30 Super Hero Cat Majors @ Road America



KEEP THEM COMING BACK

Identifying and recruiting volunteers is difficult enough – and that's only half the battle

WORDS Sam Centellas (South Bend Region, Street Survival Chair)

IMAGES Dave Green

We need volunteers. In the SCCA, volunteers do everything from making sure everyone is safe on track, to checking timing equipment, to ordering food and making sure a tow truck is nearby – everything that is essential to keeping our events running and everyone happy. Consequently, we have to be sure that we not only recruit new volunteers, but that we keep volunteers coming back year after year. Our dedicated few – the ones who would come back no matter how we treat them – are a blessing, but if we hope to grow the number of events we have, and how big those events are, then we will need more help.

Here are the core parts of a good volunteer program if you want to keep them coming back. It's simple, really; you need to recruit them, then train them, engage them properly, and then thank them. Oh, and all along the way, you need to be having fun.



RECRUIT

The first step is to get new volunteers in the door, or on the track, or whatever the space is where we need the help. Start early, not just with the date of your events, but invite volunteers to all the steps along the way. That could be a Solo planning meeting or for a visit to the track or a committee meeting. This gives them a low pressure, non-event way to start



OUR WORKERS

The SCCA could not function without volunteers (ABOVE), making retention just as important as recruitment (MAIN).



learning and getting involved in the sport. Also, start recruiting in new places – stop fishing for volunteers in all the same spots. That just turns into brow beating, so brainstorm new places to advertise for events.

Branch out and find new people! Go try some locally owned auto shops, local ASE training centers or technical colleges, a local dealership, other car clubs, etc.

TRAIN

Once you get them signed up to help, get them training. That could be on-site, but obviously better if done beforehand. Training volunteers is not just important from a safety standpoint – which is very important – but it's also important in terms of them being satisfied with their role. If they know their role and understand it well, they will do their job better, feel like they contributed more,



and come back. The worst thing you can do to a volunteer is send them somewhere to just stand around because they aren't trained well - they won't come back, I guarantee it.

Make training easy and fun. Maybe at the end of a Club meeting, do Flagging and Communication training on flags, what they mean, when you show them, and why they are important to the drivers.

ENGAGE

Keep volunteers busy, but don't work them to death - it's often a fine line. But the point is, no one volunteers to come and do nothing, so give them jobs and engage them well. Ask them what they want to do? Put them in roles they enjoy or are good at. Also, ask them for feedback and input, don't just boss them around. Ask for ways to improve things; sometimes a new set of eyes on

something can show you weakness or easy improvements. If they feel connected to the process, like their work was valuable, they are more likely to return.

Host feedback sessions a couple of times a year. Have a meeting, order pizza, and simply ask for feedback. Maybe do an online survey before and discuss the results with those who come. Letting all have input is the best way to keep them coming back!

THANKS

Make sure you thank the volunteers. This can take on a lot of forms - prizes, raffles, gift cards, or even just a nice thank you note or shout out in your newsletter makes a big difference. An important part is to offer them flexibility. If you give volunteers at the end of the year a prize or gift, let them pick from a couple of options.

Volunteers chose to give their time, so let them choose how they want to be thanked. Give them flexibility in how they use their recognition points or dollars. Maybe they want a free Solo next year instead of a sweatshirt, or maybe they want a jacket instead of a gift card. Let them pick and they will pick to come back and help again.

HAVE FUN

We are people who like cars. Racing is a fun sport and that's why we do it, right? Volunteering with our sport also has to be fun or people won't come back. Be sure someone is always allowing the volunteers to have fun. Check in on them, bring them water, chat with them, do fun group things to let them relax, feed them, and so on. Make sure their experience is enjoyable if you want them to come back.

That sounds easy, right? But remember, this is a condensed list of just some ideas and suggestions. An important part of the process is having someone in the Club who helps run the volunteer program. If you leave volunteer recruitment to each program (Solo, Club Racing, rally) the efforts can be disjointed. Use some core principles like these for planning for your events and volunteers. Giving them focus and attention will make volunteers feel engaged to the point that we can't function without them, and they will keep coming back for years and years. ☺



INFORMATION OVERLOAD

The sheer number of different cars and classes (LEFT) results in a healthy number of letters being submitted to the CRB via www.crb-scca.com (BELOW) for various competition adjustment considerations.



LETTERS TO THE CRB

Why don't we print all the requests that arrive in the Club Racing Board's inbox? | **WORDS** Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Dennis Wood

The Club Racing Board has been asked, both on social media and via letter submitted through www.crb-scca.com, about printing all letters that are submitted to the CRB. In a nutshell, this isn't going to happen. All letters submitted are considered to be confidential and are held close by the CRB and the Advisory Committees. There are a number of reasons we do not publish the letters, only the subject matter and the action taken by the CRB and the Advisory Committees. What reasons? Let me explain.

Many times the content of letters as well as the information disclosed and discussed in the meetings is not intended by the author to be shared with other competitors. It is certainly within the letter writer's power to post his letters and any other comments on social media, and there are plenty of websites that are perfect for that purpose, but the CRB is not going to take that step for the author. Our fear is that should the CRB publish the entire request, it would create a chilling effect, dissuading parties from providing whatever data and private information they might want to include to back up their request.

The CRB receives about 200 letters a month - the spread is generally 100 to 500 letters in any given month. Some of the letters go on for many paragraphs and some include data sheets, graphs, and proprietary information. Even if we disregard the privacy issue, it would be challenging to publish all of that every month in any kind of usable form.

Another issue that has been discussed recently is whether the CRB follows the process by sometimes not going along with the recommendations of the various Advisory Committees. Although it's very rare, the CRB does occasionally go against the recommendations of the various committees. When we don't agree with a recommended action, we usually send the letter back to the Advisory Committee and ask that committee to justify the recommendation. On more infrequent occasions - usually when time is critical after the National Championship Runoffs and before the following season starts - the CRB will make a judgment call.

Out of the thousand-plus letters we receive each year, this happens only a handful of times. At the minimum, we try to have the

CRB liaisons discuss it with the Chairman of the Advisory Committee so he or she can explain our reasoning to the committee.

The committees work for the CRB, and the CRB works for the Board of Directors and racers. The Board of Directors will, occasionally, not agree with the CRB's recommendations and will send recommendations back for further discussion. When this happens, the CRB will get with the appropriate Advisory Committee and determine the best path forward. We then go back to the Board of Directors with a solution.

Changes that fall close to, or after the start of the season, are avoided at all costs. However, due to the late date of the Runoffs and the large number of requests that come our way in November and December, we have to make decisions that fall outside the "rules season." We are all racers and we know this is a problem, especially for racers in the Southeast and California, where the competition seasons start before everything is firmed up from a national perspective. We understand the problem and try to fix what we can as soon as we can. 📌

THE MAGAZINE FOR RACERS



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

Subscribe now at:
www.racer.com/scca

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

**TUNED IN**

Large National Solo events demand a very unique set of technical requirements. From barcode scanners (LEFT) to online live timing (BELOW), advances are constantly being made to help improve the finished product.

UPGRADING

As new event equipment sees 2017 National Solo competition, we learn, adapt, and host even better events | **WORDS** Paul Brown | **MAIN IMAGE** Jason Isley

It seems we are seeing major equipment upgrades every year in the Tire Rack National Solo program. Last year was a complete new ProSolo timing system and this year it's a new wireless LAN and new audio equipment – both of which address weaknesses that have been apparent for some time – with new barcode scanners in the pipeline. Yet, no matter how much testing is done ahead of time, failure modes always seem to crop up in the first few events with any new hardware, and this year has been no exception – but as we find problems, we also learn solutions.

Our dependency on the wireless LAN at National Solo events snuck up on us. First it was a few timing components, then multiple computers, and the data feed to the announce vehicle. The consumer-level wireless equipment just couldn't handle the work, so this year the Solo program has new commercial-grade equipment. This equipment has worked well at early events, where all the various links have stayed connected, turning the Solo Live feed into something rock solid. And, so far, those infuriating lost times that showed up on the big overhead displays at

events and nowhere else are also apparently extinct (but more on that later).

SCCA hosts National events all over the country, but one look at those cell phone company maps and it's no surprise that no single company can provide optimal service at every location. The new LAN system is switchable between carriers, so as long as some company has good coverage at a given site, and SCCA has a SIM card for that provider, Solo Live should be accessible to those of us not lucky enough to be racing.

Audio was a problem in 2016 broadcasting over FM, where it was often incoherent in a vehicle in grid, and even worse farther away (like in paddock). New transmitters and antennas feed a new mixer board, and so long as the little grey “garble” button isn't pushed like it was at the Fort Myers ProSolo, it puts out a crystal clear broadcast.

It seems like just yesterday we started using barcode scanners, but they've actually been in use for years and, as you would imagine, the scanners are getting pretty beat up. SCCA's existing scanners are also limited in functionality, so considering SCCA plans to switch to QR barcodes, which is a



Jeff Loewe

showstopper with the modern registration process, an upgrade is necessary.

Along with new equipment come new procedures. The ProSolo format is unique, and training qualified Timing and Scoring workers has always been a challenge. After brainstorming over the winter break at SCCA's National Office, ProSolo procedures have been adapted to be much more like single-course National Solo events. That should vastly improve the available pool of talented Timing and Scoring workers for all National events.

So new equipment comes in, bringing with it more reliability and more functionality. We learn how to configure and use that equipment, as well as how to troubleshoot any adventures that crop up. Sort of like the way we moved from ink pens on paper for posting results to dry erase boards – we learned not to keep the caps off those dry erase markers for the entire run group. Then we moved to printed results and figured out ways to make those more accurate. Then it switched to a web feed, and we've found and dealt with a number of challenges there. And the cycle continues. ☺

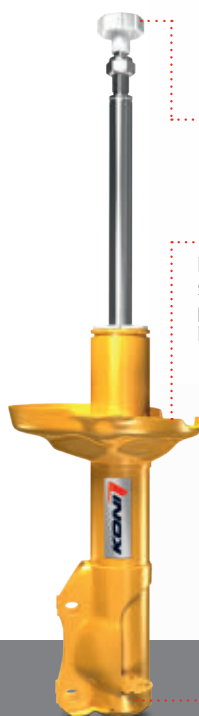
KONI

EXPERIENCE THE DIFFERENCE

SAVE
UP TO
\$70

koni-na.com/rebate
for details

LIMITED TIME ONLY BY MAIL



External
rebound damping
adjustment



Best KONI
shock for all
performance
lowering springs



Robust construction
matching original
equipment design
standards

KONI SPORT



PERFORMANCE SHOCK ABSORBERS | koni.com

CAUTION: WE BITE!



COMPOUNDS FOR STREET, TRACK, OR RACE

DBA STANDARD T2 SLOTTED

DBA STANDARD GOLD



#DBAEQUIPPED

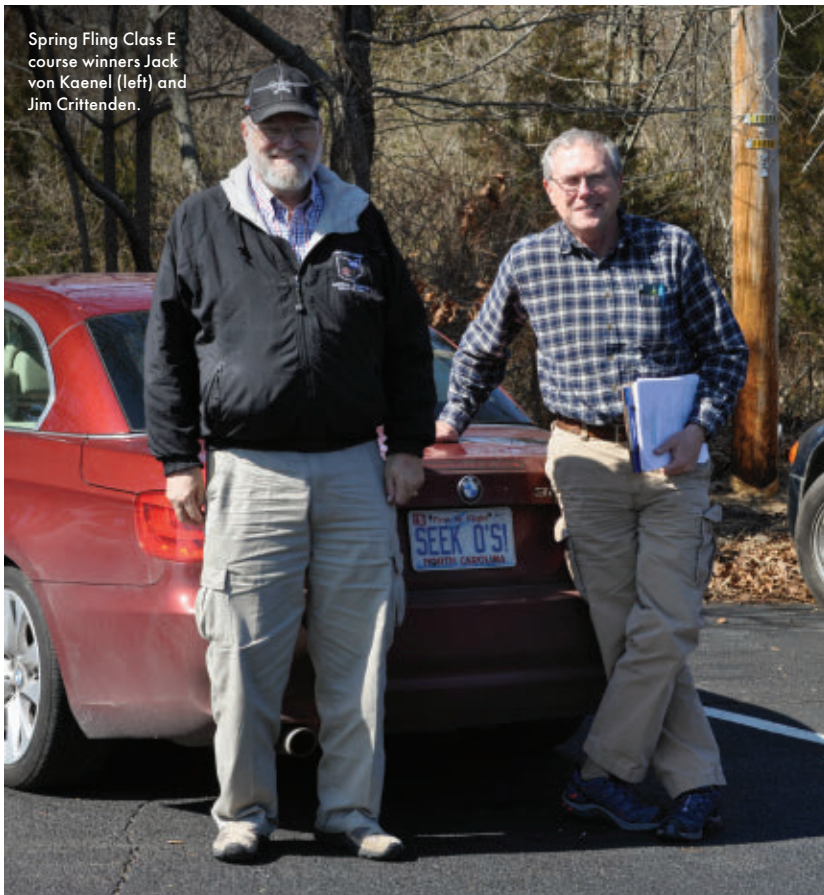
DBA HIGH PERFORMANCE BRAKE PADS ARE ENGINEERED TO MAXIMIZE BRAKING PERFORMANCE WHEN PAIRED WITH DBA ROTORS. DBA PADS ARE AVAILABLE IN 4 COMPOUNDS TO MATCH EVERY VEHICLE AND DRIVING STYLE. **DBA, YOUR COMPLETE BRAKING SOLUTION.**



dbaUSA
DISC BRAKES AUSTRALIA

DBAUSA.COM | 866.477.7071 [f](#)

Spring Fling Class E course winners Jack von Kaenel (left) and Jim Crittenden.



MARCH FLING

The National RoadRally weekend remembered longtime rallyist Mark Haas through rallies written with his flair

WORDS Rick Beattie | MAIN IMAGE Rick Beattie

Only cold temperatures resulted from a threatened late-winter snowstorm for the dozen or so teams gathered in Vineland, N.J., for the National RoadRallies on March 18-19, 2017. South Jersey Region staged a memorial weekend for Mark Haas who passed away on April 16, 2016, and the Saturday March Lion National rally and Sunday Spring Fling Divisional rally were both written in his

style. Jim Wakeman was chairman and also rallymaster for the Lion, and Clyde Heckler was rallymaster for the Fling.

Both rallies could be run as either a Course or Tour event, giving contestants multiple options to choose from in both style and classes. The Course events primarily featured traps that Haas used in his four decades of participating in SCCA RoadRally.

Class E course honors and first overall both days went to the team of Jack von Kaenel and navigator Jim Crittenden with scores of 180 and 66 on the Lion/Fling, respectively.

Crittenden described Haas as "clever and innovative," and one trap may best justify the compliment, which Heckler borrowed from Haas. The general instructions specified that quotation marks would not be used to distinguish between a sign and a landmark, and that a landmark could be referenced by color without such identification on the sign.

Contestants instructed to pause a quarter-minute at each red bird, encountered a sign reading Red Bird Egg Farms high on a silo in red lettering with blue trim. The correct execution was to pause three times: once for the sign "red bird," once for the red bird farms themselves, and once for the red lettered word "bird."

Heckler explained in the leg critique that the trap was from an old SJR Bad Taste rally, but the damage had nevertheless been done as all but two of the course competitors "bought" that one.

Class L honors on both Course events, with scores of 664 and 407 on the Lion/Fling, went to Brian Nograd navigating for Jeanne English, while first in Class S with 542 points on the March Lion went to Douglas Sain navigating for Edward Sain.

The Lion and Fling Tour rallies used the same route as their course counterparts. Those routes almost exclusively took advantage of well-maintained paved roads through rural forests and farmlands in southern New Jersey. The Fling route passed by the Seven Stars Tavern, where local legend has it that General "Mad" Anthony Wayne negotiated the purchase of cattle for Washington's Continental Army encamped at Valley Forge in the winter of 1777-1778.

Marc Goldfarb navigating for Jim Friedman took first overall and first in Class E (the only class) on the March Lion Tour with just 10 points. On the Spring Fling Tour, Lois van Vleet navigating for John Emmons took first overall and first in Class E with just six points, and Frank Bochanski navigating for Peter Chezick took Class S with 97 points.

Friedman let Wakeman know the event was great and that he and Goldfarb were "looking forward to the next one." 🍷

REMEMBERING MARK HAAS

Mark Haas was SCCA RoadRally Course rally rookie of the year (with Jim Doan) in 1981. He won 14 SCCA National Championships and four straight Northeast Division year-end awards. His 13 wins in the Saint Valentine's Day Massacre map rally

ties him for the second most wins ever in an event that at one time drew nearly 1,000 entries a year. He was equally good in the Fourth of July Fireworks map rally, being one of only two contestants to finish in the top 10 percent for the first 19 years.

According to Jim Wakeman, his long-time rally driver, Haas' favorite accomplishment was being rallymaster for 32 Spring Fling rallies for both the Buckingham Sports Car Club and SCCA. "I miss him every day," says Wakeman.



James Heine



Essential Daily Reading

RACER.com's responsive platform resizes for all tablet and mobile devices. Plus, there are SCCA and Pirelli World Challenge specific channels for better coverage of all things SCCA. So now, from home, the office or on the run, get the latest news, deep insights and engaging features & videos experienced as they are meant to be.

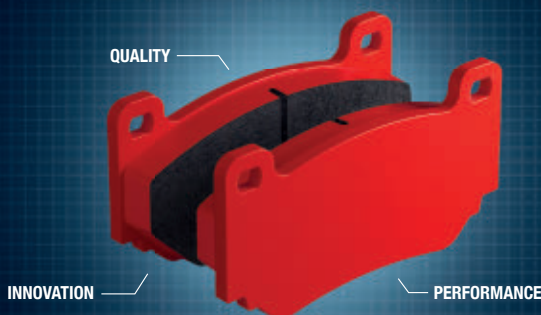
RACER.com

PAGID
RACING
THE DIFFERENCE IN BRAKING



OFFICIAL SUPPLIER
BATTERY TENDER GLOBAL MAZDA MX-5 CUP
MAXIMUM PERFORMANCE
AND RELIABILITY

PAGID Racing brake pad compounds offer maximum stopping power, ultimate endurance and consistently high quality for professional and amateur racers alike. EXPERIENCE THE DIFFERENCE IN BRAKING!



www.pagidracing.com
www.facebook.com/pagidracing
www.twitter.com/pagidracing



ON THE JOB

Jason Kepka's journey has taken him from Club Racing volunteer newbie to Emergency Services expert | **WORDS** James Kearney | **IMAGE** Courtesy Kepka

Jason Kepka saves racers who need saving. He says that racing, in turn, saved him from being trapped behind a desk all day. He was in college studying meteorology when he first went to Blackhawk Farms with some friends who worked emergency services. That was, as Jason says, "21 seasons ago." "It was so cool to be close to the cars." The ground pounding GT1 cars made a big impression on him, but it wasn't the cars that captured his heart; his friends made him feel part of the team.

"I didn't know anything, but they said not to worry, that they'd train me. And they did." Jason is now a certified firefighter as well as an EMT, and he loves his work. "There was always someone to train me and they helped me in every way," he says. He notes that fighting a fire involving a racecar requires a high degree of special training. "We use hand-held fire extinguishers, water, or chemical as appropriate, so we can get in close to the source of the fire. We usually don't have a full-size fire truck in support."

Taking care of the fire, of course, means taking care of the driver, and special training is involved there as well. They have to be familiar with how cars

are constructed, paying special attention to the interior and the roll cages around which they may be working in an emergency situation. And, when the driver is safe and on the way to medical, they need to know enough about the car's anatomy to get it to the pits.

It's not a job for everyone. "It is sort of like being policeman," he explains. "About 97 percent of the job is boring, one percent is ho-hum, and the other two percent is pure adrenaline." They need to stay on their toes. "Oh, yes, it is dangerous. We are very safety conscious and we stay aware of traffic. Rule number one is that you never turn your back on traffic." Jason notes in a factual manner that it is important for them not to get hurt because they would divert resources from the accident scene.

Like many workers, emergency services folks are at the track early. "We are usually there an hour and a half before the track goes green. We meet up and get our truck assignments." At Blackhawk they will have two to three trucks with three to four people on board each vehicle. They will keep the same assignment all day. Some days the trucks never move, but that's rare. The adrenaline kicks in when the workers call

in an incident and the dispatcher calls them into action. "We get to the scene ASAP and position the safety truck to protect the vehicle from oncoming traffic. One worker focuses on fire danger while another concentrates on the driver's condition. The truck captain assesses and manages the accident scene. Are other resources needed? Is extraction needed? Should an ambulance be dispatched to the scene? Is it necessary to restore a tire wall? Everyone has a clear role to play. There can be no confusion. There is enough chaos out there already, we don't need to add any additional drama to the scene." When the critical moments have passed they will aid in escorting the flat bed or the wrecker back to the pits, often on a hot track under a white flag.

Do that all day under all weather conditions and you'll understand why Jason says his favorite part of the day is the social time at day's end. "A lot of us camp out together and we enjoy swapping stories and sharing one another's company." There is a clear sense of esprit de corps and deep camaraderie amongst them. They are a critical part of the club. "We're not the show, we're just there in case," he says. But without them, there is no show.

Some situations put them to the test in more ways than one. Jason never forgets the time very early on when he was the first one on the scene when a driver needed medical attention but his experience was limited to that of fighting fires. "I felt helpless, I just didn't have the knowledge." He went on to get trained as a paramedic and obtain his paramedic license. While he is proud of his advanced training and is now a full-time firefighter in Cherry Valley, Ill., he wants people to know that to get started in this specialty, you don't need to know anything. "Only 25 percent of those on our team are paramedics or certified fire fighters. We will train you and match you up with an experienced partner to train you. That's the way I did it."

He still loves racing; he loves his work and the Club is lucky to have him. Jason is now the Divisional Administrator as well as the Regional Administrator for the Blackhawk Valley Region.

Jason was just getting dinner at the end of a long day at the 2016 National Championship Runoffs when he heard his name called for the Emergency Services Worker of the Year award. He was, he explains, pretty much speechless at the time. "I was deeply honored to receive this award," he says. 🍷

LEARNING

Jason Kepka found his way to the track 21 years ago. Since that time, he's become a certified firefighter and EMT, bringing that knowledge to the track for the safety of all.

12-19 DAYS

Gregory B. Abbott Cal Club
 Phil P. Alspach Ohio Valley
 Virginia H. Anderson Washington DC
 Ken Anderson Washington DC
 Cathy C. Barnard South Texas Border
 Dennis R. Barschow Ohio Valley
 Bradley A. Bastian Blackhawk Valley
 Louie Charles Beal Ohio Valley
 Duane J. Beisle South Bend
 Jean Bell Florida
 Michael Berchak Ohio Valley
 Leslie Ann Berry San Francisco
 Bruce Howard Bettinger Wichita
 Charlene L. Bettinger Wichita
 Kenneth E. Blackburn North Carolina
 Nick Boley Continental Divide
 Wayne O. Briggs Cincinnati
 Robert Brookfield North Carolina
 James E. Brostek Washington DC
 Christopher R. Buccola Chicago
 Ann K. Burke Detroit
 Daniel Cain Cal Club
 Tracy Cain Cal Club
 John M. Callahan Florida
 Edward M. Capullo New England
 Linda M. Capullo New England
 John Joseph Carnevale South Jersey
 Madison Carpenter Ohio Valley
 Jerry Casini San Francisco
 Nadine Casini San Francisco
 Ann R. Chamberlain San Francisco
 William W. Chamberlain San Francisco
 Arline Chrt Chicago
 Kenneth W. Chrt Chicago
 Joshua Cockey Washington DC
 Sheila W. Cockey Washington DC
 Nan Conant San Francisco
 Karen R. Cook San Francisco
 James Corcoran Washington DC
 Robert W. Cowie Cincinnati
 Robert Crawford San Francisco
 James A. Crider Houston
 Andrew Crogan Central Florida
 Elizabeth Crogan Central Florida
 Richard E. Crowell Tennessee Valley
 Christine Cwiklinski Milwaukee
 William Daniels Central Florida
 Allen Davis San Francisco
 Dian E. Dingle Susquehanna
 Ernest G. Dingle Susquehanna
 George Dodd Cal Club
 Costa Dunias Utah
 Jamie J. Dzencelowcz New England
 John M. Edridge Florida
 Rick Edwards North Carolina
 Paul H. Einhorn San Francisco
 Brad Ellingson Blackhawk Valley
 Thomas E. Fanning New England
 Georgette Farrell Florida
 David Fyffe Cal Club
 Tim Scott Gardner North Carolina
 Paul Gauzens Atlanta
 Robert Gendron Central Florida
 J. Ron Gentry North Carolina
 Marc A. Gerstein Philadelphia
 Louis J. Giallanella Northern New Jersey
 Paul E. Gilbert San Francisco
 Jim Gillen Land O'Lakes
 Susan W. Green Blackhawk Valley
 Linda Haneline Cal Club
 William Haneline Cal Club
 Jack Hanifan Mohawk Hudson
 Mark B. Hansen San Francisco
 Lynne Hanushek South Jersey
 Smokey W. Harper Northwest
 Hazel A. Harrell Atlanta
 Dorothy Harrington Neohio
 Elizabeth R. Harrison Washington DC
 James R. Harrison Washington DC
 Jonathan Hartendorp Cal Club
 Kenneth Harwood Washington DC
 Marilyn Harwood Washington DC
 Michael G. Havlick Central Carolinas
 Carl G. Hayssen New England
 Derek Alan Herchko Central Florida
 Dave Hermann Blackhawk Valley
 Randall S. Hermann Blackhawk Valley
 George T. Heyl San Francisco
 Kurt Richard Hider Milwaukee
 Michael High Washington DC
 Jim Hileman Cal Club
 Robert V. Holcomb Central New York
 Nancy S. Holcomb Central New York
 Robert J. Horansky Buccaneer
 Shelia P. Hunter Washington DC
 Charlene Irwin Cal Club
 Maggie Jardine Cal Club
 Leslie Jefferies Atlanta
 Charlie Johnson Blackhawk Valley
 Jim Johnstone Lone Star
 Michael Kelley Washington DC
 J.D. King South Jersey
 Robert Kosky Great River
 Marianne Krauss New York

James Krueger Milwaukee
 Randall Langer Milwaukee
 Bradley Lau Hawaii
 John C. Leps Central Florida
 Mick Levy Central New York
 Thomas Little Florida
 Ron Long Cincinnati
 E.B. Lunken Cincinnati
 Marianne C. Lyons New England
 Bob MacKeraghan Central Florida
 Alec MacPhail San Francisco
 Lowell McClure Neohio
 Michelle L. McColl Colorado
 Fred L. McKinney North Carolina
 Meg Meyer South Jersey
 Douglas K. Mildon Western Ohio
 Douglas Miller Mahoning Valley
 Cheryl R. Mueller Western New York
 Kirby Murray North Carolina
 Earl J. Myers Ohio Valley
 John H. Nelson St Louis
 Phyllis Nelson St Louis
 Tyrone N. Noles Western New York
 Bernie Novak San Francisco
 Joe Novak San Francisco
 Elizabeth Offutt Central Florida
 Michael O'Halloran Central Florida
 Kenneth B. Overstreet Central Florida
 Jennifer Paradis Atlanta
 Genie Parsons Cal Club
 Paul Parsons Cal Club
 Kenneth R. Patterson Des Moines Valley
 Mary C. Patterson Des Moines Valley
 Walter Petroff Finger Lakes
 Tom Phillips Cincinnati
 Robin Ragaglia Central Florida
 Jack Ragaglia Central Florida
 Richard Reins San Francisco
 Arthur G. Robbins Washington DC
 Richard Roberts Milwaukee
 Mary Lou Robson San Francisco
 Bill Roper Cal Club
 Christopher H. Schimmel North Carolina
 James H. Schmuck Chicago
 Janet E. Schmuck Chicago
 William K. Schubert Chicago
 Susan Schuster Milwaukee
 Tobin Schuster Milwaukee
 Marie E. Sheehe Finger Lakes
 E. Ronald Shellenberger Washington DC
 Greg Skotnicki NE Pennsylvania
 Megan Smith Cincinnati
 Lance R. Snyder Atlanta
 Mark Sommer Northwestern Ohio
 Michael Stegeman Chicago
 Paul R. Stickler San Francisco
 Richard A. Stubendorff San Francisco
 Rebecca Suhr Western Ohio
 David E. Sullivan Chicago
 John R. Sutton Chicago
 Larry A. Svaton Houston
 Courtney Swanson Blackhawk Valley
 John Switzer Central Florida
 Ronald R. Tanton Chicago
 Paul Tatum Tennessee Valley
 C. David Teal South Jersey
 Mary Thompson Oregon
 Michael L. Toombs Finger Lakes
 Judith Troemel Milwaukee
 David Turner North Carolina
 Andy Valisalo Florida
 Scott Van Winkle San Diego
 Dan L. Voss Washington DC
 Judith L. Warren Washington DC
 Andrew C. Welden Indianapolis
 W.A. Wells III North Carolina
 Roberta F. West Mid South
 John A. Willes Central Carolinas
 John (Skip) H. Yocom Oregon
 Sue Young Indianapolis

20-29 DAYS

Bonnie Lines Aarseth Oregon
 John Anderson Florida
 Paul Anderson Washington DC
 Janet C. Berry Arkansas
 Gloria Jean Blaha Indianapolis
 Bill Blake San Francisco
 George J. Bloeser Philadelphia
 Judith Bloeser Philadelphia
 Sara J. Brookfield North Carolina
 Helga Brunner San Francisco
 Karen Cantu San Francisco
 Michael Cantu San Francisco
 Sandra L. Carreiro San Francisco
 Wanda K. Cecil South Carolina
 Heather Clark North Carolina
 Dwight K. Cooke North Carolina
 Rhonda L. Corbitt San Francisco
 Robert L. Corbitt San Francisco
 Stuart S. Cowitt Central Florida
 Marcy H. Crawford San Francisco
 Robert Lee Crawford Washington DC
 Fred L. Cummings Milwaukee
 Bruce Dover North Carolina
 Donald Drennon Central Carolinas

Milwaukee
 Milwaukee
 Hawaii
 Central Florida
 Central New York
 Florida
 Cincinnati
 Cincinnati
 New England
 Central Florida
 San Francisco
 Neohio
 Colorado
 North Carolina
 South Jersey
 Western Ohio
 Mahoning Valley
 Western New York
 North Carolina
 Ohio Valley
 St Louis
 St Louis
 Western New York
 San Francisco
 San Francisco
 Central Florida
 Central Florida
 Atlanta
 Cal Club
 Cal Club
 Des Moines Valley
 Des Moines Valley
 Finger Lakes
 Cincinnati
 Central Florida
 Central Florida
 San Francisco
 Washington DC
 Milwaukee
 San Francisco
 Cal Club
 North Carolina
 Chicago
 Chicago
 Chicago
 Chicago
 Milwaukee
 Milwaukee
 Finger Lakes
 Washington DC
 NE Pennsylvania
 Cincinnati
 Atlanta
 Northwestern Ohio
 Chicago
 San Francisco
 San Francisco
 Western Ohio
 Chicago
 Chicago
 Houston
 Blackhawk Valley
 Central Florida
 Chicago
 Tennessee Valley
 South Jersey
 Oregon
 Finger Lakes
 Milwaukee
 North Carolina
 Florida
 San Diego
 Washington DC
 Washington DC
 Indianapolis
 North Carolina
 Mid South
 Central Carolinas
 Oregon
 Indianapolis

Patty L. Dwyer San Francisco
 William J. Dwyer Jr. San Francisco
 Russ Golyak Guam
 Jacob Graham San Francisco
 Joseph H. Gray Susquehanna
 Sandra L. Gray Susquehanna
 Lon G. Hake Blackhawk Valley
 Kim Harmon Atlanta
 Duane L. Harrington Neohio
 William H. Heath Central Florida
 Carla M. Heath Washington DC
 Paul D. Helberg San Francisco
 Stephanie G. Helberg San Francisco
 James R. Hildock Central Florida
 Paula Hildock Central Florida
 Richard Holden Mid South
 Kelley Huxtable Des Moines Valley
 Tony Jorgensen Milwaukee
 Michael Thomas Joseph San Francisco
 Steve Kearney Central Florida
 Claire Kelly San Francisco
 Rod Kramer Atlanta
 Raymond J. Maliszewski South Jersey
 Fran Martin Central Florida
 Karen S. McCoy Oregon
 Kathy L. McLeod Washington DC
 Gary Meeker San Francisco
 Steve Mitchell Washington DC
 John Molak Central Florida
 Larry Joseph Morgan Buccaneer
 Mary Ann Mullen Central Florida
 Douglas T. Myers New England
 Ron Offutt Buccaneer
 Karen Petersen New England
 Jerald J. Platis San Francisco
 Joseph L. Quinn III Indianapolis
 Seth A. Reid San Francisco
 Kathie Reisinger San Francisco
 Stirling Joseph Robertson Lone Star
 Linda Rogaski San Francisco
 Jim Rogaski San Francisco
 David G. Rollow Atlanta
 Sharon Rollow Atlanta
 John Andrew Sayre Atlanta
 John Schmale San Francisco
 Eric Shuman Cal Club
 Bill Smith Washington DC
 Stephen R. Spector Washington DC
 Paula D. Spencer Chicago
 Samantha J. Stoker San Francisco
 Dean J. Stoker San Francisco
 Dennis Troemel Milwaukee
 Shirley Wantland Washington DC
 Stanley Wantland Washington DC
 Peter Watson New York
 Loren J. Western Washington DC
 Eric Whitnoble Ohio Valley
 Scot Zediker San Francisco
 Ute Zettlitz Texas
 Thomas A. Zink Washington DC

30-39 DAYS

Bruce Brunner San Francisco
 Ian E. Cook San Francisco
 Toni Creighton Atlanta
 Jim Creighton Atlanta
 Rachel Forman Washington DC
 William Forman Washington DC
 Terry Hanushek South Jersey
 Jim Kosco Florida
 Karen O. Lamm San Francisco
 Barbara A. Mayes South Carolina
 Robert F.P. Mayes South Carolina
 Timothy G. Meddaugh Glen
 Thomas Mikwold Land O'Lakes
 Margaret Mitchell Florida
 Richard I. Mitchell Atlanta
 Dave Panas Northern New Jersey
 Sharon Priep Central Florida
 Carol B. Reber Washington DC
 Jerome Russet Land O'Lakes
 Herbert Shipp Central Florida
 Benjamin Tyler Cincinnati
 Marcia L. Ulise San Francisco

40+ DAYS

Joyce P. Bakels Central Florida
 Kevin S. Cullen San Francisco
 Scott M. Lucas Central Florida
 Kathy M. Maleck Land O'Lakes
 Steven D. Roberts Kansas City

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



LOOKING AHEAD

18-year-old Josué Aleman Montoya is anticipating his next steps in SCCA competition and in life | **WORDS** James Heine | **IMAGES** Rupert Berrington

By the time this issue arrives in your mailbox, the Nebraska Region's Josué Aleman Montoya will have turned 18, completed his senior year of high school, and embarked on his third year of SCCA Regional, Divisional, and National competition, all at about the same time. He will also be looking forward to his freshman year at the University of Nebraska, where he will study business administration and accounting.

"I'm looking forward to new experiences and the feeling of responsibility and becoming more like an adult," he says about the transition from high school to university life.

Fellow Nebraska Region members might argue that Aleman Montoya, an SCCA member since 2015, has crossed the threshold to adulthood already, based on their experiences with him at Solo and RallyCross events. "Josué has really helped build the inviting atmosphere that people enjoy at our rallycross events, though I don't think he realizes it," observes Nebraska Region RallyCross chair

Mike Lovejoy. "He's easily approachable, eager to learn and help out, and I can't think of a time when he wasn't smiling."

Lovejoy adds that he took note of Aleman Montoya even before he began competing in RallyCross as a driver. "He was at every event, helping out and even helping with course design and setup preparations the day before each event," Lovejoy says.

"I have been interested in motorsports ever since I discovered Formula 1," Aleman Montoya explains. "From that point, I started watching endurance racing and the World Rally Championship, and last year I began to watch the IndyCar series. All the racing that I've ever seen has made me more interested in the sport."

It was his uncle, Steve Ducharme, Nebraska Region's activities director, who pointed him in the direction of the SCCA and also introduced him to Solo and RallyCross, Aleman Montoya adds. Now, at Solo events, he shares his uncle's 1997

Mazda Miata in E Street while running his own 2003 Subaru WRX in Stock All Wheel Drive at RallyCross events.

"I just use the WRX for RallyCross," he explains. "The reason I don't use the WRX for Solo is because it's also my daily driver, and I feel like that [RallyCross and Solo combined] would be a lot of wear on one poor car."

As for his uncle, Aleman Montoya says Ducharme has been a good mentor. "[He] has helped me with everything, including teaching me how to drive a stick and signing me up for a [Tire Rack] Starting Line school and Solo event in the same week," Aleman Montoya says. "So, the same week I learned how to drive a stick, I was already entered in a Solo event, thanks to him."

The Starting Line school was a big help also in getting him up to speed (yes, pun intended), Aleman Montoya notes. "It helped with the general techniques of racing itself. Like, I would not have thought that looking ahead would matter as much as it does. With

my first autocross, I felt more prepared than I would have if I had started without it."

A Starting Line school can teach lessons about everyday driving also, Aleman Montoya confirms. "It teaches you how to control a car's weight and how to do weight transfers," he explains. "If you have to make a sudden movement, let's say, on a highway, you know how your car will react to the weight shift and you can make sure that you stay safe, and your car's good and safe also."

Would he recommend a Starting Line school to a friend, even if that friend is not particularly interested in motorsports?

"I would - I really would," he says. "On the road, there are things that pop up, and you need to know how to avoid them."

As for Solo and RallyCross, which does he enjoy the most? That's a hard question to answer, he says. "I feel like I get more of an adrenaline rush from Solo, because I feel like you get faster speeds. But sometimes RallyCross can be more fun than Solo. It

switches between the two, depending on what the course setup is. But I love doing both so much."

Last year, he adds, he attended every RallyCross on the Nebraska Region's calendar, and "I think I missed only two Solos. I also competed in the SCCA Spring Nationals, the September [Tire Rack Solo National Championships], and the RallyCross National Championship in Indianola."

This year, he also will run as many Solo and RallyCross events as he can, balancing work - he works part time at a local Hy-Vee in the grocery store's kitchen - motorsports, and his forthcoming university studies.

Whether it's a Solo or RallyCross event on his weekend schedule, it's still the adrenaline rush that gets him every time, Aleman Montoya reiterates. "There's never a race where I don't have the same level of excitement as I did that first time I raced. Also, I have learned that racing is more than just knowing the course. You have to take

tires, tire pressures, and racing lines into consideration - and looking ahead is a huge deal."

The skills he is acquiring through Solo and RallyCross could someday open doors for bigger things, Aleman Montoya believes. If nothing else, for a young participant, "they can help you define your passion for cars and racing," he says.

"When you start out, don't feel down if you don't do as well as you expected, because people have been doing this for years, but with more experience and hard work you can beat them," he explains.

"His success and continued improvement at such a young age encourages everyone else around him to be better, myself included," Lovejoy says. "I can't bear to look bad in front of him."

"Everywhere I go, a little bit of motorsports follows me," says Aleman Montoya. "I want to continue motorsports as long as I can and see where it takes me." 📍

SEAT TIME

Josué Aleman Montoya (RIGHT) is a busy guy, competing in RallyCross and Solo. In 2016, he attended both the RallyCross National Championship (LEFT) and the Tire Rack Solo National Championships (BELOW).

Cody Imman





COOL SHIRT SYSTEMS



FIRE SYSTEMS

ioportracing.com
1-800-949-5712

TRANSPONDERS



MYLAPS



PYROTECT



FUEL SYSTEMS



WINDOW NET



TOW STRAPS



SEAT BACK BRACE



REV HEAD RESTRAINTS



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

DASH2 PRO

Specify a complete system in a single compact unit

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

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

Race Technology
www.race-technology.com



COME RACE WITH US!

LOTUS EXIGE RACE CARS READY TO RACE

ARRIVE AND DRIVE PROGRAMS AVAILABLE

KRUGSPEED
Racing

WWW.KRUGSPEED.COM
Tel: 561.706.3967



PERFORMANCE[®]
FRICTION
BRAKES







PORTERFIELD[®]
RACING BRAKE PADS
CALIFORNIA

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

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

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











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

Major Stocking Distributors For











...and many more






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

CHICKENHAWKRACING

**START
FAST
FINISH
FIRST**



1.866.HOT.TIRE | CHICKENHAWKRACING.COM

**The Future
of Fire
Suppression**

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

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

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

\$699
SYSTEM PRICE

Full range of industry-leading Novec[™] and AFFF fire suppression systems



lifeline[®] USA

www.lifeline-fire.com

Champions of Safety

Tel: 540-251-2724

i/o port
RACING SUPPLIES

ioportracing.com
1-800-949-5712

BELL

AUTOPOWER
SAFETY EQUIPMENT

KIRKEY

hans

PYROTECT

SIMPSON

Holiday Canopies

NEW ALUMINUM FRAME FOR FASTER SET-UP!

TRD

SAFARI

"AWNINGS THE PROS USE"

800.788.3969 www.canopyguy.com

SMARTER. FASTER.

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

SHOP ONLINE, ANYTIME!

veracityracingdata
veracitydata.com | 805.238.1699

When You're Ready To Go FLATOUT

We rent **Race-Winning SM & STL Cars**
We build **Race-Winning Racecars**
We sell **FOM-Designed & Built Parts**

Custom Fiberglass Air Dams
For NB, NC & Turbo NB cars
• Water jet cut aluminum splitter
• Mounting hardware

4-2-1 Headers
NA/NB 1.8L cars
• Stainless Steel

Electric water pump kit • Custom Cams • Oil cooler kit
JRI custom shock package • Custom seat pans and cages

Race With Us... Race Flatout!

FLATOUT motorsports
FlatoutMotorsports.com
Call - 508-966-0447
30 Cape Road
Mendon, MA 01756

miataCage.com **MC**

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

Adjustable Drop Links

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

Steering Shaft Adaptor - Splined with QD

Hard Top Mounts
1990-2005

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

Over 50 Years of Serving SCCA Members!

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

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



Beta Tools Motorsports Distributor 



Unmatched selection, prices, and inventory of silicone hose



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

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

PegasusAutoRacing.com
Ether Advanced Site Search™ • Detailed item descriptions
Real-time stock status • Technical information & articles



Road Race Chassis and Suspension Components

PARTS SHOCKS SERVICE 231.767.8586



SCCA TA/2
Spec Legal
Front & Rear
Brake Systems



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



comprent motor sports
Road Racing Preparation & Fabrication

OUR SERVICES

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



EAST COAST DEALER
Sales & Service for
Lifeline Fire Systems



Swift 014/016





Elite/Staffs
Transmission Importer



SRF & FE/ESR
Customer Service
Representative

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



A DIVISION OF MARK STEWART ENTERPRISES, INC.

- Bolt-in Roll Cages for SCCA and Club Racing Completely pre-fit Weld-in cages
- Options such as NASCAR-style door bars, X-bracing and many others



- Competition Roll Bars for Solo I, and time trials
- Headers for many makes and models

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

WWW.RACING-STUFF.COM



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

Averill Racing Stuff
Madison Hts, Mich



ph.248-585-9139
fax.248-585-9242

BILLET LUG NUTS





CHAMPION WHEEL



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

WWW.CHAMPIONBILLET.COM (951) 471-2183



ioport
RACING SUPPLIES

Club Radio Systems
from \$659⁹⁵



FOR WINNING COMMUNICATIONS!

TVC15



ioportracing.com
1-800-949-5712

Record your radio transmissions onto your in-car camera.

Performance Specialty **Est. 1993**
Trailer Sales
530-865-8277
 6393 County Rd 14
 Orland, CA 95963
 Thunderhill Raceway 15 min north
www.PerformaceSpecialty.com

CUSTOM ORDERS WELCOME

NEED A CUSTOM FUEL TANK?

EMAIL DETAILS TO
JIM@EMCCUSTOMSHOP.COM

EMC EAGLE MANUFACTURING CORPORATION

HYPERCOILS
 Precision Suspension Coils

More Major Championships. More Major Wins.

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

800.365.2645 • Hypercoils.com

DYNO Tested

lightweight

PROLITES

www.panasport.com or call 310/373-0071 for information

OIL COOLERS: Mocal • Setrab • Laminova
www.mocalusa.com

Mocal **Setrab** **Laminova**

water to oil coolers

sales@batinc.net

Distributor: BAT Inc. 941 355-0005

Racing Simulators

- ✓ Racing Simulator Packages
- ✓ Components and Upgrades
- ✓ Real Wheel & Pedal Conversions
- ✓ Entry-Level to Pro
- ✓ Expert Advice

RICMOTEC
 HIGH PERFORMANCE
 SIM-RACING EQUIPMENT

www.ricmotech.com (305) 417-9241

iZoom
GRAPHICS

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

Easy Online Ordering izoomgraphics.com

www.injector.com

Sales **Service**

marren fuel injection

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

The Original

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

EKFP
MAGNUM PADS

A better performance edge... Madison Hts, MI 48071

www.racing-stuff.com • call 248-585-9139

CDS
RACING DATA

Visit us at
CDS RacingData.com
to learn about our new products!

www.CDS RacingData.com

HyTech Exhaust

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

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

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

SMARTRACING™ PRODUCTS

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

smartracingproducts.com

NUMBER KITS & GRAPHICS

Magnetics, Reusable Vinyl
Cling & Vinyl Numbers

- Fast & Affordable • Easy Online Ordering
- Call for a FREE Brochure

FIRESTORM GRAPHIX

080 55 46

FireStormGraphix.com 603-809-4139

RACING ATTL FUEL CELLS

atlracing.com

SINCE 1970

atlracing.com

800-526-5330 atl@atlracing.com

itg Performance air filters

AeroCatch RACING WITH AEROCATCH DREAM FOR GOVETS

AeroLoc

ULTRA LIGHTWEIGHT RACING MUFFLERS

COAST FABRICATION

AN-MS-NAS HARDWARE

WWW.COASTFAB.COM 714-842-2603

lifeline

Champions of Safety

ZERO 360 Systems

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

ZERO 2000

- Unique foam extinguishant
- Specially designed atomizer nozzle

FIA and SFI Approved • Sales & Service in the USA

INDUSTRY LEADING FIRE KNOCKDOWN CAPABILITY

QUICK RELEASES • RAIN LIGHTS • ROLL CAGE PADDING

(714) 847-1501
www.subesports.com

Exclusive N.A. distributor of Lifeline products.

wilwood

DISC BRAKES

POWER. CONTROL. PRECISION.

wilwood.com | (805) 388-1188

Stay abreast of the latest competition adjustments and rules proposals

Fastrack News.

Available online

on or around the 20th of every month, and can be downloaded at scca.com/fastrack

Fastrack News

CONTENTS

The following is a list of the items that will be included in the next issue of Fastrack News. The items are listed in the order in which they will appear in the magazine. The items are listed in the order in which they will appear in the magazine. The items are listed in the order in which they will appear in the magazine.

GROUND CONTROL

When quality counts...



Trusted...

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



Committed...

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



GROUND CONTROL

Suspension Systems

530-677-8600

Hours: 9-5 • M-F PST

groundcontrolstore.com

RACING COMMUNICATIONS INC.

\$85.00

HPDE Instructor/Student Intercom System

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

2-Way Radio Helmet Kit to HPDE System Adapter Kit

Plug a 2-Way Radio Helmet System into HPDE System with our adapter.

\$99.00

\$750.00

Available while supplies last!

"Starter" Two-Way Radio System

Vertex Standard

VX-160 Radios

16 channels • 5 watts

For the Car/Driver

2-way radio, Harness, Helmet mic kit, PTT switch, Foam earpieces, Radio holder, Car antenna.

For the Crewchief

2-way radio, Headset, System tote bag.

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

800-990-9941

www.racingcommunications.com

3889 Moon Station Road - Marietta, GA 30144

scca.com

USED GOODYEAR AND OTHER MAJOR BRAND RACING TIRES

ALL 10-, 13-, 14-, 15-, 16-, 17- and 18-inch sizes.

Latest compounds, half to full rubber.

Low prices, quick service. Phone any time.

(262) 740-0180

JBRacingtires@sbcglobal.net

www.JBRacingtires.net

GROUND CONTROL



Suspension Systems

530-677-8600

M-F 9-5 PST

ground-control.com

22 OPEN WHEEL | SPORTS RACERS ▼**1995 VAN DIEMEN FC >**

Professionally maintained. Ready to race. Spare body, suspension, rims, tires, wings, gears. 12 hours on a full lvey rebuild w/updated cam, flywheel etc. New harness and batteries. Includes 20' fully-equipped Haulmark trailer w/cabinets, worktable, wall racks. \$24,900. **Contact: Jeff Watson at jwpulse@hotmail.com (480) 239-9610 or www.pulse-racing.com**

**1972 ELDEN FALCONER PH-10A FORMULA FORD >**

Beautifully and authentically restored. Maintained professionally. Low-time Jay Ivey engine. Fast, reliable and fun to drive. Some spares. Bodywork is original tangerine orange gel coat. \$26,500. **Contact: Robert at (661) 803-9073 or rclarke@clarke-works.com**



FOUR FORMULA V CARS > All have won races. Many spares, trailers, double deck trailer, extra bodies, etc. from a dozen years of racing. 1) Vista roller \$2,900. 2) Lynx roller \$2,000. 3) Citation complete VeeTech \$6,400. 4) Agitator complete VeeTech \$7,000, qualified outside front row at National Championships. **Contact: Walter at (336) 415-8332**



FORMULA FORDS > DB-1 and DB-3 Swifts/Ford Motors. Both excellent condition/ready to race. All parts/spares/wheels/transport wheels/jacks go with both or will separate. Leaving racing due to medical. Both for \$25,000. **Contact: Don at Donveith@veithelectric.com or call (845) 797-7040**

22 OPEN WHEEL | SPORTS RACERS ▼

1995 VAN DIEMEN FC > Best equipment, three race weekends on engine and gearbox. Spare engine complete. Dyno time only. 2007 24ft. Pace trailer, low miles. Updated suspension, spare bellhousing, uprights, high-tech stainless headers, spares. Updated diffuser. Call for a complete list. \$35,000. **Contact Bob (207) 380-5483 or ram-f2000@live.com**

23 PRODUCTION BASED | GT ▼

1995 CAMARO Z/28 ROAD RACECAR > Has SCCA Log Book Number 96-0123. This car is turnkey ready to go. SCCA Pacific 2006/2007 Champion ITE. Comes with VIN tag and title. T56 transmission, 25 gallon fuel cell. \$10,999. **Contact: Jim Glass at (845) 331-5666 or jimglasscorvette@gmail.com**



2008 HONDA S2000 C/R > Competitive in SCCA National T3 series. Lap record for T3 series at Mid-Ohio in 2012. Race build completed by Colletti Motorsports in 2010. Featured on 2013 PRI exhibition banners. Build sheet details available. **Contact: (937) 294-1533**



RACECAR RENTALS FROM HONDARONRACING > Over 20 years' experience. HP or ITB 1st gen CRX rentals for schools, Regional, Majors, or track days. **Contact: Ron hondaronracing@gmail.com or (419) 304-8971**

23 PRODUCTION BASED | GT ▼

FP/GTL MG MIDGET > 7 Runoff podiums including National Championship. FP Runoffs motor in car, ready to go racing. Megabucks of spares including body molds, 12 wheels, etc. Comes with 26' Haulmark trailer with either FP or GTL motor. Spridget parts available for sale. Ask for list. \$25,000. **Contact: halflescher@icloud.com**



1992 ACURA NSX > Driving Ambition/Comptech Race Car. 2012-'13 SCCA champion and multiple Track Attack winner. 3.5L turbocharged with 500-800whp. Car is in perfect condition and ready to race. Current SCCA log Book 2016. Over \$250,000 invested. For sale at \$75,000. **Contact: Igor Lyustin at (415) 515-1395**



1999 CORVETTE SPO/T1 > SCCA Club racer, Z06/LS6 production motor 500+hp at 7,200rpm. Turn key ready. Spare wheels, parts, trailer, and more. Pictures, video, parts list at www.corvette60com. Price: \$39,000. **Contact: Bob at armstrosnd@aol.com or (610) 476-5246**



2000 ACURA INTEGRA TYPE-R > Penske 7500 shocks, CNC custom mounts. Volk TE37 ST 15x8, 2 sets. Quaife diff, stock LSD. Race-prepped engine. Comptech 4-2-1 long-tube header. Setrab cooler, 3 qt. Accusump. Hondata S300 ECU. Mugen and Bronze bushings. \$21,000. **Contact: Babe or Geoff (603) 942-8145 or dbranscombe4@aol.com**

28 SERVICES ▼

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

CircuitStudies.com
By Mike Skeen and Johan Schwartz

VIRTUAL TRACK WALK WEBINARS > with Mike Skeen and Johan Schwartz. Breakdown each corner. Visual references. Effective passing zones. Live Q&A session. Road Atlanta (Jan. 25), VIR (Feb. 28), Road America (Mar. 28), Watkins Glen (Apr. 11), COTA (May 2), Indianapolis (June 6), Sebring (Sept. 12), Daytona (Oct. 24). **www.circuitstudies.com**

PERSONAL CLASSIFIEDS

50 words 1 x **\$39** +photo **\$64**

50 words 2 x **\$54** +photo **\$100**

50 words 3 x **\$73** +photo **\$134**

50 words 4 x **\$86** +photo **\$164**

MINIMUM BILLING: \$39

MAXIMUM WORDS: 50

NEXT AVAILABLE ISSUES:**AUGUST 2017**

The Knowledge Issue

Reserve space by: May 26

Materials due: June 9

Mails: June 26

SEPTEMBER 2017

Who Will Win the Solo Nationals

Reserve space by: June 23

Materials due: July 7

Mails: July 24

TO PLACE PERSONAL CLASSIFIED:

Call (949) 417-6705, or email classifieds@racer.com

PERSONAL CLASSIFIED CATEGORIES

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

HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

CHICAGO ELECTRIC POWER TOOLS **SUPER COUPON**

12" SLIDING COMPOUND DOUBLE-BEVEL MITER SAW
• With Laser Guide
ITEM 61969/61970/69684 shown

SUPER COUPON
\$134.99
~~\$109.99~~ Compare \$339

Customer Rating
★★★★★

SAVE \$204

Blade sold separately.

LIMIT 5 - Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 8/24/17.

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: Insole, Track Club membership, Extended Service Plan, gift card, open box item, 3 day Parking Lot Sale item, compressor, floor jacks, saw mills, storage cabinets, chests or carts, trailers, trawlers, welders, Admiral, Bauer, CoverPro, Daytona, Earthquake, Hercules, Jigler, Lynor, Padan, Predator, StormBot, Taggart, Viking, Vulcan. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 8/24/17.

SUPER COUPON

FREE

WITH ANY PURCHASE

PITTSBURGH
1" x 25 FT. TAPE MEASURE

\$6.99
VALUE

ITEM 69031/69030 shown

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. Order good while supplies last. Shipping & Handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 8/24/17. Limit one FREE GIFT coupon per customer per day.

PITTSBURGH **SUPER COUPON**

6" DIGITAL CALIPER
ITEM 61585
62387
63711
47257 shown

SUPER COUPON
\$9.99
~~\$17.99~~ Compare \$29.99

• SAE and metric

SAVE 66% **Customer Rating** ★★★★★

Includes two 1.5V SR44 button cell batteries.

LIMIT 9 - Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 8/24/17.

SUPER COUPON

26", 16 DRAWER ROLLER CABINET
ITEM 61609/67831 shown

Customer Rating ★★★★★

SAVE \$653

- 1060 lb. capacity
- 14,600 cu. in. of storage
- Weighs 235 lbs.

SUPER COUPON
\$299.99
~~\$349.99~~ Compare \$952.99

LIMIT 3 - Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 8/24/17.

CENTRAL PNEUMATIC **SUPER COUPON**

3 GALLON, 100 PSI OIL-FREE AIR COMPRESSORS

A. HOT DOG
ITEM 69269/97080 shown

B. PANCAKE
ITEM 95275 shown
60637/61615

YOUR CHOICE
\$39.99
~~\$59.99~~ Compare \$98.62

LIMIT 4 - Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 8/24/17.

SUPER COUPON

SAVE 59%

CENTRAL PNEUMATIC

Customer Rating ★★★★★

CENTECH **SUPER COUPON**

12 VOLT, 10/2/50 AMP BATTERY CHARGER/ENGINE STARTER
ITEM 60581
60653 shown

SUPER COUPON
\$29.99
~~\$49.99~~ Compare \$69.99

SAVE 57%

LIMIT 5 - Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 8/24/17.

PREDATOR **SUPER COUPON**

AMERICA'S BEST GENERATOR

8750 PEAK/7000 RUNNING WATTS 13 HP GAS GENERATOR
ITEM 68530/63086/69671/63085 shown

Customer Rating ★★★★★

SAVE \$469

SUPER COUPON
\$529.99
~~\$599.99~~ Compare \$999

• Best Buy Winner
• 3 years in a row
• 8-13 hrs. run-time
• 420 CC engine
• 76 db Super Quiet
• Electric start

Wheel kit and battery sold separately.

LIMIT 5 - Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 8/24/17.

SUPER COUPON

SAVE \$469

SUPER COUPON
\$529.99
~~\$599.99~~ Compare \$999

CENTRAL MACHINERY **SUPER COUPON**

20 TON SHOP PRESS
ITEM 32879
60603 shown

• Pair of Arbor Plates Included

SUPER COUPON
\$149.99
~~\$174.99~~ Compare \$369.99

SAVE \$220

LIMIT 4 - Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 8/24/17.

HARDY **SUPER COUPON**

POWDER-FREE NITRILE GLOVES PACK OF 100
• 5 mil thickness

Customer Rating ★★★★★

SAVE 62%

YOUR CHOICE
\$5.99
~~\$7.99~~ Compare \$15.99

Item 68498 shown

LIMIT 9 - Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 8/24/17.

BADLAND **SUPER COUPON**

Voted Best Winches

12,000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE
ITEM 61256/61889

Customer Rating ★★★★★

SAVE \$453

SUPER COUPON
\$299.99
~~\$752.99~~ Compare \$379.99

• Weighs 83.5 lbs.
• 21-1/4" W x 10-1/8" H

LIMIT 4 - Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 8/24/17.

SUPER COUPON

SAVE 73%

TILTING FLAT PANEL TV MOUNT
ITEM 62289/61807 shown

Customer Rating ★★★★★

SUPER COUPON
\$14.99
~~\$24.99~~ Compare \$55.82

• 176 lb. capacity

LIMIT 6 - Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 8/24/17.

WARRIOR **SUPER COUPON**

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

Customer Rating ★★★★★

SUPER COUPON
\$9.99
~~\$19.99~~ Compare \$59.98

SAVE 83%

LIMIT 6 - Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 8/24/17.

COVER PRO **SUPER COUPON**

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

Customer Rating ★★★★★

SAVE \$106

SUPER COUPON
\$99.99
~~\$129.99~~ Compare \$205.99

LIMIT 5 - Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 8/24/17.

PITTSBURGH AUTOMOTIVE **SUPER COUPON**

4" MAGNETIC PARTS HOLDER
ITEM 62539
90566 shown

Customer Rating ★★★★★

SAVE 66%

SUPER COUPON
\$1.99
~~\$2.99~~ Compare \$5.99

LIMIT 7 - Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 8/24/17.

PITTSBURGH AUTOMOTIVE **SUPER COUPON**

#1 SELLING JACKS IN AMERICA

3 TON ALUMINUM RACING JACK
ITEM 68052 shown
62530/62248

Customer Rating ★★★★★

SAVE \$100

SUPER COUPON
\$159.99
~~\$169.99~~ Compare \$259.99

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

LIMIT 6 - Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 8/24/17.

Use Coupons: In-Store, HarborFreight.com or 800-423-2567

At Harbor Freight Tools, the "Compare" or "comp at" price means that the same item or a similar functioning item was advertised for sale at or above the "Compare" or "comp at" price by another retailer in the U.S. within the past 180 days. Prices advertised by others may vary by location. No other meaning of "Compare" or "comp at" should be implied. For more information, go to HarborFreight.com or see store associate.

CALENDAR

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



Chris Clark

PRO RACING

WHAT Trans Am
WHEN June 3-4, 2017
WHERE Detroit, Mich.
The Trans Am series returns to Detroit's Belle Isle Grand Prix in early June for more muscle car racing action.



TRANS AM gotransam.com

Mar 5 Sebring Int'l Raceway, Fla.
Ebber (TA); **Machavren** (TA2); **Boden** (TA3); **Kleeman** (TA4)
Apr 9 Homestead-Miami Speedway, Fla.
Francis Jr. (TA); **Robinson** (TA2); **Kinsland** (TA3); **Kleeman** (TA4)
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.
Drissi (TA); **McAllister** (TA2); **McQuarrie** (TA3)
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

f4usampionship.com

Apr 8-9 Homestead-Miami Speedway, Fla.
Reger; **Forcier**; **Reger**
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 Int'l Raceway, Va.
Sep 15-16 Circuit of the Americas, Texas



Date Track/Region
Phone numbers are for region registrars

2017 U.S. MAJORS TOUR

sccamajors.com

NORTHEAST CONFERENCE

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 GingerMan Raceway, Mich.
Jul 29-30 Road America, Wis.
Aug 12-13 Grattan Raceway, Mich.

SOUTHEAST CONFERENCE

Jul 1-3 Roebeling Road Raceway, Ga.

MID-STATES CONFERENCE

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

May 27-28 Texas World Speedway, Texas

WESTERN CONFERENCE

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



Ken Brown

ROAD RACING

WHAT Hoosier Super Tour
WHEN June 23-25, 2017
WHERE Watkins Glen, N.Y.
SCCA's Hoosier Super Tour hits Watkins Glen International in late June for another weekend of tight racing.

DIVISIONAL/REGIONAL

NORTHEAST nediv.org

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
Jun 17-18 Summit Point/Washington DC
Jun 3-4 Ro* NJMP/South Jersey
Jul 8-9 Ro* Watkins Glen/Glen
Jul 8-9 Summit Point/Washington DC
Jul 22-23 NJMP/South Jersey
Jul 29-30 Summit Point/Washington DC
Aug 5-6 New Hampshire Motor Speedway/New England
Aug 12-13 NJMP/South Jersey
Aug 12-13 Ro PIRC/Steel Cities
Sep 2-4 Summit Point/Washington DC
Sep 9-10 Palmer Motorsports Park/New England
Sep 16-17 Ro Watkins Glen/Finger Lakes
Oct 6-7 Ro Thompson Speedway/New 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

SOUTHEAST sedivacing.org

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 8-9 PBIR/Florida
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 25-26 Sebring/Central Florida
Dec 9-10 * PBIR/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 (561) 654-3396
South Carolina (704) 575-5960

CENTRAL cendiv-scca.org

May 27-28 Ro* Brainerd/Land O'Lakes
Jul 15-16 Ro* Blackhawk Farms/Milwaukee
Aug 19-20 Ro* Road America/Chicago
Sep 2-3 Ro* Brainerd/Land O'Lakes
Oct 21-22 Ro* Blackhawk Farms/Chicago
Chicago TBD
Land O'Lakes TBD
Milwaukee (815) 718-4881

All dates/events subject to change

* = Double Event # = Enduro
Ro = Runoffs qualifier r = Restricted
HC = Hill Climb v = Vintage
CT = Club Trial TT = Track Trial
PDX = Performance Driving Experience
GTA = Game, Tour, Adventure Rally
GRC = Great Race Class NT = National Tour
NC = National Course RT = Regional Tour
CR = Course Rally SR = Social Rally

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

FOR CHANGES

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

SOUTHWEST sowdivscca.org

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

Jun 2-4 Ro Raceway Park of the Midlands/Nebraska
Jun 16-18 Ro* Iowa Speedway/Des Moines Valley
Aug 4-6 Ro Heartland Park Topeka/Kansas, Kansas City
Des Moines Valley (515) 979-6648
Kansas, Kansas City (816) 769-5994
Nebraska (402) 639-3706

ROCKY MOUNTAIN coloradoscca.org

May 6-7 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 norpacscca.org

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 sedivacing.org

Apr 29 Grissom High School/Tenn. Valley

Tenn. Valley (256) 508-4933

STARTING LINE SCHOOLS

May 6 Lincoln Air Park, Neb. (Solo)

May 11 Pittsburgh Int'l Race Complex, Pa.
 (Track Night in America)

May 16 Palm Beach Int'l Raceway, Fla.
 (Track Night in America)

May 17 The Ridge Motorsports Park,
 Wash. (Track Night in America)

May 20 NOLA Motorsports Park, La.
 (Solo)

Jul 7 National Corvette Museum, Ky.
 (Solo)

Jul 1 Front Range Airport (Solo)

Jul 7 Rally Farm, Va. (RallyCross)

Jul 8 Monroe Community College, N.Y.
 (Solo)

Jul 21 West Coast TBD (RallyCross)

DRIVER'S SCHOOLS**NORTHEAST** nediv.org

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 sedivacing.org

Jul 22-23 Sebring/Central Florida

Buccaneer (912) 398-0147

Central Florida (407) 568-6902

SCCA ACCREDITED SCHOOLS**FULL COMPETITION LEVEL****AMG Driving Academy**

(888) 604-1766 amgacademy.com

Bertil Roos Racing School

(800) 511-7606 racenow.com

BIR Performance Driving School

(866) 511-7606 birperformance.com

**ROAD RACING**

WHAT Hoosier Super Tour

WHEN June 2-4, 2017

WHERE Lexington, Ohio
 The popular Mid-Ohio Sports
 Car Course will see hundreds
 of SCCA racers take on the
 challenging circuit this June.

Bob Bondurant School

(800) 842-7223 bondurant.com

Bridgestone Racing Academy

(905) 983-1114 race2000.com

MSR Houston

(281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Porsche Sport Driving School

(888) 204-7474 porsche-driving.com

Simraceway Performance Driving Center

(800) 733-0345 jimrussellusa.com

Spring Mountain Advanced Driving School

(800) 391-6891

springmountainmotorsports.com

**NOVICE PERMIT / SCHOOL AND
EVENT CREDIT****Bertil Roos Racing School**

(800) 722-3669 racenow.com

Bob Bondurant School

(800) 842-7223 bondurant.com

Bridgestone Racing Academy

(905) 983-1114 race2000.com

Lucas Oil School of Racing

(561) 200-7223 lucasoilraceschool.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Pro Drive Racing School

(503) 285-4449 prodrive.net

ProFormance Racing School

(253) 630-5130

proformanceracingschool.com

Simraceway Performance Driving Center

(800) 733-0345 jimrussellusa.com

NOVICE PERMIT / SCHOOL CREDIT**Allen Berg Racing School**

(888) 722-3220

allenbergdrivingschools.com

Bobby Cee's Racer's Edge High

Performance Driving School

(562) 714-1799

bobbyceesracerseedge.com

Danny McKeever's Fast Lane

Racing School

(702) 848-4888 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

May 27-28 TT Summit Point/BMR

Jun 2 PDX NJMP/South Jersey

Jun 10-11 HC Weatherly, Pa./

Northeastern Pennsylvania

Jun 24-25 HC Reading, Pa./BMR

Jul 8-9 HC Laurel Run, Pa./Northeastern

Pennsylvania

Jul 15-16 PDX/CT Summit Point/

Washington DC

Jul 22-23 HC Trout Run, Pa./Steel Cities

Aug 5-6 HC Flintstone, Md./Steel Cities

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

Sep 2-3 TT Summit Point/Steel Cities

Sep 16-17 HC Weatherly, Pa./

Northeastern Pennsylvania

Oct 20 PDX NJMP/South Jersey

Oct 21-22 PDX/CT Summit Point/

Washington DC

BMR (610) 804-9047

Northeastern Pa. (Weatherly)

(570) 655-0576

Northeastern Pa. (Laurel Run)

(412) 882-3100

South Jersey (609) 784-5316

Steel Cities (PIRC) (412) 831-0361

Steel Cities (Trout Run)

(412) 771-2277

Steel Cities (Flintstone)

(301) 729-2407

Steel Cities (Summit Point)

(412) 771-2277

Washington DC (301) 572-7444

SOUTHEAST sedivacing.org

May 5 PDX Daytona International

Speedway/Central Florida

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

Carolinas

Jun 3-4 TT Carolina Motorsports Park/

Central Carolinas

Jun 10-11 PDX Sebring/Central Florida

Jul 8-9 PDX/CRE PBIR/Florida

Jul 22-23 PDX/CRE Sebring/Central Florida

Jul 30 PDX Road Atlanta/Atlanta

Aug 4 PDX Daytona International

Speedway/Central Florida

Aug 11 TT Charlotte Motor Speedway/

Central Carolinas

Aug 12 AMP/Atlanta

Aug 26 CRE Road Atlanta/Atlanta

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 Roebeling 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

**OFFICERS**

Chairman **LEE HILL**

Vice Chairman **DANIEL HELMAN**

Secretary **TERE PULLIAM**

Assistant Treasurer **K.J. CHRISTOPHER**

SCCA NATIONAL OFFICE

Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

www.scca.com

EXECUTIVE LEADERSHIP

Vice President & Chief Operations Officer

ERIC PRILL

Senior Director of Finance

MINDI PFANNENSTIEL

Senior Director of Solo and Rally

HOWARD DUNCAN

Director of Club Racing

DEANNA FLANAGAN

Director of Experiential Programs

HEYWARD WAGNER

Senior Manager, Marketing

& Communications

REECE WHITE

Director of Information Technology

MICHAEL FITZGERALD

SCCA PRO RACING

Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

www.sccapro.com

Vice President/General Manager

STEVE OSETH

SCCA ENTERPRISES

Phone: (303) 693-2111

14550 E. Easter Ave., Suite 400

Centennial, CO 80112

www.scca-e.com

President & CEO **ROBEY CLARK**

SCCA DIRECTORS

Area 1: **BOB DOWIE**

(845) 325-0930; bdowie@scca.com

Area 2: **JACK BURROWS**

(703) 304-2



DE BAKER

ROAD RACING

WHAT Regional Runoffs qualifier
WHEN June 10-11, 2017
WHERE Portland, Ore.
 Oregon Region will host a double Regional Runoffs qualifier in mid June at the historic Portland International Raceway.

CENTRAL cendiv-scca.org

May 26 PDX Autobahn Country Club/
 Chicago
Jun 9 PDX Autobahn Country Club/
 Chicago
Jul 8 PDX Autobahn Country Club/
 Chicago
Chicago (847) 729-2211

SOUTHWEST sowdivscca.org

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

ROCKY MOUNTAIN coloradoscca.org

May 6-7 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

TRACK NIGHT IN AMERICA

May 2 MotorSport Ranch Cresson, Texas
May 3 Harris Hill Raceway, Texas
May 4 Blackhawk Farms Raceway, Ill.
May 5 Palmer Motorsports Park, Mass.
May 5 Wild Horse Pass Motorsports
 Park, Ariz.
May 5 Thunderhill Raceway, Calif.
May 10 New Jersey Motorsports Park, N.J.
May 11 Pittsburgh Int'l Race Complex, Pa.
May 12 Heartland Park Topeka, Kan.
May 12 DCTC Driver Training Facility,
 Minn.
May 15 NOLA Motorsports Park, La.
May 16 Thompson Speedway
 Motorsports Park, Conn.
May 16 Palm Beach Int'l Raceway, Fla.
May 16 Memphis Int'l Raceway, Tenn.
May 17 Atlanta Motorsports Park, Ga.
May 17 The Ridge Motorsports Park,
 Wash.
May 18 Carolina Motorsports Park, S.C.
May 19 GingerMan Raceway, Mich.
May 19 Portlant Int'l Raceway, Ore.
May 23 Palmer Motorsports Park, Mass.
May 23 Roebeling Road Raceway, Ga.
May 26 Pocono Raceway, Pa.
May 26 Pacific Raceways, Wash.
Jun 6 New Jersey Motorsports Park, N.J.
Jun 6 Thompson Speedway Motorsports
 Park, Conn.
Jun 6 MotorSport Ranch Cresson, Texas
Jun 7 Pittsburgh Int'l Race Complex, Pa.
Jun 7 Harris Hill Raceway, Texas
Jun 7 High Plains Raceway, Colo.
Jun 7 Wild Horse Pass Motorsports
 Park, Ariz.

Jun 8 DCTC Driver Training Facility, Minn.
Jun 8 The Ridge Motorsports Park, Wash.
Jun 9 Portland Int'l Raceway, Ore.
Jun 13 Palm Beach Int'l Raceway, Fla.
Jun 14 Atlanta Motorsports Park, Ga.
Jun 15 Palmer Motorsports Park, Mass.
Jun 15 Carolina Motorsports Park, S.C.
Jun 15 Thunderhill Raceway, Calif.
Jun 20 Pocono Raceway, Pa.
Jun 20 Memphis Int'l Raceway, Tenn.
Jun 21 GingerMan Raceway, Mich.
Jun 22 Blackhawk Farms Raceway, Ill.
Jun 22 Heartland Park Topeka, Kan.
Jun 26 NOLA Motorsports Park, La.
Jun 27 Thompson Speedway
 Motorsports Park, Conn.
Jun 30 Portland Int'l Raceway, Ore.
Jul 12 DCTC Driver Training Facility, Minn.
Jul 12 High Plains Raceway, Colo.
Jul 13 Pocono Raceway, Pa.
Jul 13 Thompson Speedway Motorsports
 Park, Conn.
Jul 18 GingerMan Raceway, Mich.
Jul 18 Palm Beach Int'l Raceway, Fla.
Jul 19 Atlanta Motorsports Park, Ga.
Jul 20 Carolina Motorsports Park, S.C.
Jul 20 Heartland Park Topeka, Kan.
Jul 20 Thunderhill Raceway Park, Calif.
Jul 24 Blackhawk Farms Raceway, Ill.
Jul 25 New Jersey Motorsports Park,
 N.J.
Jul 26 Pittsburgh Int'l Race Complex, Pa.
Jul 27 Palmer Motorsports Park, Mass.
Jul 27 The Ridge Motorsports Park, Wash.
Aug 2 High Plains Raceway, Colo.
Aug 7 Thompson Speedway Motorsports
 Park, Conn.



Aug 10 Pittsburgh Int'l Race Complex, Pa.
 Aug 10 The Ridge Motorsports Park, Wash.
 Aug 11 Portland Int'l Raceway, Ore.
 Aug 15 Palm Beach Int'l Raceway, Fla.
 Aug 16 Atlanta Motorsports Park, Ga.
 Aug 17 Palmer Motorsports Park, Mass.
 Aug 17 Carolina Motorsports Park, S.C.
 Aug 23 GingerMan Raceway, Mich.
 Aug 24 New Jersey Motorsports Park, N.J.
 Aug 24 Heartland Park Topeka, Kan.
 Aug 24 Thunderhill Raceway, Calif.
 Aug 25 DCTC Driver Training Facility, Minn.
 Aug 29 Thompson Speedway Motorsport Park, Conn.
 Aug 29 Blackhawk Farms Raceway, Ill.
 Aug 30 Pacific Raceways, Wash.
 Sep 8 Palmer Motorsports Park, Mass.
 Sep 11 NOLA Motorsports Park, La.
 Sep 12 New Jersey Motorsports Park, N.J.
 Sep 13 Pittsburgh Int'l Race Complex, Pa.
 Sep 13 Heartland Park Topeka, Kan.
 Sep 13 High Plains Raceway, Colo.
 Sep 13 The Ridge Motorsports Park, Wash.
 Sep 14 Atlanta Motorsports Park, Ga.
 Sep 15 Portland Int'l Raceway, Ore.
 Sep 18 Pocono Raceway, Pa.
 Sep 19 Thompson Speedway Motorsports Park, Conn.
 Sep 19 Palm Beach Int'l Raceway, Fla.
 Sep 19 MotorSport Ranch Cresson, Texas
 Sep 20 Harris Hill Raceway, Texas
 Sep 21 Thunderhill Raceway, Calif.

SOLO TIRE RACK[®] SCCA SOLO CHAMPIONSHIP TOUR

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.
Casey (Super); Towns (Ladies)
 Mar 31-Apr 2 Fontana, Calif.
Valafar (Super); Gill (Ladies)
 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.

Jun 2-4 Peru, Ind.

Jul 2-4 Bristol, Tenn.

CAM CHALLENGE

Jun 16-18 Mineral Wells, Texas

Aug 11-13 Peru, Ind.

Sep 2-3 Lincoln, Neb. (Invitational)



JEFF LOEWY

AUTOCROSS

WHAT Solo Championship Tour

WHEN June 2017

WHERE Three states
 The Tire Rack Solo Championship Tour hits Colorado, Massachusetts, and Tennessee this June. Are you ready?

REGIONAL

NORTHEAST nediv.org

May 6 Warminster Community Park/
 Philadelphia

May 6-7 Monroe Community College
 Brighton Campus/Finger Lakes

May 7 Splish Splash Water Park/New York

May 27-28 Farm Show Complex/
 Susquehanna

Jun 3-4 Warminster Community Park/
 Philadelphia

Jun 10-11 Farm Show Complex/
 Susquehanna

Jun 24 Monroe Community College
 Brighton Campus/Finger Lakes

Jul 8 Monroe Community College

Brighton Campus/Finger Lakes
 Jul 15-16 Warminster Community Park/
 Philadelphia
 Jul 23 Xerox/Finger Lakes
 Aug 13 Monroe Community College
 Brighton Campus/Finger Lakes
 Aug 20 Warminster Community Park/
 Philadelphia
 Aug 20 Monroe Community College
 Brighton Campus/Finger Lakes
 Sep 17 Splish Splash Water Park/New York
 Sep 17 Warminster Community Park/
 Philadelphia
 Sep 24 TBA/New York
 Sep 24 Monroe Community College
 Brighton Campus/Finger Lakes
 Oct 1 Splish Splash Water Park/New York
 Oct 1 Monroe Community College
 Brighton Campus/Finger Lakes
 Oct 8 Warminster Community Park/
 Philadelphia

Finger Lakes (585) 231-1173

New York nymalo@gmail.com

Philadelphia (484) 949-4100

Susquehanna

kristen@krispvisions.com

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:



Mazda is offering the Mazda Employee Pricing S-Plan to SCCA members looking to purchase or lease a new Mazda.



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



U.S. Bank's SCCA Visa Signature Card offer of a \$100 statement credit with your first purchase.



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



Budget Rent A Car is offering SCCA members a promotional rate of up to 25 percent off a rental.

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 sedivrracing.org

May 20-21 Cherry Point MCAS/North Carolina
May 21 Twin Fountain Raceway/Tennessee
Jun 10 Cape Fear Community College/North Carolina
Jun 11 Twin Fountain Raceway/Tennessee
Jul 16 Music City Raceway/Tennessee
Jul 22-23 Cherry Point MCAS/North Carolina
Aug 19 Twin Fountain Raceway/Tennessee
Aug 19 Cape Fear Community College/North Carolina
Sep 16-17 Cherry Point MCAS/North Carolina
Sep 17 Music City Raceway/Tennessee
Oct 7-8 Cherry Point MCAS/North Carolina
Oct 7-8 Twin Fountain Raceway/Tennessee
Nov 4 Cherry Point MCAS/North Carolina
Buccaneer
 chris@christopherwhite.net
North Carolina (910) 622-5513
Tennessee trscca.cd@gmail.com

GREAT LAKES greatlakes-scca.org

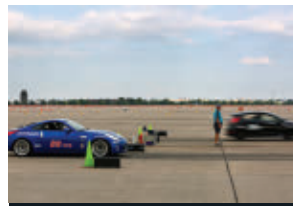
May 13 Mid-American Air Center/Southern Indiana
May 20-21 Mid-American Air Center/Southern Indiana
Jun 10-11 Mid-American Air Center/Southern Indiana
Jun 17 Mid-American Air Center/Southern Indiana
Jun 24-25 Mid-American Air Center/Southern Indiana
Jul 1 Mid-American Air Center/Southern Indiana
Jul 16 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

MIDWEST midiv.org

May 21 Gateway Motorsports Park/St. Louis
Jun 18 Gateway Motorsports Park/St. Louis
Jul 9 Gateway Motorsports Park/St. Louis
Jul 16 Gateway Motorsports Park/St. Louis
Jul 30 Gateway Motorsports Park/St. Louis
Aug 27 Family Arena/St. Louis
Sep 24 Family Arena/St. Louis
Oct 1 Family Arena/St. Louis
St. Louis corkyft21@yahoo.com

SOUTHWEST sowdivscca.org

May 2 Thunder Road Raceway/Red River
May 6-7 Waldron Field/South Texas Border
May 21 Texas Motor Speedway Bus Lot/Texas
Jun 3-4 Waldron Field/South Texas Border
Jun 25 Texas Motor Speedway Bus Lot/Texas
Jul 8-9 Waldron Field/South Texas Border
Jul 23 Texas Motor Speedway Bus Lot/Texas

**AUTOCROSS**

WHAT ProSolo National Series
WHEN June 2017
WHERE Texas and Ohio
 The Tire Rack ProSolo National Series travels from Mineral Wells, Texas, on June 2-4 to Swanton, Ohio, on June 9-11.

Aug 5-6 Waldron Field/South Texas Border
Aug 13 Texas Motor Speedway Bus Lot/Texas
Sep 2-3 Waldron Field/South Texas Border
Sep 17 Texas Motor Speedway Bus Lot/Texas
Oct 8 Texas Motor Speedway Bus Lot/Texas
Oct 14-15 Waldron Field/South Texas Border
Nov 4-5 Waldron Field/South Texas Border
Nov 12 Texas Motor Speedway Bus Lot/Texas
Dec 2-3 Waldron Field/South Texas Border
Red River redsilver92@hotmail.com
South Texas Border (361) 739-6829
Southwest Louisiana (337) 263-5457
Texas jennifer.maxcy@att.net

ROCKY MOUNTAIN coloradoscca.org

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 norpacsscca.org

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

May 6-7 Qualcomm Stadium/San Diego
May 7 Las Vegas Motor Speedway/Las Vegas
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
Las Vegas enemyyocd@gmail.com
San Diego (619) 922-1472

ROADRALLY**NATIONAL**

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
Steel Cities jhutz@cmu.edu

REGIONAL**NORTHEAST** nediv.org

Jun 25 Caution Tolling Stones Social, GTA/Northern New Jersey
Sep 9 AAUW GTA/Northern New Jersey
Oct 15 Tour of the Highlands Social, GTA/Northern New Jersey
Dec 3 Teddy Bear Charity Social, GTA/Northern New Jersey
Finger Lakes (585) 359-4688
New England (401) 884-1887
Northern New Jersey njrallye@aol.com
South Jersey (856) 228-9249
Steel Cities jhutz@cmu.edu

CENTRAL cendiv-scca.org

Aug 13 Roads Scamper Social, Tour/Milwaukee
Milwaukee (906) 482-0302

SOUTHWEST sowdivscca.org

Nov 4 Clear Blue Sky GTA/Texas
Texas alan1@juno.com

SOUTHERN PACIFIC scca-sopac.org

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



THE HEAT & SOUND AUTHORITY

EXHAUST WRAP

Why do I want to wrap my headers, pipes, or tubular manifolds?

Wrapping any type of exhaust piping is a crucial and important step when controlling exhaust temperatures and reducing radiant under-hood heat. Keeping exhaust gases hotter within the exhaust system helps in decreasing density and increasing the flow of exhaust gases. This improves exhaust scavenging which,



in turn, adds power. Also, limiting the radiant heat inside the engine bay decreases temperatures up to 50%. This reduces heat absorption for electronics, air intakes and through the fire wall, keeping dash components and cabin temperatures to an absolute minimum.

What is exhaust wrap made of?

DEI Glass Fiber exhaust wrap is primarily constructed of fiberglass material that is treated with a proprietary coating developed by DEI. The combination helps increase the wraps' thermal resistance when compared to other brands. DEI Titanium exhaust wraps use Basalt as their primary material.

Will wrapping my exhaust pipes make them rust?

Any mild steel exhaust pipe will rust over time with or without exhaust wrap. If you wrap any kind of tubing, we recommend our HT Silicone

Coating to seal and protect the wrap and even the pipe you are wrapping.

Along with adding color to the wrap, **HT Silicone Coating** increases the longevity of your wrap by locking



TITANIUM wrap shown

Keep heat inside pipes - increasing flow and lowering underhood temps

the fibers together. You can wrap most types of metals.

Will DEI exhaust wrap work on my stock exhaust?

Yes. Factory tube manifolds and other exhaust system components can be wrapped to help control heat, including piping for inter-coolers and turbo down pipes.

What will keep my exhaust wrap in place?

DEI **Stainless Steel Locking Ties** are designed to keep your exhaust wrap securely in place and with a

finished look. Our **Locking Tie Tool** makes installing them quick and easy. Stainless steel hose clamps or lock wire will also work.



Multiple lengths, widths & styles available for any application

For more from Design Engineering, Inc., go to DesignEngineering.com/TechCorner



Available at



Is Your Life Insurance Company Charging You Extra for Speeding?

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

Sample Rates

Male Age 40 - Non-Smoker
10 Year Level Term

Coverage	Annual Premium
\$ 250,000	\$ 297
\$ 500,000	\$ 498
\$ 750,000	\$ 781
\$ 1,000,000	\$ 1,023

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



Call us Today for a Competitive Quote

Steven E. Goldin

305.790.7600 | race962@yahoo.com

Racers Protecting Racers for over 40 Years

TOP QUALIFIER



Around the world or around the track, you won't find a higher quality line of bearings and rod ends with Aurora's proven 40 year track record.

PHOTO BY: J. R. SCHABOWSKI



Aurora Bearing Company
901 Aucutt Road
Montgomery IL. 60538



Complete library of cad drawings and 3D models available at:
www.aurorabearing.com

Ph: 630-859-2030

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

60-YEAR MEMBERS

Geo M. Schaab 5/1/1957 New York

55-YEAR MEMBERS

Richard D. Kantrud 5/1/1962 Land O'Lakes
 Dave Leeson 5/18/1962 San Francisco
 Jim A. Liska 5/1/1962 Nebraska
 Charles McConnell 5/1/1962 Cal Club
 Thomas D. Yeager 5/1/1962 Neohio

50-YEAR MEMBERS

Paul Anderson 5/1/1967 Washington DC
 David R. Bruns 5/1/1967 Cal Club
 Costa Dunias 5/1/1967 Texas
 Wilma Dunias 5/1/1967 Texas
 Robert (Bob) J. Maurer 5/1/1967 Des Moines Valley
 Peter C. Ritso 5/1/1967 Chicago
 Reggie C. Smith 5/1/1967 Florida
 Neal Wegner 5/1/1967 Milwaukee

45-YEAR MEMBERS

Steven K. Bachenberg 5/1/1972 Kansas City
 Fred J. Hilbert 5/1/1972 Wichita
 Thomas Morgan Howen 5/1/1972 Washington DC
 Dennis R. Jennings 5/1/1972 South Bend
 Stanley Peters 5/1/1972 South Jersey
 Conrad J. Poniatowski 5/1/1972 Washington DC
 Russell F. Rung 5/1/1972 Atlanta
 Dianne Shroyer 5/1/1972 Colorado
 William L.E. Sinkler 5/1/1972 New England
 Terry J. Stetler 5/1/1972 Northwestern Ohio
 Peter Watson 5/1/1972 New York

35-YEAR MEMBERS

Dennis J. Bednar 5/11/1982 Chicago
 Robert J. Connell 5/25/1982 Northern New Jersey
 Fred W. Drobner 5/25/1982 Western Ohio
 Janet C. Drobner 5/25/1982 Western Ohio
 Ron Foley 5/28/1982 Atlanta
 Joel L. High 5/17/1982 Northern New Jersey
 Jeffrey Jordan 5/20/1982 San Francisco
 Brian Kennedy 5/14/1982 Land O'Lakes
 David A. Krause 5/26/1982 Chicago
 Francis J. Oconnor 5/12/1982 New England
 Darrel A. Padberg 5/19/1982 Blackhawk Valley
 Matthew Pinson 5/20/1982 New England
 Sheila Read 5/19/1982 Chicago
 Edward C. Russell 5/19/1982 Colorado
 Michael K. Sonderman 5/28/1982 Western Ohio
 Louise J. Steeb 5/10/1982 Detroit
 Daniel L. Ver Kuilen 5/10/1982 Milwaukee

30-YEAR MEMBERS

Dave McGinnis 5/14/1987 Detroit
 Del Auray 5/6/1987 New England
 Elaine F. Ayers 5/28/1987 Hawaii
 Jeffrey Burke 5/28/1987 Northern New Jersey
 David Carr 5/18/1987 New England
 George J. Cichon 5/18/1987 Blackhawk Valley
 Edward Clark 5/7/1987 Northern New Jersey
 Judy Cooper 5/15/1987 Central Florida
 Robert Davis 5/26/1987 San Francisco
 Walter J. Duffy Jr. 5/11/1987 Land O'Lakes
 Alan Dunklee 5/29/1987 New England
 William J. Dwyer Jr. 5/14/1987 San Francisco
 E. Peter Esposito 5/12/1987 Steel Cities
 Charles S. Fensel 5/12/1987 Washington DC
 Kathleen O. Fisher 5/14/1987 New England
 Michael Galati 5/18/1987 Neohio
 Gregory Warren Hahn 5/1/1987 Florida
 Suzanne R. Hardesty 5/14/1987 Ohio Valley
 Kevin A. Harrison 5/20/1987 Ohio Valley
 Ann Hefty 5/4/1987 Land O'Lakes
 Christopher Hefty 5/4/1987 Land O'Lakes
 Eric J. Hernandez 5/6/1987 San Francisco
 Frank Brian Hidy 5/13/1987 Central New York
 Alan G. Howes 5/8/1987 New England
 George Eugene Huckabay 5/28/1987 Central Florida
 Milton L. Huemmer 5/4/1987 Washington DC
 Dorothy A. Huemmer 5/4/1987 Washington DC

Mark Huffman 5/7/1987 Arizona
 Holly Jamros 5/5/1987 Northern New Jersey
 Jerome Janssen 5/22/1987 Chicago
 Richard V. Johnson 5/20/1987 Neohio
 Tony Kasper 5/28/1987 Ohio Valley
 Dave Klein 5/12/1987 Mahoning Valley
 Lawrence Leifert 5/14/1987 New England
 Betty Leifert 5/14/1987 New England
 Eugene G. Mazza 5/14/1987 New England
 Warren Montague 5/12/1987 Washington DC
 Samuel F. Moultrie Jr. 5/5/1987 Texas
 Robert Myles 5/5/1987 Washington DC
 Glenn Oliveria 5/14/1987 San Francisco
 Denise M. Patten 5/5/1987 New England
 Gary A. Rice 5/4/1987 San Francisco
 Jennifer Riggi 5/28/1987 Mohawk Hudson
 Deborah Riggi 5/28/1987 Mohawk Hudson
 Ernest C. Riggi 5/28/1987 Mohawk Hudson
 Kathleen E. Riggi 5/28/1987 Mohawk Hudson
 Donald G. Robinson 5/22/1987 Central Florida
 Colman Roche 5/4/1987 New England
 Bradley W. Ross 5/28/1987 Central Carolinas
 David Schardt 5/22/1987 Western Ohio
 Randy Schneiderheinze 5/5/1987 New England
 Donald M. Seefeldt 5/13/1987 Milwaukee
 Laurie J. Sheppard 5/5/1987 Guam
 Mary Ellen Sickles 5/7/1987 Western Michigan
 Rodney F. Sickles 5/7/1987 Western Michigan
 Dave M. Signoretti 5/28/1987 Chicago
 Michael A. Smith 5/5/1987 Florida
 Michael D. Stringfellow 5/14/1987 Washington DC
 Tambrey Tambourine 5/4/1987 Chicago
 Jackie Taylor 5/12/1987 Blackhawk Valley
 Jackey Toy 5/28/1987 Chicago
 James A. Trotnow 5/7/1987 Milwaukee
 Lynn Warkocki 5/22/1987 Chicago
 Gregg Allan Wennerstrom 5/5/1987 Land O'Lakes
 Kathy Whitston 5/7/1987 Milwaukee
 Robert J. Witham 5/22/1987 Central Florida
 Victoria Wright 5/5/1987 Washington DC

25-YEAR MEMBERS

Lee Arnold 5/12/1992 Central Florida
 F. Robert Bramlage 5/20/1992 Kansas
 Timothy John Burns 5/26/1992 Milwaukee
 James Russell Cannon 5/13/1992 Southern Indiana
 Albert H. Casey 5/13/1992 Central Florida
 Philip J. Croyle 5/21/1992 Central Florida
 Sherri F. Croyle 5/21/1992 Central Florida
 Dennis C. DeWitt 5/7/1992 Kentucky
 Denise A. Dula-Newcomb 5/8/1992 NE Pennsylvania
 David P. Einstein 5/13/1992 Arizona
 Michele H. Frontino 5/20/1992 New York
 Doug Gill 5/7/1992 Guam
 Donald S. Harris 5/13/1992 Arizona Border
 Patsy Ann Harris 5/13/1992 Arizona Border
 Trevor D. Hill 5/12/1992 Steel Cities
 Richard A. Johnston 5/13/1992 Milwaukee
 Peggy Jones 5/26/1992 Reno
 Randy Jones 5/26/1992 Reno
 Keith Allen Kirby 5/19/1992 Oregon
 Frank Krawiecki 5/7/1992 New York
 Jeffre G. Loewe 5/13/1992 Cincinnati
 Donna L. Madsen 5/6/1992 Arizona
 Carl Maffei 5/26/1992 Northern New Jersey
 Michael T. McClintock 5/13/1992 Detroit
 Chris Neufeld 5/12/1992 Atlanta
 Clarence T. Newcomb 5/8/1992 NE Pennsylvania
 Allen S. Parker 5/8/1992 New England
 Laura M. Piscitello 5/20/1992 New England
 Joe Porcelli 5/21/1992 Chicago
 W.B. Sanford Jr. 5/12/1992 Washington DC
 Julie K. Shaver 5/8/1992 Finger Lakes
 Debbi Shelton 5/12/1992 South Jersey
 Dawn M. Smith 5/13/1992 Ohio Valley
 Anthony Douglas Taylor 5/20/1992 North Carolina
 Graham Baker Welch 5/21/1992 Chicago
 William F. Zick 5/7/1992 Northern New Jersey

RALLYCROSS

DIRTFISH NATIONAL CHALLENGE

Jul 7-9 Rally Farm, Catlett, Va.
Jul 21-23 DirtFish Rally School
 Snoqualmie, Wash.

NATIONAL CHAMPIONSHIP

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

REGIONAL

NORTHEAST nediv.org

May 7 Central Square, NY/Centria New
 York

May 13 Mt. Snow, Vt./New England

Jun 10 Watkins Glen International/Finger
 Lakes

Jun 26 Okemo, Vt./New England

Jul 29 Watkins Glen International/Finger
 Lakes

Aug 12 Watkins Glen International/Finger
 Lakes

Sep 23 Watkins Glen International/Finger
 Lakes

Oct 14 Watkins Glen International/Finger
 Lakes

Blue Mountain (610) 469-6883

Central New York (315) 575-3623

Finger Lakes (716) 982-2891

New England (603) 254-9371

MIDWEST midiv.org

May 27 Clinton, Ark./Arkansas

Sep 16 Clinton, Ark./Arkansas

Nov 18 Clinton, Ark./Arkansas

Arkansas zshaddox@gmail.com

NORTHERN PACIFIC norpacsc.ca.org

May 27-28 Snoqualmie, Wash./Northwest

Northwest kit.brielmaier@gmail.com

SOUTHEAST sediv racing.org

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



Rupert Berrington

RALLYCROSS

WHAT National Challenge

WHEN July 2017

WHERE Coast to coast

Practice in June, because come
 July the DirtFish RallyCross
 National Challenge hits both
 Virginia and Washington.

Mobil 1



mazda

Worldwide
Hotel &
Car Rental
Discounts



IHG

InterContinental Hotels Group



Hendrick
CHEVROLET
SHAWNEE MISSION



Eibach
RACING



PORTERFIELD
RACING BRAKE PADS

empirecovers
The Cover Experts



**PRIZE
POSSESSIONS**
Exclusive and Traditional Awards

COOLSHIRT
SYSTEMS

**RACER PARTS
WHOLESALE**

**Classic
Motorsports**
magazine

CHOICE HOTELS
INTERNATIONAL

Thrifty
Car Rental

**LINCOLN
WELDERS**



**OUT THERE
BRANDS**

simraceway
Performance Driving Center

MAXXIS

**Grassroots
Motorsports**
THE HARDCORE SPORTS CAR MAGAZINE

**FAIRFIELD
INN & SUITES**
Marriott

SPS
SOLO PERFORMANCE.COM

Alamo

**SWU
RACE CARS**
www.swracecars.com
800-523-3353

Budget

AVIS

National
Car Rental

usbank
Five Star Service Guarantee

Hertz

SPEEDHUT
A REVOLUTION IN CUSTOM GAUGES

LegalShield
Worry Less. Live More.

GET
MORE
OUT OF YOUR
SCCA
MEMBERSHIP

The above retailers and service providers offer special deals to SCCA Members.

Learn more about these benefits at www.SCCA.com/benefits

TIRE RACK
Since 1995

SUNOCO
Since 2001

HAWK
Since 2003

Mobil 1
Since 2010

CHEVROLET
Since 2016

NEW PRODUCTS



3M PRECISION SHAPED GRAIN SHEETS

3M's proprietary Precision Shaped Grain Sheets are engineered to act like a cutting tool, slicing through metal for up to five times longer than standard sand paper for increased productivity. The technology housed in these sheets continuously fractures to form sharp points and edges - slicing cleaner and faster, lasting twice as long as other high-performance abrasives.

3mauto.com

ORECA TECH H LIGHT

The six-point Tech H Light harness features alloy adjusters for reduced weight and smooth adjustment. The harness utilizes HANS-friendly, three-into-two-inch shoulder straps, with a traditional three-inch lap belt, all connecting to a quick-release cam lock and dual two-inch sub straps. The harness features clip-in installation and has both FIA 8853-98 and SFI 16.1 approval.

oreca-gear.com



HELLWIG SUPER DUTY SWAY BARS

Hellwig Products introduces its sway bars for the 2017 Ford F-250 and F-350 Super Duty pickups. These upgraded sway bars will improve the handling and control during everything from daily driving to heavy-duty towing and hauling. These bolt-on upgraded bars are forged from 4140 chromoly steel, heat-treated for durability, and feature forged three-hole adjustable ends.

hellwigproducts.com

TOY BOX

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS

MAZDA MOTORSPORTS ND MX-5 HARDTOP

Mazda Motorsports introduces its competition-only hardtop for the 2016 and newer Mazda MX-5. Designed for those who compete in a series that requires the use of a hardtop, this unit is engineered to fit the MX-5 Global Cup racecar and will be sold exclusively to racers through Mazda Motorsports.

\$4,420 mazdamotorsports.com



AEM EXTENSION CABLES

AEM has released three sizes of AEMnet extension cables, which provide AEMnet-equipped product users with the extra length necessary to make a trouble-free connection when the supplied AEMnet cable will not reach. Available in 2-, 5-, and 10-foot lengths, these cables allow you added flexibility when installing AEM engine management systems.

aemelectronics.com



BURNS STAINLESS DOUBLE SLIP ASSEMBLIES

Burns Stainless introduces its Double Slip Assemblies, which offer an efficient merge design that helps make maximum power while helping alleviate thermal stress. Double-slip assemblies range in size from 1-1/4-inch OD to 5-inch and can be strategically placed in the exhaust system to allow for easy assembly and disassembly.

burnsstainless.com

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

Live in your world ... Come race in ours.



Learn from the best!
SCCA National Champion
Todd Harris



Pro Drive
Racing School

www.prodrive.net • 503.285.4449
Portland International Raceway

Finally - Affordable Racing Communications!

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

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

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

Shawn Sampson

SAME DAY SHIPPING...

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

Dealer Inquires Wanted



Vertex Standard
Authorized Distributor

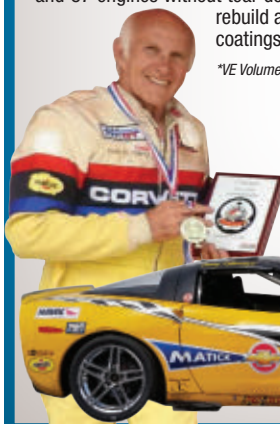
SRC Sampson
Racing Communications

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

DANNY SAYS "SWAIN IS NOT SNAKE OIL"

Danny Kellermeyer is a Corvette guy with a winning career in road racing. Every year he tests new products. Most are snake oil. Early on Danny discovered Swain Tech coatings and has used them since. He coats pistons, valves, cylinder heads, headers and brakes. "Swain is awesome for improving VE* and power but heat control and durability are most important. At a 100°+ Texas Motor Speedway day we cooked an engine. A radiator hose broke during qualifying and we overheated the engine severely. I knew the engine was toast, but we fixed the hose and were able to do the race and finish on the podium. We didn't have time for a tear down because Lime Rock was a week away. We ran the car again and it was a champ. We ran the rest of the season with that engine and it got faster as we went. On tear down the engine was beautiful with little wear and damage from the overheat". Danny puts about 5,000 race and track day miles on his C6 and C7 engines without tear downs. Without Swain coatings he'd have to rebuild after 3,000 miles. Don't race without Swain coatings.

*VE Volumetric Efficiency



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



PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

REMEMBERING WHEN

In interviewing Lawrence Loshak for this month's cover story, some of the things he said really resonated with me, and it made me think back to my favorite parts of racing with the SCCA. While I have a number of memorable moments on both the autocross course and the track, our conversation made me realize that my most vivid memories occurred in the paddock.

Most of us know Lawrence Loshak from either his five National Championship Runoffs titles or, more recently, his time wheeling a Trans Am TA2 car, but he actually got his start on the autocross course. He's also very appreciative of the time he spent doing all he's done with the Club; during our conversation, he spoke in-depth about what that time has meant to him.

"I've raced a lot of different cars and have been fortunate to win a lot of races and a lot of championships," he told me. "The SCCA gave me the environment to do this, from Solo to Club Racing - I was in Club Racing for a very long time, and I honestly do miss it. There's a lot of friends and family that I miss there - and my kids grew up at the race track."

While he's gone on to the pro ranks, the "club" atmosphere is still foremost in his mind. "Pro racing was always the dream, and I'm extremely grateful," he said shortly after starting the interview. "It's a different environment, but I do feel lucky that I've been able to replicate that [club feel] within Trans

Am, with the likes of Adam Andretti, Shane Lewis, the Robinsons, the entire Mike Cope team, Dillon Machavern, and others. From the outside it's a big glamorous thing, but it's really a tight knit family. On the track we're fierce competitors, but off the track - well, we spend a lot more time off the track than we do on."

This got me thinking - and, you know, he's right. At the 50th National Championship Runoffs in 2013, my two biggest memories are of wrenching on my racecar late into the night with friends and finally getting the car back together in time to drive it to the front straight for a massive group photo the following day - there, I wandered around those hundreds of racecars, chatting with competitors. I have little recollection of any specifics from my race that weekend. Then the 2014 and '15 seasons are filled with memories of working on cars late into the night, camping out, and barbequing in the paddock with other racers. 2014 was even capped off with a fantastic dinner in Monterey with old friends and new during the Runoffs at an impromptu birthday dinner for a racer who came to the Runoffs on his own. I remember the racing, but not as well.

I hate being introspective. I came to the SCCA for the cars and the competition, and part of me is convinced that's what keeps me coming back. But, you know, when all is said and done, my most meaningful memories are of the people. 🍷

THE GOOD OL' DAYS
Some of Lawrence Loshak's (left, 2006 Runoffs) best memories include the off-track friendships garnered through close on-track racing.



FROM THE ARCHIVES

10 YEARS AGO...
JUNE 2007



- The *SportsCar* staff decided that in addition to reporting on the ProSolo series, they'd also compete in it. The results were, as predicted, less than spectacular.
- The SCCA introduced dues credits for member recruitment, a program still strong today.

25 YEARS AGO...
JUNE 1992



- Trans Am's 1992 season opener occurred at the Long Beach Grand Prix, where Robby Gordon won over Scott Sharp with a technique described as "wheel-spin cornering" to get through the tight street circuit.
- Shelby Can-Am kicked off at Phoenix; Bob Gardner won.

50 YEARS AGO...
JUNE 1967



- Trans Am's third round of the 1967 season saw Jerry Titus run from 28th on the grid to third before pitting due to "excessive heat in the cockpit." Titus went on to finish fifth, with Mark Donohue in fourth. Dan Gurney took the win.

twitter.com/sportscarmag
 facebook.com/sportscarmag



VBOX VIDEO



CIRCUIT TOOLS driver training software

VBOX VIDEO HD2 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 HD2** represents the ultimate in tough, reliable motorsport video loggers.

VBOX VIDEO HD2 comes with **CIRCUIT TOOLS**, an intuitive analysis software package designed to help drivers improve their track performance and accelerate the learning process, ultimately leading to better lap times.



VBOX VIDEO HD2 available to order online

- Synchronized video and data
- Dual camera 1080p
- Class leading driver training software (Windows, macOS & iOS versions)
- 10Hz GPS data logging
- Configurable pre-record buffer
- Camera preview over WiFi
- CAN interface

Professional racing drivers share their experience on advanced circuit driving techniques in our **FREE eBook**:
www.vboxmotorsport.com/ebook

www.vboxmotorsport.com

POWER THAT DEMANDS
ATTENTION



DISC BRAKES
wilwood



You're in complete control with the power and precision of Wilwood. Unsurpassed engineering and testing so you can own the road and track.

www.wilwood.com

805.388.1188