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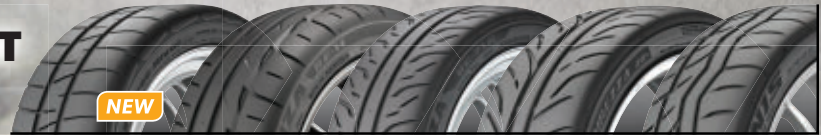
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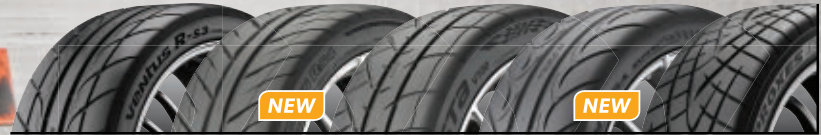
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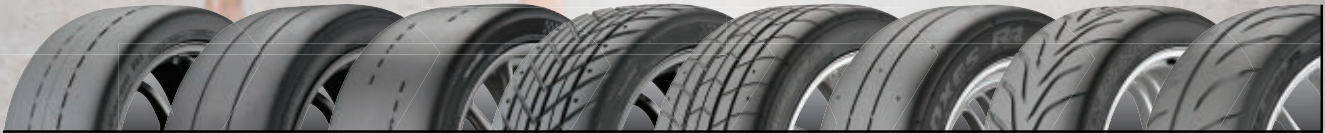


BF Goodrich g-Force Rival S g-Force Rival S 1.5
BRIDGESTONE Potenza RE-11
BRIDGESTONE Potenza RE-71R
DUNLOP Direzza ZII Star Spec
FALKEN Azenis RT615K Azenis RT615K+



HANKOOK Ventus R-S3 (Version 2)
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R-COMPOUND TIRES



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HANKOOK Ventus Z214 C51 med./C71 soft
Hoosier A7 & R7 Racing Radial
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BRIDGESTONE

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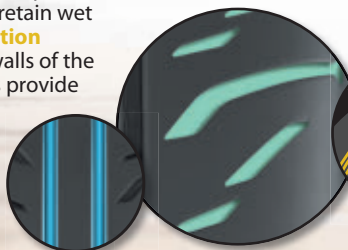
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16 17 18



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black, bright silver,
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18



Kosei K1 Racing
silver
15 17



Kosei K8R
light grey, silver (15)
17



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



Enkei Racing PF01
black, black w/ mach lip (17),
silver (15-18)
17 18



Enkei Racing NT03-M
hyper black, bright silver
18



Method R.S. MR501 VT-Spec
black, silver
15



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silver, black
15



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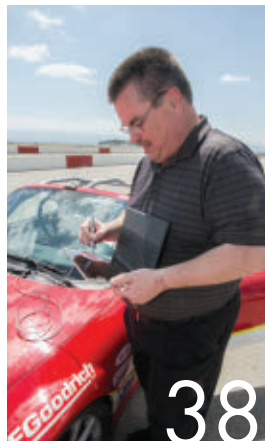
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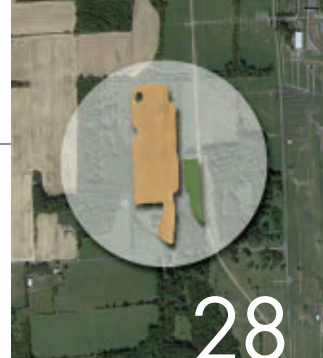
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Words to live by...or something...

SPORTSCAR

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THE AUDIT BUREAU MEMBER
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COVER PHOTOGRAPHY Rupert Berrington

EXHAUSTING OPTIONS

The Solo Events Board is seeking member input regarding allowances for cars factory equipped with electronically controlled exhaust pipe valves. The proposed changes would impact rule 13.9.I, making an allowance for devices to be added to fool the ECU. Feedback should be directed to www.sebscca.com.



Courtesy BMW

2017 Runoffs Schedule Released

The preliminary schedule for the 2017 SCCA National Championship Runoffs event is now available for review on the Runoffs event page at www.scca.com/runoffs. Test days are planned Sept. 21-24 prior to four days of qualifying, Sept. 25-28, and three days of racing, Sept. 29-Oct. 1, on the 15-turn road course at Indianapolis Motor Speedway (IMS).

As was the case in 2016, classes will qualify during the same part of the day as their race. Qualifying groups are based on traditional combinations, as well as driver feedback related to anticipated entry counts for this event.

A maximum of 72 cars can be on the 2.592-mile course at one time for each session at IMS. If a single class has more than 72 cars, the field will be split into multiple groups for qualifying. While a maximum of 72 cars will start championship races, a "last chance" qualifying race will be

utilized Thursday for any classes with more than 72 cars, ensuring each participating driver has the opportunity to take a green flag at Indianapolis Motor Speedway.

Based on survey responses, it is anticipated that SM and SRF3 may have fields in excess of 72 competitors. Arrangements have been made for qualifying so that SRF3 may overflow into SRF. As such, the two classes will share a car number pool. If SM eclipses 72 cars, it will be split into two sessions, back to back. Because of this variable, qualifying session start times have not yet been finalized.

There is time in the schedule each day for 18 sessions, with only 17 groups currently identified. If Spec Miata does not exceed 72 cars, reassessment of all group sizes will occur to best utilize the additional "open" session accordingly. The daily qualifying schedule, with session start times, should be posted by Sept. 2. 📅

2017 RUNOFFS EVENT SCHEDULE

20 minute sessions beginning at 8 a.m.

Preliminary order and groupings. Final timeline will be published by Sept. 2, 2017

Monday 9/25 QUALIFYING	Tuesday 9/26 QUALIFYING	Wednesday 9/27 QUALIFYING	Thursday 9/28 QUALIFYING
GT1/T1/GT3	FE/FM/FC	FA/P2	GT1/T1/GT3
FE/FM/FC	FA/P2	GT1/T1/GT3	FE/FM/FC
FA/P2	GT1/T1/GT3	FE/FM/FC	FA/P2
EP/GTL	EP/GTL	EP/GTL	EP/GTL
FV	FV	FV	FV
SRF3	SRF3	SRF3	SRF3
SRF*	SRF*	SRF*	SRF*
SM	SM	SM	SM
T4	T4	T4	T4
STL	STL	STL	STL
FF/F500	FF/F500	FF/F500	FF/F500
FP	FP	FP	FP
GT2/AS	GT2/AS	GT2/AS	GT2/AS
STU/T2	STU/T2	STU/T2	STU/T2
T3/B-Spec	HP	P1/FB	T3/B-Spec
HP	P1/FB	T3/B-Spec	HP
P1/FB	T3/B-Spec	HP	P1/FB



LOOKING UP

Come September, racers will be looking to see their car number atop the scoring pylon at the Brickyard.

NATIONAL CHAMPIONSHIP RACES

All races 19 laps or 40 minutes, whichever elapses first
RACE TIMES ARE **CARS ON COURSE** TIMES

	Friday 9/29	Saturday 9/30	Sunday 10/1
8:25 a.m.	Anthem	Anthem	Anthem
8:30 a.m.	T1	GT3	FE
9:35 a.m.	FA/P2	FC/FM	GT1
10:40 a.m.	SRF	EP	FV
11:45 a.m.	SM	SRF3	GTL
12:30 p.m.	Lunch	Lunch	Lunch
1:30 p.m.	FF	STL	T4
2:35 p.m.	FP	AS	F500
3:40 p.m.	GT2	T2	STU
4:45 p.m.	T3/B-Spec	P1/FB	HP



Rupert Berrington

SOLO NATS REGISTRATION NEARS

Registration for the 2017 Tire Rack Solo National Championships, which takes place Sept. 4-8 at Lincoln Airpark in Lincoln, Neb., opens June 26, with paddock registration for individual spots opening Aug. 14. Registration information can be found at www.scca.com/solonats.



JEP / LAT Images

DAS CONTINUES SUCCESS

After wrapping up the inaugural Formula 4 United States Championship Powered by Honda in 2016, series champion Cameron Das enjoyed his first victory in the BRDC British Formula 3 Championship series, at the Rockingham Motor Speedway in Corby, England, on April 28-30.

"It feels really good to get my first win of the season," says Das. "I knew that we had a strong car but I didn't expect to get a win quite this soon in the season. I've managed to get into the groove quickly, and equally our preparation has been really good so I'm extremely pleased to

be on the pace from the beginning of the year."

The tripleheader weekend saw Das claim two additional podium finishes on his way to securing second in the championship point standings; a very solid place to be at this point in the season for the young driver. 📍



JEP / LAT Images

THE NEXT STEP

Cameron Das moved up from F4 and has already found success in F3.

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 APRIL 2017

NAME	REF	REGION
Brian Ghidinelli	32	San Francisco
Gayle Jardine	28	Cal Club
Gal Mesika	14	Washington DC
Yunfan Wu	10	San Francisco
Darren Gunn	9	Central Florida
Justin Batten	8	Tennessee
Derrick Taylor	8	Buccaneer
Peter Cline	7	Ohio Valley
Marlon Tecson	7	Las Vegas

1,100 additional members have at least one referral.

REGION LEADERS

(Category based on 2016 year-end membership)

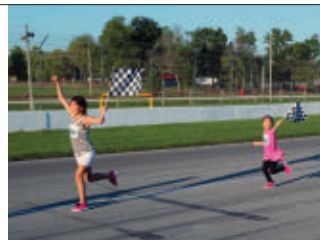
REGION	GROWTH
JUMBO REGIONS (800+):	
Texas	16.3%
Oregon	14.7%
Northwest	10.4%
LARGE REGIONS (401-799):	
Kansas City	13.3%
Indianapolis	12.5%
Cincinnati	10.3%
MEDIUM REGIONS (200-400):	
Kentucky	15.1%
Eastern Tennessee	15.0%
Susquehanna	13.2%
SMALL REGIONS (<200):	
Tennessee Valley	60.8%
Puerto Rico	26.5%
Alamo	25.5%



LAT / Walt Kuhn

Run Indy 5K

The second annual SCCA Runoffs 5K and Checkered Flag Dash will happen Saturday evening, Sept. 30, at the 2017 SCCA National Championship Runoffs taking place at Indianapolis Motor Speedway. While course details are still being worked out, the green flag will be waved at 6:30 p.m., sending runners on their 5K quest for the checkers. The one-mile Checkered Flag Dash fun run will precede the 5K at 6 p.m.



Jeff Loewie

In support of September's Childhood Cancer Awareness month, all proceeds from the event will benefit Riley Children's Health, located in Indianapolis, and Maxton's Fight.

"After raising over \$2,200 for children's charities last year, we're

GO FOR IT

Join the fun with a run at Indy.

thrilled to bring the second annual Runoffs 5K and Checkered Flag Dash to the Indianapolis Motor Speedway," says SCCA Road Racing Director Deanna Flanagan. "I love that this event brings our SCCA members, Runoffs fans, and the local community together for a great cause. It's a fun way for everyone to get on the track and experience the Speedway."

Registration for the event is available at <https://register.chronotrack.com/r/28349>. 📍

HARDTOP PRICE REDUCTION

Mazda Motorsports has reduced the price for the track-only, removable hardtop designed for the ND Global MX-5 Cup racecar. The hardtop will retail for \$3,085, reduced from the originally announced price of \$4,420, and is legal for use in Club Racing Touring 3 and Touring 4 classes.



Courtesy Mazda

SPORTSCAR

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Seth DeBees

Drissi scores second Trans Am West win

Tomy Drissi secured his second consecutive win in the Trans Am series presented by Pirelli's West Coast Championship with a victory at Auto Club Speedway, in Fontana, Calif., prevailing after a vigorous back-and-forth battle with Kyle Kelley in the TA class.

Drissi started the April 30 race in second position behind polesitter Greg Pickett and quickly overtook Pickett for the lead into Turn 1 only to be passed by Kyle Kelley for the lead on the same turn. Drissi and Kelley then settled into a race-long, back-and-forth battle for the lead, with Drissi taking the lead on lap 26 with Kelley in pursuit, only to have the fight cut short as Kelley suffered a blown motor on lap 28.

"I knew Kyle was going to come fast," says Drissi. "He has oval experience; so he drove it like a NASCAR boy out there and got us on the start. We started pacing each other, but it was hard to decide if the

BACK TO BACK
Tomy Drissi
continues his winning
ways in Trans Am's
West Coast series.

tires were going to stay the same and to not beat them up or to really get in there. All of a sudden I started to catch him a little bit and I passed him, but he was right in my mirror. I put my head down, did a lap or two, thought I should have a little breathing room, but he was still right there. He's a monster; we changed positions a few times after that, too. I hated to see him fall back."

The win was Drissi's fifth of his Trans Am career and continues his red hot start to the West Coast championship, following up on his Willow Springs win. For his final pass over Kelley, Drissi was awarded the CoolShirt Systems Cool Move of the race.

"We're still a little frustrated by the setup," Drissi admits. "We think we can be faster, and we know we need to be faster. No one stands still in racing; if you stand still, you're going backwards."

The Trans Am West Coast Championship, a four-race series that runs independent of the Trans Am Championship, will return for the third round at Portland International Raceway on July 30. 📍



Seth DeBees



Ken Brown

B-SPEC SPEED UP

In an effort to speed up and better balance Club Racing's B-Spec class, a series of weight adjustments were introduced in the June *Fastrack*. The biggest movers are the Mazda 2 and Ford Fiesta, both of which see their

LIGHTEN UP
Weight adjustments
and other proposed
changes are in the
works for B-Spec.

minimum weight drop by 50lbs. While the Toyota Yaris, second generation Honda Fit, and both variants of the Mini Cooper lose 25lbs. The lone weight increase goes to the newest generation Honda Fit, which sees an increase of 27lbs to a new base weight of 2,600lbs.

Additionally, the Club Racing Board is seeking input on alternate final drive options for select B-Spec cars. The cars in question are the Mazda 2, which would change from the standard 3.85 gear to a proposed 4.388 gear, while the Toyota Yaris would swap its 3.72 gear in favor of a 4.312 gear. Please provide your comments through crbscca.com. 📍

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RALLY RACING

18" and 19"



AMAZON HAS EVERYTHING...EVEN THE GCR

The May edition of *Fastrack* noted that Club Racing's General Competition Rules are being made available in print form via Amazon. The SCCA staff is utilizing Amazon CreateSpace for rulebooks to provide consistent opportunity to download or print. Pricing and a timeline for availability will be announced shortly.



LEE HILL

CHAIRMAN, SCCA BOARD OF DIRECTORS

TANSTAAFL

For those not familiar with the works of science fiction by writer Robert Heinlein, "TANSTAAFL" is an acronym for "There Ain't No Such Thing As A Free Lunch." The term comes to mind in the context of our Club from listening to members (mostly drivers) express concerns about too many run groups, not enough run groups, entry fees too high, inconsistent officiating, inconsistent driving, not enough competition, too much competition, rules not enforced strictly enough, rules enforced too strictly, too many classes, we've never done it that way before, and so forth ad infinitum.

So, I'm taking this opportunity to remind everyone that this Club is an organization that is run almost entirely by volunteers - and those volunteers are often stretched pretty thin. Take a look at almost any SCCA Region's website and notice the number of members in Regional positions who are wearing more than one hat. Also realize that the other

organizations out there running track-related activities usually end up tapping into the same event volunteer base we do.

We're all familiar with the volunteers we see at our events, and I understand that

not everyone has the time and inclination to become an event volunteer. However, there is another whole group of behind-the-scenes volunteers who can also use your help. SCCA consists of the national Club and its 100-plus affiliated Regions. Each of those Regions is a separate non-profit corporation (note: non-profit Board/officer service is a very positive resume item), and each Region has a Board of Directors (sometimes called "Governors") and a set of officers (President/RE, Vice President/ARE, Secretary, and Treasurer).

The complexity of the SCCA Regions varies greatly with a corresponding variation in the amount of effort demanded by their Board and officer positions. At a minimum, there will be occasional Region meetings to attend, regulatory requirements to meet (tax returns, corporate filings, and the like), and financials to prepare and manage. Volunteering for one of these positions will often require going through an election process of some sort, which will greatly increase one's understanding of how the Club works and what it takes to keep it running.

Depending on the number of members in the Region and the types of programs that it conducts, a Region is likely to have a number of other administrative positions. Most of these positions require some skill set. For instance, a Membership Chair should have some marketing skills and a web master needs to have some technical expertise. A conversation with your Region's RE is a great place to start.

There are also many opportunities to volunteer at the Divisional or National level. Some Divisions are also non-profit corporations, and they may need officers and Board members as well. They are also likely to need a web master and a points keeper. At National, the Club Racing Board has a number of advisory committees and various classes have ad hoc committees that are working on a particular class problem. For Time Trials, there are a couple of committees - one strategic and the other operational - and both need volunteers. If you're a Solo participant, the Solo Events Board also has various supporting committees. If RallyCross is your game, volunteer to serve on the RallyCross Board, or if you're a RoadRally aficionado, consider joining the RoadRally Board.

Don't assume that there aren't ways to help that don't require an enormous commitment. Check with your registrar and see if he or she can use an extra pair of hands on Friday evening or Saturday morning during the registration rush. Talk to your grid chief about helping on the grid, especially if there is a particularly large run group where extra bodies can be a godsend. Check with the pace car chief and see if there's a need. Have a schedule with no on-track sessions on Saturday afternoon? How about volunteering to help out at a corner for a few hours? No special equipment needed beyond jeans and a neutral colored shirt (for obvious reasons, yellow or red shirts and jackets are a problem). If you plan to compete at a Solo or RallyCross, check with the event chair and see if help is needed in setting up or tearing down the course (I bet the answer will be "yes").

Back to TANSTAAFL, if you aren't currently volunteering to help, but you are seeing things that you feel need improvement, try stepping up to help solve the problem - you'll find it far more effective than just complaining. I can guarantee that you'll make a bunch of new friends, and our Club will be better off with your help. 🍷

"This Club is an organization that is run almost entirely by volunteers"

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"I was first exposed to the SCCA in 2004 when I was building a 240SX for drifting and wanted to drift around cones in an abandoned air field on the Navy base the Blue Angels called home near Pensacola, Fla. I was quickly reprimanded after tearing up a corner of the course, but was allowed to continue if I played by the rules.

The engine swap in my car put it into the Street Mod Solo class, and I was thoroughly destroyed by properly built cars. After years of drifting and military deployments, I ended up in Las Vegas in 2009. Still on the drifting kick, it was 2012 before I entered another SCCA event. That year, a good friend, Marlon Tecson, and I bought Scion FR-Ss on the same day, and that kicked off years of STX battles between us at Las Vegas Region events.

Last year we decided to enter the Tire Rack Solo National Championships to see where we stacked up against the best autocross drivers in the nation. Marlon was nice enough to let me co-drive his FR-S. The National event was something I had never seen before, with 70-plus drivers in a class. I was told that finishing just outside of the trophies was quite an accomplishment for the first time to the Solo Nationals.

However, I'm a competitive person and wanted more.

That 'more' turned into Club Racing. I have been a driver coach since 2010, teaching people the correct way to drive high horsepower exotic cars on a racetrack. With over 100,000 miles on track and armed with a dream that started when watching the Le Mans 24 hour race as a 12-year-old, I applied for my SCCA competition license to compete in the 2017 U.S. Majors Tour and Hoosier Super Tour season.

I currently run a 1991 Honda CRX in the STL class. The first two weekends of the year went as smooth as could be with four poles, four class wins, and one track record. However, the Hoosier Super Tour at Buttonwillow brought into sharp focus how preparation can make or break a weekend - and it split mine wide open. Now I am in prep mode for the Runoffs at Indy, and I can't wait."

MAIN IMAGE

Courtesy Robert Strohmeyer



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Philip Tucker



Reading Traffic

Cars have personalities. They have an energy. They radiate. It comes straight from the loose nut on the wheel, the driver. To survive and succeed in the world of racing, one must learn to sense those energies, and plan accordingly. Develop a spider-sense that tingles when near danger. It's essential.

Rookies, on the other hand, radiate their fear. The cars move slowly, tentatively, just a couple of feet to the left or the right of where they should be, but that's enough. And heaven forbid they timidly troll down the middle of the long straight. I mean, what are we to do when bearing down like a runaway freight train, wondering: left, no, right. No, left...no, wait, *right*? Arrgh! Whew! That was close.

Have you been there, fellow SCCA'ers?

It gets worse. Lumbering down the middle, white-knuckle chokehold on the wheel (Maybe that is one outwardly visible sign of fear? That death-grip makes the car jig about at every slight pavement imperfection), vision and attention focused utterly forward until a racecar suddenly appears in what seems to be a surprise assault, scaring the living daylights out of their overloaded brains, causing an immediate, much-too-tardy and impulsive swerve to "get out of the way." Which, of course,



places our hapless friend directly in the path of another missile-velocity vehicle whose driver decided its path long ago, resulting in an unfortunate sideswipe in spite of the desperate avoidance maneuver. Reading that slowpoke is critical because of another characteristic of racecars being driven at well below race speeds: they can change direction instantly.

In 1996, T.C. Kline entered the North American Touring Car Championship (NATCC) in its first season looking to capitalize by coming in early, loaded for bear. He sourced a top-quality Honda Accord from the British Touring Car series, right-hand drive and all, and with the strong support of Neuspeed performance parts and real-live pro crew chief Alan Jensen, had all the necessary pieces puzzled together to win - except a testing budget. But, hey, he put it on the grid, and to my great pleasure he generously invited me to drive. We had won a truckload of Firestone Firehawk races and even a couple SCCA Solo and ProSolo National Championships. It was one of the biggest breaks of my early career.

The opening round of that inaugural season was at Lime Rock, with a grid of only about 10 cars, but including a juggernaut Chrysler factory team in Dodge

"At exactly the same moment my overstressed, under-experienced racing colleague notices the thrashing blue flag"

Stratus' with the double-Ds driving, David Donohue and Dominic Dobson. This genuine manufacturer effort was the foundation of the series in this country, and such a wonderful thing for road racing in the U.S. -and, boy, their semi-truckin' big rigs sure were shiny.

Our Honda was sprung incredibly stiffly and was without the benefit of the modern civilization of power steering, and Lime Rock had not yet been repaved since Donohue's dad was winning for Penske. "Gives better feel," I grunted to myself, while wrestling the wheel with both skinny forearms painfully pumped up and sweat dripping into my eyes with each crashing blow to the cast-iron suspension (and I use *that* term loosely).

In spite of all this complaining, we ended up on the pole, thanks mostly to that favorite of unfair advantages: power. Thank you, Soichiro. That highly modified 2.0L Prelude mill with its head mounted backward and sky-high compression made a muscular 300 free-revving Honda horseys (there's a reason all those kids love their B- and K-swapped Civics - the engines are so well

designed). We outgunned the super quick and compliant handling Dodge team with a solid 50 or more HP.

I got a great launch on the standing start, reverting to dusty memories from ProSolo days, and led the first four or so laps in fine shape, feeling pretty darned optimistic. "We got this, I think."

Screaming down the short front straight, I see it up ahead: A rather nice Euro BMW 3-Series Touring Car, and it buzzed with the energy of a driver using everything he had to just keep it on the pavement. I mean, I consciously thought to myself, "We're not 10 minutes into this race and I'm already lapping this dude? Watch this one carefully." Of course, meanwhile, the field barks and yaps at my bright yellow heels.

Ripping around Big Bend, I'm running this Bimmer down like a hungry bear after a wounded fawn, calculating when I'll catch it. Around The Left Handers, I'm almost there, and I back off a bit before we enter Turn 4 onto No Name Straight so the 320 won't drag me down to its dismal apex speed and I can sail by on No Name without losing

too much of the precious gap to second place.

Cranking the g-forces on the short, sharp banking as I watch the fast-growing *Last Place Larry* fill my windshield, I had - since Turn 3 - been planning to go by, logically, driver's right on the exit of Turn 4, and am placing my car there when I notice him fail to track out, pinching the exit, driving the dreaded middle of the road. No prob. I deftly open the wheel to track wide and go by left on the normal line, at exactly the same moment my overstressed, under-experienced racing colleague notices the thrashing blue flag, glances in the mirror, shouts "OMG" to himself, and swerves hard left, precisely into the path I'd already chosen. *Kuh-whamm!*

So much for reading this traffic, racing enthusiasts. We lock wheels with a frightening impact, tearing a huge chunk from our right front centerlock BBS wheel, and Rod Millen goes streaking by into the lead.

In an amazing tribute to the quality of its forged construction, the abused BBS holds its air pressure and we still mount the second step of the podium, but the historic opening day win in NATCC is forever gone. Sometimes divining the dangerous energy of an underachieving wanderer still just ain't enough to save the day. ☹



DRIVING DIRTY

The wild kid of the SCCA family, RallyCross is more fun than you dare imagine – so why aren't you doing it?

WORDS Philip Royle
IMAGES Rupert Berrington

RallyCross is everything your parents told you not to do. It's kicking through fields, flinging mud, and holding on to the wheel hoping there's traction. It's fast action, and precise driving from start to finish. It's also everything that traditionalists think SCCA isn't: young, fun, and comparatively loose with the rules. On top of that, SCCA's RallyCross program is amid some very exciting times, which includes a pending rules change that could completely alter the face of the sport. All it needs now is you.



**WHAT DRIVES YOU?**

RallyCross offers nine classes spread across three categories, allowing for front-wheel (BELOW), rear-wheel (BELOW, LEFT), and all-wheel drive competition (BOTTOM and LEFT) at a variety of prep levels.



Let's start with answering a basic question: What is RallyCross? More or less, RallyCross is autocross on dirt. You get a certain number of runs to tackle a cone-defined course as fast as you can. That said, some of the differences from autocross are massive, like the fact that RallyCross counts all runs, adding all times together. Also, rather than the 70-some classes in National-level autocross, RallyCross currently has nine classes split between three categories; Stock, Prepared, and Modified categories are each split into all-wheel drive, rear-wheel drive, and front-wheel drive. Also of note is that the

"For the first time in years, we're getting ready to expand our class structure" **STEVE HYATT**

rulebook is tiny, and there is a conscious effort to make sure the rules are easy to understand.

"The philosophy is to make it simple," explains Steve Hyatt, Chairman of the RallyCross Board. "Two years ago, we trimmed and reorganized the rulebook so that what you need as a driver and what you can do to your car are the first things in the rulebook - it's not buried 60 pages back."



Beyond that, the RallyCross Board also broke new ground in the SCCA, launching its own mobile app. "We're the first program of the Club to have our own app on iPhones and Android," Hyatt explains, noting how RallyCross has to move quickly to keep up with RallyCross' young demographic. The app is in its infancy right now, but Hyatt sees it as an invaluable tool that will only get better - and more

powerful. "The app is very quickly going to be used for official notifications, like when we do errors and omissions or, for instance, when the RallyCross Central Challenge got flooded out, we put that out as a push notification," says Hyatt. "At events we can do geo-fencing, so we can do a push straight to your phone that the next worker group is coming up. Or when you're driving through the

**CLASS BEGINS**

DirtFish is a nationally respected driving school specializing in rally, making it a perfect fit for partnering with SCCA's RallyCross program

Eric Scholhauser

ENTER DIRTFISH

After holding a RallyCross at DirtFish's massive Washington-based facility, DirtFish and the SCCA realized a partnership could be mutually beneficial. So, what is DirtFish and what makes it such a good fit as the title sponsor of SCCA's RallyCross program?

"DirtFish is a professional driving school that teaches car control, confidence, and safety behind the wheel of Subaru rally cars, all taught from the roots of rally," explains Malli Sheaffer, DirtFish's General Manager. "Open since 2010, we offer seven days per week, year-round training in multiple drivetrains

on 300 acres of gravel, mud, and tarmac. We have programs for every kind of driver, from a 15-year-old who just received their permit, to professional road racers and off-road desert truck racers. We also offer team-building events for corporations, military discounts, and a special discount to all SCCA members."

DirtFish has been involved with the Club for a while, hosting RallySprint and RallyCross events in the past at its facility, with plans to continue. "We are also happy to be hosting the SCCA RallyCross National Challenge in July," says Sheaffer.

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COVER FEATURE

country, a notification could pop up to tell you there's a RallyCross 90 miles from where you are."

The RallyCross Board also uses an official forum, www.sccarallycross.com, for rules discussions rather than the letter writing process utilized by Solo and Club Racing. They're also starting a strategic social media campaign to spread news about the program beyond the Club. Part of increasing the sport's visibility, says Hyatt, included obtaining a title sponsor for National events.

"A title sponsor really helps bring us up in respectability and credibility with the Club and to the outside world," Hyatt explains. "DirtFish, which now sponsors our National RallyCross programs, including the Challenge events and the National Championship, is a huge presence in Global Rally Cross and the rally community. We can seed to them and they can seed to us. The long and short of it

"For about a \$40 entry fee, you can run-what-you-brung with no additional involvement"

STEVE HYATT



ALL KINDS

(ABOVE) You don't need a wild ride to compete in RallyCross. Case in point, Steve Hyatt, the Chairman of the RallyCross Board, competes in a Mazda 2. (RIGHT) Even in RallyCross, the answer is often "Miata." (MAIN) Working corners at a RallyCross is similar to chasing cones at an autocross, but can involve post apocalyptic garb.



is, we get dollars and cents from them, so we can do more stuff with the program and at events because we're not just relying on entry fees for the events."

In addition to improving the RallyCross National Championship, the DirtFish sponsorship also helps develop the RallyCross National Challenge events. "There are three RallyCross Challenges this year,



one at DirtFish, one in Topeka, Kan., at Heartland Park, and one in the mid-Atlantic out by Washington DC," says Hyatt. "Those events offer all the flavor and rules of the National Championship so competitors can experience what the National Championship might be like."

The RallyCross National Championship, which took place in Indianola, Iowa, for the last

two years, heads to Heartland Park Topeka in Kansas for 2017. "RallyCross is very hard on any site," Hyatt admits. "We had two really great years of competition at the National Balloon Classic site, but we had some issues where we started running across courses from the previous year. We thought this would be a good time to let the lot sit, let the 10,000 people who go to the

TIPS FROM THE TOP

Never RallyCrossed? Want to try but you're a little nervous? Don't be. Need more words of encouragement than that? Maybe Nate Tennis, DirtFish's lead instructor, can help.

"The main thing is to be prepared," Tennis advises. "Read the rules and any supplemental information that the organizer has put together, and make sure your car is ready to go. You definitely don't want any unexpected surprises when you show up, and knowing that you are prepared can put to rest any concerns about not being ready.

"The second part is to relax and have fun," he says.

"Remember, the purpose of RallyCross is to have a blast and enjoy your car, meet new people with the same interests, and to learn. If you're wound up and worried, it's not going to be fun."

Once the jitters are gone, a basic setup will help. "The common idea on gravel and dirt is that lower tire pressure increases grip," says Tennis. "The problem is, as the tires get lower in pressure, the sidewalls get softer and become more susceptible to de-beding.

"What tends to work best for a street tire is to max out the recommended pressure listed on the sidewall, which generally provides the best compromise between grip and a stiff sidewall. For rally tires, which have a much stiffer sidewall, the pressures can be dropped a lot more without the fear of de-beding or sidewall punctures."

That could mean running a rally tire as low as in the mid-20 psi range, says Tennis.

"Adjusting tire pressures is a great tool for fine tuning the handling of your car, and certainly something to play with," says Tennis. "Want more grip on the front? Reduce the pressure in the front tires. Too tail happy? Reduce the pressure in the rear tires. Just be aware that the lower you go, the risk of a tire failure increases."

Advanced drivers could consider defeating the car's traction and stability controls, as well as working around ABS.

"Tires on dirt actually want a little bit of lock up – not fully stopped, but slow enough to help build a small amount of material in front of the tires, so ABS will fight this," Tennis explains.

That said, Tennis warns that defeating ABS on a modern car



THE TEACHER

Nate Tennis, DirtFish's lead instructor, is ready to help you go faster.

might not be as easy as pulling a fuse or wheel sensors. "Be sure to research what happens when you disable certain systems on your car," he says. "Some all-wheel-drive vehicles will actually not be all-wheel drive if the ABS system is disabled. Some will not work again unless a professional scanner is used, and may require a trip to the dealer and possibly void your warranty since you tampered with it, so always be aware of the consequences if you defeat a system."

Finally, Tennis says, concentrate on keeping your eyes up if you want to go fast, and be smooth. "The body always follows the eyes, so if your eyes look where you want to go, the body – and vehicle – will naturally follow. It is very easy to drop the eyes to right in front of the car, but this limits your ability to judge what's coming next. Along with that, you drive where you look; if you look right in front of your bumper then you'll drive right there – but the course is longer than that. Keep your eyes up looking ahead, especially if the car is sliding – use the side windows.

"In terms of being smooth," he continues, "think about what you're asking from your tires; they are trying to keep up with all that you're asking them, but they can only do so much when there isn't a lot of traction – especially street tires. Brake earlier than you think, do one input at a time, and be patient. Those are really challenging when the clock is ticking, but when you watch the fast drivers, they are generally really smooth. That doesn't mean that a quick catch isn't needed now and then, but the inputs especially should always be smooth."



GET GOING

(LEFT) Regardless of what you own, RallyCross is fun in any car. (BELOW) The RallyCross clock doesn't begin ticking until you cross the starting line. (BELOW, LEFT) Since all runs count, the penalty for clipping cones heavily impacts your overall standing.



balloon festival drive on it for a couple of years, and let the grass grow and re-root."

There are also new RallyCross rules on the horizon, says Hyatt. "For the first time in years, we're

getting ready to expand our class structure," he says. "For years, there were eight classes, then we split Modified so we had nine classes. Now we're in the process of making a 10th class."



Basically, the new class is going to be a production drivetrain with a custom chassis. "We're going to have minimum height, width, and length standards, and a safety design,"

A PORSCHE 911? REALLY?

This month's cover features one of the most unique entries from the 2016 RallyCross National Championship, a 2000 Porsche Carrera. Driven by George Gildner, the car drew plenty of attention, even if Gildner's finishing position was less than desired. The beauty of RallyCross is you can compete in virtually any car – but a 911? We tracked down the driver and found out more.

SportsCar: Was the 2016 RallyCross National Championship your first time at the National Championship event?

George Gildner: Yes, it was my first time, and it was such a learning experience!

SC: What on earth made you bring a Porsche 911 for Mod Rear Wheel Drive?

GG: After racing our 1988 Porsche 944 in autocross for a few years, my dad and I prepped it for RallyCross in mid

2015. In early 2016, we found the 911 in stock form in Texas and drove it back to Arkansas. 911s have a long rally history, so we naturally wanted something that...could possibly compete with the Subarus and Miatas.

SC: What's done to the car to make it fit into a Modified class?

GG: The interior has been completely stripped, Corbeau race seats have been installed, suspension, MaxSport rally tires, and there are custom skid plates

underneath to protect the engine. Everything else is stock – for now.

SC: Being your first RallyCross National Championship, did you have fun, and will you return?

GG: The event was great with a ton of participants, the car was a ton of fun to drive, the course was very competitive, and I was able to learn a lot, especially with having never driven a rear-engine car. I will definitely be racing the car again!





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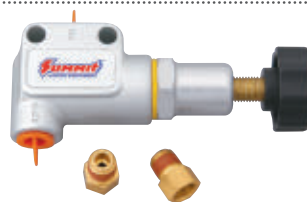
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DESIGNING A RALLYCROSS COURSE

RallyCross courses don't design themselves. So, what makes for a good RallyCross course? We asked Charles Wright, past RallyCross National Champion and course designer, and learned there's more to course design than tossing cones in a field.

"Whenever I design a course for a new site, I like to get as much information as possible about it beforehand," says Wright. "Things like boundary conditions, trees, ditches and, of course, elevation changes are key to understanding what you have to work with and how to work with it. You also have to know which way the prevailing winds blow and low spots that may stay wet or soft during an event."

Wright heads to the internet for a satellite image of the location. "That quickly gives me a scale of what size corners to use for the new site," he says. "I don't want to get surprised by showing up with a nice map only to find the site is only half as big as expected."

A good RallyCross course, says Wright, combines fun driving elements with a healthy dose of logistical savvy. "I avoid straight slaloms if possible – slaloms put everyone on the exact same line and can quickly lead to a rutted course. Crossovers, or reusing a portion of the course, can result in problems as that section of the course is seeing double duty.

"I generally avoid outside cones as well. Sliding on the dirt is one of the fun things about RallyCross, and I don't see a need to punish drivers and workers with outside cones."

Wright also gives drivers fun options. "I like to put in features that are fast enough and allow a variety of lines and promote sliding the car. So putting in a little bend to the right followed by a full left-hand turn sets up a feature that mimics the Scandinavian flick – everyone loves sliding their car, so I try to give them that.

"One-hundred-eighty degree pivot cones are a lot of fun as well," he says, noting that he tries to limit that feature as it results in drivers going through their own dust.

"Somewhere along the line I picked up using bridges. These are short little straight sections that are lined with cones on both sides. To give the course some visual interest, I'll put three of them together that are offset from each other."

With the course designed on paper, Wright heads to the location to put the plan into action. "I try to be true to [the course map], but usually there are nuances that require adjustments. And, of course, at the larger events, course changes can be expected during the event. Making the course adjustable is something that needs to be thought of when laying out a course, but it usually is not that big of a deal unless something unexpected comes up. Making adjustments by a half lane inside or out usually takes care of any problems. Minor adjustments go a long way toward avoiding major adjustments."



says Hyatt. "It'll be a production-based drivetrain with a maximum displacement in a frame that somebody built. We're in the process of fine-tuning the details, so the proposal will hopefully be out soon. Then we plan to pilot the program in 2018 and, hopefully in 2019, it'll be a full-fledge class."

The RallyCross Board is also discussing opening the rules

for electric and hybrid vehicles. "Right now we pretty much don't allow someone to touch the batteries or motors," Hyatt explains. "We're creating a subset of our Mod rules for what we will allow hybrids and electric vehicles to do in the Mod classes."

Regardless of these potential rules changes, Hyatt insists one thing will remain the same: bang

TRACTION CONTROL

(ABOVE) Finding traction in RallyCross is tricky, as courses often transition from one surface type to another.

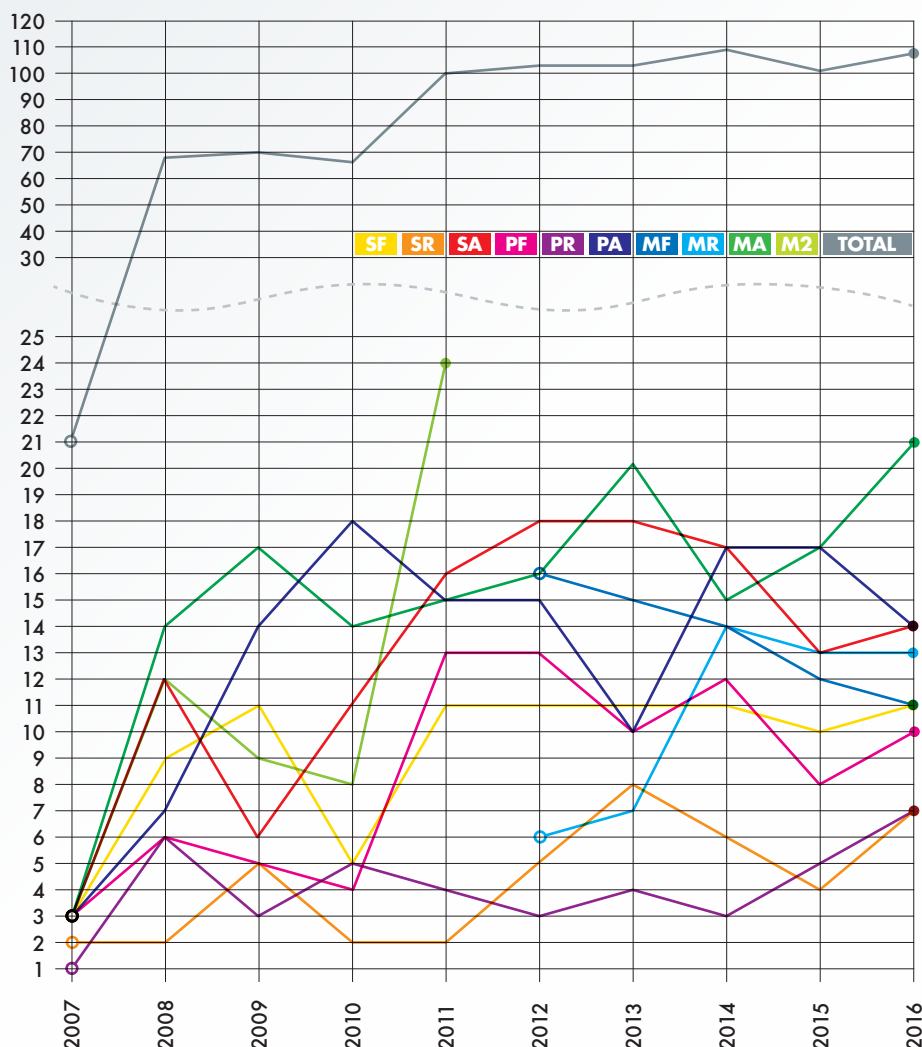
(BELOW) Sideways is normal in RallyCross, but there's a fine line between "fast" and "showboating."





for the buck value. "You can take your daily driver and, for about a \$40 entry fee, you can run-what-you-brung with no additional involvement.

"The hardest part of our sport is taking the car to the car wash after the event to wash the dirt and mud from the car," Hyatt laughs. "I think we have more pressure washers per capita than any other part of the Club." 🚗



GROWTH OF THE RALLYCROSS NATIONAL CHAMPIONSHIP

The RallyCross National Championship has come a long way since the first event in 2007. That year, a scant 21 competitors showed up to the field at Motorsport Park Hastings in Hastings, Neb., to battle for a National Championship in eight different classes – Prepared Rear Wheel Drive featured the fewest entries with only one competitor. But early years are often difficult in any sport, so the SCCA and the RallyCross Board looked at how to make the event better and attract more participants.

The following year, the RallyCross National Championship moved to Nashville Superspeedway and the number of competitors tripled. By 2011, the event, now at Tulsa Raceway Park for the

first of a three-year stint, topped 100 drivers. Since that time, the entry count has climbed as high as 109 but never dropped below 100. And for now, that's a good thing.

"We've capped the three RallyCross Challenges at 125, with the National Championship being around the same level, give or take a few," explains Steve Hyatt, Chairman of the RallyCross Board. "The cap is there to guarantee that competitors get a good value for their dollar, and operationally so we can run it efficiently."

Unlike Solo, course degradation works heavily into the equation as entry counts increase. Double that with the fact that RallyCross counts every run rather than just the fastest on

each course, and suddenly moving copious numbers of competitors through a consistent course becomes a challenge.

A few years ago, the RallyCross Board formed a committee to research how the National Championship and Challenge events could operate with larger entry counts. "We'd love to see the program grow and have the problem of figuring out how to run more through the courses," says Hyatt, noting that the RallyCross Board welcomes that particular challenge.

This year, the DirtFish RallyCross National Championship takes place Oct. 20-22 at Heartland Park Topeka in Topeka, Kan., and by all counts, it could be the most popular yet.



FINDING FRESH DIRT

Through trials and tribulations, Finger Lakes Region locks in a fantastic new RallyCross venue | WORDS Michelle Richau | IMAGES Nate Michals

RallyCross is an amazing sport. It's challenging, dynamic, weird, and the people are awesome - finding a location for all of this to take place, however, can be challenging. Anyone who's been involved with their own Region's RallyCross program, or followed along with the wanderings of the RallyCross National Championship over the years, knows this. It's

nothing new. In fact, many SCCA Regions struggle with RallyCross site acquisition - but there is hope, as Finger Lakes Region recently discovered.

Despite a brief introduction to rally in 2009, it was 2011 before I learned about the Finger Lakes Region RallyCross program in my area. The program had been running successfully for going on a decade at a local SCCA

member's property, dubbed "Perry's Park." The program was low tech but effective, with a small group of dedicated participants showing up early to set the course, grill hamburgers and hot dogs for lunch, and then tear down at the end of the day.

I started out by watching, then working, and in 2012 I drove at my first RallyCross using the community rally beater (a 1997

Outback wagon) that resided at Perry's Park. Four competitors could drive the rally beater per event, and we all threw in a couple of bucks for gasoline - community programs like this car are what the RallyCross community excels at.

The 2012-'13 seasons were very successful for Finger Lakes Region, with a full complement of events, but trouble began to



brew in 2014. One of the local town officials took issue with the Region's events and Perry's Park was shut down - thus started the search for a new RallyCross site.

First we had to identify potential sites that met the requirements of being large, devoid of obstacles, and lacking significant elevation changes. We spoke to many potential locations, but as soon as we explained that



we were going to be operating a competition motorsports event on the property, we got a resounding "no" - and that's if we were even invited to make a pitch in the first place. It didn't matter that we stressed safety and had insurance; a lot of location managers simply didn't want to get involved.

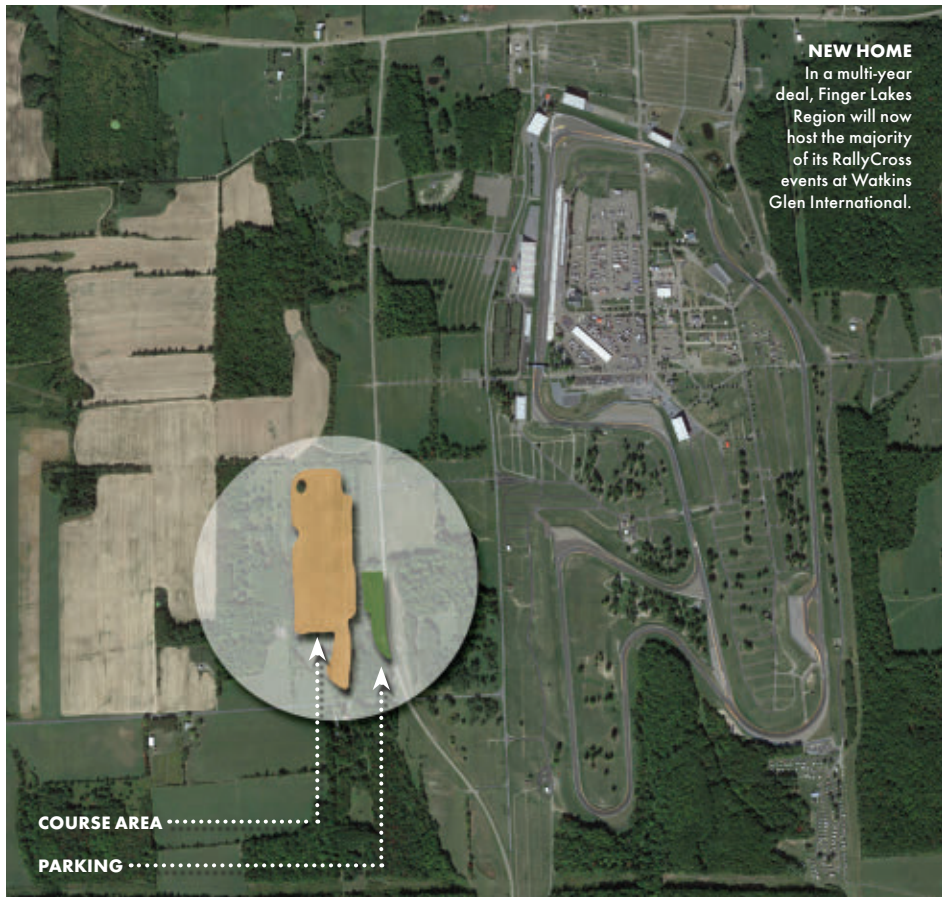
We soon shifted our venue target from open fields and businesses to locations that currently hosted racing events. These were few and far between, and most of them only had a large enough space for RallyCross in their grass parking lots. Of those, many weren't interested in the perceived amount of work on their part, regardless of the fact that we did all of the work and were "carry-in and carry-out." Others simply didn't want us tearing up their parking lots.

With a change of town officials, Finger Lakes Region received a slight respite in 2015 with the allowance to host several RallyCrosses at Perry's Park. Unfortunately, this time it was the neighbors who put the kibosh on the summer events - with a dry summer, the dust being kicked up was significant, and the friendly neighbor relationship could only stretch so far.



WHERE THERE'S A WILL...

Finger Lakes Region has a dedicated RallyCross community, welcoming competitors with hot dogs during the lunch break (ABOVE). Unfortunately, for reasons beyond their control, the Region was forced to find a summer replacement for their traditional Perry's Park RallyCross location (LEFT and MAIN).



Site search renewed, Finger Lakes Region still had hopes of hosting a full competition season. We were able to run one event at a new location (although we were not invited back), and nearby SCCA Regions with active RallyCross programs allowed us to supplement our program with out-of-Region events. We also hosted two winter events at Perry's Park.

Finding a new event location requires a significant time commitment, which is something I discovered firsthand when I assumed the role of Finger Lakes Region's RallyCross chair in 2016. But knowing the past, I also knew that Finger Lakes needed a solution, or the future of RallyCross in our Region would remain, at best, uncertain.

We started the 2016 season with an event run in a neighboring Region, and then were able to secure a new site featuring great potential. But, alas, it wasn't

meant to be - neighbors at that location complained about the dust and we were not invited back. We ran an out-of-Region event followed by one winter event at Perry's (weather wasn't working in our favor and we were forced to cancel three winter events). But *finally*, in 2017, we caught a break.

Our Region is lucky to have a world-renowned racetrack just an hour and a half away: Watkins Glen International. Finger Lakes Region hosts a couple of events on the track each year and has a good relationship with management at the Glen, making

getting a foot in the door that much easier. The Glen also owns a decent amount of property around the track, including several fields. The Glen had been approached once before about potential RallyCross events at its facility but those conversations never panned out. Regardless, we renewed our talks with track management and took a trip to the Glen to meet in person.

One of the biggest challenges with any property is getting management to understand what constitutes a RallyCross event. We made a concerted effort to

set accurate expectations and stressed the importance of safety at our events. We also reviewed the various potential locations on site and assembled a detailed proposal for the Glen.

After some back and forth, we came to an agreement on a field, dates, and cost, which ultimately enabled us to lock in five events from June to October 2017. While the contract with the facility is more expensive than what we have traditionally spent on sites, we consider this an investment in the program as the benefits of a consistent, large, and stable site far outweigh upfront costs. The stability this contract offers will enable Finger Lakes Region to nurture our RallyCross program back to where it was before our site issues, and then grow from there.

There will be challenges that come with a new site in a new geographic location and on a new field, but thanks to the dedicated members of Finger Lakes Region who kept the RallyCross program afloat during the rough years, we now look forward to building a solid relationship with the Glen while also growing the sport. This truly is a win for everyone. 🍷



FRUITS OF THEIR LABOR

After years of struggling to secure a regular RallyCross location, Finger Lakes Region's RallyCross organizers found a friend in Watkins Glen International. This year, five of the Region's seven RallyCross events will take place at Watkins Glen (LEFT), with the other two at the Region's trusty winter home of Perry's Park - without the Glen, the event calendar could have been much smaller. Site stability will enable Region organizers to stop worrying about site acquisition and instead concentrate on event growth.

FINGER LAKES 2017 RALLYCROSS SCHEDULE	
DATE	LOCATION
June 10	Watkins Glen International, N.Y.
July 29	Watkins Glen International, N.Y.
Aug. 12	Watkins Glen International, N.Y.
Sept. 23	Watkins Glen International, N.Y.
Oct. 14	Watkins Glen International, N.Y.
Nov. 18	Perry's Park, N.Y.
Dec. 2	Perry's Park, N.Y.

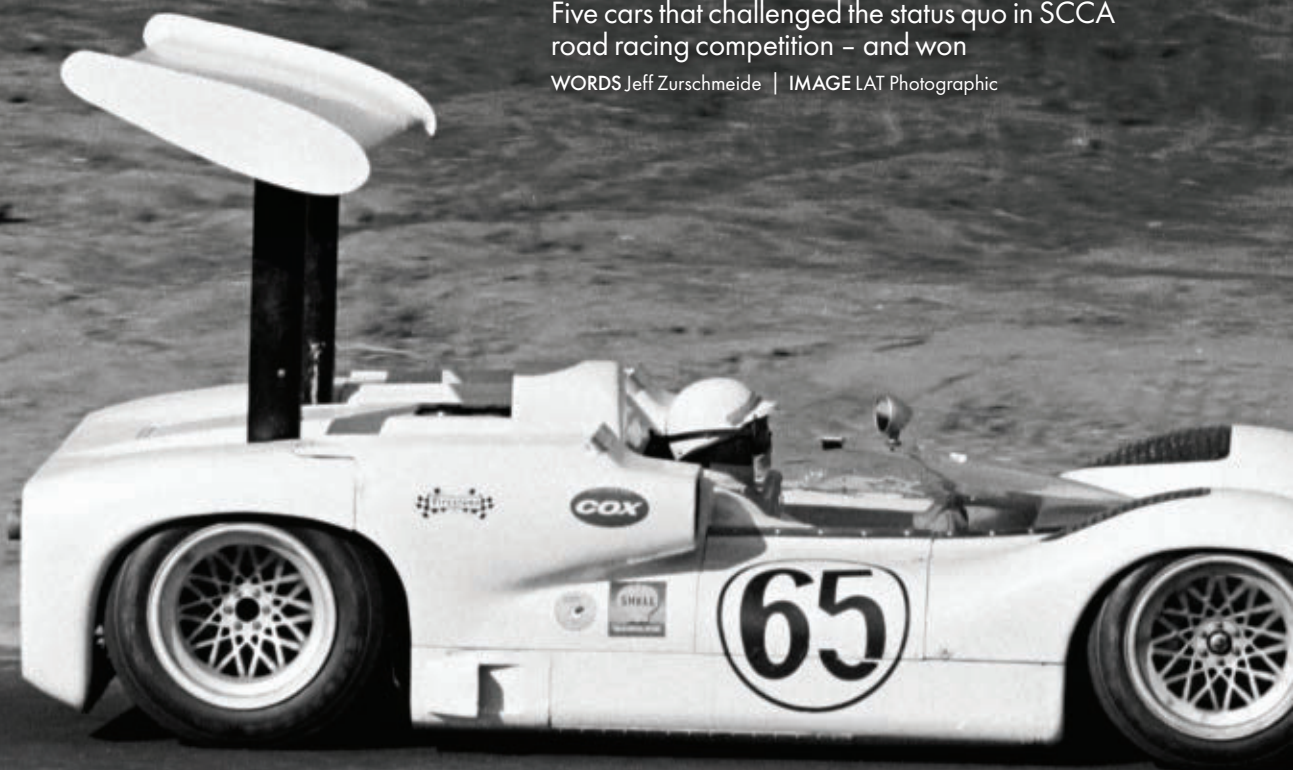



**WE'VE GOT BIG BRAKES
AND WE CANNOT LIE**

THEY CAN'T DO THAT... CAN THEY?

Five cars that challenged the status quo in SCCA
road racing competition – and won

WORDS Jeff Zurschmeide | IMAGE LAT Photographic





In any class of racing, the choice of cars tends to settle down very quickly. Drivers and teams know what's competitive and how to develop the competitive models to their best potential. At least, that's the conventional wisdom. But every once in a while, someone turns the accepted truth on its head with an entirely new idea that wins races and shakes classes.

New designs that win are often rewarded with dramatic handicaps and some have even been banned from racing. But each of the cars listed in this story has made an impact on both SCCA racing and, in some cases, international motorsports; some revitalized their classes while others made entire fleets of racecars obsolete. But there's a lesson in these stories: If you want to win, read the rulebook without any preconceived ideas of how things have to be done or what cars to use, and then build the best car you can.

REWRITING THE RULES

(LEFT) Chaparral was never shy about pushing the envelope. Even in Can-Am's open rules race series, Chaparral made waves with its 2E's variable downforce wing setup.

WORLD CHANGING: CHAPARRAL IN CAN-AM

The Canadian-American Challenge Cup, better known as Can-Am, was developed in the mid-1960s as a North American series for FIA Group 7 sports racers. The rules were simple - the car had to meet basic safety rules, it had to have two seats, and the fenders had to cover the wheels. Other than that, it was run what you brought. Builders flocked to the series and produced some of the greatest racecars in history. Because of the open rule set, innovation was generally encouraged. But there was one notable exception.

Hap Sharp and Jim Hall had been building racecars since 1962 as Chaparral Cars Inc. Their Chaparral 2 design was a mid-engine car with a semi-monocoque chassis made of fiberglass. The car was successful from the beginning. Hall put the Chaparral on the pole at its first outing in 1963 and opened a huge lead before a mechanical failure took him out of the race. Hall went on to win the USRRC championship in 1964 handily, scoring seven victories, six second-place finishes, and a pair of third-place showings in 25 races. He repeated the performance in 1965, claiming 16 wins in 21 races, and he won the 12 Hours of Sebring that year.

Chaparral cars were always innovative, but among the most important inventions was the 1966 Chaparral 2E, which featured a cockpit-adjustable wing mounted directly on the rear suspension and extending several feet up into the airstream. The driver could trim the wing to adjust downforce by stepping on a pedal. Reduced



SPORTSCAR ACTIVE



TOO FAST FOR THE COMPETITION

(ABOVE) Audi entered the Trans Am series in 1988 with its turbo-powered, all-wheel-drive racecars and set the series on fire, claiming numerous wins and the overall championship before the series banned all-wheel drive. (LEFT) When Swift released its DB1 for Formula F competition in 1983, the slick aero and complete inboard suspension rendered other FF cars obsolete almost overnight.

downforce on the straights increased top speed, and then full downforce could be applied in cornering. Front-mounted aerodynamic elements were also controlled with the pedal. Hall's innovation became popular in Can-Am and Formula 1 before suspension-mounted and cockpit-adjustable aerodynamic devices were banned by the FIA.

The most legendary of Hall's creations was the 1970 Chaparral 2J "Sucker Car," which famously used ground skirts and two large fans powered by a separate two-cylinder engine to create vacuum under the car. The fans were capable of creating up to 1.5g of downforce at any speed. The 2J was faster than anything else in the series, and was quickly banned from Can-Am after complaints from other teams.

While the Chaparral designs were ultimately banned, they pointed the way for aerodynamic development on every purpose-built racecar that followed.

REDEFINING: SWIFT DB1 IN FORMULA F

In the early 1980s, many formula car designers were experimenting with moving the main suspension components out of the airstream and into the bodywork. For the 1982 season, cars like the Reynard FF82, Lola T640, Van Diemen RF82, Crossle 50F, Royale RP33, and the Viking all showed up with front suspensions that seemed to be made of slender rods hardly capable of supporting a racecar.

Each of those cars used the front suspension as a lever against a spring and shock absorber assembly mounted above or in front of the pedal box. That design moved the bulky coilover assembly out of the airflow. In a low-power class like Formula F, that difference created a huge advantage. Bob Lobenberg drove the inboard suspension Viking, designed by Arnie Loynning and Bob Erickson in Oregon, to the 1982 FF championship.

But the real revolution came in 1983 with the first racecar developed by Swift Engineering. The new Swift DB1 featured an aerodynamically optimized body and an entirely inboard suspension. The DB1 had the least aerodynamic drag of any FF ever made to that point. The car was introduced by R.K. Smith at the 1983 SCCA Runoffs and claimed the championship that year. Instantly, all older Formula F designs were rendered obsolete.

Over the next 13 years, drivers using the Swift DB1 claimed 10 championships in Formula F. Bruce May was the last driver to win with the DB1 in 1995 and '96. The closely related Swift DB6 then won six more championships in the next 12 years, concluding with Chris Keller's win in 2008. Swift Engineering built on the success of the DB1 to then create game-changing designs in Formula Atlantic and CART.

BANNED: AUDI QUATTRO IN TRANS-AM

In the 1980s, SCCA's Trans Am series moved away from the original pony car formula to a more general Grand Touring format that included Japanese and European cars as well as the traditional domestic entries. The series used a weight-to-displacement formula to accommodate a wide variety of cars from Porsches to Nissans and, for one year, the Audi 200.

In 1988, Bob Tullius and Group 44 Racing fielded multiple Audis throughout the season, driven by Hurley Haywood, Hans-Joachim Stuck, and Walter Röhrl. The cars were powered by a turbocharged 2.2-liter, five-cylinder engine and used Audi's quattro all-wheel-drive system.

Haywood won the championship that year, winning two races, claiming second place three times, and picking up a third-place finish as well. But that doesn't tell the whole story.



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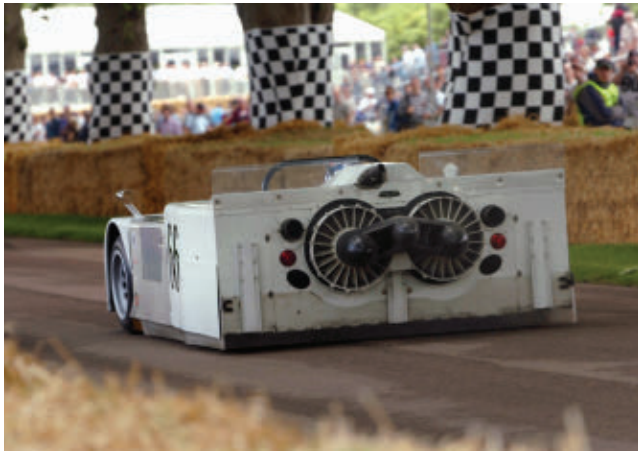
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Kenneth Hawking



LAT / Jeff Boxham



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Stuck won four races and finished second once, and Röhr won two more races. In all, the Audi team won eight out of 13 races that season, easily securing the manufacturer's title. Haywood took the championship with consistency, making every race, while Stuck skipped several events and suffered three DNFs. Röhr competed in only six events.

By the end of the season, Audi had made the decision to switch to IMSA racing for 1989. Trans Am, meanwhile, decided to limit future competition to American-made engines and also banned all-wheel drive from the series entirely. It would be some time before all-wheel drive found its way back

into SCCA racing, but Group 44's dominating performance showed the competition the potential of such a technology.

REVOLUTIONARY:
STOHR IN SPORTS RACING

Revolutionary designs don't always get banned; sometimes they change and revitalize a class. Before Lee Stohr developed his DSR in 2001, the class was largely populated with individually developed cars or models that had been designed decades before. Stohr noted that motorcycle engines were making far more power than they had previously, and he started to read the DSR rules very closely.

"One of the attractions of the

DSR class was the lack of rules," Stohr recalls. "For a designer, it was like the old days of the Can-Am. In DSR there was a maximum engine size, the tires had to be covered by bodywork, and that's about it. At the 2000 SCCA Runoffs, I penned a sketch of my proposed DSR in the men's bathroom, and before I knew it, I had five cash deposits!"

Stohr used oven-cured pre-preg fiberglass to keep weight down, and mounted a motorcycle engine as a partially stressed chassis element. He also doubled the front suspension travel to get the handling he wanted. After some development, the Stohr DSR fundamentally reshaped the

PUSHING EVERYONE FORWARD
(Counterclockwise from TOP LEFT) GT-Lite was considered a tubeframe class until Kent Prather modified a production-based Miata that had previously won in FP and EP and won the Runoffs; now, tub cars regularly visit the GT-Lite victory circle at the Runoffs. The Audi Quattros in Trans Am did everything differently, including having an engine set nearly completely in front of the shock towers. The Swift DB1 won its first Runoffs title in 1983 and was still Nationally competitive in 1996, when it took its last Runoffs title (shown). Chaparral wasn't content with the 2E, and before long the company's 2J was released, utilizing fans to suck the car to the track; Can-Am soon banned the 2J. From the tub to the engine to the bodywork, the Stohr (seen here winning its first Runoffs title in 2002) successfully reimaged DSR.



sports racing category and paved the way for some of the fastest cars in SCCA history.

"I delivered the first two cars to customers at the 2001 SCCA Runoffs with no testing whatsoever, and that was a disaster," Stohr admits. "But in 2002, we built a car for Mark Jaremko and, with his help, we got it sorted out well enough to take our first Runoffs National Championship. We're still going, with 18 titles as of 2016."

THE IMPOSSIBLE: OPEN TOP UNIBODY IN GT-LITE

Since its inception, the GT category has been the domain of fixed-roof cars, and over time, the category migrated to tube-frame silhouettes

of the original cars. Since then, it seemed impossible that a unibody production car would win again in a GT class - until Kent Prather built a unique Miata and proved that assumption false.

"When they combined GT4 and GT5 into GT-Lite, they were kind of searching for cars," Prather says. "So they put the Miata in the class, and I thought that as a tuner, I wanted to go with that. It seemed to me that the roadster would always have a better aerodynamic package than a tin top."

Prather started work on his car in 2009, running in GT-Lite while his son Jesse ran the same car in E Production. In 2010, Kent Prather drove the car to a third-place finish

in GT-Lite at the Runoffs.

"I had some issues because the wing couldn't be as high," Prather reveals, "but the Miata didn't need a big wing. I was able to do a bunch of work in the fender wells and underneath the car. It was a struggle, though."

But in 2011, Prather found the right formula. "I built a full GT-Lite engine with more compression and won the class in 2011 and 2012," he says. "The car proved that it could win."

In large part, Prather believes that reading the rulebook carefully and looking for ways to maximize your car's potential is an important key to success. "When the rulebook says that the car has to stall in

four seconds [when the single inlet restrictor is blocked], I make sure that my air box is big enough that it stalls in three or three and a half seconds," he explains, "but I'd see guys where the car would stall immediately. I figured those guys didn't take the time to build their air boxes properly."

By taking a good look at the class and identifying an opportunity that no one else had noticed, Prather helped himself to two consecutive championships.

"GT cars have a lot going for them in brakes and chassis," he says, "but in the aerodynamics, I don't think they do. That's what I worked on. It was a lot of fun and I'm glad I did it." 🍷



While lots of people race on any given weekend, the number of winners is small. The typical reaction to being off the pace is to blame the equipment - either yours is not up to snuff, or those guys out front must

be cheating. Unfortunately for your ego, there may be a more logical answer: You're the problem. Luckily, there's a fix that doesn't involve replacing you.

Most of us find speed the old fashion way: seat time. Getting

on track, turning laps, and making mistakes along the way are part of the learning process. But what if there was a better way? Could a personal driving coach be the answer? Few sports see individuals excel without professional

instruction, so why would racing be any different?

From Club Racing to Formula 1, drivers of all experience levels seek out coaches. For some, it's simply to accelerate the learning curve at a new track, while others are looking



WORDS Jason Isley | IMAGES Richard S. James

Is a driver coach the fast track to the front of the pack? We pair up a couple of Club racers to see just how quickly they can learn

LEARNING AT SPEED

for those last few tenths per lap. Either way, many swear by the positive results a driver coach can bring.

Coming into the 2016 SCCA National Championship Runoffs at Mid-Ohio, driver Derrick Ambrose assembled a team to

help. "I had two [coaches] for Mid-Ohio," says Ambrose. "The first one was Will Dodd, a local Spec Miata driver. He was there to get me up to speed on the track fast since he had local knowledge. For the qualifying days, I had [professional racer]

Kenton Koch review video and data and give feedback." Unfortunately for Ambrose, contact on the opening lap of the championship race resulted in him parking the car, but his pace certainly increased during the Runoffs week.

LOOK FOR IT

No matter where you are in the learning curve, chances are you can find some speed by utilizing a driver coach and data acquisition.

To see the driver coaching process first hand, we found some willing volunteers and headed to the track. First up was Jennifer Isley, whose recent Spec Miata build appeared in the April and May issues of *SportsCar*. Isley - a multi-time Solo National Champion - plans to compete at the 2017 Runoffs and is looking to ramp up her road racing skills. We also had Richard James join us. Longtime *SportsCar* readers will recognize James as a past editor of the magazine and an active contributor. James recently picked up a retired third gen pro racing Mazda MX-5, which he is racing in Touring 4; he also plans to compete at the Runoffs come September.

For coaching duties, we lined up Bryan Heitkotter. Heitkotter is well known among Solo competitors for his numerous National Championships, but he also owns an FIA racing license courtesy of his time as a factory Nissan driver. Heitkotter has road raced professionally around the globe, most recently in Pirelli World Challenge, and within days of our testing was working as the driver coach for the Always Evolving team in that series.

We also reached out to AiM Sports for data support - an easy choice considering both cars were already outfitted with AiM products. AiM responded by sending its National Training Manager and data guru Roger Caddell. Caddell hosts data training seminars for AiM both online and throughout the country and has likely forgotten more about data analysis than most of us will ever know.

With our ducks in a row, we descended on Buttonwillow Raceway Park near Bakersfield,



Bryan Heitkotter

PICK AND CHOOSE
(LEFT) Both of our experts encouraged the participants to focus on just a few areas during each session. Taking on too much at one time might result in other issues. (BELOW) Data acquisition expert Roger Caddell downloads data from the cars between sessions.



Calif. Like many tracks, Buttonwillow offers everything from private rentals to open test days – it’s really a matter of what fits your budget. We opted for a semi private test day, allowing us to pick the track configuration; this also limited the number of “other” cars on track to two.

Before heading on track, both cars were tuned up with data capturing gear. While Isley’s SM already sported an AiM Solo DL, Caddell added a second unit that was connected to the AiM SmartyCam – this setup allowed Heitkotter to review in-car video and data within moments of the car returning to the pits. In James’ T4 car, the car already had an AiM MXL dash with a number of optional sensors for additional data capture, allowing Caddell to simply plug in a SmartyCam.

Isley’s previous experience with data was in autocross, and she had not worked with a driving coach previously. “I hoped that I was going to get feedback on where I was lacking on the track, and where I could pick up time,” she says. Meanwhile, James had minimal interaction with data and

coaches in the past. “I used a little bit of data, but I’m not sure I fully understood how to use it and what I was looking at,” says James. “I have read some about data and how to use it, but I think until someone is there showing you what the data says, you don’t get the full effect.”

Throughout the day, each driver did a series of 25-minute, on-track sessions, similar in length to a typical Regional race, followed by a download session with Caddell and Heitkotter. The benefit of having the duo in place was immense, as Caddell could pinpoint deficiencies on the track and Heitkotter could just as quickly offer suggestions to correct them. It really reinforced the need to be able to interoperate data, while understanding vehicle dynamics and driver behavior. Undoubtedly, a single coach familiar with the data software could work both jobs, but for our purposes, having Caddell on hand saved time and allowed Heitkotter to concentrate on one job.

After several sessions, Isley felt she benefited from the entire package. “The data showed me

“I definitely saw an improvement as far as how close I was to the competition”
RICHARD JAMES

where I was slow and lacking, and the coach explained where to improve times,” says Isley. For James the most important feedback came from what he and Heitkotter could see on the video. “Using the SmartyCam was much more helpful for me than using the data,” says James. “The combination of video, seeing where it is on the track, and seeing what I’m doing – the line I’m taking, along with the lateral acceleration, the speed – that all was much more useful to me at this stage of my game rather than just looking at the data.”

Both drivers left the coaching experience having found areas of improvement; some they expected, while others were a surprise. “I learned how to look at the course differently, to open up the turns, and enter some of the corners a little bit differently,” says Isley. “It was

surprising to me. I know that I had been struggling in a couple of turns, but I didn’t think I was scrubbing off so much speed. When I saw the data, and when Bryan talked to me about where I was making my mistakes, it was surprising how much quicker I could go through the turns.”

“Some of it was stuff I expected to find, like you can push corner a little bit harder or you can carry more speed through a section,” says James. “But there were also some things that Roger pointed out that I didn’t realize I was doing, like breathing off the throttle in certain places that I didn’t need to. There were also a couple of things that were a little counterintuitive that Bryan suggested – a short shift before one corner instead of having to immediately shift at the exit. It might have slowed me down just

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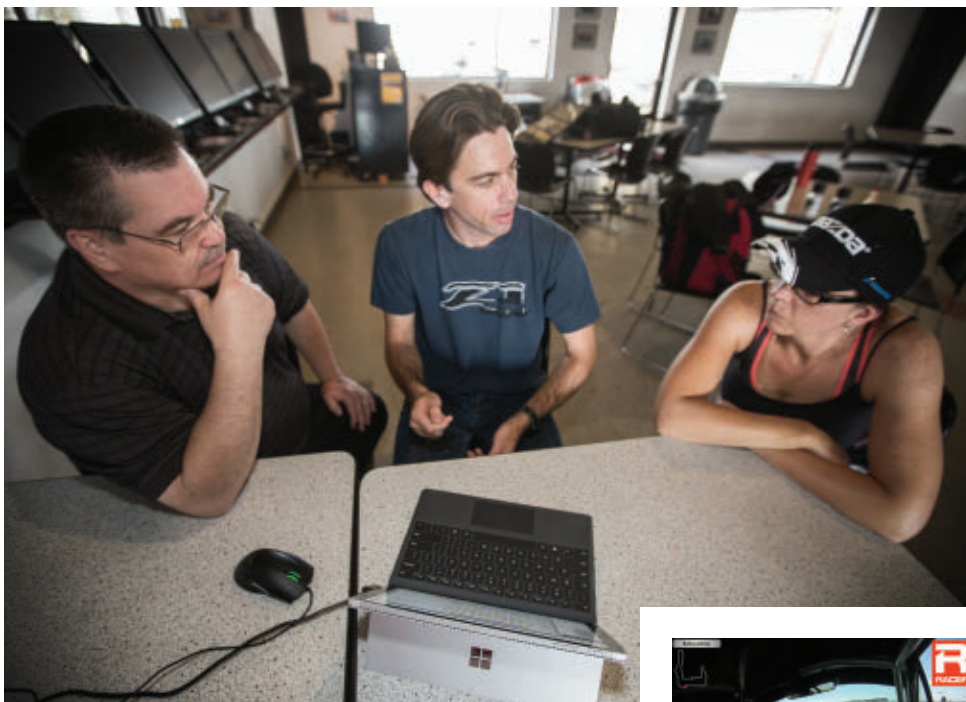


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THE DOWNLOAD

(ABOVE) Roger Caddell (left) joins driver coach Bryan Heitkotter (center) and driver Jennifer Isley (right) for a data analysis session. (RIGHT) Being able to sync video with data can reap huge benefits



a hair but, in the end, I think it was probably faster because it was more comfortable."

Shortly after working with the coaches, our pair of drivers headed back to Buttonwillow for the Hoosier Super Tour - did their newfound knowledge pay off? In short, yes. Both drivers entered the weekend far more confident, and got up to speed faster than at past race weekends. "I watched that

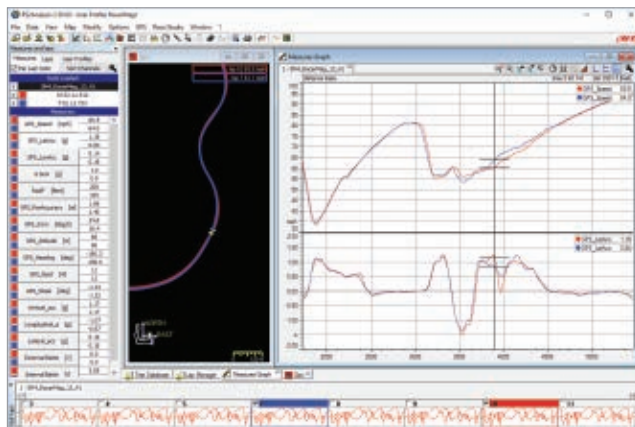
video of my best [coaching] lap," says James. "I went a hair faster in qualifying than in the test. I definitely saw an improvement as far as how close I was to the competition."

When it comes time to pick a coach, ask a lot of questions. Finding someone who is familiar with the track you are going to, has data knowledge that lines up with the equipment you have, and has

perhaps driven a car similar to yours, will all help ensure good results. If time is an issue, keep in mind that driving schools like the Bondurant Racing School offer private one-on-one coaching year-round. But be it a professional driver, a data expert, or a racing school, if your results with a driver coach are anything like ours, you'll be thankful this was a road you went down. 📍

DETAILS, DETAILS

Data does not lie. In this case, it demonstrated that even the smallest of steering inputs scrubbed speed, costing precious lap time (RIGHT). While our test was done without comparative data, having the ability to also compare laps with another driver in a similar car can show potential areas of improvement.



BE PREPARED

If you're going to invest time and money into a coaching day, there are some general rules of thumb you should follow. First, be prepared. If everyone is sitting around while you're working on your car, you're wasting money. Just like any race weekend, your racecar should be ready to run as soon as you arrive at the track.

Next, don't go cheap on consumables - make sure you are running a good set of tires. There's nothing worse than burning valuable track time chasing a handling issue caused by tires that should have been retired a few sessions ago. Does this mean you need to sticker up? Possibly not, but bring a set of tires that are good enough for racing competition.

Leave the tools in the toolbox. Unless you have a mechanical issue, avoid making any changes to the car. This is not a test day for your car; today, we work on the driver.

And finally, make a day of it. While it might be tempting to try to incorporate driver coaching into a race weekend, you might not get the most out of the experience. There is already a lot going on during a race weekend and you might need to focus some of your attention on the race; it's better to set aside a day that is dedicated to driver improvement. Once you feel like you are at the pointy end of the field, a race day coach can be useful for finding those last few tenths.



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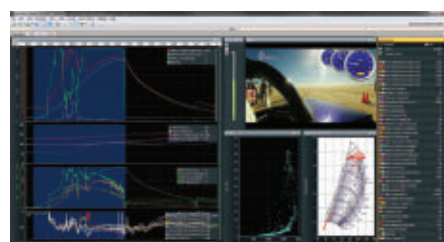
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SMARTYCAM GP HD

With a feature set that matches its all-in-one brethren, the SmartyCam GP HD separates recorder and lens for streamlined installations, like that required in open wheel applications.



MXG DASHLOGGER

A bright, crisp, 7-inch TFT display is the face of this powerful data logger. Featuring an integral shift array, configurable multicolor alarms, drag and drop multi-page configuration, WiFi connectivity, high speed GPS, analog and digital inputs, digital outputs, mil-spec motorsport connectors, and support for over 1,000 ECU connections.



MXS DASHLOGGER

All the color beauty and capabilities of the larger MXG, the MXS offers a smart sized 5-inch TFT display, resulting in a data logging dash that fits nearly any installation. Like the MXG, the MXS has an internal three-axis accelerometer and gyro, and memory that will record for days.



MXL2 DASHLOGGER

The MXL2 display features a high contrast traditional LCD with a black-to-white ratio nearly double its predecessor, fused with a graphical LCD offering great flexibility in information display and alerts. The MXL2 offers the same powerful logging, WiFi connectivity, high speed GPS, ECU connections, expansion, and memory as its color dashlogger siblings.



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Cosworth's CLU is a class leading, high performance data logger and controller. Lightweight, compact, and highly configurable, the CLU packs in an impressive list of features including high speed (up to 50kHz) synchronous logging, gigabit ethernet, EtherCAT synchronous network for expansion, extensive CAN & LIN, Simulink auto-coding support, easy to use 'Toolset' for set-up configuration, and powerful 'Toolbox' for data analysis.



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DO IT YOURSELF?

Building a race engine is a highly detailed endeavor requiring specialized skills and tools – but is it something you can tackle yourself?

WORDS Jason Isley

It's said that engines win races. A more reasonable person might say that the engine is but one piece in the racing cog – but both would agree that it's a vital cog. On top of that, how well that engine is built will, in part, determine how long it will propel you around the track, and how quickly. The problem is, good race engines can be expensive, so is there a way to do it on the cheap? Can a race engine build be a DIY project?

"I'm very adamant that it's a bad idea to be a do-it-yourself race engine builder," says Jesse Prather of Jesse Prather Motorsports, who has turned out numerous championship-winning road racing engines. "I'm not saying a guy can't piece together an engine to stick in his street Miata and drive it to work for the next 10 years; that's fine. But bang that thing off of the rev limiter every single shift and let's see how long it lasts."

A slightly different opinion comes from championship-winning engine builder Dave Rebello of Rebello Racing, who offers both complete engine building services and kits for people who want to build their own. "We do that all the time," says Rebello, in reference to selling engine kits that allow his customers to work with a local machine shop and build their own engines. That said, this comes with a caveat. Rebello notes there can be a difference in performance for a DIY project versus a professionally built unit. "I try to educate our customers as much as I possibly can," he says. "I will even tell them what flow numbers they need to accomplish the kind of horsepower we make. But then you still have to execute [the build]. There might be a customer who gets near what we get, and there might be a customer who falls short by 50hp."



Jay Benavolter

WINNER'S EDGE

Running up front at the Runoffs in classes like Spec Miata (ABOVE) and E Production (RIGHT) requires a stout motor – is it possible to build one yourself?

Additionally Rebello shares, it's the unknown that can bite the DIY builder. "If there is any issue, it's with some of the different torque values that we use versus what the factory uses. There is always a different torque spec for racing than there is for street use."

The high-strung nature of a race engine requires exacting specifications, with even the slightest of errors potentially leading to costly failures. "I've had a lot of guys try and build their own engines and, after they blow a few of them up, they end up calling me," Prather reveals. "I'm big on doing what I'm good at, and paying people to do what they are good at. I see mistakes in various ways, from being able to measure bearing clearances

properly to fitting rings properly, even torquing things properly, using the right lubricant for bolts, stretching rod bolts – it goes on and on. When you don't do it every day, you don't know how things are supposed to feel; building an engine has a lot to do with experience. The proper assembly is not easy."

With those warnings in mind, it certainly is technically possible to build an engine – even a race engine – yourself. Vendors like Summit Racing Equipment can set you up with most any part needed to service a modern engine and, in many cases, some of the specialty tools required for assembly. But before you get there, you will likely have some machine work to deal with. For this, finding the right shop is critical.



Jay Benavolter

"When it comes to a machine shop, the bulk of the work they do is for places like dealerships, unless it's a race-only machine shop – and there are not a lot of those out there," says Prather. "A lot of them are not performance oriented. If you are going to try and work with a machine shop, find one that has a good reputation in the motorsports industry."

A machine shop that does not focus on performance could leave you looking for power. "If you set all of your clearances right, and have a good, competent machine shop, there shouldn't be any issues," says Rebello. "I've had customers who put the kits together and come up shy of what they should have done; they sent the

head to us, we redid it, and they got pretty close to what they should have got. You just have to find a good cylinder head porter – or be pretty good at doing it yourself – in order to make the kind of horsepower you want to make."

For Prather, it comes down to finding the right person for the right job. "They do what they do, the machine operations," Prather says. "The engine builder will make sure everything is done to his spec. Most engine builders aren't full machine shops; they are the measurement, final assembly, making sure everything is done properly end of things."

It turns out having a pro build your race engine is often about buying proprietary knowledge, attention to detail, and piece of mind. "People bring me cars from all over the country, and when they leave they know they can go to the track with confidence," says Prather. "I'm not saying a guy can't do it, but you're never going to get the secrets, you're never going to get the technology – engine builders aren't going to give you that information on how they are getting that last 5hp out of an engine."

And then there's the cost of doing it yourself, but doing it wrong. "If you've got a \$10,000 engine, and 75 percent is parts and machine work, you can lose that investment on one small mistake [during assembly]," Prather notes.

At the end of the day, the biggest obstacle for many racers is price. If you have the patience, tools, and knowhow, there is the potential to save money. But if you think of your engine as an investment in speed, the cost of a professionally prepared motor comes more into focus. 📍

ONE PIECE AT A TIME

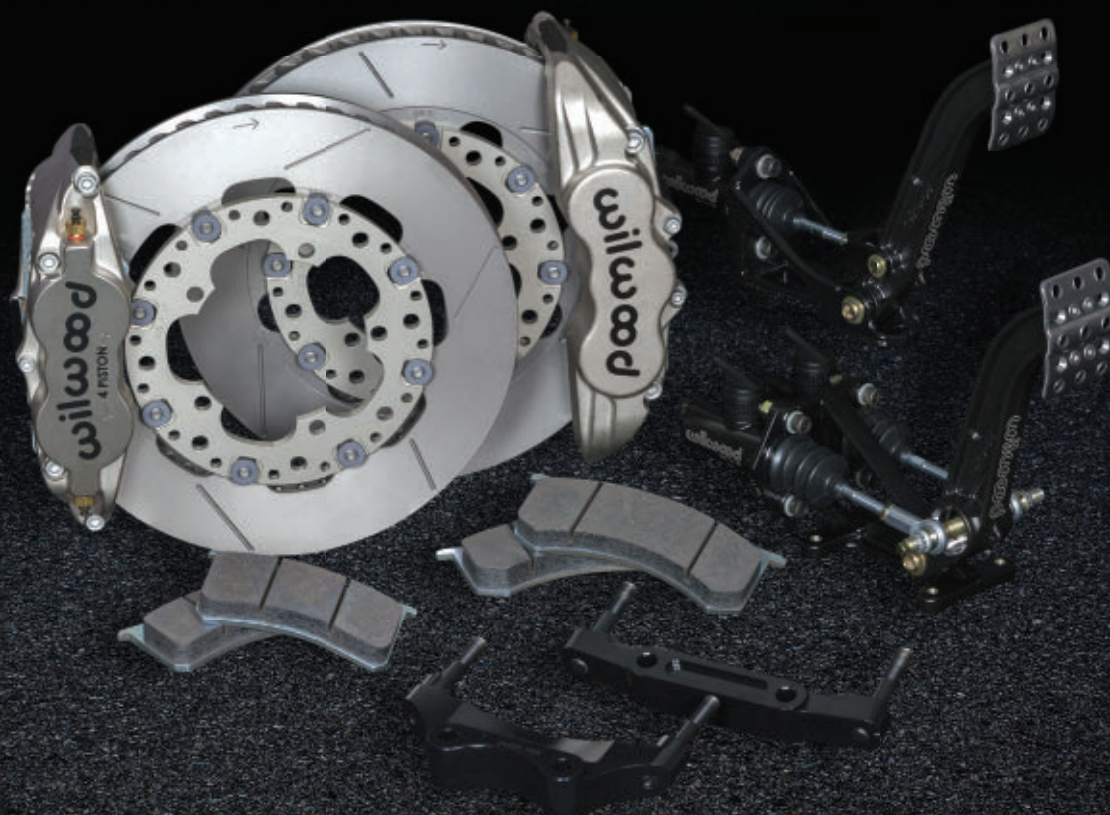
If you are on a tight budget when it comes to engine performance or repairs, carefully think through your needs, and consider options like building your engine in segments. Many engine builders agree that the power is in the cylinder head, and a

professionally built head can be sourced at a fraction of the cost of a complete race engine. For some, removing and installing a cylinder head may be within their comfort zone. Similarly, if the area of your racecar that needs attention, is the bottom end of the

engine, consider having a short-block built. Building an engine in this fashion may not be ideal, or yield the same performance results as a complete pro build, but it might help lighten the burden on your racing budget and get back on track quicker.

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A NIGHT OUT

This month, Project Camaro headed to the track via SCCA's Track Night in America (RIGHT). These are low-pressure events with casual driver's meetings (BELOW).



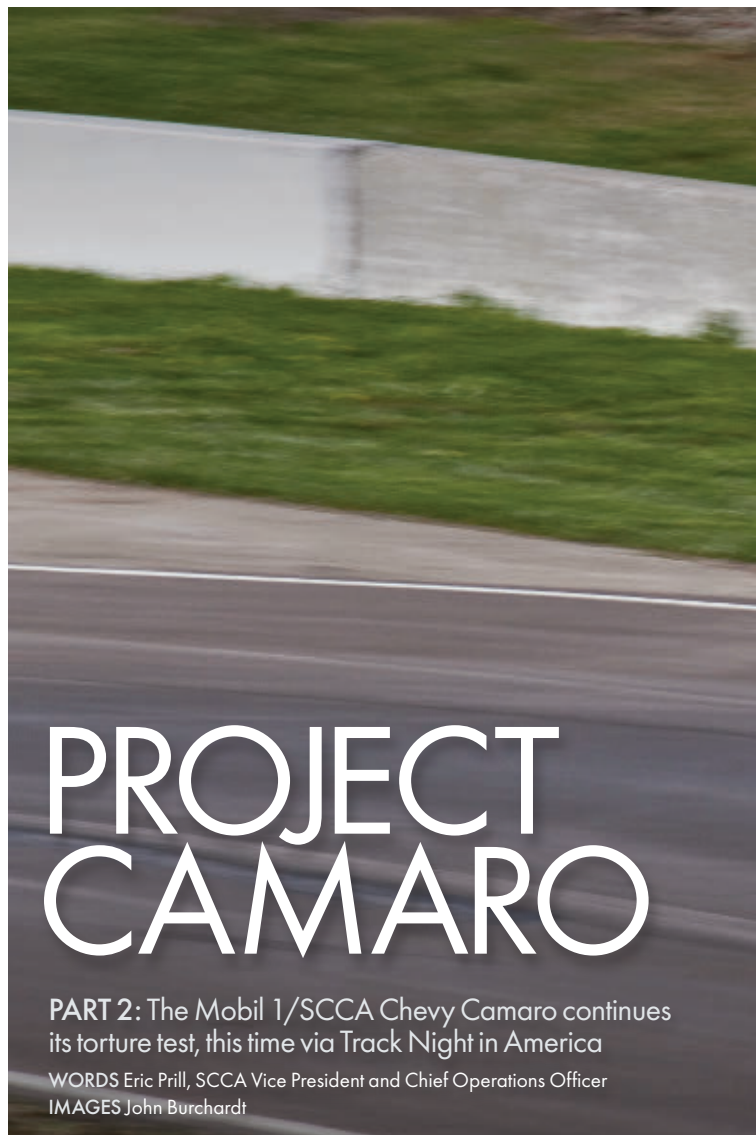
While not part of my purview at SCCA, I have a certain sense of pride when it comes to SCCA Track Night in America Driven by Tire Rack. In August 2011, our Marketing & Communications Department had a brainstorming session. I still have the notes from that day. In it is an item entitled "Track Night in America," a nationwide, consistent PDX-style program marketed and managed by a centralized staff. The idea was to have a consistent night each month that enthusiasts could get to the track with their street cars, not unlike what Friday night is for drag racing. It even identified The Tire Rack as a logical partner, plus some other primary tenets of the program. To my disappointment, we struggled to get any traction with the idea. Ultimately, it took the creation of a new department - Experiential Programs - to have the bandwidth and support to run with it. And now, beginning its third year, it's going like gangbusters.

While I've been itching to get to one of the events, it hasn't been in the cards. But the combination of new pavement at Heartland Park Topeka, the first Track Night there and a shiny

new Mobil 1/SCCA Chevrolet Camaro needing to have "#funwithSCCA" finally put the stars into alignment.

Risk is a part of motorsports, and while I accept that my F Production Miata could come home in a steaming heap any given weekend, that's not what we want to see happen to the \$35,000-plus Camaro that Mobil 1 provided. Lockton Motorsports has a special track day insurance program for Track Night in America participants. It's quick and easy to apply online. They process your payment and e-mail you your policy for that event. It took about 15 minutes to get the Camaro covered for its time on the track.

My pony car experience is pretty limited, so I had a clean slate when I first slid behind the wheel. The aggressive look of the exterior is offset by a comfortable cockpit. You sit low in the car and the side and rear windows are short, making visibility somewhat poor. I was pleased to see a big backup camera in it, which is necessary in this sports coupe. Like any car, it takes a little getting used to on the road, but I found the visibility to be fine on the track.



Prior to heading over to Heartland Park, I checked the torque of the lug nuts (140lb-ft!) and tire pressures. Our Camaro has only 6,000 miles on it, but I gave a quick visual inspection of the brakes and tires to make sure they wouldn't be the cause of a claim to Lockton insurance. I wasn't sure what to start out with for pressures on the 245/40-20, all-season Goodyear run-flats, so I just went with the recommended cold pressure setting of 35psi.

Even though this was the first Track Night at Heartland, the event started smoothly and ran on time. You self-select the run

group you're comfortable with (Novice, Intermediate, or Advanced) and you're scheduled for three 20-minute sessions.

As I prepared for my first session, I got my video camera set up on the windshield and zip-tied an AiM Solo data acquisition box to one of the vents, both of which will come in handy to see the net effect of any modifications that will be made to the car throughout the year. I went to put my helmet in the passenger window to lay it on the seat and found that it wouldn't fit through the window opening. Good to know if I need to evacuate and can't get the



driver door open. You need to either use the passenger door or take off the helmet.

After years of wheel-to-wheel racing, I don't really get nervous before going on the track anymore. But I was excited: a cool, fun new car, and brand-new pavement at my local racetrack. Helmet on, camera on, AiM Solo on, traction and stability controls off. Let's do this!

For this event, we ran the full 2.5-mile course, but with the 2006 configuration Turns 1/2 and 8/9. These sections are slower than the way the course was reconfigured in 2007, which is a good move for street cars

and many new drivers. They also placed a cone at the exit of Turn 14 so you wouldn't drive out to the wall. I also thought that was a good move. On top of that, the pavement was beautiful - smooth as silk. Nicely done, HPT.

At 3,400lbs, this Camaro isn't light. The stock tires are skinny and the treadwear rating is 500. I'm told that you could stand in the paddock and tell exactly where I was on the track based on tire noise. But even with a lack of grip, the howlin' blue Camaro was well balanced. After a touch of corner-entry understeer, the car went neutral while waiting for the boost to spool back up. The

return of boost would occasionally induce moderate oversteer that was controllable. In the final session, I tried some left-foot braking to keep the boost up, but never with success. More experimenting might help.

My group had cars ranging from a relatively stock first gen RX-7 to a new Porsche Cayman GT4 to a highly modified CAM Solo car. Even on the OE tires, the Camaro did pretty well, although I do suspect there were some confused people who pointed me by and expected the car to rocket past with screaming V8 noises instead of the whoosh of the four-cylinder turbo.

As a longtime road racer, I wasn't sure what to expect. But at a cost of \$0.83 per minute with the Track Night discount code I used at registration (regularly around \$2 per minute, which is still a bargain), I can see it becoming part of my routine, particularly since it doesn't require a weekend away from home.

As for the Mobil 1/SCCA Camaro, it's a nice dual-purpose car; one that will get upper 20s for highway mileage but also provides plenty of grins on the track (at only 6.5 mpg). And, if we're ready to start making performance mods, start with tires. Off to TireRack.com... ☘



REGION DEVELOPMENT

A healthy Regional Solo program (LEFT) doesn't build itself – luckily, there are tricks to the trade. For instance, encouraging rookies by offering things like instructor runs (BELOW) can be invaluable. Equally important is the role of registration workers (BOTTOM).



REGIONAL (& ROOKIE) DEVELOPMENT

Tips and tricks for organizers to optimize their Region's Solo program | **WORDS** Zack Barnes | **IMAGES** D.E. Baer

Love small business management is never the reason a Solo Regional Executive or Novice/Rookie Chief volunteers, yet the same principles are applicable for attracting and keeping competitors as they are for keeping customers coming through the door. The following small business or entrepreneurial ideas are turnkey concepts to rev-up a Regional autocross program improving membership commitment for future *and* current competitors. And yes, we're going to use some automotive lingo.

Before you get geared up, a regional organization needs a tech inspection. In an all-volunteer organization, it may be hard to ask members to try new roles. For any SCCA Regional Solo program, it's very important to have welcoming, patient personalities in charge of registration, rookie education, and, well, tech. For example, registration work assignments are often coveted because they involve sitting down, are completed first thing in the morning, and permit a

member to "escape" early in the event. Even a longtime, weekend warrior will appreciate a friendly face while handing over their entry fee, but for a new attendee, this is the first impression. This applies to the social media presence: just because your SCCA Region has a volunteer who is always active online doesn't mean they're the best fit for the role. Warm, patient personalities come through in those invitations and discussions.

While we're kicking the tires, don't forget to have a fresh set of eyes look over the Region's webpage and social media pages. You have those, right? It's worth considering if "social media manager" should be a volunteer position or work assignment. Generating content, setting up publicly viewable and sharable events, and revisiting that information can take several hours between events. Having this information aligned across Facebook, Instagram, Twitter, SnapChat, and whatever else people are using, makes it easy to

send information about your organization to other groups. While you're at it, verify the social media steers to your Region's webpage, and make sure the page is not cluttered with links and menus. Highlight the link to the FAQ that summarizes the sport and a typical event schedule, provides recommendations for event day supplies, and a contact list for newcomers.

Once your Solo program is running on all cylinders, look for ways to tune up events for efficiency and power. Remember, an efficient autocross event means more runs for competitors, and more runs means more value for their dollar. By identifying whether you need more space for tech to operate, a food truck or grill onsite to reduce lunch delays, or to take the microphone out of the hands of that one guy at the driver's meeting, you may be able to free up an hour of event time. Even in cases where it's not possible (whether through attendance numbers or site characteristics), no

one complains about having a little extra time at the end of the day to clean up or socialize.

Solo course design is another overlooked feature that impacts event quality. While throwing cones out of a pickup truck eventually leads to a course, correlating it to a map and making sure it's fun and challenging to everyone adds to the curb appeal. There are plenty of tips and ideas from Roger "The Real" Johnson's course design book, available online.

Finally, to add some extra zip to the events, are there aspiring photographers (perhaps from a local high school or college) who could be invited? Who doesn't love pictures of their car in action amidst a sea of cones? The best part about having those glamour shots available is that they can feed back into the social media stream to target marquee clubs.

A shiny exterior and smooth operation will do wonders for attracting new window-shopping competitors. To keep them planted in their seats, a regional



development plan - or at least a series of special events - will accelerate their commitment to the sport. Planning for at least one Solo novice school, a practice day or mid-level day, and then a mentoring program for divisional or "local-National" events really engage drivers. Mixed with some social events outside of competition, like movies or friendly go-karting days, the formerly new autocrosser will have signed on the dotted line for a whole year.

Hosting events, such as the Tire Rack Street Survival School, allows the Region to reach the newest-of-the-new drivers. Reaching the parents of those students may be even easier: hosting a Starting Line School, coordinated by the SCCA Solo department at SCCA headquarters in Topeka, Kan., is a full day of autocross-specific training from top-flight drivers. The hook is that along with the tuition, the students get an entry to your next Solo event.

Of course, there's nothing stopping a Region from hosting its own rookie school and utilizing similar exercises or elements. A "make me faster" school or intermediate practice day helps those who are no longer truly "new" to continue applying skills in a new setting. Experienced members get a chance to interact and relearn by teaching, too. Either way, introducing a rookie to the local competitive community early is likely to lead to their interest in bigger events.

Finally, identify a multi-day National Solo event that is around or less than six hours from home, and encourage these members to attend. Use social media to plan a regional caravan, paddock area, and a socialization time and location. These new members will easily understand the competition part of these events, but all of the procedural ins and outs can be confusing. For this, a window sticker or prep sheet covering all the features, times, locations, and operations of the event, plus the best accommodations for their socialization level are helpful; we all know which hotels are loud and have the parties. The *coup de race* is pairing experienced mentors with those attending their first big event. The mentor is can offer encouraging words, distract from the jitters, or just check and set tire pressures.

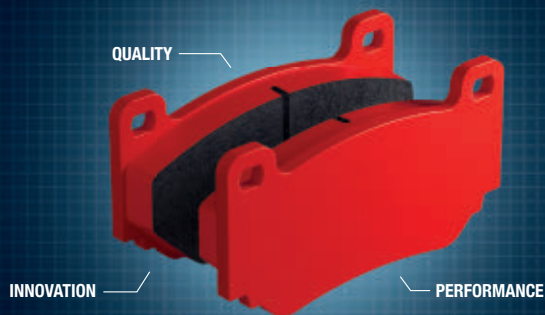
While everything here is a big task for just one person, it'll soon become a self-sustaining process engrained in the culture of your Region's "car business." 🍷

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Andy Schniedermeyer showed up at the April 22-23 U.S. Majors Tour at Circuit of St. Louis (previously Gateway) with his brand-new American Sedan Camaro. Since he was a novice, and novice license holders cannot race in the Majors, he was put in the ITE class to run in the Regional component of the weekend. But that's not the end of the story - not when enthusiastic SCCA workers get involved.

After a very smooth IT race on Saturday, Race Director Ken Patterson and Chief Steward Dan Miklovic waived Andy's novice races so he could enter the five-car American Sedan race on Sunday. Chief Registrar Sheila Burkett changed his registration, and tech issued a new tech sticker. Andy drove a steady race and now has Majors points up on the board. Peter Zeckert also had several novice drivers at the track that weekend, and they also received waivers. All in all, upward of four new racers took to the track for that Majors - outstanding!

While getting drivers on track like this is fantastic, workers have been on the ball all season - even when dealing with smaller problems experienced by veteran racers. At the April 9-10 Hoosier Super Tour at Hallett Motor Racing Circuit, I have to thank Timing and Scoring and Steward Jim Richardson for taking part of their lunch hour to help me solve my transponder issue. This is just one of hundreds of such actions taken by SCCA workers every weekend, and it's what makes the Club so great.

GT2 driver Mike McGinley and I worked Turn 11 at Heartland Park Topeka on the Thursday before the Gateway race for a Track Night in America event - which was pretty much a sell out. There was a great deal of spirited driving, with the novice group showing remarkable improvement in each session. Formula Vee stalwart Lisa Noble had the novices out on the Solo pad in the morning for the Starting Line Track school, coaching them on "the line, turn-in, and apex."

I encourage any racer who has never worked a corner to sign up and do this at their first opportunity. Most venues need workers, and it will improve your whole SCCA experience. The same goes for working a Tire Rack Street Survival school. It's not racing, but could be the most important thing you ever do in SCCA.

GATHERING DATA

Shifting topics, when it comes to data acquisition for use by the Club Racing Board for vehicle classing, competition adjustments, and the like, there is some misunderstanding about what we are doing and who sees the gathered data. We're trying to clear that up.

While this is a work in progress (the Race Data Technician specialty was only recently established), we're working on a handout to be included in the drivers' packets at any U.S. Majors Tours where the CRB will be gathering data. Admittedly, a Race Data Technician showing up on the grid with a data box at the

five-minute mark is not the best way to handle the gathering of competitor data, so we are setting forth to improve the process and provide information to the drivers before the event. This information will explain what the requirements are for the driver whose class may be selected to run with SCCA's AIM Solo data boxes.

While we sort through the logistics of physically gathering the data, it's important to keep in mind the necessity of the CRB gathering data. Due to the variety of cars in the various SCCA classes, the CRB is collecting data at most U.S. Majors Tours to assist with competition adjustment decisions - and keeping this data confidential is important to us. The raw data is confidential and is not accessible to members of the Advisory Committees or the Club Racing Board. Other than the Data Analysis team, nobody will ever see the raw data.

This is how that process work: Upon request, SCCA's technical staff will supply an analysis of the data to an Advisory Committee. This data analysis will not include the raw data, and the sources of that data will be anonymous - an analysis might include data traces on "car A" and "car B." Any decisions based on the data would then go back through the system with appropriate recommendations made for any competition adjustment if needed.

We are certainly in early days of the Club Racing Board using data for adjustments, but this is a necessary road to go down for the future of the sport. 📍

DOING IT RIGHT

From waivers to going the extra mile to data acquisition, how Club Racing is getting it right | **WORDS** Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Mark Weber



D.E. Baier

GET TO IT

(LEFT) The CRB recognizes that many racers prefer to keep their on-track data private, thus all data acquired by the Race Data Technician are kept confidential. (ABOVE) Thanks to hardworking volunteers, a number of racers have been able to take the checkered flag this season who might otherwise had not.



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GETTING A GOOD START

The National Solo season kicks off with great results – and with a little maintenance, you can be there to have fun, too

WORDS Paul Brown | MAIN IMAGE Perry Bennett

Without a doubt, the Tire Rack National Solo season has started out with a bang. Match Tours have seen excellent turnouts, and there was even the first protest in Match Tour history (which was upheld). That protest was followed in turn by ProSolo protests on the same car (with mixed outcomes on those). The sport isn't, and shouldn't be, about the protests, but it's encouraging to see that competitors are willing to take the appropriate action if they feel a wrong is being committed – the Solo Rules have a process, and it seems the process is working.

Attendance is excellent thus far into the season. Granted, this column is being penned prior to the Blytheville ProSolo, which sometimes struggles to meet minimum participation numbers, but all signs point to a healthy year. Case in point, the Spring Nationals ProSolo (which

will be taking place around the time this issue hits mailboxes) hit an entry count plateau a few years back, but this year may flirt with the entry cap.

Also performing well are those shiny new Chevy 2500 HD trucks that have been hauling Wells Cargo trailers. Vehicle reliability means the National SCCA staff hasn't been having travel adventures, which helps keep the event running on time.

READY TO RUN
(ABOVE) Regular trailer maintenance should help ensure you and your car arrive at the event trouble free.
(BELOW) By all counts, the 2017 National Solo season is off to a good start.



ROAD-GOING MAINTENANCE

Speaking of road trips, this seems like an excellent time for an RV update, especially considering that, like me, many competitors will be spending a lot of time on the road this season with the goal of actually getting to a National Solo event.

I just finished rebuilding the overworked ISB in my RV. While the bottom-end was in decent shape, the valve guides were shot to the point that several exhaust valves were bending. At some point, the valve guides got bad enough that the turbo was trying to (somewhat successfully) pressurize the crankcase, which caused significant blow-by causing (hopefully) a leaky rear main seal.

Rebuilding a large engine when there's no easy way to access it is an adventure. I ended up leaving the block in the chassis. Head removal and installation was a manual – albeit four-person – job, and was undoubtedly not done by the book. Three weeks were spent kneeling, either around the bed (the engine is under the bed) or under the RV beside the engine, so my knees are now the next problem.

Despite this, an RV has been a wonderful addition to our racing life. It has many attractive features, but serviceability is not one of them. Maintenance, however, is important when it comes to the item responsible for getting you to an event, so hopefully this engine work sets the RV up for many more years of dragging the racecar and trailer around the country to SCCA events.

While we're on the topic, don't forget trailer maintenance. I arrived home from the Los Angeles ProSolo and noticed one trailer tire was missing a few chunks of tread. More than a few people recommend replacing trailer tires after no more than three years of use. That's not a bad idea, especially on trailer setups nearing maximum capacity; but those with light trailers loaded far from the weight limits will also want to at least keep an eye on their tires. Always check for proper trailer tire inflation, and try to do a walk-around every time you stop for fuel – this is also a good time to check the hubs for excessive heat.

We know competition-car maintenance is important, so don't forget tow vehicle and trailer maintenance. It's not as exciting, for sure, but a little work now could save you a headache down the road. 🚗

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**CHECK IT**

RoadRally's checkpoint sign hasn't changed in decades; the timing that takes place there, however, is completely different than it once was.

(BELOW) Checkpoint crew (front row, left to right) Dwayne Fielder and Tony Cugini, (back row, left to right) Rick Beattie and John Laslo.

CHECKPOINT ELEGY

RoadRally's Checkpoint sign is iconic, but the procedure for timing at the sign is changing | **WORDS** Rick Beattie | **MAIN IMAGE** Rick Beattie

It has to be the most iconic symbol in RoadRally. In addition to a "check" and a "point" on every control sign, many a Club newsletter couldn't be titled without it. Technology will soon make it possible to confirm that rally teams are "on time, all the time," another mantra of the sport, but 50 years ago, timing cars at a checkpoint was a complex undertaking.

The Steel Cites Region 1967 "Minutes of CHECKPOINT Discussion" held for a planning meeting nearly five months before an event, notes among other things, wrist watches to back up the clocks set running days ahead to obtain their gain and loss rate and, of course, the required crew size. The minutes list six members: captain, flagman, timer, backup



Bruce Gezon

timer, recorder for official times, and recorder for checkpoint slips.

Two crewmembers are usually enough now in the age of hoses connected to clocks that can keep time for nearly 24 hours without drifting from standard time. For passage controls, one person is enough. Even the need for just one may have passed.

Mark Williams' EZTrak device placed in a moving car will send GPS-based location reports

every 500 yards. When "the red button" is pressed as the car crosses the timing line, the device sends the arrival time and records it and the speed at which the car crossed the line.

John Buffum reported that the device worked well at the Winter Challenge Rally in Vermont this past February and hopes to use it "with a few refinements," he says, for a few controls next year. Buffum listed 11 people for all of the checkpoint crews last year.

According to the RRRs, the required minimum crew size was down to three from 1970-'94, then two in 1995, and eliminated entirely in 1996.

Right now, technology is such that the need for even one member from those original six

worker crews is nearly gone. RoadRally Board Chairman Rich Bireta has released an app demonstrating the proof-of-concept that eliminates the need for a lone passage control worker or the run/work exchange of control crews. According to Bireta's announcement, "The Richta CPA Checkpoint POC app demonstrates the potential of a worker-less checkpoint," he says. "Drive past the checkpoint location and the app will time you as you pass."

To demonstrate how it works on your phone, drive past the checkpoint and press the "SetCP" button. Pass the checkpoint again and it will record the time you passed it.

Bireta emphasized that, "This app is not intended to be a product by itself. It was developed and released to demonstrate current, commonly available technology. This code could be imbedded into another app, like a rally odometer or a simple rally computer."

There are some issues with phones and tablets having a timing resolution of plus-or-minus one second, but other currently available receivers can give a timing resolution of plus-or-minus 0.1 seconds. There is also a problem with the number of satellites that can be reached in locations blocked by trees or terrain. There's also a problem with technology not being flawless. Case in point, this app wouldn't work on the slightly older model LG smart phone used as a test mule for this story.

That said, I've spent a lot of hours timing cars at a control. There was a time when four of us timing at a control was the norm; it's now very rare that that many are needed. After setting up the hoses, sign, wires, clock, and checking it all a few times, there are long stretches of time to remember past events, previous members, good days rallying and bad ones, checking on each other's family, and blaming someone for forgetting the pretzels, all in 90-degree heat. The technology now exists to do it much simpler and, very soon, more accurately. 📍

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**LEFT UNSUPERVISED**

Bill Armitage's wife stepped away for a few moments, and that was all it took for him to join the worker ranks.

KEEP COOL

Flagging and Communications expert Bill Armitage knows what it takes to keep everyone safe | **WORDS** James Kearney | **IMAGE** Courtesy Bill Armitage

Racing was imprinted on a 19-year-old Bill Armitage when his dad took him to the Molson Indy Grand Prix at Toronto in 1988. He loved everything about it but he found himself watching the workers as much as anything. In 2000, he and his wife were at a Tran Am race at Mid-Ohio taking in the sights between sessions. "My wife went shopping at one of the midways and I found myself at the Lake Erie Communications booth. They convinced me to give it a shot." Mid-Ohio was only four hours from their home in Louisville, KY. He was back the next weekend.

"It was a little overwhelming at first," he says. "They had me standing on a corner by the afternoon of day one. I felt I had been

thrown to the wolves." But he says he always got great support and training from very experienced workers.

The training of newbies is a particular area of interest for him. "I have implemented training programs for Indianapolis Motor Speedway as well as programs for World Endurance Challenge and Formula 1 at COTA," he explains. The idea is to bring newer workers up to speed quicker prior to major events. Bill says that much of the information used has been developed and used for many years. "In addition to the standard material, I use some of the nuances from other sanctioning bodies and incorporate them into programs I develop for a particular track or event."

Bill says that the least understood aspect of the F&C worker's job is the "C" part: communications.

"Training is meant to give them a background not only in the flags but in the communications piece of the job. There's a lot more to this position than waving flags. We are the eyes, ears and noses of race control." Flaggers watch for rule violations such as passing under the yellow or blocking. And when an incident occurs on the racetrack, the only way race control knows about it is from the description called in from the F&C worker.

Nowhere does experience count more. Staying calm in the face of an on-track incident requires a significant skill set. Even though you have just witnessed, at close quarters, a violent racing accident, your job is to report what has happened in a clear and concise manner. "Sometimes the incident is so spectacular that it seems to hit you in the chest," he admits. "But what you say needs to paint an accurate picture, and it needs to be short, sweet, and to the point."

There is a natural tendency to start taking a blue streak. "We want them to key the mike and then take a deep breath. A real pro will allow almost no inflection or excitement into the uttered words. It is very much a learned skill."

Volunteers are taught to avoid easily misunderstood words like red or black, re-fired or rolling, lest the message conveys circumstances that don't exist. These days, the new F&C worker gets assigned to an experienced worker for at least the first three weekends, according to Bill. A cool hand is a prerequisite, and not everyone opts to stay with it, but he feels most people can handle it given good support and training.

Flaggers are very much on the front lines and they have to be on their toes in every way. Toward the end of a pro race at Mid-Ohio, a car got turned and spun exiting the Keyhole where Bill was the flag team captain. The car was sitting in the middle of the track facing oncoming traffic, and all expected the driver to re-fire and pull away. From their vantage point they couldn't see that the car had a flat tire and a broken rim - it couldn't move.

The 40-car field had just taken the white flag and was coming full tilt. "I told the yellow flagger at the station to 'wave the hell out of it' and I ran, along with an assistant, toward corner entry, waving another yellow and using an arrow board to tell them where to go. Forty cars went by the stranded car without making contact."

Bill wasn't at the National Championship Runoffs to receive the 2016 Worker of the Year award for F&C, as he was at Circuit of the Americas where he was the race chair for a different race. "My phone and Facebook blew up and I was genuinely honored and surprised," he admits. "I'm not in it for the awards; I'm a low-profile sort of guy, but it would have been nice to be there." 📍

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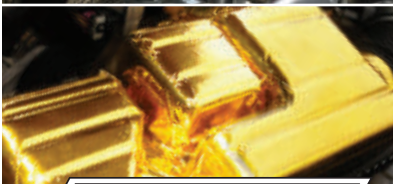
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GROWING UP SCCA

For lifelong member Andrea Albin, SCCA life has turned into more than a weekend event | **WORDS** James Heine | **MAIN IMAGE** J.G. Pasterjak

First, some background: We've had Southern Illinois Region's Andrea "Andie" Albin on our list of *First Gear* candidates to feature for several years now, after she was suggested to us by St. Louis and Southern Illinois Club Racing members at what is now Gateway Motorsports Park outside St. Louis. At the time, we were preparing our profile of fellow SCCA teenagers Grace and Rose vonHatten (*First Gear*, October 2008). All three youngsters were integral parts of the St. Louis and Southern Illinois Club Racing scene, performing the usual functions allotted to enthusiastic young members not quite old enough to work in hot areas or qualify for competition licenses.

At any given time, as with so many young members across the SCCA, you might have found one or another of them in registration, tech inspection, sound control, timing and scoring, or similar functions, often zipping from one job to another as their duties and the weekend required.

In the intervening years, all three have become young adults, earned university degrees, and continued their affiliation with the SCCA, with Andie earning an Honors BA in graphic design from Stephens College in Columbia, Mo.

From Stephens Andie also has earned an MBA, with her graduate thesis focusing on the economic feasibility of amateur road racing. In 2015, Andie joined the SCCA as the Club's digital-marketing and communications coordinator.

And what does Andie do as the digital-marketing and communications coordinator? "If we're being casual, I sit on

Facebook all day, and color things," she jokes. "If we're being serious, I manage the Club's social-media outlets and content on SCCA.com. I am also responsible for all of the Club's in-house graphic-design needs.

In this age of the ever-widening influence of social media, that's no small task. "SCCA's greatest potential growth is in youth. That means we need to focus on the media they spend the most time with. Right now, that's social media," she says.

We finally caught up with Andie earlier this year, on one of her visits home from her work in Topeka. When asked about her own introduction to the SCCA and the length of her SCCA membership, Andie replies with a smile.

"Is conception an acceptable answer? Because it's essentially true," she says, noting that her parents, Chris and Lesley Albin, were active in Solo and ITB long before she was little more than a gleam in her parents' eyes. Strictly speaking, she adds, she received her 20-year pin last year.

Her parents, she notes, joined the Club in 1990 as a way to become involved in autocross and, eventually, road racing, and she herself, like so many other children of SCCA members, found herself growing up around cars, cones, and race weekends.

"That's not to say I wasn't a girly girl growing up," Andie says about her childhood. "It's just that my Barbies raced cars and weren't scared of getting dirty. I did whatever I could to be around the track. There was only a brief period in high school when I wavered a bit. Dad had just been involved in a serious on-track incident, and it

scared me. I came back when I realized that my SCCA friends had become my family."

By that time, Andie says, she was also old enough "to go over the wall," so getting involved again was easy. "Once I hit 16, my interest shifted to crewing, and I accompanied Dad to nearly every event and was his primary crew."

Also, about that time she took up Solo as part of her "drivers ed.," Andie recalls. "Dad was adamant that I learn car control in the safest environment he knew. The deal was a minimum of two events a year until I graduated. I took the deal."

The "deal" also allowed her to skip drivers' education in high school, Andie explains, noting that in subsequent years she earned her competition license also, becoming the Midwest Division's 2015 F Production champion.

"Dad was adamant that I learn car control in the safest environment he knew"
ANDREA ALBIN



Rupert Berrington



FOR LIFE, OR LONGER

Andrea Albin was born into the Club, but she chose to stick around and make a career of it, now working at the SCCA National Office. Albin has also joined in her family's obsession with racing VWs, but is dabbling with open wheeled cars in Solo, too.

While as a young professional she has chosen to stick to the organizational side of SCCA, what she believes in and supports, Andie says, "is the advancement of talented racers and autocrossers into professional driving and racing endeavors."

She adds, "There's no reason that passionate Club members can't climb the professional driving ladder."

Away from the SCCA (in addition to all that's mentioned here, she also enjoys RoadRallies and RallyCross), Andie spends her time on another avocation she's been around since childhood: breeding, training, and showing Golden Retrievers and English Cocker Spaniels.

"My dogs are my refuge when I need to get away," she says, noting that she competes "primarily in Conformation and Agility, or as my autocross friends call them, concourse and dog-o-cross. It's amazing how the worlds overlap. Efficient lines are just as important when guiding a dog through a course of obstacles, as a car through a course of cones."

Is Andie busy? You bet. "My friends ask when I have time to rest," she confesses. "I ask them what the word means. Others just think I got my craziness from Dad."

These days, Andie adds, she has an eight-word quote hanging on her bedroom wall, and each morning it serves as a daily reminder for her. The sentiment: "Have big dreams. You will grow into them."

It's advice she tries to live by, she notes. "If you want something, don't stop until it's a reality, regardless of what other may think of your dreams." 🍀

"While completing my masters, I was living at home and working on racecars in my free time," Andie explains. "In the fall of 2014, Dad rewarded my commitment by helping me get on track. First at a couple of St. Louis Region PDXs, and then in our ITB car at a pair of CREs. By the second one, the stewards were convinced that I was ready to take the next step, and I was offered my novice permit."

These days, Andie says her Club Racing career is on hold

because of the five-hour commute between Topeka, where she lives, and an Albin family garage in St. Louis that houses assorted race-prepared VWs. Instead, she has found a home in Solo, where last year, thanks to Steven Duckworth and Geoff Zimmer, she finished second in FSPL in Zimmer's 1977 Volkswagen Rabbit, a.k.a. "Bunni."

Andie continues the explanation. "This year, while still driving Bunni at the Tire Rack Solo Nationals and a few events in the

Southeast, I will be competing Regionally in the Midwest in Brad Smith's F Mod. I look forward to letting this car educate me. It's a completely different challenge from the Volkswagens of my past - and completely out of my comfort zone."

Yes, the adrenaline rush of competition is great, but "that's not why I love this Club," Andie says. "I give back because of the people. The friends I've met through SCCA are the family I got to choose."



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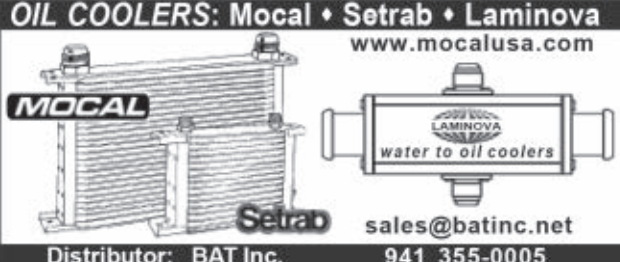
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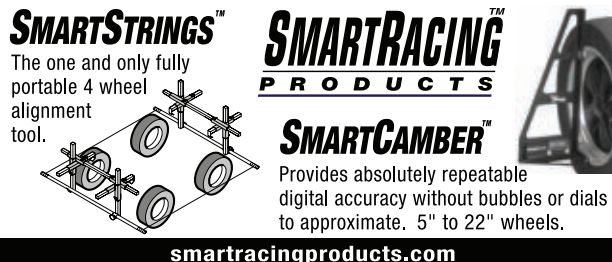


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22 OPEN WHEEL | SPORTS RACERS ▼

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1983 RALT RT-4 > Original Toyota kit motor, carbs, 3 sets of wheels, 3 sets wings, gear sets, spares. Has not raced in a long time, but many fresh parts. Additional pics on request. \$6,500. **Contact:** Mike (248) 867-2938 or icehack01@aol.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

22 OPEN WHEEL | SPORTS RACERS ▼

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23 PRODUCTION BASED | GT ▼

2013 FACTORY ASTON MARTIN VANTAGE GT4/GTS > Prodrive built, serial #001. Multiple podium wins in the World Challenge series. One race since engine rebuild. 4.7 L V8 engine, 6-speed manual, ABS/traction control and aluminum frame. This car is sorted and ready to win, located in TX. \$125,000. **Contact:** (972) 746-3784 or sales@dallasmotorsports.com



2013 FACTORY ASTON MARTIN VANTAGE GT3 > Prodrive built and owned by Aston Martin CEO, this serial #001 was used for a handful of track days. 6hrs since Prodrive updated car to 2015 specs. 6.0L V12 engine, 6-speed air shift, ABS/traction control, located in TX. \$299,000. **Contact:** (972) 746-3784 or sales@dallasmotorsports.com



2001 CATERHAM SUPERLIGHT-R > Built by Caterham USA-Denver. Quicksilver engine, Penskes, tilted/autocross/street. No wrecks. \$35,000. For complete list, **Contact:** Lee (605) 366-0639 or lmabeejr@sio.midco.net

23 PRODUCTION BASED | GT ▼

1997 BMW 328IS > Never wrecked. Motec ADL digital dash data acquisition system w/ beacon. Six sets of race wheels and three differential rear gears. Bilstein Group N shocks valved to Turner specifications. Cage with NASCAR door bars, petty bar and much more. **Contact:** Mike Guenther (863) 860-3828 or mguenther@tampabay.rr.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



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23 PRODUCTION BASED | GT ▼

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

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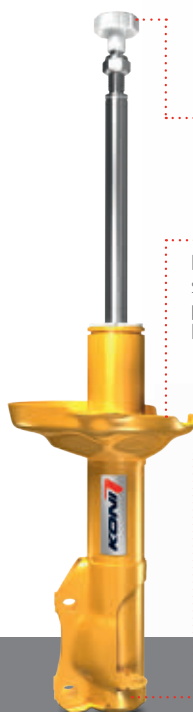
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Matt Cole with stock appearing grocery getter TrailBlazer with 1000 hp still has A/C and Bose surround sound. He's still sorting it out but did an 10.1 in the 1/4 mile with soft 60 foot last year with the goal of running 8's this year.



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WHAT Trans Am
WHEN July 2, 2017
WHERE Brainerd, Minn.
The Trans Am series returns to Brainerd International Raceway in early July for another big-bore throwdown.



TRANS AM gotransam.com
Mar 5 Sebring Int'l Raceway, Fla.
Ebben (TA); Machavern (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.

All dates/events subject to change

* = Double Event

= Enduro

CR = Course Rally

CT = Club Trial

HC = Hill Climb

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class

NC = National Course

NT = National Tour

PDX = Performance Driving Experience

r = Restricted

Ro = Runoffs qualifier

RT = Regional Tour

SR = Social Rally

TT = Track Trial

v = Vintage

Email 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

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.
Drissi (TA); Napoleon (TA2); Brinkop (TA3); Dreier (TA4)
Jul 29-30 Portland Int'l Raceway, Ore.
Nov 4-5 Circuit of the Americas, Texas



FORMULA 4

f4uschampionship.com

Apr 8-9 Homestead-Miami Speedway, Fla.
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



LAT / Dan R. Boyl

PRO RACING

WHAT F4 U.S. Championship
WHEN July 6-9, 2017
WHERE Bowmanville, ON, Canada
The United States Formula 4 series heads north of the border in July for rounds 9-12 of the 18-race season.



Date Track/Region
Phone numbers are for region registrars

2017 U.S. MAJORS TOUR

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NORTHEAST CONFERENCE

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

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

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

Jun 17-18 The Ridge Motorsports Park, Wash.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

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

DIVISIONAL/REGIONAL

NORTHEAST nediv.org

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
Sep 16-17 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 sedivrac.org

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 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

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Atlanta (770) 617-0801
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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

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

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

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
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MIDWEST midiv.org

Jun 2-4 Ro Raceway Park of the Midlands/Nebraska
Jun 16-18 Ro# Iowa Speedway/Des Moines Valley
Jul 14-16 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

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

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

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

Aug 19 Warminster Community Park/Philadelphia
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Philadelphia (484) 949-4100

SOUTHEAST sedivrac.org

Jun 17 Scottsboro High School/Chattanooga
Aug 19 Scottsboro High School/Chattanooga
Chattanooga sdobler2@gmail.com
Tenn. Valley (256) 508-4933

CENTRAL cendiv-scca.org

Oct 15 Route 66 Raceway/Chicago
Chicago gwlaw@sbcglobal.net

SOUTHWEST sowdivscca.org

Jul 8 Lincoln Airpark/Nebraska
Nov 4 Heartland Park Topeka/Kansas
Kansas lduncan65@hotmail.com
Nebraska mwalker@dvti.com

GREAT LAKES greatlakes-scca.org

Jun 17 Tire Rack Test Track/South Bend
Aug 19 Tire Rack Test Track/South Bend
South Bend streetsurvival@sbrscca.org

NORTHERN PACIFIC norpac-scca.org

Oct 1 Portland Int'l Raceway/Northwest
Northwest
karenmccoy3941@comcast.net

STARTING LINE SCHOOLS

Jul 7 National Corvette Museum, Ky. (Solo)
Jul 11 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 sediv-racing.org

Jul 22-23 Sebring/Central Florida
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ROAD RACING

WHAT U.S. Majors Tour
WHEN July 29-30, 2017
WHERE Elkhart Lake, Wis.
 The U.S. Majors Tour hits Road America in late July as the Northern Conference begins its wind down.

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 (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 sediv-racing.org

Jun 3-4 TT Carolina Motorsports Park/Central Carolinas
Jun 10-11 PDX Sebring/Central Florida
Jul 8-9 PDX/CRE PBI/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 PDX 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

CENTRAL cendiv-scca.org

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

SOUTHWEST sowdiv-scca.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

MIDWEST midiv.org

Jul 14-16 CRE/PDX Iowa Speedway/Des Moines Valley
Des Moines Valley (515) 979-6648

ROCKY MOUNTAIN coloradoscca.org

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

Sep 30-Oct 1 HC Clifton, Ariz./Arizona
Arizona (408) 832-1327



Ken Brown

THE GLEN

July 8-9 will see competitors tackle the challenging Watkins Glen circuit for a Runoffs qualifying Regional weekend.

**OFFICERS**

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 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

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MINDI PFANNENSTIEL

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HOWARD DUNCAN

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HEYWARD WAGNER

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REECE WHITE

Director of Information Technology
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 Main: (785) 357-7222
 6620 SE Dwight St., Topeka, KS 66619
www.sccapro.com

Vice President/General Manager
STEVE OSETH

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www.scca-e.com
 President & CEO **ROBEY CLARK**

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 (678) 697-9755; tpulliam@scca.com
 Area 13: **JIM WEIDENBAUM**
 (503) 327-8990; jweidenbaum@scca.com

SCCA HAPPENINGS

TRACK NIGHT IN AMERICA

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 Motorsports 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

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.
Yom (Super); Wong (Ladies)
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)

REGIONAL NORTHEAST nediv.org

Jun 4 Warminster Community Park/Philadelphia
Jun 10-11 Farm Show Complex/Susquehanna
Jun 17 Jimmy Stewart Airport/Allegheny Highland
Jun 18 Pittsburgh Int'l Raceway/Steel Cities
Jun 24 Monroe Community College Brighton Campus/Finger Lakes
Jun 25 Mid State Regional Airport/Central Pennsylvania
Jul 2 Bader Field/South Jersey
Jul 8-9 Mid State Regional Airport/Central Pennsylvania
Jul 8 Monroe Community College Brighton Campus/Finger Lakes
Jul 15-16 Warminster Community Park/Philadelphia
Jul 22-23 Mohegan Sun Arena/NE Pennsylvania
Jul 23 Pittsburgh Int'l Raceway/Steel Cities
Jul 23 The Shops at Ithaca/Glen
Jul 23 Regency Furniture Stadium/Washington DC
Jul 23 Xerox/Finger Lakes
Jul 29-30 Bader Field/South Jersey
Aug 5 Pittsburgh International Raceway/Steel Cities
Aug 6 Regency Furniture Stadium/Washington DC
Aug 13 Corning Community College/Glen
Aug 13 Mid States Regional Airport/Central Pennsylvania
Aug 13 Monroe Community College Brighton Campus/Finger Lakes
Aug 20 Warminster Community Park/

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Philadelphia

Aug 20 Bader Field/South Jersey
Aug 20 Pittsburgh Int'l Raceway/Steel Cities

Aug 20 Monroe Community College Brighton Campus/Finger Lakes

Aug 27 Centre County Public Safety Center/Central Pennsylvania

Sep 17 Splish Splash Water Park/New York

Sep 17 Warminster Community Park/Philadelphia

Sep 24 Centre County Public Safety Center/Central Pennsylvania

Sep 24 The Shops at Ithaca/Glen

Sep 24 Bader Field/South Jersey

Sep 24 TBA/New York

Sep 24 Monroe Community College Brighton Campus/Finger Lakes

Sep 24-25 WyoTech/Allegheny-Highland

Sep 30-Oct 1 Mid States Regional Airport/Central Pennsylvania

Oct 1 Splish Splash Water Park/New York

Oct 1 Monroe Community College Brighton Campus/Finger Lakes

Oct 1 Pittsburgh Int'l Raceway/Steel Cities

Oct 7-8 Williamsport Regional Airport/NEPennsylvania

Oct 8 Warminster Community Park/Philadelphia

Oct 8 Warminster Community Park/Philadelphia

Oct 14 Regency Furniture Stadium/Washington DC

Oct 14 WyoTech/Allegheny Highland

Oct 15 Watkins Glen North Paddock/Glen

Oct 15 Bader Field/South Jersey

Oct 15 Pittsburgh Int'l Raceway/Steel Cities

Oct 21 WyoTech/Allegheny-Highland

Oct 22 Splish Splash Water Park/New York

Nov 12 Bader Field/South Jersey

Allegheny-Highland (724) 622-4250

Central Pennsylvania (814) 386-3097

Finger Lakes (585) 231-1173

Glen brettbourdette@gmail.com

New York sgtvinas@gmail.com

NEPennsylvania (570) 881-0474

Philadelphia (484) 949-4100

South Jersey sue1arunit@verizon.net

Steel Cities (724) 689-7393

Susquehanna

kristen@krispvisions.com

Washington DC (240) 508-5335

SOUTHEAST sedivrracing.org

Jun 10 Cape Fear Community College/North Carolina

Jun 11 Twin Fountain Raceway/Tennessee

Jul 16 Music City Raceway/Tennessee

Jul 16 Thunder Road Raceway/Red River

Jul 22-23 Cherry Point MCAS/North Carolina

Aug 13 Thunder Road Raceway/Red River

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

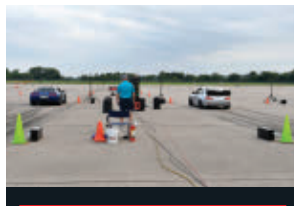
chris@christopherowhite.net

North Carolina (910) 622-5513

Red River

flawedchemical@hotmail.com

Tennessee trscca.cd@gmail.com



Rupert Berrington

NATIONAL SOLO

WHAT ProSolo Series

WHEN July 14-16, 2017

WHERE Packwood, Wash.

SCCA's Tire Rack ProSolo National Series heads to the northwest for a battle at the lights. Only one more event remains before the Finale.

CENTRAL cendiv-scca.org

Jun 10-11 Catapillar Building/Central Illinois

Sep 30-Oct 1 Pekin Municipal Airport/Central Illinois

Central Illinois (309) 370-8326

GREAT LAKES greatlakes-scca.org

Jun 10-11 Mid-American Air Center/Southern Indiana

Jun 17 Mid-American Air Center/Southern Indiana

Jun 18 Jack Barstow Airport/Saginaw Valley

Jun 18 Tire Rack Test Track/South Bend

Jun 24-25 Mid-American Air Center/Southern Indiana

Jun 24-25 Toledo Express Airport/NWOhio

Jun 25 35010 Vine St./NEOhio

Jul 1 Mid-American Air Center/Southern Indiana

Jul 9 Allen County War Memorial Coliseum/Fort Wayne

Jul 16 Mid-American Air Center/Southern Indiana

Jul 22 Tire Rack Test Track/South Bend

Jul 23 Mid-American Air Center/Southern Indiana

Jul 23 Jack Barstow Airport/Saginaw Valley

Jul 30 35010 Vine St./NEOhio

Aug 5-6 Grissom AA Area/South Bend

Aug 13 Owens Community College/NWOhio

Aug 20 Tire Rack Test Track/South Bend

Aug 20 Mid-American Air Center/Southern Indiana

Aug 26-27 Toledo Express Airport/NWOhio

Aug 27 Mid-American Air Center/Southern Indiana

Aug 27 35010 Vine St./NEOhio

Sep 17 Mid-American Air Center/Southern Indiana

Sep 17 Owens Community College/NWOhio

Sep 24 Jack Barstow Airport/Saginaw Valley

Sep 24 Tire Rack Test Track/South Bend

Sep 24 35010 Vine St./NEOhio

Oct 1 Toledo Express Airport/NWOhio

Oct 8 Mid-American Air Center/Southern Indiana

Oct 15 Owens Community College/NWOhio

Oct 22 Mid-American Air Center/Southern Indiana

Oct 22 Tire Rack Test Trac/South Bend

PLAY HARDER.



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

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



ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS

John H. Lawrence	6/1/1957	Western New York
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55-YEAR MEMBERS

Dan Ehrhorn	6/1/1962	Texas
William S. Yates	6/1/1962	Cal Club

50-YEAR MEMBERS

Walter F. Dudley	6/1/1967	Arizona
Ken P. Francke	6/1/1967	Central Florida
David L. Pourciau	6/1/1967	Central Louisiana
Doug Reed	6/1/1967	Colorado

45-YEAR MEMBERS

Barbara K. Beauchamp	6/1/1972	Delta
Peter H. Becker	6/1/1972	New England
James Edwards	6/1/1972	West Texas
Jonathan D. Farkas	6/1/1972	New York
Jim Hughes	6/1/1972	Oklahoma
Robert Charles Langlotz	6/1/1972	Central Florida
Mary Jane B. Laws	6/1/1972	Chicago
Joseph W. Marcinski	6/1/1972	New England
John E. Schroeder	6/1/1972	New York
Milt Seropan	6/1/1972	San Francisco
Kevin Wiegiers	6/1/1972	St. Louis
Sue Young	6/1/1972	Indianapolis

40-YEAR MEMBERS

Paul A. McCreery	6/1/1977	Central New York
Marton L. Carroll	6/1/1977	St. Louis
Kenneth C. Cramer	6/1/1977	Milwaukee
Cal Craner	6/1/1977	Eastern Idaho
Linda Grass	6/1/1977	Northwest
Lynne Huntting	6/1/1977	San Francisco
Carwin Lindenbusch	6/1/1977	St. Louis
William E. Meyer	6/1/1977	St. Louis
Edward J. Paul	6/1/1977	Arizona
Thomas G. Reichenbach	6/10/1977	Cal Club
Joseph A. Russell III	6/1/1977	Northern New Jersey
Michael M. Sullivan	6/1/1977	San Francisco

35-YEAR MEMBERS

Donald A. Burkley	6/28/1982	Lone Star
Michael Cianciosi	6/16/1982	Finger Lakes
Stephen Grunewald	6/15/1982	Detroit
Rob Heiser Jr.	6/28/1982	Atlanta
Scott Jessurun	6/7/1982	New England
E. Kay Kelly	6/17/1982	Colorado
Linda Kogan	6/17/1982	New England
Michael L. Langley	6/29/1982	Tennessee Valley
John R. Leigh	6/30/1982	Atlanta
Robert L. McKeown	6/23/1982	Tennessee
Scott D. Meland	6/16/1982	Blackhawk Valley
Eve Pribel	6/29/1982	Chicago
Tina M. Reeves	6/29/1982	Finger Lakes
Tim Silver	6/16/1982	Cincinnati
Karen E. Smith	6/25/1982	Mohawk Hudson
Kathy Vanderwende	6/29/1982	Misery Bay
Jeffrey Wong	6/10/1982	San Francisco
C. Ansen Yelkin	6/16/1982	Steel Cities

30-YEAR MEMBERS

Ian Mackie	6/15/1987	Northwest
Philip Bohlander	6/26/1987	Western Michigan
Carma Jean Clark	6/8/1987	Buccaneer
Richard Corn	6/15/1987	Oregon
William S. Crowley	6/4/1987	New England
Mary Daly	6/23/1987	Ozark Mountain
Bob Dowie	6/25/1987	Northern New Jersey

Bob Eichelberger	6/24/1987	St. Louis
Carole Garner	6/11/1987	Detroit
Scott Grinnell	6/16/1987	Finger Lakes
Gary Hallberg	6/10/1987	Northwest
Linda Hallberg	6/10/1987	Northwest
Terri Herrod	6/5/1987	Northeast Oklahoma
Sherry Inge	6/29/1987	Central Florida
Linda D. Innes	6/26/1987	Detroit
Gordon L. Jones	6/10/1987	Oregon
Jeff Kulawinski	6/24/1987	Blackhawk Valley
William D. Lancaster	6/8/1987	Detroit
Andrew P. McDermid	6/29/1987	Milwaukee
William P. McGovern	6/26/1987	Chicago
Susan M. Mount	6/2/1987	New England
Carl M. Norris	6/2/1987	Washington DC
Gerald B. Plummer	6/22/1987	Atlanta
Linda Plummer	6/22/1987	Atlanta
John A. Porter	6/11/1987	Florida
Kenneth R. Ragan	6/23/1987	Kansas City
Michael A. Reupert	6/10/1987	Milwaukee
Thomas D. Rushin	6/2/1987	Arizona
Joseph F. Schlosser	6/2/1987	New York
Jennifer Schlosser	6/2/1987	New York
Judy Simon	6/26/1987	Northwest
David W. Strittmatter	6/18/1987	Neohio
Linda A. Thomson	6/25/1987	Mohawk Hudson
Ron Throckmorton	6/26/1987	Chicago
Rick Votaw	6/23/1987	San Diego
Carol C. Waters	6/25/1987	North Carolina
Jenifer Weyhrich	6/20/1987	Oregon
Daryl Wilson	6/8/1987	Colorado
Mary Winters	6/16/1987	Neohio
Kay Young	6/25/1987	Cal Club
Richard Young	6/25/1987	Cal Club

25-YEAR MEMBERS

E. H. Audaer	6/18/1992	Atlanta
Erik G. Bacon	6/2/1992	Milwaukee
Susan Bergman	6/26/1992	Western New York
Christopher S. Bevis	6/9/1992	New England
Beth Burkhard	6/3/1992	Washington DC
Christopher Chandler	6/12/1992	San Francisco
R. Douglas Chaplin	6/26/1992	Susquehanna
Dennis Coulter	6/30/1992	Central Florida
Morgan Davies	6/16/1992	San Francisco
Robert Guhde	6/26/1992	Finger Lakes
Paula D. Haff-Frazier	6/23/1992	Buccaneer
Michael D. Jordan	6/9/1992	Tennessee
Cindy Kamish	6/19/1992	Detroit
Randall Katchis	6/3/1992	New York
Marie B. Kirby	6/26/1992	Oregon
Lawrence C. Kropp	6/8/1992	Susquehanna
Artie Lane	6/3/1992	Houston
Richard R. Little	6/29/1992	Atlanta
Mark J. Megliola	6/19/1992	New England
Bret Norgaard	6/19/1992	San Diego
Bonnie Ozard	6/23/1992	San Francisco
Julie Perkins	6/15/1992	Middle Georgia
Frances C. Rogers	6/16/1992	Colorado
Stephen E. Rogers	6/16/1992	Colorado
Lee M. Romine	6/23/1992	Central Louisiana
Deanna Scaler	6/4/1992	South Jersey
Bill Schepergerdes	6/15/1992	Cal Club
Bob Smethers	6/19/1992	Oregon
Valerie M. Smith	6/5/1992	Ohio Valley
Robert J. Ziner	6/18/1992	Atlanta

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Fort Wayne
 fortwayneautox@gmail.com
NEOhio (440) 299-7656
NWOhio (419) 378-0830
Saginaw Valley (517) 719-8158
South Bend (269) 277-1310
Southern Indiana
 terry9393@outlook.com

MIDWEST midiv.org

Jun 10-11 Metropolitan Community College/Kansas City
Jun 10-11 War Memorial Stadium/Arkansas
Jun 11 Hutchinson Naval Airbase/Wichita
Jun 11 Remington Park/Oklahoma
Jun 18 Gateway Motorsports Park/St. Louis

Jun 23 Heartland Park Topeka/Kansas City

Jun 25 Hutchinson Naval Airbase/Wichita
Jul 9 Remington Park/Oklahoma
Jul 9 Gateway Motorsports Park/St. Louis
Jul 15-16 War Memorial Stadium/Arkansas
Jul 16 Gateway Motorsports Park/St. Louis

Jul 23 Hutchinson Naval Airbase/Wichita
Jul 29-30 Metropolitan Community College/Kansas City
Jul 30 Gateway Motorsports Park/St. Louis
Aug 19-20 War Memorial Stadium/Arkansas
Aug 20 Hutchinson Naval Airbase/Wichita
Aug 27 Remington Park/Oklahoma
Aug 27 Providence Medical Center Amphitheatre/Kansas City
Aug 27 Family Arena/St. Louis
Sep 10 Remington Park/Oklahoma
Sep 17 Hutchinson Naval Airbase/Wichita
Sep 23 Arkansas Aeroplex/Arkansas
Sep 24 Family Arena/St. Louis
Oct 1 Family Arena/St. Louis
Oct 1 Remington Park/Oklahoma
Oct 1 Hutchinson Naval Airbase/Wichita
Oct 15 Hutchinson Naval Airbase/Wichita
Oct 21-22 War Memorial Stadium/Arkansas
Oct 22 Remington Park/Oklahoma
Oct 29 Metropolitan Community College/Kansas City
Dec 3 War Memorial Stadium/Arkansas
Arkansas n-santos@sbcglobal.net
Kansas City (913) 608-1648
Oklahoma mcouncil2@gmail.com
St. Louis corkyft21@yahoo.com
Wichita jacob.771@gmail.com

SOUTHWEST sowdivscca.org

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
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 3-4 Bonneville High School/Eastern Idaho
Jun 17 Jefferson Middle School/Eastern Idaho
Jun 18 Bonneville High School/Eastern Idaho
Jun 24-25 Front Range Airport/Colorado
Jul 1 Jefferson Middle School/Eastern Idaho
Jul 2 Bonneville High School/Eastern Idaho
Jul 1-2 Front Range Airport/Colorado
Jul 8-9 Utah Motorsports Campus/Utah/Eastern Idaho
Jul 16 Front Range Airport/Colorado
Jul 22-23 Eastern Idaho State Fairgrounds/Eastern Idaho
Jul 22-23 Bonneville High School/Eastern Idaho
Aug 5-6 Utah Motorsports Campus/Utah/Eastern Idaho
Aug 12-13 Bonneville High School/Eastern Idaho
Aug 26 Front Range Airport/Colorado
Aug 26-27 Bonneville High School/Eastern Idaho



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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:



Porterfield Enterprises is offering a 15-percent discount on Porterfield and Hawk Performance brake pads, and a 10-percent discount on Performance Friction and Raybestos brake pads.



Racer Parts Wholesale offers members a 10-percent discount on all G-Force Racing Gear, RaceQuip racing equipment, Impact Racing products, Aeroquip hose and fittings, and Mocal products.



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

E-Z Up offers members a 25- to 30-percent discount on all shelters and accessories.



Receive 20 percent off published rack rates at all participating **Choice Hotels**.

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.

Sep 23 Utah Motorsports Campus/Utah
Oct 14 Utah Motorsports Campus/Utah
Oct 14 Front Range Airport/Colorado
Colorado (414) 218-1594
Eastern Idaho (208) 351-8869
Utah carolyn@jolleyandjolley.com

NORTHERN PACIFIC norpacscca.org

Jun 4 Expo Park/Montana
Jun 10-11 Fresno Fairgrounds/San Francisco, Fresno
Jul 1-2 Expo Park/Montana
Jul 8 Fresno Fairgrounds/San Francisco, Fresno
Jul 21-22 Expo Idaho/Snake River
Jul 29 Fresno Fairgrounds/San Francisco, Fresno
Jul 29-30 Expo Idaho/Snake River
Aug 5-6 Expo Idaho/Snake River
Aug 12 Fresno Fairgrounds/San Francisco, Fresno
Aug 12-13 Helena Regional Airport/Montana
Aug 27 Expo Park/Montana
Sep 9-10 Expo Idaho/Snake River
Sep 16-17 Helena Regional Airport/Montana
Oct 8 Expo Park/Montana
Oct 8 Buttonwillow Raceway Park/San Francisco, Fresno
Oct 15 Expo Park/Montana
Oct 21-22 Expo Idaho/Snake River
Nov 11-12 Fresno Fairgrounds/San Francisco, Fresno
Fresno (559) 905-0061
Montana clintoppelt@gmail.com
San Francisco (530) 934-4455
San Francisco Sacramento (916) 416-2972
Snake River jmcvey123@msn.com

SOUTHERN PACIFIC scca-sopac.org

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 enemycod@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

MIDWEST midiv.org

Jun 9 Tulips by Night I Tour/St. Louis
Jun 10 Tulips by Night II Tour/St. Louis
St. Louis
editorialsolutions@sbcglobal.net

SOUTHWEST sowdivscca.org

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

SOUTHERN PACIFIC scca-sopac.org

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

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**

Jun 9-10 Watkins Glen International/Finger Lakes
Jun 11 Catlett, Va./Washington DC
Jun 24 Harrisburg, Pa./Susquehanna
Jun 26 Okemo, Vt./New England
Jul 15 Harrisburg, Pa./Susquehanna
Jul 28-29 Watkins Glen International/Finger Lakes
Aug 12 Watkins Glen International/Finger Lakes
Aug 11-12 Watkins Glen International/Finger Lakes
Aug 19 Harrisburg, Pa./Susquehanna

Sep 16-17 Catlett, Va./Washington DC
Sep 22-23 Watkins Glen International/Finger Lakes

Oct 13-14 Watkins Glen International/Finger Lakes

Oct 15 Catlett, Va./Washington DC
Nov 12 Catlett, Va./Washington DC

Blue Mountain (610) 469-6883

Central New York (315) 575-3623
Finger Lakes (716) 982-2891

New England (603) 254-9371
Susquehanna nkxv1@yahoo.com

Washington DC
adamkimmett@gmail.com

SOUTHEAST sedivrac.org

Jun 24 St. Lucie Fairgrounds/Central Florida
Jun 25 Holleytree, Ala./Tennessee Valley
Jun 25 Greeleyville, S.C./South Carolina
Jul 16 Union Point, Ga./Atlanta
Jul 22 St. Lucie Fairgrounds/Central Florida
Jul 22 Holleytree, Ala./Tennessee Valley
Jul 29 Byron, Ga./Middle Georgia
Aug 6 Greeleyville, S.C./South Carolina
Aug 19 St. Lucie Fairgrounds/Central Florida
Aug 20 Holleytree, Ala./Tennessee Valley
Aug 26 Byron, Ga./Middle Georgia
Sep 10 Union Point, Ga./Atlanta
Sep 23 Holleytree, Ala./Tennessee Valley
Sep 24 St. Lucie Fairgrounds/Central Florida
Sep 24 Greeleyville, S.C./South Carolina
Oct 7 Byron, Ga./Middle Georgia
Oct 14 Holleytree, Ala./Tennessee Valley
Oct 21 St. Lucie Fairgrounds/Central Florida
Nov 4 Byron, Ga./Middle Georgia
Nov 5 Union Point, Ga./Atlanta
Nov 12 Greeleyville, S.C./South Carolina
Nov 18 Holleytree, Ala./Tennessee Valley
Nov 18 St. Lucie Fairgrounds/Central Florida
Dec 3 Union Point, Ga./Atlanta
Dec 10 Holleytree, Ala./Tennessee Valley
Atlanta quattros@gmail.com
Central Florida (321) 508-4299
Middle Georgia topher170@yahoo.com
South Carolina pevans93@gmail.com
Tennessee Valley leon@dynatorch.com

MIDWEST midiv.org

Sep 16 Clinton, Ark./Arkansas
Nov 18 Clinton, Ark./Arkansas
Arkansas zshaddox@gmail.com

GETTING TRACTION

July features multiple DirtFish RallyCross National Challenge events. These are excellent opportunities to dial in your setup before the DirtFish RallyCross National Championship.



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Since 2016

NEW PRODUCTS



JRI CORVETTE SHOCKS

The JRI double adjustable coilover shocks for the Chevrolet C7 Corvette allow for dynamic low-speed and high-speed control, optimizing handling and providing enhanced response time for the desired application. These shocks can upgrade performance in a multitude of applications including daily driving, street use, autocross, and competitive on-track use. jrishocks.com

WILWOOD TRU-BAR MASTER CYLINDER MOUNT

Wilwood's Tru-Bar 60 Degree Master Cylinder Mount for remote brake pedal applications utilizes a fixed trunnion bearing within the pivot lever and pushrod spherical bearing ends, providing smooth operation and precise adjustment of the brake bias. A larger diameter, higher strength, 4340 steel 7/16-20 balance bar adds rigidity and increases bias influence. wilwood.com



DEI BLACK TITANIUM EXHAUST WRAP

DEI now offers its new Black Titanium Exhaust Wrap in four available lengths. Composed of pulverized lava rock extruded into woven fibers, this premium wrap with LR Technology is designed for maximum strength, durability, and long-lasting use. Like DEI's original Titanium Wrap, the Black Titanium Wrap maximizes horsepower and performance by reducing under-hood temperatures and maintaining high-exhaust gas velocity. designengineering.com

BANKS POWER INTERCOOLER

The Banks Intercooler for the 2013-17 RAM 6.7L Cummins Diesel is designed to eliminate airflow restrictions and increase boost air density. The Banks Intercooler includes oversized mandrel-bent, high-flow boost tubes, larger diameter inlet and outlets for increased flow, Computational Fluid Dynamics designed cast aluminum end tanks providing uniform airflow into the intercooler core, and a core that is 1.66 inches thicker than stock. bankspower.com



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FORGELINE VX1-R RACING WHEEL

Forgeline Motorsports is expanding its competition series product line for racers with the VX1-R wheel. Ideal for Club racers and autocross participants, the VX1-R offers racers a new and unique style with a one-piece, forged mono-block construction. Built to hold up under the stresses of motorsport competition, the VX1-R is lightweight, has extremely low deflection under load, and is highly fatigue-resistant with a 2,100lb street tire load rating. forgeline.com

HOLLEY SNIPER INTAKE MANIFOLDS

Holley Sniper EFI Fabricated Manifolds continues to grow with the introduction of its latest Race Series line of intakes for the Ford Coyote 5.0L engine. Each manifold is ready to bolt on out of the box, is designed to accept Sniper high-flow throttle bodies, and includes a high flow fuel rail kit. Each manifold is precision fitted and welded for a perfect fit and maximum structural integrity. holley.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.

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QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

U.S. GENERAL SUPER COUPON

44", 13 DRAWER INDUSTRIAL QUALITY ROLLER CABINET

SAVE \$330

- Weights 245 lbs.
- 14,200 cu. in. of storage
- 2633 lb. capacity

Customer Rating **★★★★★**

\$349.99

~~\$369.99~~ Compare **\$679.99**

ITEM 69387/62744/63271/68784 shown



71717936

LIMIT 5 - Coupon valid through 9/22/17*

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: Inside Track Club membership, Extended Service Plan, gift card, open box item, 3 day Parking Lot Sale item, compressors, floor jacks, saw mills, storage cabinets, chests or carts, trailers, trenchers, welders, Admiral, Bauer, Cobra, CoverPro, Dayton, Earthquake, Hercules, Jupiter, Lynx, Poulan, Predator, StormCat, Taligator, Viking, Vulcan, Zurich. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 9/22/17.

71791128

SUPER COUPON

FREE

WITH ANY PURCHASE

CENTECH 7 FUNCTION DIGITAL MULTIMETER

ITEM 63604/63758/98025/63753/69096/63759/90899 shown

\$16.45 VALUE



71802558

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & Handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 9/22/17. Limit one FREE gift coupon per customer per day.

HARDY SUPER COUPON

MECHANIC'S GLOVES

SIZE	ITEM
MED	62434/62426
LG	62433/62428
X-LG	62432/62429

SAVE 60%

\$3.99

~~\$5.99~~ Compare **\$9.98**

Item 62429 shown



71714380

LIMIT 8 - Coupon valid through 9/22/17*

SUPER COUPON

7 FT. 4" x 9 FT. 6" ALL PURPOSE WEATHER RESISTANT TARP

Customer Rating **★★★★★**

\$2.99

~~\$4.99~~ Compare **\$8.48**

ITEM 69249/69115/69137/69129/69121/877 shown



71760773

LIMIT 9 - Coupon valid through 9/22/17*

PITTSBURGH AUTOMOTIVE SUPER COUPON

VEHICLE POSITIONING WHEEL DOLLY

SAVE \$210

Customer Rating **★★★★★**

- 1250 lb. capacity

\$69.99

~~\$89.99~~ Compare **\$279.99**

ITEM 62234/61917 shown



71706343

LIMIT 4 - Coupon valid through 9/22/17*

CENTRALPNEUMATIC SUPER COUPON

3/8" x 50 FT. RETRACTABLE AIR HOSE REEL

Customer Rating **★★★★★**

\$59.99

~~\$79.99~~ Compare **\$198.45**

ITEM 69265/62344/93897 shown



71748125

LIMIT 4 - Coupon valid through 9/22/17*

PREDATOR AMERICA'S BEST GENERATOR SUPER COUPON

4000 PEAK/3200 RUNNING WATTS 6.5 HP GAS GENERATOR

Customer Rating **★★★★★**

- 10 hrs. run-time
- 212 CC engine
- 70 db Ultra Quiet
- Weights 100 lbs.

\$289.99

~~\$329.99~~ Compare **\$439**

ITEM 69729/63080/69676/63079 shown

ITEM 69675/69728/63090/63089 CALIFORNIA ONLY



71729047

LIMIT 3 - Coupon valid through 9/22/17*

CENTRALPNEUMATIC SUPER COUPON

20 OZ. GRAVITY FEED SPRAY GUN

Customer Rating **★★★★★**

\$9.99

~~\$15.99~~ Compare **\$49**

ITEM 67181/62300/47016 shown



71753805

LIMIT 7 - Coupon valid through 9/22/17*

PITTSBURGH SUPER COUPON

TORQUE WRENCHES

Customer Rating **★★★★★**

\$9.99

~~\$19.99~~ Compare **\$44.35**

ITEM 239 shown

DRIVE	ITEM
1/4"	2696/61277/63881
3/8"	807/61276/63880
1/2"	62431/239/63882



71719907

LIMIT 6 - Coupon valid through 9/22/17*

CENTRALPNEUMATIC SUPER COUPON

21 GALLON, 2.5 HP 125 PSI VERTICAL OIL-LUBE AIR COMPRESSOR

Customer Rating **★★★★★**

- Air Delivery: 5.8 CFM @ 40 PSI, 4.7 CFM @ 90 PSI

\$149.99

~~\$179.99~~ Compare **\$446.61**

ITEM 69091/61454/61693/62803/63635/67847 shown



71689817

LIMIT 5 - Coupon valid through 9/22/17*

Grant's GARAGE SUPER COUPON

MECHANIC'S CHOICE SHOP TOWELS

Customer Rating **★★★★★**

\$9.99

~~\$12.99~~ Compare **\$17.98**

ITEM 63365/63360 shown



71730760

LIMIT 8 - Coupon valid through 9/22/17*

PITTSBURGH AUTOMOTIVE SUPER COUPON

PNEUMATIC ADJUSTABLE ROLLER SEAT

Customer Rating **★★★★★**

\$199.99

~~\$259.99~~ Compare **\$39.99**

- 300 lb. capacity

ITEM 61160/61896/63456/46319 shown



71780115

LIMIT 7 - Coupon valid through 9/22/17*

PITTSBURGH AUTOMOTIVE SUPER COUPON

RAPID PUMP® 1.5 TON ALUMINUM RACING JACK

Customer Rating **★★★★★**

- 3-1/2 Pumps Lifts Most Vehicles
- Lightweight 34 lbs.

\$59.99

~~\$79.99~~ Compare **\$129.99**

ITEM 68053/62160/62496/62516/60569 shown



71735160

LIMIT 4 - Coupon valid through 9/22/17*

PITTSBURGH AUTOMOTIVE SUPER COUPON

LOW-PROFILE CREEPER

Customer Rating **★★★★★**

\$19.99

~~\$27.99~~ Compare **\$71.97**

- 300 lb. capacity

ITEM 63424/63371/63372 shown



71789622

LIMIT 6 - Coupon valid through 9/22/17*

HaulMaster SUPER COUPON

1195 LB. CAPACITY 4 FT. x 8 FT. FOLDABLE HEAVY DUTY TRAILER

Customer Rating **★★★★★**

\$259.99

~~\$399.99~~ Compare **\$209.99**

- DOT certified tires

ITEM 62648/62666/90154 shown



71721988

LIMIT 3 - Coupon valid through 9/22/17*

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

*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 9/22/17.

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

ALL THE COOL KIDS ARE DOING IT

Who doesn't like RallyCross? If the person exists, I haven't met them yet. Yes, I've come across people who don't like autocross ("It's too slow"), and people who don't like Club Racing ("It's too expensive"), but RallyCross is awesome to everyone. If anything, the solitary strike against it is that it's dirty. But those in the RallyCross community have even solved that problem - "I think we have more pressure washers per capita than any other part of the Club," laughs Steve Hyatt, the Chairman of the RallyCross Board, in this month's cover feature.

Nearing on a decade ago, the editors of *SportsCar* cobbled together a RallyCross car. The project began with a Stock Front Wheel Drive build that ended in Prepared - and it was a blast. The only differences between our Stock and Prepared configurations were wheels and tires, and we managed to win a few local events with both setups. Then, in 2010, I competed at the RallyCross National Championship where I promptly put down a number of pathetically slow runs and finished mid pack. But boy, was it fun.

Since then, the editors of *SportsCar* have had a soft spot for RallyCross. Each year we check the calendar to see if the RallyCross National Championship is an event we'd have enough time to commit to for a solid championship attempt. Once again, this year, we're eyeballing the calendar and contemplating dusting off our old project car and going for it. After all, the 2017 DirtFish RallyCross National Championship takes place relatively late in the competition season, falling on the Oct. 20-22 weekend, well after the proverbial dust has settled from the Tire Rack Solo National Championships and the National Championship Runoffs, not to mention the 2017 USRRC in Alaska. And the location for this year's RallyCross National Championship is fantastic as well: Heartland Park Topeka for the first time in the event's 11-year history.

But that's not to say your first RallyCross should be at the National Championship (although it could be). A number of SCCA Regions host RallyCross events year-round, and the sport is growing in popularity. According to Hyatt, the RallyCross program has experienced a steady 10-percent growth over the last few years, and that's a trend the RallyCross Board is doing all they can to continue. Most recently, they've partnered with DirtFish to increase visibility of the sport, they're looking at more liberal electric and hybrid rules in Modified, and are penning a new drivetrain class (read more about that in this month's feature).

When I'm autocrossing or road racing, I often contemplate the realities of what I'm doing. I mean, someone is actually allowing me to run as fast as I can through these cones in a parking lot, or letting me race wheel to wheel just like the pros. But while those are surreal, none hold a candle to RallyCross. As the cover feature states in its opening sentence, RallyCross is everything your parents told you not to do. So, to all of you who haven't tried RallyCross yet: do it! You won't regret it. 🚗

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FROM THE ARCHIVES

10 YEARS AGO...
JULY 2007



- *SportsCar* showed how to RallyCross on a budget, which mostly involved ways to better the driver.
- The magazine's editors introduced Project Miata, a car that began life as a Solo STS2 car and progressed to a winning Club Racing ITA build.

25 YEARS AGO...
JULY 1992



- Prior to running Thunderhill Raceway Park, David Vodden was the Region Manager for San Francisco Region. In this month's issue, Vodden penned an article entitled *Marketing Your Region*.
- A lap timer was advertised featuring a 40-lap memory, priced starting at \$825.

50 YEARS AGO...
JULY 1967



- With the increase in popularity of gymkhanas, New York Region developed a timer that cost \$50 and was accurate to the tenth of a second. The clock started when a car essentially drove into a metal wand; a rubber hose actuator logged the finish.

Scales & Chassis Setup Equipment...

For *Every* Race Program

Mechanical Turn Plate
Part# 102007 (Set of Two)



Digital Caster/Camber Gauge
Part# 100005 w/ Case
(Shown with Magnetic Adapter)



Billet Bubble Caster/Camber Gauge
Part# 102010 w / Case
(Shown with Magnetic Adapter)



Digital Turn Plates
Part# 102191 (Set of Two)

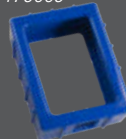


New for 2017
Protective Cover
Included



Digital Air Pressure Gauges
Part# 360045 (99.99 PSI
with Angle Chuck)

Digital Air Gauge Covers
Part# 179009



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

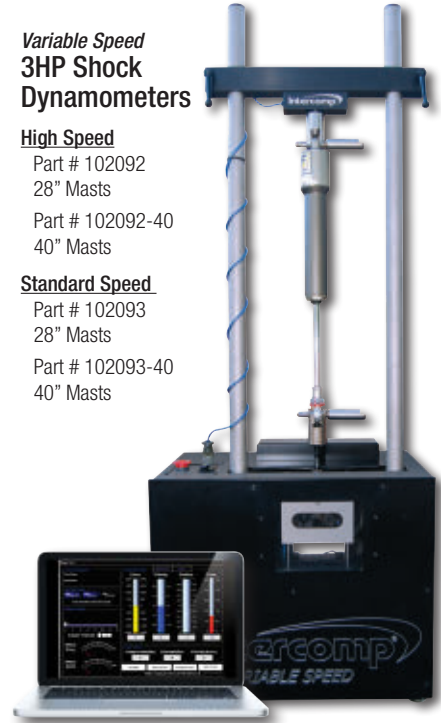
Standard Speed

Part # 102093

28" Masts

Part # 102093-40

40" Masts



SW500™ E-Z Weigh Cabled Scale System
Part# 170125



SW787RFX™ PC Wireless Scale System
Part# 170154-PC



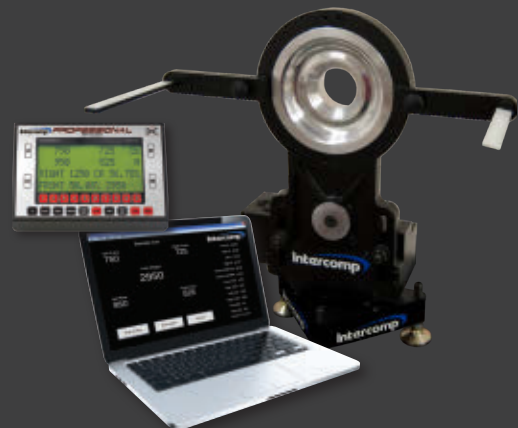
SW650RFX™ Quik Weigh Scale System
Part# 170126-W



SW777RFX™ Professional Scale System
Part# 170127-WPC



**New System Features Ball Transfer Bearings
for 360° of Motion & Triangular Leveler with
Hardened Base Plate**



Precision Hub Plate Scale System

Part# 170310 19.63" (499mm) to 25.38" (645mm) Tire Diameter

Part# 170311 23.25" (591mm) to 29" (736mm) Tire Diameter



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¹Based on Sports Car Club of America racing data.