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DRESSED FOR SUCCESS

Through grueling prep and determination, Brian Linn fulfills his Runoffs date with destiny



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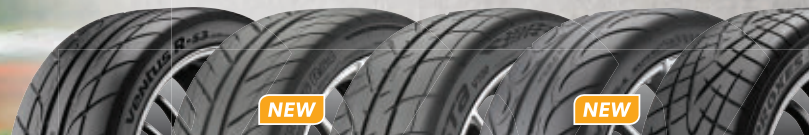
BF Goodrich
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BRIDGESTONE
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HANKOOK
Ventus R-S4

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N FERA SUR4G
N FERA SUR4

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Proxes R1R

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g-Force R1 S

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18 19



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17 18



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15 17



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18 19 20



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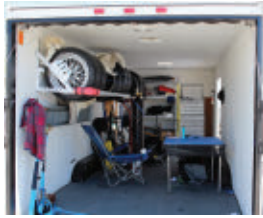
TR Motorsports® FF10
light grey
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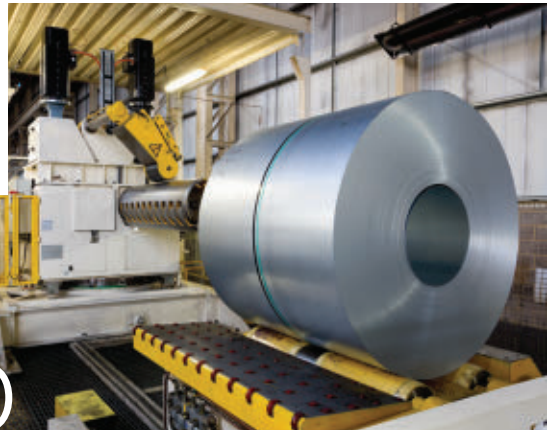
TR Motorsports® C3M
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15 for MX-5



28



34



40



42

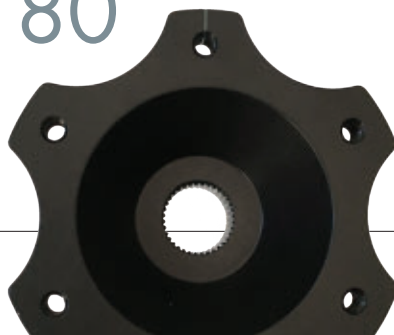
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SPORTSCAR

AUGUST 2017
VOL. 75 | ISSUE 8

SPORTS CAR CLUB OF AMERICA INC.

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TOPEKA, KS 66619
• TOLL-FREE (800) 770-2055
• MON.-FRI., 8am to 5pm CENTRAL
© 2017, Sports Car Club of America, Incorporated.
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RACER Media & Marketing Inc
17030 Red Hill Avenue
Irvine, CA 92614
(949) 417-6700

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

POSTMASTER

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

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

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THE AUDIT BUREAU MEMBER
(ISSN 0300-6387-USPS
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20

SIGN HERE

Lawrence Loshak takes part in the autograph session prior to his TA2 Trans Am Championship Motor City 100 race in Detroit, Mich. Among the items Loshak signed was a copy of the June 2017 issue of *SportsCar* magazine, the same issue he graced the cover.

DATE June 4, 2017

LOCATION Detroit, Mich

WHAT Trans Am Motor City 100

PHOTOGRAPHER Chris Clark





QUALIFIED FOR THE RUNOFFS?

A list is now available to confirm whether U.S. Majors Tour racers have successfully qualified for the 2017 National Championship Runoffs. Drivers on this list have all met the eligibility requirements by participating in three separate U.S. Majors Tour events and starting a minimum of three Majors races. Find the list at www.scca.com/runoffs.



Rick Corvino



YUK Photography

Mike Cobb named new SCCA President and CEO

After an extensive search process, SCCA has announced Michael Cobb as the organization's new President and Chief Executive Officer. An SCCA member with more than 25 years of diverse experience transforming brands, companies, and cultures, Cobb officially embraced his new role with the Club on June 1.

The Dallas-area resident comes to the SCCA after serving as Chief Marketing Officer for Gold's Gym, one of the most recognized names in fitness. During his tenure at Gold's Gym, Cobb leveraged his marketing,

business development and operations leadership skills to help reposition the company, expand the brand's footprint, and deliver new products that capitalize on emerging consumer trends.

Lee Hill, Chairman of SCCA's 13-member Board of Directors, said Cobb emerged as an extremely strong candidate for the position. After a 13-0 vote, Cobb was the unanimous choice of Board members.

"Michael's skill and experience in marketing and as a franchisor gave him an edge," Hill notes. "All 13

JOB ONE
Mike Cobb hit the ground running on June 1, 2017, as the new President and CEO of SCCA.

members of the Board believe he's best for this position."

Prior to Gold's Gym, Cobb established a strong track record developing and operating several different agency business units for Omnicom, one of the most dynamic marketing communication companies in the world. He has led marketing efforts for brands such as Pizza Hut, Burger King, Pepsi, Lipton, KFC, Dannon, and Frito-Lay. He has shown a particular knack for "activating" brands and businesses with solutions that attract customers, inspire stakeholders, create community, and drive growth.

Cobb graduated with a Bachelor's degree in advertising from Sam Houston State University, and went on to graduate from Omnicom's Global Senior Management Program and The STAGEN Integral Leadership Program. In his new position as SCCA President/CEO, Cobb is tasked with structuring, building, managing and leading effective staff and operational efforts. He will partner with the Board of Directors and staff to craft, update, and forward the vision, mission, and strategic goals of the organization. His role includes functioning as a leader, ambassador, spokesperson, and representative. The assignment requires collaboratively engaging with and supporting the Board of Directors to ensure highly effective governance, leadership, and policy-setting efforts. He will model and inspire a positive, cooperative, inclusive, and fun Club culture and brand, as well as advance the highest safety and ethical standards on behalf of SCCA members, Regions, participants, staff, spectators, and other key stakeholders.

"At the highest level, this opportunity is about building relationships and stewardship," Cobb says. "Strengthening relationships based on trust across the BoD, Regions, staff, membership, and our valued partners will continue to be job one."

Get to know more about Cobb in this very issue on pg. 18, where *SportsCar's* editor interviewed the new president just days after he officially took on his new role. 🍷



ALASKA BOUND WITH THE 2017 USRRC

The 2017 United States Road Rally Challenge is nearing, with competitors taking to Alaska's Kenai Peninsula on Sept. 14-17. The registration deadline for this unique event happens on Sept. 1, so be sure to register online in plenty of time. The entry fee is \$760 per vehicle, but that includes a T-shirt, one room lodging per team on Friday and Saturday nights, and two meals along the trail.

SCCA Foundation Triple Play Raffle

The SCCA Foundation has announced its latest raffle, where three winners will be chosen.

One winner will receive a Porsche Performance Driving Experience. Two guests will attend a two-day, high-performance driving course at the Porsche Sport Driving School at Barber Motorsports Park in Birmingham, Ala., and also receive \$2,500 in cash for travel expenses.

A second winner will receive the Charlotte Hendrick Motorsports Experience, which includes a trip for four to attend the Bank of America 500 NASCAR race at Charlotte Motor Speedway on Oct. 7, 2017. The winner will receive four race day pit passes from Hendrick Motorsports, a private, behind-the-scenes tour of the Hendrick Motorsports campus and private car collection, and four tickets to the NASCAR Hall of Fame. The prize includes \$4,000 in cash for travel expenses.

The third winner will receive a trip for two to attend a three-day driving course at the DirtFish Rally School in Snoqualmie, Wash., plus \$3,500 in cash for travel expenses.

Tickets are available online at www.sccaraffle.org. Tickets are \$20 each, three for \$50, five for \$75, 10 for \$125, or 20 for \$200. Drawing of the grand-prize winners will be held on Aug. 18, 2017. The winning ticket numbers will be available on Aug. 19, 2017. 🍀

SCCA
FOUNDATION
Sports Car Club of America

INDY RUNOFFS SUPPS ONLINE

The Supplemental Regulations for the 2017 Runoffs National Championship at Indianapolis Motor Speedway have been posted online and are ready for review at www.scca.com/runoffs. Along with general information and track rules, the "Supps" provide details on entry eligibility, registration, and credentials, on-track sessions, timing and scoring, pre-race tech inspection and impound procedures. Specifics about paddock rules, qualifying, and race results, as well as guidelines for decals and patches can also be found in the Supps.

The 2017 Runoffs will take place Sept. 25-Oct. 1 with four days of qualifying followed by three days of racing. The course at Indianapolis Motor Speedway will be a unique 15-turn challenge running 2.592 miles in a clockwise direction. The layout, which can hold up to 72 cars per Runoffs race, consists of 10 right-hand and five left-hand turns, as well as a main straight 3,700 feet in length. 🍀



Free Timing and Scoring Driver Display

SCCA has developed an enhancement to its live Timing and Scoring offerings for Hoosier Racing Tire SCCA Super Tour events. The free driver display is designed to provide information directly to the cockpit of a racecar for drivers to access on a smart phone or similar device. Driver displays show the current overall and class position for the driver, gap to the cars ahead and behind, best lap time, laps, and time remaining in the session.

"We have seen great advances in technology and real-time data availability over the last several years for road racing, from the adoption of transponder technology to the introduction of applications like Race Monitor to our continued development of segmented timing through SCCA.com," says Eric Prill, SCCA Vice President and COO. "These are great tools to use, but for many, they are only useful after a session. We have now developed a web-based display that can



provide several different data points for drivers in a clear display that can be viewed in their car. It's like adding a couple of Timing and Scoring gauges to the dashboard."

Separate display screens are available for lap-time-based sessions (practice and qualifying) and race scoring mode. Screens are accessed by visiting www.scca.com/driverdisplay and entering a driver's name. Once a driver's name appears in the active session, the screen will become active. 🍀

RUNOFFS REGISTRATION NEARS

Registration for the 2017 National Championship Runoffs will kick into full gear. On July 19, at 9 a.m., registration will open for both workers and competitors through www.scca.com/runoffs and motorsportreg.com. Drive entry requests made prior to Aug. 22 will be \$1,125, with a \$500 late fee kicking in after that date.



THE SWEEP

Kyle Kirkwood added his name to the short list of F4 drivers to sweep a three-event race weekend, as he dominated the Indianapolis Motor Speedway rounds.



Kyle Kirkwood sweeps F4 weekend at Indy

Kyle Kirkwood was unbeatable during the second Formula 4 United States Championship Powered by Honda event, sweeping victories in all three races held June 9-11, 2017, at Indianapolis Motor Speedway Saturday and Sunday. Kirkwood, who joins ranks with Konrad Czaczky and Cameron Das as the third F4 U.S. driver to ever win three races in one weekend, seized fast-lap times in one practice, qualifying, and two of the three races, claiming pole position for two of the three rounds in a 31-car field.

"It is an amazing feeling to win at Indianapolis. Some

people wait their whole lives to win once here, and I feel so fortunate to have won three," says the 18-year-old Kirkwood. "After leaving Homestead, we lost a lot of points. Gaining 75 points here cuts our deficit in half and we didn't think we would be able to see that type of movement until midyear. Cape Motorsports was amazing this weekend with my car setup, we were fast right out the gate. I am just so happy right now."

Complete results and photos can be found at f4uschampionships.com.

SCCA Financials are now available

SCCA and its subsidiaries (Pro Racing and Enterprises) undergo a financial statement audit on an annual basis. The following condensed consolidated statements of financial position as of Dec. 31, 2016 and 2015, and the related condensed consolidated statements of activities for the years then ended, are presented as a summary and therefore do not include all of the disclosures required by accounting principles generally accepted in the United States of America. To review a copy of the complete audit report, please visit our website at www.scca.com and access the File Cabinet via your member log in.

CONSOLIDATED STATEMENTS OF FINANCIAL 1

	2016	2015
Total Assets	\$7,103,491	\$7,596,003
Total Liabilities	\$3,473,590	\$3,338,306
Unrestricted net assets	\$3,629,901	\$4,257,697
Total liabilities and net assets	\$7,103,491	\$7,596,003

CONSOLIDATED STATEMENTS OF ACTIVITIES

Total Revenue	\$14,993,301	\$14,307,899
Total operating expenses	\$15,551,551	\$13,894,409
Net operating revenue (less than) in excess of expenses	(\$558,250)	\$413,490
Total other (expense)/income	(\$69,546)	\$8,837
Change in unrestricted net assets	(\$627,796)	\$422,327

WIN A RIDE IN AN INDYCAR TWO-SEATER



THE HOT SEAT

One lucky raffle winner will get a thrill ride in a two-seater IndyCar.

As part of the 2017 SCCA Runoffs 5K at the National Championship Runoffs this Sept. 25-Oct. 1, event organizers will raffle off a free ride in the two-seater IndyCar. Courtesy of the Indy Racing Experience, the lucky winner will get to experience the ride of a lifetime at any of the IRE's dates and locations in 2018, including the world-famous Indianapolis Motor Speedway.

Raffle tickets are \$25 each, or five for \$100, and can be purchased through a link at

www.scca.com/runoffs. One hundred percent of the proceeds will be donated to Maxton's Fight and the Riley Children's Foundation, an Indianapolis-based pediatric cancer foundation. The drawing will be held after the SCCA Runoffs 5K on Saturday, Sept. 30 at approximately 7:45 p.m. Winners do not need to be present to win. Also, you must be 18 years of age to participate in the Indy Racing Experience.

And, while you're there, be sure to sign up for the 5K run around the Runoffs Indy course.

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Phoenix Performance	PA	610-482-0141	Wine Country Motor Sports	CO	303-799-6606
Race Technik	AZ	480-655-7475	Wine Country Motor Sports	FL	561-748-5328

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Perry Bennett

SPORTSCAR
OFFICIAL PUBLICATION
OF THE SPORTS CAR
CLUB OF AMERICA

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

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RACER Media & Marketing, Inc.
17030 Red Hill Avenue,
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(949) 417-6700 / Fax (949) 417-6116
E-mail sportscar@racer.com
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SCCA Member Services
(800) 770-2055



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LEE HILL

CHAIRMAN, SCCA BOARD OF DIRECTORS

THE CLUB'S NEW PRESIDENT

I am both pleased and proud to announce the new President and Chief Executive Officer of the Sports Car Club of America, Mr. Michael E. Cobb. An SCCA member and competitor, extremely seasoned executive, and proven leader, Mike was the unanimous choice of the Board of Directors to lead the SCCA into the future.

His selection is the culmination of almost a year of effort on the part of your Board that began with extensive analysis and discussion to determine the attributes an SCCA President and CEO must possess to serve effectively as the Club's leader at this point in its nearly 75-year history. We concluded that he or she must engage the entirety of our Club - members, Regions, staff, programs, volunteers, subsidiaries, partners - to unite the tribes, so to speak.

So, we looked for a great communicator, ambassador, diplomat, and an individual with knowledge and appreciation of the SCCA's unique culture. We are convinced Mike Cobb possesses all these attributes. And, by the way, Mike was selected from a very strong pool of candidates. We had at least three finalists who I believe would have made fine presidents. So what set Mike apart?

First, if I had a nickel for every time I've heard SCCA called the "Secret Car Club of America" I'd be hard on Warren Buffet's heels. Take a look at Mike's background in marketing, advertising, and brand management (read through the interview with Mike in this issue) - he's ideally qualified to get the "Secret" out of SCCA.

Second, he has experience as a senior executive with a large franchise company (Gold's Gyms, which has 700-plus locations). Consider that successfully managing a franchisor requires the ability to understand how the franchisees (in our case, Regions) function, and what kind of support they need from headquarters in order to grow and thrive. Also consider that in most franchise organizations, not all franchisees operate in exactly the same way - each is a unique business, and each selects the product mix that suits its particular environment and circumstances - very much like the differences between the needs of a jumbo multi-program or road racing SCCA Region and a smaller Solo only Region. This is not a top down "thou shalt" type of relationship, but is a mentoring, motivating, educating, and enabling one.

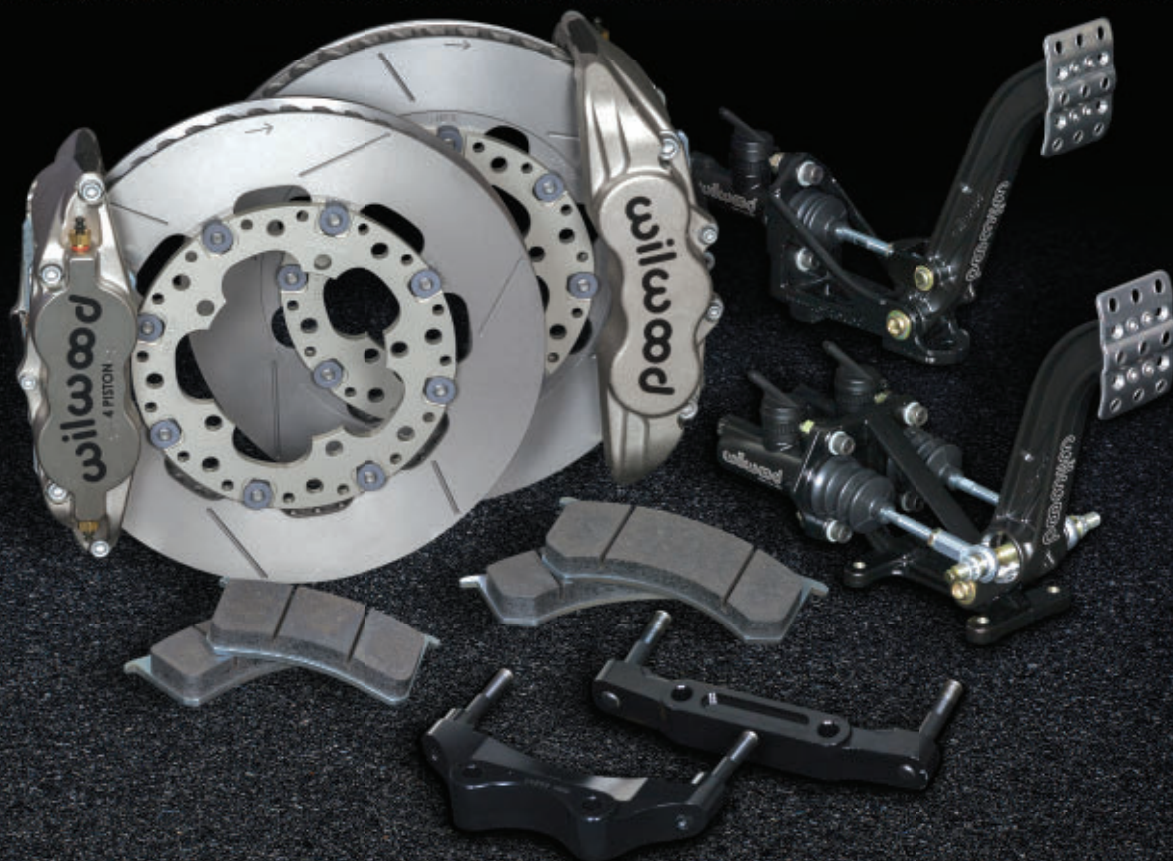
I, for one, am very proud of the process the Board of Directors went through to select the Club's new president. We took our most important responsibility very seriously. It has not been easy - it took a lot of hard work; it has not been quick - it took almost a year; and we did not shoot from the hip. We did our job, the one we are obligated to do as your Directors, and I believe we did it well. I am confident that we got it right and will get the results that the Club needs.

Welcome Mike Cobb. ☺

"I am confident that we got it
right and will get the results
that the Club needs"

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HEIDI ELLISON

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I turn my head left to load the dimensions of the next two turns and right to scan the pavement ahead. I can see the ghost of where I want my car, which became part of me when I stepped into it in grid. I'm going into autopilot, right, left, right, left. I register the course worker in his red hat and orange vest running away as I throttle out hard, scaring but trusting myself. The rev limiter strokes me. I hit my marks then play with the throttle on the showcase arc, a dance only I can feel - there's no place in the world like the edge. It's like I'm in a vacuum; there's nothing but me and my car, and time stands still.

Throughout my life, I've always craved challenges - baseball, tennis, row team, timed Sudoku, Scrabble tournaments - and SCCA provides a unique intersection of sport, puzzle, and competition. While I've always had a love of driving, it remained un-channeled until coworkers invited me to an autocross. After run one, the instructor insisted that I must have done this before. "What, drive my car?" I replied, I didn't understand.

I remember learning to drive in my mom's little stick shift, stalling, bucking, and pleading for her patience. Soon, my dad would take my brother and me out in snowstorms to slide around, exploring car control. When I first joined the SCCA, I drove my E36 325is and M3 exclusively until a local friend forced me to drive his Miata and, soon after, the S2000. It was the same unyielding encouragement that got me into other cars and eventually to the Tire Rack Solo National Championships in 2014. I am all-in now, fueling my methodical quest for improvement in STR.

Back on course, wiggling through the offsets, I focus my attention between the lights and try to eke out every thousandth. I hold my breath with the final slide and the timer flashes red. Euphoric, I ease into grid, seeing the faces of my fellow competitors, thinking about the support from

my talented mentors, the bright-eyed newcomers, and the profound friendships I have made. There is no other place where I am more myself, and I know this is where I belong."

MAIN IMAGE Courtesy Heidi Ellison

David Couseboom / GetImage.com



GAME TIME

For Heidi Ellison, autocross is a combination of sport, puzzle, and competition.



**“DUDE...THAT SEAT REALLY TIES
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Philip Tucker

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 2-TIME ROLEX 24 GT WINNER

OF JAGUARS AND PENGUINS

A couple of months ago, I got a call out of the clear blue sky: "Kai Goddard here, on behalf of the Jaguar Simola Hillclimb!" He had a little bit of a funny way of talkin'. "We're looking for some international participation at our event, and would you like to come down and compete?"

"Down where, Kai?"

"Oh, Knysna, South Africa."

"Excuse me - whaaat?"

Seems Kai now lives in Phoenix and works at Inde Motorsport Ranch near

South Africa, and I could be a special guest at the luxurious Simola Hotel and Country Club, and I'd be racing in the Supercar class in a new F-Type SVR, and the Classic on Friday in an XJS V12 with the rare manual transmission. What's not to like? This would be a mere 22 hours of wafting through the air away. Count me in! There's also a fabulous Jack Nicklaus-designed golf course, but the four wheels of a golf cart have never done it for me, sorry, Dad.

Well, I have an old racing buddy in Cape Town who has been urging me to come visit for years, and Jaguar generously offered a new F-Pace for running about on the street while there (sitting on the wrong right side, by the way, English heritage and all that).

I go online to check all this out, trying to be chill, but getting kind of excited at the prospect. Knysna, where is that, and how does one say it? There are the towering Knysna Heads, guarding one of the world's most treacherous passages into a harbor so peaceful they call it The Featherbed. Just six hours across the South Cape away, how about we drive there? And back? The Garden Route, they call it, sounds lovely, doesn't it?

Looks like that SCCA Hall of Fame induction carries some weight on the other side of the world, too. If

they think I'm somebody, who am I to argue?

Flights get arranged, and I look up an in-car video online, ironically riding along with Kai's dad as he set a winning time a few years ago. It's short, and fast. Sweeping curves climb the ridge on which the Simola resort is situated, with the mountain on one side and a steep drop into the exotic southern hemisphere flora on the other. Looks and feels like a special stage cut out of Pikes Peak, below the tree line. Average speed? 153. Kilometers. That's 95mph, speed freaks. Average. It may be short, but this ride is a thrill - it's like a long drag race with curves.

Funny, it seems so short, but if you add up the 11 runs we get, it's as long as Pikes Peak, where there's only one. The weather's a bit better, too, much like Southern California. Plus, you don't have to get up at 2 a.m. every morning. I always thought the southern tip of Africa was way down, as far as South America, but I must have failed that geography test. While Chile reaches almost to Antarctica, South Africa barely stretches to 39 degrees latitude; about like how much Washington DC is north.

Touring Cape Town, we stumbled upon quite a surprise: penguins!

"Looks like that SCCA Hall of Fame induction carries some weight on the other side of the world, too"

Tucson, Ariz., (incidentally, where I've tested the ZL1 Camaro and Boss Mustang). Kai's father Geoff was a big star road racer with an illustrious career in "The Other Down Under," and the hillclimb is the premier South Africa motorsports event - and Kai and the organizers thought I might rather enjoy it.

Are you kiddin'? Do baboons tear out the partially open windows of unsuspecting tourists?

It also seems the event is enjoying primary partnership from Jaguar



Sunning themselves on a 70-degree F beach. Who knew? It always amazes me to see a bird that can out swim a fish, like the cormorant in my old home, Florida. Also surprising is how car guys and gals 8,000 miles away are so much like those at an SCCA Regional at Road Atlanta. Understeer, oversteer, and they still cheer a good burnout.

Having scored my first big wins at the SCCA Solo Nationals and in early ProSolo with a VW Rabbit, I was thrilled to see what Vee Dub fans call Mk 1s everywhere. Some looked really nice, too. Is it like Cuba, where they were forced to hang on to their old cars? Turns out VW continued to produce new ones here until mid-2009, called the Citi (The Mk 1 was born back in 1974). And there were several after my own heart in the hillclimb, too. The father-son team of Nico and Juan Van Rensburg in Dad's Mk 1 Scirocco with gorgeous homemade faux carbon velocity stacks adapted off the stock CIS injection manifold, and the kid's "Rabbit" with a rockin' 16-valve, beating Dad by two tenths.

The hillclimb is an invitational, allowing only prime examples of South Africa's finest, and I was impressed. Several vicious, highly modified Nissan GT-Rs, making the

most glorious angry screams as they left the line with all four smoking in front on the main grandstand. Annual King of the Hill Franco Scribante had Chevron B36-style cars in both vintage and open categories, winning the Classic King but finding a formidable challenge from the Dallara Formula 1 car of 2017 King of the Hill, André Bezuidenhout, who may truly be *the most interesting man in the world*.

The climb started with a flat-out drag to over a hundred in the F-Type SVR, into a fast sweeper turning uphill on exit that was my favorite corner. A long uphill cranked the 575 horses all the way to fifth gear, into esses that shifted fourth to fifth to fourth to fifth, with an all-wheel-drive, tail-out drift to the grass across the finish. The Jag runs its prodigious power rearward until it slips, then seamlessly blends in the front-wheel drive. This is the proper arrangement. No all-wheel-drive push here.

It took my fullest focus to stay ahead of another F-Type by just three tenths, with a pulsing adrenaline high rewarding the end of each run.

Want an exotic, unique and amazing motorsports and family vacation? Make plans next May to find your way to The Other Down Under for the 2018 Jaguar Simola Hillclimb! 🍷



THE INTERCONTINENTAL

A phone call was all it took to convince Randy Pobst to win his way to South Africa so he could take part in the Simola Hillclimb. Pobst pulled double duty, driving a Jaguar F-Type SVR (MIDDLE) in the Supercar class, and the XJS V12 (TOP) in Classic. For his efforts, he picked up some hardware (ABOVE).

On June 1, Mike Cobb stepped into SCCA's headquarters in Topeka, Kan., as the Club's new President and CEO - three business days later, I'm chatting with the person whose job is to lead this 67,000-member-strong motorsports organization into the future. But I wasn't so much interested in what the official Club announcement about his hiring described; rather, I wanted to meet the person. Who is Mike Cobb?

"I'm a hybrid of car guy, competitor, and business leader," Cobb says with a contagiously enthusiastic tone. "From a car guy perspective, the seed was sown early through my dad who, in the metropolis of Amarillo, Texas, autocrossed a Datsun 1600, Datsun 2000, and MGB GT, and my brother had an Austin-Healey Sprite. Those venues are where I saw my first Lotus Super 7, my first Morris Mini, my first Spitfire, and my first Tiger. Those weekend memories with my dad and

brother are where the passion was sown."

That passion took Cobb down many roads as a kid, including Soap Box Derby competitions, one of which he won.

"Fast forward to around 2007 where I'd attended everything from Formula 1 to IndyCar races to the SCCA Runoffs, NASCAR, Can-Am, AMA, NHRA - all as a spectator, and many of those with my brother and family members. At that time, I decided I wanted to rejoin the ranks of the SCCA."

MEETING THE PRESIDENT

SportsCar's editor sits down with SCCA's new President and CEO Mike Cobb

WORDS Philip Royle

MAIN IMAGE YLK Photography

AT THE WHEEL

Mike Cobb's autocross days began with a Protege (TOP RIGHT) and now involves a CAM-class Camaro (MAIN).





Lightspeed Images



Living in Dallas, Cobb contacted the Texas Region and found an upcoming Solo event. "I'll never forget my first event - it was a rain-soaked Sunday morning at Texas Motor Speedway on the inside course," he says. "My novice coach for the day was the late, great Tommy Saunders.

"I was driving my Mazdaspeed Protege, it was raining, and I was scared to death. Of course, I did what all novices do on their first time out - I spun into the infield. People were

"My focus right now is learning, digesting, and understanding before I rest any framework"

MIKE COBB

running and waving their arms at me. I didn't know if they were cursing at me or telling me to stay or go, so I got back on course, finished my lap, and went to hide my shame in grid. Mr. Saunders found me after he completed his run and said that next time I spin into the infield when it's wet, just stay there. I think that was Tommy's kind suggestion that maybe B Mods and the mud I'd tracked onto the course don't mix," he laughs.

That damp day, Cobb explains, meaningful relationships were born. "I was so fortunate to come back into a Region that had people like Tommy, Kurt Janish, Matt Lucas, Chris Robbins, Kenny Baker, Jen and Brad Maxcy - a ton of good folks. Not only are they excellent leaders and mentors for the motorsports community through the SCCA, but they're also great counselors, and many became great friends."

That's Mike Cobb the car guy - what about Mike Cobb the businessman?

"I've been very fortunate to have a lot of varied business experiences, many with Fortune 100 brands like Pepsi, Frito-Lay, KFC, and Pizza Hut, working on both the agency side and client side," he says. "Supporting and growing those brands gave me a lot of experience and a lot of exposure on how to market and position great brands, as well as how to create strong, vibrant experiences from a consumer brand experience perspective. Most recently at Gold's Gym, I was Chief Marketing Officer; our primary focus was building programs that drove attraction and engagement for a membership of around three million. Gold's won back-to-back J.D. Power customer satisfaction awards for the last two years - that was the first time the brand had ever achieved that."

Combining his love for motorsports and his business expertise at the SCCA seems natural, but how did this come about? "I wasn't looking for a job," he laughs, "I had a couple buddies who told me this job was available. As I read through the requirements, competencies, and the attributes the SCCA was looking for in a leader, in all humility, I thought I was pretty prepared through my experiences to address many of those things.

"The next stop was with my wife," he admits. "I gave her the job description. I gave her a few minutes, then came back and asked her what she thought. She said, 'I think that sounds like you.' It's the answer I wanted to hear."

Now, sitting in the office labeled "SCCA President and CEO," Cobb sees there's a lot of work ahead - and he readily admits he doesn't have any immediate answers when it comes to the Club's direction. "My primary directive is to work with the Board and the executive staff to forward the mission of the organization," he says, noting to accomplish that, "You have to take the pulse of the collective body. I've always found it better to do active listening when diving into an engagement, getting as many perspectives as possible so you can get a greater number of solutions to solve with.

"I'm very service oriented and customer focused. To me, this job is all about not only providing leadership, but also providing support and service to the Regions and the membership that is the SCCA. In many of my conversations with the Region teams, I'm asking how we can better support them."

All of this, Cobb says, involves travel. "I'm going to be wherever I need to be across North America to find those perspectives that will, ultimately, help construct a foundation we can build on. My focus right now is learning, digesting, and understanding before I rest any framework."

Before returning to work, we chatted about the previous weekend's Mineral Wells ProSolo - an event Cobb competed in - and an observation he made that struck a cord. "It was pouring rain, and the conditions were abysmal," he says. "But we had 200 entrants, everyone was out there, the event was running without a hitch, and the volunteers weren't running away. What struck me was the level of passion and commitment everyone there has to the sport. For us, this is what we define as fun."

Then came a word of wisdom, with a motorsports spin - one that I really enjoyed: "At the end of the day, it isn't one of the cylinders firing that makes us powerful," Cobb says, "it's all of those cylinders firing in unison that is really going to make this engine hum." 🍷



DRESSED FOR SUCCESS

Brian Linn has long dreamed of Runoffs victory, putting the pieces in order time and again – but sometimes achieving dreams takes longer than expected | WORDS Philip Royle | IMAGES Sean Rice

“I remember taking pictures at Road Atlanta [in 1979] and thinking I would be the youngest Runoffs winner ever,” Brian Linn says of his first brush with the National Championship Runoffs. “I didn’t really understand the economics of those kinds of things. Kids don’t understand things like that.” But while Brian now possesses trophies most only dream about, the journey was one he never saw coming.

This racing story starts earlier than 1979, ultimately with his dad, Jim. “My dad went to racing school in the late 1960s in a Bugeye Sprite when I was a few years old,” he explains. “[My dad] was in the garage working on the car, and if I wanted to interact with him, I’d go in there and hang out. I was enamored with it – cars were the only thing.”

Jim was fast on the West Coast, Brian explains, and hoped success would follow at the Runoffs. “He had expectations of being top five, but you really didn’t know back then,” he says. Brian followed his dad to the Runoffs in 1979 and ’80, but neither was Jim’s year.

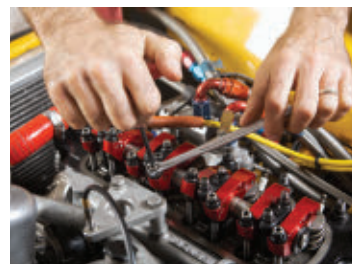
In the 1980s, Jim and a racing partner moved to the Renault Reliant Cup. When that dried up, Brian benefited. “The car I took to college for the first couple of years was the Renault Cup car. I had to replace a bumper, both front fenders, the hood, and fix some

dents in the door, and paint it. It still had the roll cage, the racing seat, and part of the exhaust. It also didn’t have air conditioning and I was going to Arizona State, so that was a treat,” he laughs.

Brian took that car to a racing school at Firebird and then started competing in Regionals with his dad. After college, Brian moved back to Southern California and began racecar shopping. “At the same time, my dad had taken early retirement, so his car became my car, but it stayed in his garage because I didn’t have a garage,” he says.

In 1993, the decision was made to return to the Runoffs with Brian at the wheel, so the two headed to the Runoffs to watch and learn. “Steve Hussey won that year with Huffaker suspension. We ended up upgrading our car with Huffaker parts – he would send the parts, I would do the prep work, and my dad would weld.”

Unfortunately, problems kept surfacing with the car. Better handling led to oil starvation in the turns, and those ultimately led to a 1995 season ending short of a Runoffs invite. Regardless, Brian was hopeful. “I knew we would be competitive because we could run with Hussey, and he had won in 1993 and in 1995. It just took a while for us to get our program together. Money was tight.”



HARD WORK
(CLOCKWISE FROM TOP) Brian Linn learned the dedication required to compete at an early age. As part of his race prep, Brian ensures his cars are in top shape. Combining a passion for racing and art, Brian created LINNspeed.com to showcase and advertise his design capabilities. Brian's second time on the Runoffs podium came in 1997 – little did he know the long road ahead.

Brian found himself at Mid-Ohio for the 1996 Runoffs. "The first qualifying session was the first time I'd driven in a racecar in the rain, and I think I was fifth or sixth. It felt so slow, but it was encouraging." But Brian's other qualifying session ended with mechanical issues, leaving him nearly last on the grid. "I started from the back," he recalls. "I moved up a bit, and got knocked off course when someone's steering column came off. Then there was a full-course caution with a couple of laps to go. Going into Turn 1, there was the leader, two lapped cars, and then the rest of us. I followed [Randy] Canfield into Turn 1, and it was the right way to go. On that lap I was second, and

"The year before I had no hopes – now I had dreams of winning"
BRIAN LINN

I held off third. That's enough to keep bringing you back for a while."

Brian returned to the Runoffs in 1997 with confidence. "I had a good year racing against Hussey – I started directly behind him," he says. "I led early, but that was the first year of Adam Malley's reign – he got by me mid-race and pulled away and I finished second again. But the feeling was much different than the second I had the year before. The year before I had no

hopes – now I had dreams of winning."

A failed rear end oil seal ended Brian's 1998 Runoffs hopes, which was followed by more heartache at the 2000 Runoffs rain race with a spin while leading. 2001 and '03 brought more near misses with a second-place start in 2001 ending with a DNF, and a sixth-place start in 2003 turning into a third-place finish. That year, however, things changed.

"I sold the Sprite in '03 and went Spec Miata racing with anticipation of going to a Miata in F Production," he says, recalling the difficult decision of selling the car that both he and his father had raced. "When the Sprite left, I had so much seller's remorse. I'd



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Rob Corwin

BACK TO BACK

In 2015 (ABOVE) and 2016 (RIGHT) Brian Linn recorded Runoffs wins at two very different tracks in two equally different cars.



Richard S. James

"I was under the lap record...I realized I hadn't lost what I had before"

BRIAN LINN

grown up working on the car - it was almost like a family member."

Brian raced Regional Spec Miata with minimal success - then the phone rang. "In 2007, Bill Blust bought a Huffaker car and called to ask if I wanted to go to Denver and drive it," he says. "My confidence had waned a little bit racing in Spec Miata, but I tested the car at Pueblo. When I came back from the first session I was under the lap record in that car, and I realized I hadn't lost what I had before."

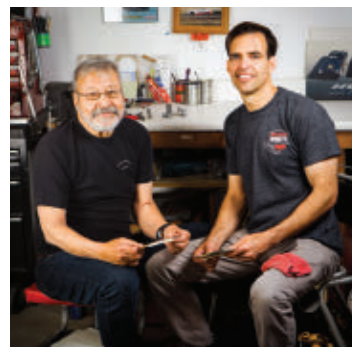
The plan was to keep things simple, he says, "But then a month later I was at my kid's little league game and [Blust] called me up and said he thought that if we went to Texas we could run there and switch to an H Production motor and run H Prod, too - even bad plans sound good at the time," Brian laughs. "So I said yes, let's race more - I was just so happy to be back in a Production car."

The result was a pair of second-place Runoffs trophies, one in a close FP battle for the lead and the other in HP where a last-lap spin cost him the win. That year, the RRDC presented Brian with the Mark Donohue Award for the performance. It wasn't a Runoffs win, he points out, but it was an amazing reward.

LOOKING AHEAD

For Brian Linn, the desire to win is just as strong today as it was the first time he visited the SCCA National Championship Runoffs. He's just a little more prepared now.





THE JOURNEY
(ABOVE) Brian Linn keeps his eyes on the prize as he looks toward the Runoffs at Indy. (TOP RIGHT) Jim Linn introduced his son to racing, a passion they both still share. And along with that passion has come lifelong memories (RIGHT).

2008 saw Brian double up in FP and GT-Lite at the Runoffs. "In GT-Lite, I'm on the front row with Chris Bovis, and I think we had about one second over third place. On the pace lap, Bovis pulls off because he had a big piece of rubber kicked up from the pace car go into his SIR and kill the engine. We do an extra pace lap, and I think I've got this one; I just have to do the smart thing. The pace car pulled off, I hit the gas pedal and the engine just revved. I pulled into the pits with a broken axle and watched the race from pit lane. It was so close, but that's the Runoffs."

The Road America years for the Runoffs saw Brian piloting a newly acquired FP Miata with minimal success, and come 2014 the decision was made to campaign a borrowed Lotus instead. The year began rough but, at the Runoffs, Brian had the car on the pole - the first Runoffs pole of his racing career. Then a lap and a half in, disaster strikes. "I hit the curb on the inside at Turn 6," he recalls of the spin that took him out of contention. "I had never really recognized the potential danger [of that turn]. I was stunned. I labor over all my other mistakes, but this one I can't get behind - I didn't know [the curb] was there."

"I enjoy the personal experiences. I've made lifelong friends"
BRIAN LINN

Still hunting for that elusive National Championship, Brian teamed up with Steve Hussey in 2015 driving Steve's HP Honda Civic. That season was filled with blown motors, failed fuel injectors, crumpled metal, and mental defeat, but late in the season the decision was made to head to the Runoffs at Daytona International Speedway regardless. The result couldn't have been imagined.

In a nail-biting final lap resulting in the top three cars crossing the stripe in a tangle and Timing and Scoring having to head to the tapes to determine the finishing order, Brian lay claim to his first SCCA National Championship title. "There were protests and appeals, and I left the track the day after the race to go to the airport not knowing whether I'd won," he says. "On my way, I got a call to say I'd won. And then there was the Internet chatter afterward that took away some of the joy of winning."

While the win - that all too elusive win - was slowly sinking in, Brian's phone rang once more. Chuck Horton was selling an MG Midget racecar that

Brian wanted - it turns out, Brian notes, his first car was a Midget, his brother had owned one, and the Midget was a favorite of his father. He purchased the car, prepped it, and by the end of 2016, Brian held in his hands another H Production National Championship trophy; he was also awarded SCCA's President's Cup.

"That was overwhelming," he says of the award. "Now I've got some of the biggest awards the SCCA gives out. I mean, years ago, all I wanted to be was one of the ones to be picked in *SportsCar* as a favorite at the Runoffs. This is all beyond expectations."

While a Runoffs victory took longer than 1979 Brian could dare imagine, that same young Brian would undoubtedly not appreciate the less tangible results of this journey. Brian of today, however, is different. "I enjoy the personal experiences," he says of the race weekends. "I've made lifelong friends. And there's the lifelong relationship with my dad - without racing, who knows what that would be. I'm blessed."

But while 2017 Brian has two National Championship trophies on his shelf and a more philosophical outlook than his younger self, he grins, "The desire to win is still just as great." 🍷

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UNEXPECTED OUTCOMES

(LEFT) It turns out, one of the major successes for Central Florida Region's May Showcase was the PDX ride-alongs. (BELOW) The May Showcase featured everything the SCCA offers, including a Regional race with serious machinery in attendance.

THE SHOWCASE

In May, Central Florida Region stepped out of the norm with an unconventional event at Daytona International Speedway – was there success? | WORDS Philip Royle | IMAGES Dave Green

On May 6-7, 2017, Central Florida Region's May Showcase did what some might consider the impossible. That weekend at Daytona International Speedway, the Region brought every aspect of the Club together into one facility to host their individual sport, while welcoming the public to not only watch, but also participate. According to the Region, the event drew a competitor count rivaling that of the National Championship Runoffs and attracted more than 1,000 spectators. Surprisingly, this specific event went from concept to execution in just 63 days – but the real story starts more than a year earlier.

"A year and a half ago, we were participating in our local Regional meeting and we were hearing our district Governors talk about difficulties with attracting volunteers," says Michael McKee, Central Florida Region's marketing officer. "It occurred to me that the biggest operational challenge the Club was facing in the next five years was getting volunteers to come out and help run events. So I asked what the Club was doing about this."

The result was McKee being asked to head a presentation to



the Region's Board of Governors. "I posed the same question about the biggest challenge the Club faces," he says. "Everyone seemed to resonate that we need to get new faces into the Club – we need to get people to come out and volunteer to help make events happen. Then we talked about a bunch of new ideas."

Those ideas resulted in the Region redoing its website and producing a number of videos to spread the word. "When you look at things [Central Florida Region has] produced over the last year or so, there have been a lot of photos and videos from the pro events, the 24-hour and 12-hour grands prix, and we've developed these in a sense that any Region can use it. This isn't about Central Florida Region, this is about the Sports Car Club of America.



SIGN ME UP

While SCCA members raced on the track (LEFT and BOTTOM), spectators signed up for various ride-alongs in RallyCross, Solo, and PDX cars (BELOW).



"We started getting a little bit of traction, so we revamped our website and we're working with S2 Learning to develop a system which is based 80 percent around marketing and 20 percent around instruction, which is targeted toward volunteers – and it's all Region agnostic. Let's start marketing our Club."

Then came the Central Florida Region Board of Governors meeting earlier this year where Darren Gunn, the Region's Membership Chair, voiced an idea for an event.

"Darren came out with a great idea," says McKee. "He said, 'Let's have people come out and see what we do. How do we do that? Let's show them everything we do at one place at one time.' It was a brilliant idea."

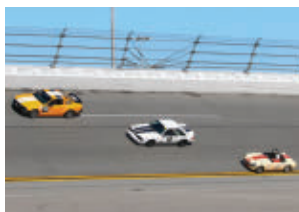
"It wasn't a difficult concept," Gunn explains, "The difficult part was seeing whether the Board and the Region would accept it as a concept. But it's a simple concept – it comes from the fact that we were all desperately aware that we were short of workers."

So how does the idea of having RallyCross, Solo, Club Racing, PDX, and a RoadRally all take place at the same location nurture volunteering? Simple, says Gunn.

"I was a marshal in the U.K. since the late 1980s," he says. "I became a marshal because I used to be a spectator – probably 80 percent of marshals in the U.K. went the same route. So, in my mind, we needed to get spectators to the track because spectators become marshals – that was a no brainer."

"The trick," he continues, "was attracting spectators in the U.S. when NASCAR has already tried to eat road racing alive and turn people to oval racing. Turning it on its head from a marketing perspective was quite simple: What do we have to sell? We've got an awful lot to offer; we've got some of the most exciting road racing, a very keen autocross program in Central Florida, and a RallyCross program that is newer but is very exciting, and people haven't seen that kind of thing."

Step one was finding a facility that could contain the event and was welcoming to spectators. "I'd already spoken to the competition coordinator to see if there was the potential to get RallyCross into Daytona International Speedway – that was always going to be the hard part of the event," Gunn notes. "But as luck



"The [SCCA] community is so great in that we all help each other, and it all works out"

ANGELA CARLASCIO

would have it, Daytona has a thing called Jeep Week and the Speedway suggested [the weekend after] because there was dirt down that would be available for the RallyCross.

"The whole event was 12 months ahead of schedule because when Daytona International Speedway came up with a positive response to the event idea, it suddenly became all fingers on the buttons," says Gunn. "We went to the Board of Governors and asked someone to Chair it, and Angela stood up and did a fantastic job putting the whole thing together in 63 days, which is quite incredible."

Angela Carlascio had

co-chaired events prior to CFR's May Showcase, but this was her first time at the helm. "This was the largest event I've done so far because there were so many different factions with Club Racing, PDX, Solo, RoadRally, RallyCross – and you're trying not to forget anyone on the volunteer staff. But we had a great team to get it done," she says.

What was key to assembling such a massive event in just two months? "Each of the events has their own chiefs," Carlascio explains. "Each of the events needs to run their own program as to how they're going to attract spectators. Having 63 days to plan the event, you have to keep it simple because having too many chefs in the kitchen can kill you. Keep it small, keep it tight – you're going to get it done, and we did."

That said, she's quick to pass the reason for success on to others. "The [SCCA] community is so great in that we all help each other, and it all works out. It was amazing. I was amazed at how well this group worked together."

Ironically, Carlascio found herself in Texas at Circuit of the Americas the weekend of the May Showcase. "I was watching it via social media," she laughs.

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WORKING TOGETHER

For Central Florida Region's May Showcase to succeed, all aspects of the Region had to come together. The end result was happy competitors (BELOW), and spectators with massive grins (BOTTOM) courtesy of the ride-along programs (LEFT).



With such a short run up to the event, time was also of the essence when attracting spectators. "We spent \$100 in Facebook push marketing that defined a demographic in the five major metro markets of Florida, and that ran for 30 days," says McKee. "In the two and a half weeks leading up to the event, I put out about 10 to 15 Instagram posts per night, and those were automatically linked to the Twitter feed. We also continuously posted information on the Region's brand-new website."

On top of that, Daytona Speedway posted the event on its website, signs were placed along International Speedway Blvd., and radio advertising was purchased. "We also had a live band, and the band was even promoting the event as people were coming out to see them play," says Steve Mullen, Central Florida Region's Regional Executive.

It turns out that part of the overwhelming success of the event came via ride-alongs that were organized to take place in Solo, RallyCross, and during special PDX sessions. "The ride-alongs did prove to be one of the

big success stories of the whole event," says Gunn. "Even if we don't have the event next year or ever again, we will be having PDX ride-alongs, and RallyCross ride-alongs, and Solo ride-alongs at lots of events. And, while the passengers had a great time, I don't think the passengers had as good a time as the drivers of the ride-alongs."

"From 8 a.m. until early evening on Saturday, we manned a tent where people could sign up for PDX ride-alongs," says McKee. "They signed a waiver and became SCCA weekend members for free, which the Region covered the cost of, and that got them a white wristband. That wristband gave them the privilege of riding along in these events."

There were two PDX ride-along sessions, one on Saturday and one on Sunday. Also, drivers were hand picked by Mullen to keep everything safe. "There was a man there whose nephew was autistic," recounts Mullen of one of his passengers during the PDX session. "The gentleman got in the backseat of my car, and the gentleman with autism sat in the passenger seat. The uncle



"We have a lot to learn, but would we like to do it again? Yeah, I think so"

MICHAEL MCKEE

gave his nephew a narrative as we went around the track, and the autistic gentleman was so happy he got to go out on track - where else can you get that opportunity?"

All counted, of the 1,040 spectators who attended the two-day event, 183 signed up for various ride-alongs. And, according to Mullen, when you add spectators, drivers, volunteers, and crew together, overall attendance neared 3,500.

With the event over, next comes the analysis. "Now we're doing the post mortem looking at the surveys we had people fill out and looking at the numbers,"

says McKee. "We have a lot to learn, but would we like to do it again? Yeah, I think so."

"People have an expectation of events at Daytona," Carlascio points out. "The fact that we met that expectation for everyone was amazing."

So, was Central Florida Region's May Showcase a success - and how exactly do you measure success for something like the May Showcase? For that, you must return to the beginning. "If we get 10 new RallyCross drivers or autocrossers or road racers, that's cool," says Gunn, "but if we get five new workers, that is a whole corner the flag chief doesn't have to worry about at a race. Five workers makes the whole thing work. Five workers means we can keep having race events at the track. It's a very selfish attitude, but I think it's an important attitude."

That said, Gunn agrees with McKee, Carlascio, and Mullen that the Central Florida Region May Showcase succeeded. "It was a success in ways I didn't see before," he says. "We just have to wait and see if it was a success in a way I hoped in the beginning." 📍

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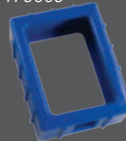


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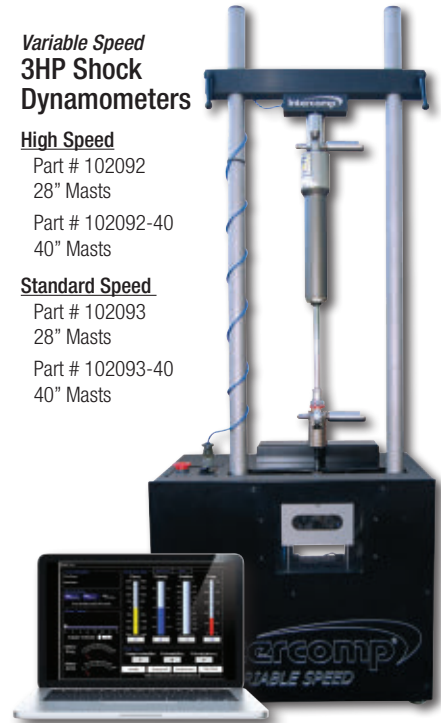
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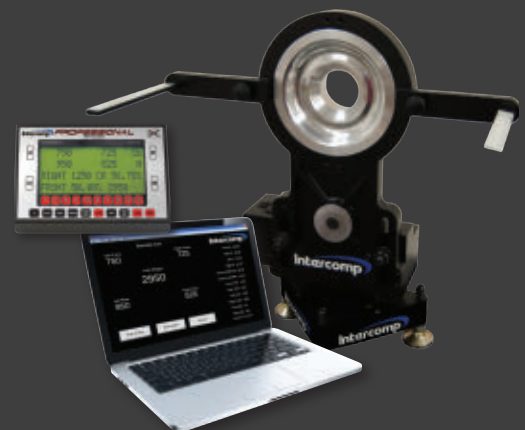
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THE LONG HAUL

The trailers SCCA members tow are as diverse as the cars we race, with an unlimited number of options to boot. We've been to the track and seen them all – here's what we've learned | WORDS & IMAGES Jason Isley

If you own a dedicated racecar, you know that every competition weekend begins with the use of a trailer. Even those competitors who have the option of driving their competition car to an event will often tow, if only for the peace of mind it offers. However, since trailers are large and tricky to store, you quickly find that your trailer choice becomes a balance between your needs vs. what's realistic for your lifestyle, and the options don't stop once you've made the purchase.

Having a large trailer typically necessitates a serious tow rig, in the range of a three-quarter ton pickup or more. There can also be storage issues with larger trailers, so even as tempting as it may be to go big, it's sometimes better to go with what you need.

If storage and money are not an issue, a stacker might be something to consider. Partnering with another racer is a great way to make this economical – two cars going to the same event in one trailer can save a lot on fuel over the season, and the lift inside makes trackside repairs much more convenient. Having one of these trailers trackside is like taking your garage on the road.

Over the gargantuan trailer solutions, far more often on a race weekend you will see the paddock littered with the “white box” enclosed trailers. The standard enclosed trailer varies in dimensions, from something small enough to fit in your residential garage and haul a Formula Vee, to a multi-car gooseneck unit. This type of trailer serves the racing community well, it gives you a secure place to store your racecar, parts, and tools, and can even be a useful shelter for the driver when the weather at the track is not cooperating.





LOAD IN

(CLOCKWISE FROM TOP LEFT) An enclosed trailer can be your sanctuary on a race weekend, so having it well organized and outfitted makes for a less stressful experience. Utilizing space near the ceiling for small cabinets is a great way to find additional storage room in an enclosed trailer. Open trailers can require creativity to carry everything you need, but be aware of the tongue weight these items can add. A rollout awning makes for easy shade.



INSIDE THE ENCLOSED TRAILER

Outfitting an enclosed trailer is very much like organizing your garage or race shop. With everything from cabinets to workbenches to tire racks and flooring, it can all be tricked out to better serve your race weekend needs.

Assuming you've bought a trailer with an interior length that's bigger than the car you're going to transport, a set of lower cabinets at the front with a metal surface workbench is a great addition. You will undoubtedly find a way to fill the cabinets, while the workbench can be used for repairs, or just laying out snacks for the weekend. Once you've filled those lowers, a set of small upper cabinets can be a great addition, as they're extremely useful for smaller items.

Other popular mods for enclosed trailers include door organizers and tire racks. The door organizer attaches to the interior of the side exit door and allows you quick access to commonly used items, like cleaning supplies and various fluids. A tire rack will typically be attached along an interior sidewall and solves the problem of tires taking up precious floor space. Another popular option for tire racks involves using e-track and a pair of shoring beams, which allows you to position parallel beams across the trailer's width, holding the tires - just make sure you strap the tires securely if you use this method.

If you want to up the trackside luxury, items like a generator, HVAC unit, air compressor, and other comforts of home can make your weekend more comfortable. An exterior awning that attaches to the curbside wall is



also a popular option on enclosed trailers. These range from the traditional RV rollout style to fully custom-built units like those used on professional race transporters.

OPEN TRANSPORT

For those not needing to haul as much gear - or for those wanting to utilize a smaller tow rig - an open trailer might be the answer. Open trailers can be towed by most any half-ton truck or SUV - even some light-duty rigs can tow these. Open trailers typically come in steel construction, as a combination of steel with a wood deck, or (on the high end) constructed from aluminum. All three types get the job done; it really just comes down to your budget.

Storage space is a premium with an open trailer, so creativity is key. A pickup truck style toolbox on the tongue of the trailer works great for tools and smaller items. Many will also fabricate a tire rack that fits on the front of the trailer over the nose of the car - while these tire racks work great, it's important to note they will greatly impact tongue weight and hit your fuel



“From cabinets to workbenches to tire racks and flooring, it can all be tricked out to better serve your race weekend needs”

economy due to the wind drag. Other storage options are loading up the racecar with gear while it's on the trailer, or stuffing as much as you can in the tow rig.

TOOLS FOR ANY SETUP

Paddock transportation is something every racer likes to have at an event, and can range from a purpose-built pit cart to a bicycle. If you're hauling with an enclosed trailer, the only limitation is how many square feet of floor space is left after loading the car. With an open trailer, you may need to get more creative, but we have found the addition of bicycle fork mounts near the front of the open trailer makes hauling bicycles effortless.

Loading your racecar can be a challenge if it's very low or has a splitter. Often in the paddock we see the combination of trailer

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EASY SOLUTIONS

(LEFT) Keeping extra tires low on an open trailer helps reduce aero drag when towing, but does consume usable deck space. (BELOW) A set of long, lightweight aluminum ramps makes loading low racecars a snap. (BOTTOM) A fork mount allows you to securely carry a bicycle.



ramps combined with stacks of wood as a way to get a low car on a trailer. Not only is it inconvenient to haul stacks of wood, it's certainly not the safest method for getting your car on the trailer. It is possible, however, to overcome these challenges with a proper set of ramps. Companies like Race Ramps offer loading solutions that allow you to decrease the angle of approach by extending your enclosed trailer ramp door, and can also be used for individual ramps on open trailers.

Speaking of ramps, if your open trailer came with the standard four-foot steel ramps, an upgrade will improve your car loading experience. Companies like Discount Ramps offer a range of trailer loading ramps in both steel and aluminum construction, with longer lengths to aid the approach angle for low cars.

Once you have your car loaded, it's time to secure it to the trailer. All too often people purchase the wrong tie-downs, using something with an inadequate load rating. The general rule of thumb for traditional vehicle tie-downs is if your car weighs 2,100lbs or less, use straps rated at 3,500lbs; cars weighing 2,100lbs to 3,000lbs should use 5,000lb straps; and cars weighing up to 6,000lbs should use 10,000lb straps.

Safely securing your competition vehicle involves preventing lateral, forward, rearward, and vertical movement. A pair of tie-downs at each end of the vehicle is the common method. Ideally, the tie-downs should be mounted to a point on the vehicle that was specifically designed for that purpose – a glance at the shop manual should reveal that location. If you're lucky, your vehicle will be equipped with T-slots or another built-in tie-down location. The T-slot is among the most common of factory tie-down locations and is typically an elongated hole in the frame, or some portion of the unibody, that accepts a "T" shaped hook.



"All too often people purchase the wrong tie-downs, using something with an inadequate load rating"

Other manufacturers mandate securing a car by its tires. Wheel bonnets over the tires, or using straps, or through the wheels are all ways to accomplish this.

If you haul a number of different cars over the course of the season, or just have one of those combinations that is a nightmare to secure on the trailer, e-track may be for you. Installing the slotted e-track sections on your trailer deck is a simple bolt-on affair, and when used in conjunction with e-track specific tie-downs, you open up a wide range of load-securing options. The SportsCar staff has two open trailers, one utilizing traditional D rings and one equipped with e-track – both have advantages and disadvantages.

Making the task of unloading, loading, and having all of your gear accessible can take stress off an already tense competition weekend. While no trailer solution is the perfect one, we suggest hefty doses of research before pulling out the credit card on any trailer or trailer accessory purchase – especially when it comes to safety. Done right, however, you'll have a trailer setup that's as close to perfect as you can get. 📍

TRAILER TIRE AWARENESS MONTH

As September rolls around, thousands of SCCA members will take to the road to tow to National Championship events; sadly, some of those racers will suffer trailer tire failures. Luckily, an ounce of prevention can take you miles.

Typically, trailer tires will age out before you wear through the tread, with trailers that are stored outdoors seeing tires deteriorate at an astonishing rate. "Special Trailer tires fall under Goodyear's six-year limited warranty," says Doug Grassian of Goodyear Tires. "Because of end user variety in tire maintenance and trailer care, Goodyear recommends having tires dismounted and inspected by a Goodyear-authorized professional to determine if a replacement is required."

Tire pressure is also critical to trailer performance. Incorrect tire pressure can lead to temperature-related issues, and potential failures – pressures that are too high can be just as bad as too low. "We recommend following the inflation pressure called for on the placard of the trailer for optimal performance," Grassian advises.

Another temptation of trailer owners is to install a set of Light Truck (LT) tires instead of Special Trailer (ST) tires, and this is something that Grassian cautions against. "One should opt for ST over LT because of the nature of their designs: as the names suggest, ST tires are designed specifically for trailer use, while LT tires are designed for Light Truck use. It is important to note that ST tires have higher load limits than LT tires in the same size. For example, according to the Tire and Rim Association, Inc., the load limit of an LT225/75R15 is 2,205lbs at 65psi while the load limit of an ST225/75R15 at 65psi is 2,540lbs. If the ST tire is marked with a max inflation of 80psi, then the load limit would be 2,830lbs."



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SOLID INNOVATIONS

Today's steel isn't your father's steel – turns out, it's better

WORDS David Muramoto | MAIN IMAGE Courtesy Mini

While much of the talk about automotive innovations seems to be dominated by the latest in electronic driver aides or the inexorable march toward autonomous vehicles, a more basic innovation has been taking place right under our noses. For decades, steel has been used in car construction, but the material itself has changed and evolved remarkably over the years. Perhaps a dry topic at first blush, it truly isn't – not to racers. It should be no surprise that SCCA racers are more familiar with steel than most, as our hobby involves different forms of it. From chromoly to 4130 DOM mild steel constructing everything from roll-cages to tube-frame racecars, we know steel. But when you consider that the majority of SCCA members compete in production-based, steel-comprised vehicles, you quickly see that steel is a vital building block of our Club, and it's something we should know more about.

According to Dr. Jody Hall, Vice President of the Automotive Market for the Steel Market Development Institute (SMDI), steel used throughout the 1970s in automotive production was significantly different from what is seen in cars today. Mass produced steel was heavy, she explained during a presentation to the Rocky Mountain Automotive Press, but lacked strength in

several key areas. Tensile strength (the ability to withstand tension before deforming) and elongation (the ability to hold a shape before tearing) were chosen as properties that could be accurately measured. By the 1980s, the cost of fuel had risen to the point the U.S. automotive industry looked critically at how to lighten cars to increase their efficiency. Different grades of steel were developed that were two to four times as strong in terms of tensile strength and elongation.

By the time the 1990s rolled around, she says, federal safety standards and mandated fuel efficiency goals spurred the development of new steel alloys. While other developments, such as port fuel injection, became commonplace, the search for ways to produce lighter and safer cars entered a new dimension. The car industry had also developed mass production techniques to use zinc coatings for rust prevention at the same time steel rose to be six times stronger than what was in the 1970s baseline. It's during this period that both steelmakers and car manufacturers began to research and develop even lighter and stronger steel alloys for the future.

Dr. Hall notes the turn of the century marked the development of what has become a common element in the makeup of a modern car:

advanced high strength steel (AHSS), introduced since 2001. AHSS is now a staggering nine to 16 times stronger than the 1970s baseline steel, and while there are different formulations, the automotive industry has primarily used them in high-stress areas such as the A- or C-pillars of cars to add torsional (bending) stiffness to a monocoque chassis without adding weight. Case in point, Nissan recently developed a new form of AHSS that offered enough competitive advantages that the company applied for patents to protect it.

In 2017, the third generation of AHSS is being used in a variety of ways. Stronger than ever – up to 16 times versus 1970s steel, says Dr. Hall – it can be utilized in thinner and lighter gauges. Ever wonder how manufacturers manage to get all those curvy swoops and shapes into modern cars, trucks, and crossover vehicles? The latest alloys allow massive stamping machines to press steel body panels into complex shapes without the risk of cracking. In some cases, those panels may be subjected to two or more stamping machines to ensure the desired shape. Meanwhile, underneath all that sheet metal are deformable structures to aid in occupant protection in the event of an impact, either on or off the track.

Beyond enhanced



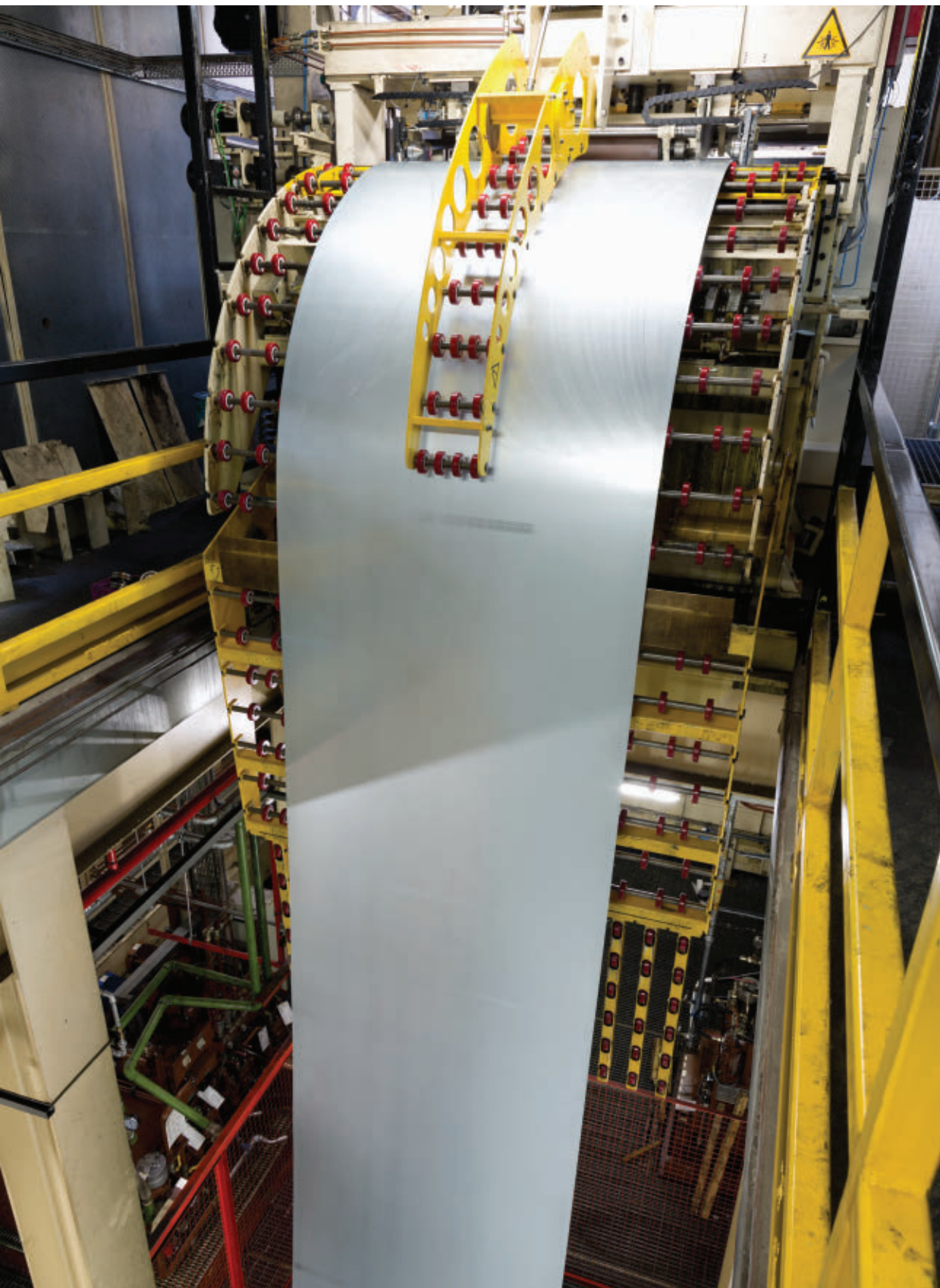
Courtesy Nissan

“Stronger than ever – up to 16 times versus 1970s steel...it can be utilized in thinner and lighter gauges”

performance and carmakers using styling to separate their vehicles from other marques, there's another factor. Dr. Hall points out that steel can be readily separated in scrap yards throughout the world using a simple electromagnet. Once separated, scrap steel has the advantage of being easily melted down and refinished as any grade of steel (including AHSS) for future use.

Certainly, there are sports cars made with hydro-formed aluminum platforms that have come into production, but high costs and limited properties have kept that material from being more widely adopted. Aluminum has been used in many low-stress areas, such as doors, hoods, and other body panels where high elongation and formability are not a prerequisite.

Ultimately, this is a topic consumers have little input on. For most of us, we're at the whim of the manufacturers as to which steel they use. But the next time you hear someone say, “They don't make them like they used to,” keep in mind that when it comes to this topic, they are correct. 🍷



ROLLIN'
(LEFT) A massive steel sheet rolls down a multi-story feeder on its way to being stamped into vehicle body panels. (FAR LEFT) Nissan uses the latest AHSS in a variety of locations in modern cars to maximize rigidity and passenger safety.

Roughly a year ago, the SCCA announced Chevrolet as the official truck of the Club, and with this “official” nomenclature came a very tangeable result visible to membership. You see, shortly after the announcement, SCCA received three trucks, a pair of Chevy 3500HD duallys and a 2500HD. The job of these trucks was to ensure the Club’s massive enclosed support trailers reached the Tire Rack Solo Championship Series, ProSolo National Series, and Match Tour events, not to mention several RallyCross events, plus whatever else arose. So, how did the trucks fare?

“We’ve all been happy with the trucks,” says Clancy Schmidt, SCCA Project Manager and the one responsible for piloting one of the trucks. “The only problem I’ve had is [multi-time Solo National Champion] Tom Berry tried to steal my hood and trade it with his – there was something he liked about the functioning cold air intake,” Schmidt laughs.

Schmidt ended 2016 with about 25,000 miles on the 3500HD truck he drove, with SCCA’s Senior Director of Rally/Solo Howard Duncan logging a similar amount on his assigned 3500HD. The 2500HD wrapped the year with fewer miles, although it also got a healthy workout.

“I’m religious with the maintenance,” says Schmidt, who is no stranger to towing and prefers regular maintenance to on-the-road repairs. “I change the oil every 5,000 miles and the fuel filter every 10,000 miles.”

Scheduled maintenance aside, Schmidt says, “With these Chevy trucks, we had no trouble with anything.”

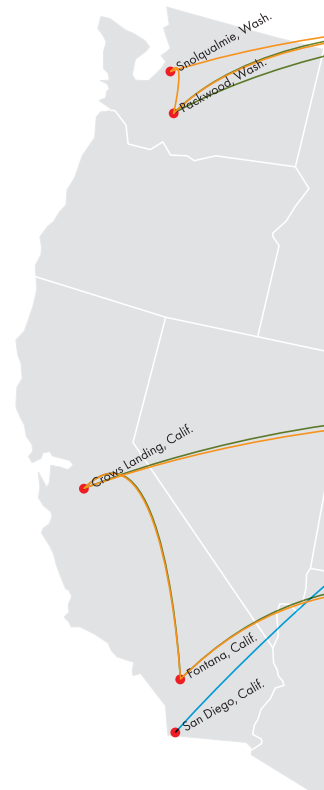
When pressed, the only complaint Schmidt had was the location of the DEF fill. “It’s buried under the hood,” he says. “Supposedly they are changing the location in the 2018 model.”

That aside, this self-proclaimed “Ford guy” has been happy with his time spent behind the wheel of the 3500HD Chevy.

“Being a road racer, I – like all others – never have enough power,” he says. “Well, this Chevy truck has enough power. A recent example is that there is a 10-mile pull eastbound out of Albuquerque. The 3500HD went up it weighing 20,000lbs, on cruise control, at 65mph, and never slowed down – perfect!”

That’s no small feat considering SCCA’s 3500HDs equipped with the 6.6L turbo-diesel Duramax V8 are rated to tow 20,000lbs at the tongue, or 23,200lbs with a fifth wheel.

As part of the partnership with the SCCA, Chevy has supplied the Solo department a new fleet of trucks, resetting the odometer to zero and giving Schmidt a fresh truck to break in. “Chevy is very good to us with this sponsorship deal,” Schmidt admits. “Without them, SCCA would be spending \$100,000-plus on trucks to support our National programs.” 📍



TORTURE TEST

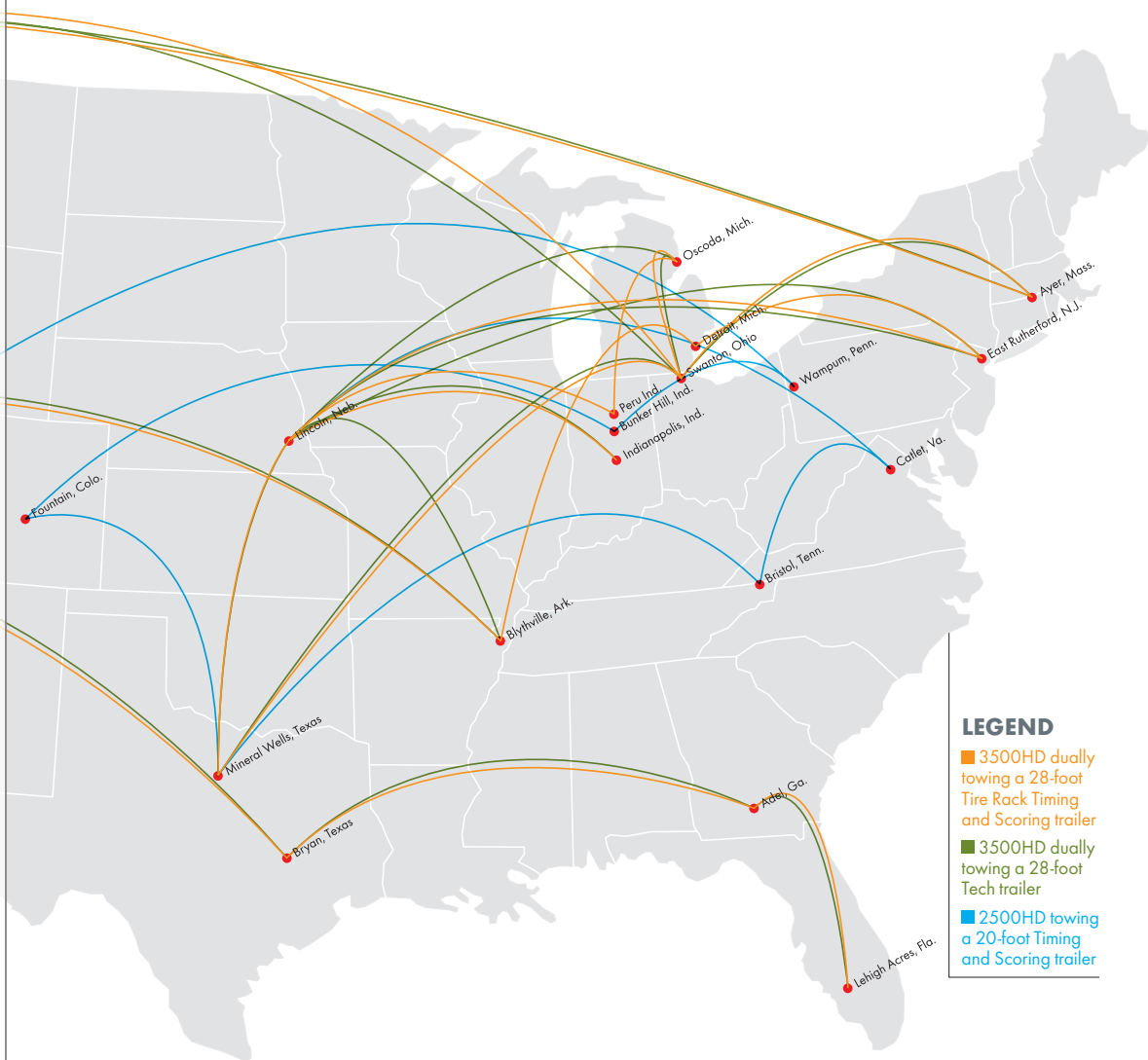
One year and tens of thousands of towing miles later, SCCA’s Solo department checks in with its fleet of Chevy trucks

WORDS Philip Royle | IMAGES Courtesy Chevrolet



LOGGIN' MILES

SCCA has a pair of 28-foot enclosed trailers along with a single 20-foot enclosed trailer they tow across the country with their three Chevrolet trucks to support the National Solo program, which includes the Tire Rack Solo Championship Tour, ProSolo National Series, and the Match Tour. Add into the mix National RallyCross events, a setup for the Solo Nationals, and the National Championships Runoffs, and it's easy to see how the three trucks log over 70,000 miles each year and why reliability is job number one when it comes to tow vehicle selection. Ever wonder what this many miles looks like on a map?



LEGEND

- 3500HD dually towing a 28-foot Tire Rack Timing and Scoring trailer
- 3500HD dually towing a 28-foot Tech trailer
- 2500HD towing a 20-foot Timing and Scoring trailer





LICENSED TO DRIVE

With plenty of options, obtaining your SCCA Full Competition License for wheel-to-wheel racing is easier than you think | WORDS Philip Royle | IMAGE Barbara Protos

Making the jump to SCCA Road Racing is a big deal. As soon as you decide to go wheel-to-wheel racing, there's a lot to consider; first up is how to obtain a Full Competition License. Luckily, SCCA's licensing process is straightforward with a solution for all; from SCCA Regional

Driver's Schools to professional solutions, options abound.

Many drivers kick off their road-racing dream via an SCCA Driver's School. Offered through individual SCCA Regions, these are arguably the most affordable route to racing, although there are caveats – most Regions only

host one or two a year, there is a must-do list for students before attending the school, and students must supply their own equipment.

"Prior to a [Regional] SCCA Driver's School, the student must be a Club member, have a completed medical form, and have their Novice Permit in

hand," explains Claudine Stueve, Support Specialist for SCCA's Road Racing program, noting that Novice Permits come from the SCCA National Office. "A few Regions will issue the Novice Permit at the Driver's School, though most do not."

For these events, students will



need to supply their own racecar, safety equipment, and (if desired) crew, making Region-offered Driver's Schools an excellent choice for some and tricky for others.

"To upgrade from a Novice Permit to a Full Competition License, driver's must successfully complete an SCCA

Driver's School or its equivalent and participate in three additional Regional event weekends within the 24-month term of the permit," Stueve says of the licensing process. "The Driver's School is required before a Novice Permit holder may race. Permit holders must

PACK MENTALITY

(LEFT) Road racing within the SCCA means taking on the best amateur racers North America has to offer. And with the right SCCA accredited Driver's School, you can be on your way sooner than you ever thought. But before you get too far, there are a few simple forms to fill out (BOTTOM).

"Another path to a Full Competition License is attending one of SCCA's approved Professional...Schools"

present their Novice Permit to the Chief Steward before participating in any on-track session. The Chief Steward will complete the appropriate permit page at the end of the event."

Another path to a Full Competition License is attending one of SCCA's approved Professional Accredited Driver's Schools. For these, the racecar and crew are generally supplied by the school, driver safety equipment can often be borrowed, the schools usually occur year-round, and the schools frequently jumpstart the licensing process by fulfilling some competition requirements. These schools also allow students to attend the school prior to submitting a medical form to the SCCA. It's important to note, however, there are multiple levels of SCCA Professional Accredited Driver's Schools.

"The level of Novice Permit, Driver's School credit only, Driver's School +1 event, Driver's School +2 events, and Full Competition Licenses are determined by the school's approved curriculum and the amount of track time students receive," says Stueve. "If a driver attends a school listed [on scca.com] as 'Driver's School +1', they will receive credit for the Driver's School requirement and one event credit. The driver then needs to submit a medical form to the SCCA National Office and successfully complete two SCCA

Regional event weekends in 24 months to be eligible to upgrade to the Full Competition License."

Likewise, a school listed as a Driver's School +2 fulfills the Driver's School requirement and two Regional events, meaning a student must submit the required medical form and complete one more Regional race weekend prior to receiving a Full Competition License.

Some pro schools jump students straight to a full racing license, leaving students to only submit a medical form before receiving their Full Competition License. And, with a Full Competition License, drivers may compete in any of SCCA's Road Racing programs, including the U.S. Majors Tours and Hoosier Super Tours.

Of note is competition licensing for minors, which SCCA defines as anyone age 14-17. "Novice Permits and Full Competition Licenses are only issued to minors through the National Office," Stueve notes. "Fourteen- and 15-year olds must also have the approval of the Divisional Licensing Administrator and they must have additional forms submitted to the SCCA National Office."

There's also an alternative program to a Competition License that involves oversight from an approved instructor in lieu of a Driver's School - for that, contact your Divisional Licensing Administrator or the SCCA National Office.

Which program is right for you? That depends on multiple factors, including your timeline and equipment. But once those details are sorted, you'll be well on your way to racing with the best amateur road racers around. 📍

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2 BERTIL ROOS Pocono Raceway New Jersey Motorsports Park Dominion Raceway Roebling Road Raceway Palm Beach Int'l Raceway racenow.com (800-722-3669)

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3 EXR RACING SERIES SCHOOL Las Vegas, Nev. Los Angeles, Calif. exoticsracing.com exrseries.com (702) 802-5641

EXR Racing School is open to drivers of all levels. New racers can attend the three-day SCCA Pro License course to acquire a racing certification. Taught by a team of current, professional racing drivers, we emphasize one-on-one coaching using the EXR LVO2 racecar. Plus, we have the latest in driver data acquisition that accelerates your learning curve with additional analysis. More experienced drivers can also benefit from additional coaching and track time at either of our two, year-round facilities. We now offer an HPDE program in our supercars to sharpen your track day skills.



4 MSR HOUSTON Angleton, Tex. msrhouston.com/schools/competition (281) 369-0677

The MSR Houston Competition Driving School is designed for aspiring racing drivers wishing to get their racing license. Participants are educated and coached by top driving professionals at our 17-turn, 2.38-mile road course located 35 minutes south of downtown Houston. Drivers are eligible for an SCCA Full Competition License upon graduation, allowing drivers to immediately go racing with the SCCA anywhere across the country. The cost for the three-day school is \$1,750 with your own racecar or \$3,850 renting a Spec Racer Ford or Spec Miata.



5 PORSCHE SPORT DRIVING SCHOOL Barber Motorsports Park Leeds, Ala. porschedriving.com (770) 290-7000

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NORTHEAST:

New Jersey Motorsports Park, Millville, N.J.; Summit Point Motorsports Park, Summit Point, W.Va.; Watkins Glen Int'l, Watkins Glen, N.Y.; Lime Rock Park, Lakeville, Conn.; Pocono Raceway, Long Pond, Pa.; Virginia Int'l Raceway, Alton, Va.; Dominion Raceway, Woodford, Va.

SOUTHEAST:

Homestead-Miami Speedway, Homestead, Fla.; Palm Beach Int'l Raceway, Palm Beach, Fla.; Sebring Int'l Raceway, Sebring, Fla.; Roebeling Road Raceway, Bloomingdale, Ga.; Road Atlanta, Braselton, Ga.; Atlanta Motorsports Park, Dawsonville, Ga.

CALIFORNIA:

Thunderhill Raceway (3- and 5-mi), Willows, Calif.; Mazda Raceway Laguna Seca, Monterey, Calif.; Sonoma Raceway, Sonoma, Calif.; Buttonwillow Raceway, Buttonwillow, Calif.; Auto Club Speedway (roval), Fontana, Calif.; Willow Springs Int'l Raceway, Rosamond, Calif.

ON TOP

(MAIN) Ernie Francis Jr. may be in his TA class rookie season, but he's already showing championship winning poise, racking up a win at Road Atlanta.

(RIGHT) Tony Buffomante returned to TA2 competition and snagged the win.



ON A ROLL

Trans Am heads to Road Atlanta for a hard-fought battle to the checker, with Ernie Francis Jr. pulling off a repeat win

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

Mid May for Trans Am meant a journey to the big-power, high-speed, and huge-commitment Road Atlanta road course, and the competition didn't disappoint. Most notable from the May 13 weekend, however, was the return of Ernie Francis Jr. to the top step of the TA podium, marking back-to-back victories for the 19-year-old competitor in his first year driving in the big-bore class.

Unlike his near dominant performance at Homestead-Miami, Francis' win in Atlanta required more patience, as he spent the early stages of the race in pursuit of polesitter Justin Marks. Marks, however, would suffer a mechanical issue that forced him into the pits on lap 12, eventually ending his race some 13 laps later. When Marks pitted, Francis assumed the lead and retained it throughout a red flag restart, keeping two-time defending TA champion Amy Ruman at bay.

"Justin was quick in the start - the same that Stanton [Barrett] was quick in qualifying at Homestead-Miami - but we thought that the setup Justin was running was just a little too fast to be running out at race pace," says Francis. "We wanted to run consistently and keep him in sight and let him come back to us; we never really had the opportunity for that after he pulled into the

pits, but it made for a good race for us. We got out front and powered down and just sent it."

Francis is new to the TA class this year, but the three-time TA4 champ believes he is now in sync with his car, even if he and the Breathless Team are eager to continue developing it. "The car and I are pretty connected right now," he says. "I'm really understanding how to drive the car fast out there; we're still working on setup - little things that could make a difference, a few braking issues, but we're faster every race and I have no doubt we'll be out front at the start of the next one."

In the TA2 race, defending champion Tony Buffomante led the class for the entirety of its independent 101.6-mile race, fending off a strong challenge from Cameron Lawrence in the final stretch to capture his first TA2 win of the 2017 Trans Am season.

"To win [at Road Atlanta], so many things have to go right," says Buffomante. "Everything is just so competitive now. You've got tremendous drivers throughout the field. It's a long race and, while we had a couple yellows, there are still a lot of laps; it's a lot of miles, a lot of gearshifts, and a lot of braking points. I probably wasn't perfect today, and that allowed the No. 19 [Cameron Lawrence] to get closer in certain



parts of the track. I knew we had the car where we needed it and I was just trying to ride it out and bring home the win."

The race marked a return for Buffomante after sitting out Trans Am competition at Homestead-Miami, taking advantage of the opportunity to drop the results of one of the first

five races of the championship, and his first full run on the new Pirelli P ZERO tire package, as he and the Mike Cope team continue to refine his setup and strategy for the new year.

"I think we'll do a few things different setup-wise going forward now that I've learned what I've learned," says

Buffomante. "We definitely slowed down a little bit toward the end of the race, but it's tough to pace anymore than we did with a full rearview mirror."

The opportunity for a last-gasp challenge from Lawrence on Buffomante never came to fruition as Lawrence's engine shut down on the backside of the

course for reasons yet to be determined by the team.

The TA3 and TA4 classes join the TA cars in their 101.6-mile, multi-class race, with Randy Kinsland and Brian Kleeman securing class victories in TA3 and TA4, respectively - mirroring the results of their efforts during the previous race weekend. 🏆



REPEAT VOLUNTEERS

It turns out, the secret to getting workers to come back to the races isn't much of a secret

WORDS Leon Krauss, South Bend Region, Flagging and Communications

MAIN IMAGE Dave Green

There are SCCA Regions in the upper Midwest that have learned the art of attracting workers to racing events. What is it these Regions are doing so successfully to keep workers coming back? Simply put, they've discovered several key items that help retain volunteers. Utilized correctly, these items can be a game-changer for any SCCA Region. Luckily, none of these items are secrets, so here they are.

FUN

Why fun? Workers understand that SCCA has given them a format to gather once a month to talk about their favorite subject: cars. Talking about cars is fun.

One ideal place to hold these meetings is in a restaurant private room where food and beverage can be a part of these informal meetings. Food and drinking is fun. A door prize drawing is offered with the gift being a Club or Region T-shirt or hat, or something of related value. Free gifts are fun.

Likeminded people who share the same interests are gathered together, and they get to talk about the time when they saw a car do this and a driver do that. Everyone they talk to has a similar story they are eager to tell. Racing stories are fun. And when these workers look around, they realize they are rubbing shoulders with race drivers, their crews, and other workers. Rubbing shoulders is fun.

CAMARADERIE

In order to have all this fun you must share it with other people. A new network is then built and you

immediately find the free and beautiful benefit of camaraderie. Synonyms according to Merriam-Webster for this word are: brotherhood (sisters, too), community, company, companionship, comradeship, fellowship, and society. Everyone there wants to talk about his or her car, their job task at the event, or some past racing experience they had that is too good a story to keep to themselves. Longstanding relationships are created which, in turn, cause people like racers and workers to come back again and again, meeting old friends. Camaraderie is the direct result.

WORKER COMPS

I hope very few of you have ever had to hear these words: "The last race I worked was poorly attended by the racers and workers. The food was just OK and they ran out of food by time I arrived." Here's what these successful racing Regions are doing to ensure this never happens to you.

Once a racing date is set (that requires another whole article just on how to select a "good" date), advertise. If you build it, they *won't* come, unless you wisely invest in advertising your Region and its events. Area auto clubs are invited to bring their classic cars and place them on display for the family and kids. Bring the family! Speaking of kids, a contest is held wherein a pond at the event is stocked with fish - whichever child catches the most fish wins a very fine trophy. And don't forget to include free stuff for the workers:

T-shirts, hats, pins, decals, cozies, posters, banners, and racing magazines, to name a few. Workers love it when they receive envelopes filled with gas money.

FOOD AND DRINK

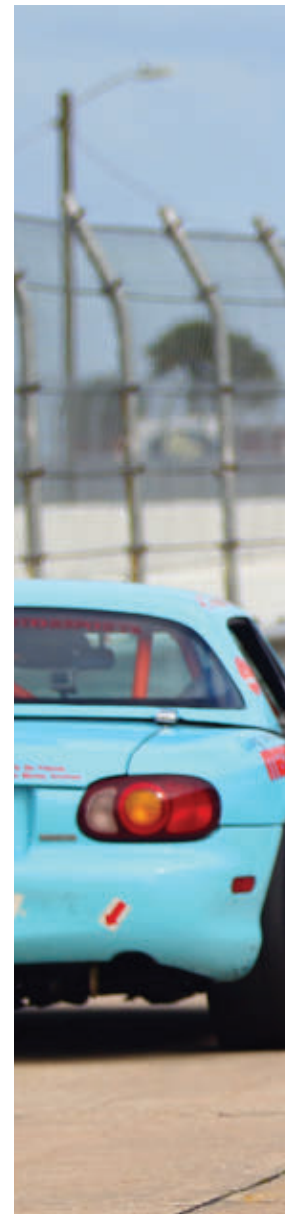
Everyone likes to eat, and workers are no exception. Free lunches are expected, and on Saturday nights an actual feast is prepared which everyone talks about well past the



Clark McInnis

events, so invest in that feast. These Regions provide feasts fit for kings, with little exaggeration. The better the food and worker comps, more than enough workers will come back to the next event (some drivers claim they register for a race just because of this feast - no joking).

On Friday evenings, the host Regions put on a worker's cookout. They provide the meat, chips, condiments, and drinks (including homemade wine) and workers are asked to bring a dish to share. For workers, it is one more free meal



Jeff Love

SMILES ABOUND

An incentive can be as simple as good food (ABOVE). Once you have your workers wanting to return, their excitement for the sport will shine through.



that's hard to pass up. That would include free coffee, doughnuts, rolls, and cookies for each morning's worker meeting. No one goes home hungry. No one.

Everyone's time these days is valuable and there are many activity venues from which to choose to spend weekends. In order to attract people who will get the most value for their time spent, successful Regions want them to have an experience that will keep them coming back - and it works! So, if you want to keep and gain workers, attract novices, and bring

them back to your events time and again, you now have the keys to success. The host Regions investing in their events to attract drivers and workers can help themselves be successful, and ultimately their Region's coffeers, by creating events that have an atmosphere of fun, create camaraderie, give out generous worker comps, and offer great food. This will help create events that will be talked about by workers and drivers for months and years to come, and will be willingly placed on their calendars for return visits. 🍷



BALANCE OF PERFORMANCE

Balancing the number of classes (LEFT), and the level of performance within those classes (BELOW), is no small job. To that end, the Club Racing Board and various competition Advisory Committees field hundreds of member request each year.

MAINTAINING ORDER

The GCR doesn't write itself – for that, there are boards, committees, advisors, and an unrelenting timeline

WORDS Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Barbara Protos

The Club Racing Board and its Advisory Committees stay quite busy during the year trying to keep an even playing field in SCCA road racing competition. Want to know how we fill our time? This is how the rest of our year will mostly play out.

In addition to our usual monthly conference call, the Club Racing Board will have a face-to-face meeting in Kansas City in July. CRB members will travel on Friday, meet for 10 hours on Saturday, and head home on Sunday. The plan is to work through whatever letters are in the system and then discuss any larger issues at hand, and high on that list is the rules season and how to deal with the information and requests we receive after the National Championship Runoffs each year.

The months following the Runoffs generally show the largest number of letters in the crbscca.com system. With the Runoffs in late September, issues that show up that week get to the various Advisory Committees in time for their October or November conference calls. If any research is necessary to reach a recommendation, it can take another month or more before the topic moves to the CRB.

If a request makes it to the Club Racing Board in time for our Dec. 5 call, we can act on it in a couple of ways. The CRB is

restricted by the Board of Directors as to what we can do with an immediate Tech Bulletin – recommended rule change requests have to go out for member input, and after member input, the BoD has the final vote. You can see where this is going: If any rule change is to come out of the Runoffs, it can't possibly be passed until the January SCCA National Convention.

Also on the agenda for this year's July face-to-face CRB meeting is data and data confidentiality. We're receiving excellent data from our Race Data Technicians. The data is closely guarded and the CRB and Advisory Committees only see data that has been scrubbed of any individual information. At the meeting, the CRB will be taking a closer look at the whole data acquisition and processing issue to ensure everything is operating the way it should.

Class-specific ad hoc committees that work for the Advisory Committees will also be discussed. The American Sedan ad hoc committee, for instance, was given specific assignments by the AS Advisory Committee and after completion of those assignments, that ad hoc committee will be dissolved. This will also be the case with the Formula 500 ad hoc committee.



The CRB will also be discussing class groupings for the U.S. Majors Tours and Hoosier Super Tours. Although the SCCA staff makes these specific decisions, the CRB will consider possible recommendations for the coming season.

Class participation numbers and Runoffs classes will also be discussed at the July meeting. This, however, is a long-term discussion and we don't expect any major changes in the near future. It's also hoped that the new SCCA President, Michael Cobb, will have some time for a meeting with me before the July CRB meeting to discuss Club Racing and how the SCCA staff and the CRB work together.

A few times a year we discuss liaison assignments for CRB members to the Advisory Committees. Some CRB members take on additional committees, depending on their personal workload and, at the present time, all Advisory Committees have two CRB liaisons. As the CRB Chairman, I have access to all of the calls, in addition to the two committees with which I liaise. We will determine if anyone wants to change assignments for the coming year.

That's just what's on the docket at the present time. Undoubtedly, new items will arise that need to be addressed, and we'll gladly add those into the process. 🍷



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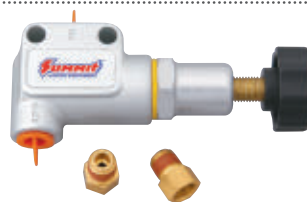
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LEARNING OPPORTUNITIES

When it comes to autocross, every weekend presents new opportunities to better yourself – and we’re not talking about your driving

WORDS Paul Brown | IMAGES Perry Bennett

I have competed at the Tire Rack Solo National Championships for the past 32 years straight, along with as many National, Divisional, and Regional events as I could fit in. That has given me a remarkable number of learning opportunities. Let me be clear about this – a “learning opportunity” almost always comes about from something I screwed up, and hopefully I’m paying enough attention at the time to actually learn something when my screw up happens.

Most cars have some sort of weakness somewhere and, after a time, we learn what that weakness is and bring the parts and tools required to address the likely failure in the future, be it a power steering belt, hub assembly, or a complete transmission. If one has prepared for this particular contingency but forgets to bring said part or tool, the likelihood of needing it increases dramatically. Fail to heed this once, and you’ll experience one of those learning opportunities.

Some sites have very limited lodging availability. Forget to plan early just once and you may find yourself with an hour or more commute time each way to the event. Been there, done that, and forever lost the sleep to remember it by.

Travel adventures are all but inevitable. All the

planning and careful maintenance in the world can’t prevent some random bearing failure on a trailer hub or having the lift pump on the tow vehicle decide to give up the ghost when there’s no parts store open. There’s certainly no way to plan around a major weather event or crash that closes the only route available to a big event.

I was once delayed almost a full day waiting for an “overnight” delivery that didn’t show up until dinnertime – I then did a 400-mile trip non-stop with a death grip on the wheel. When I got to the site, my back decided to lock up. Lesson learned there: you’ll get there when you get there. Tension won’t help. Sure, if circumstances use up more than the available margin of error, there’s no sense in wasting time, but at some point you’ve cut the travel time to its absolute (legal or semi-legal) minimum. When it’s something you can do *nothing* about, don’t get stressed about it.

Since then I’ve spent hours sitting on interstates waiting for an accident to be cleared. We’ve eaten meals and even watched movies while parked on those interstates (RV life has its share of perks) but I no longer get overly anxious about getting places, even if it means missing ProSolo practice starts or being able to claim a prime paddock spot.

Don’t forget to register. More than a few

NEVER ENOUGH

Bringing the right gear to an out of town event can mean packing most everything in your garage – and you can count on the item you didn’t bring being the one you need.



events hit their entry caps, and a few of them fill up minutes after registration opens. One of our Solo National Championships 100-Percenters forgot to register for the event, back when preregistration was an absolute requirement. That situation did result in rules changes that allowed late registration (with an appropriately hefty late fee), but that driver wasn’t allowed to compete that year.

Weather is not itself really a learning opportunity, but there are learning opportunities found in the outcomes and results of meteorological events. Weather will do whatever it does, and forecasts are not always a good indication of what the day will bring. If I register with a low number, chances are we’ll have rain that ends early and gives us drying conditions so the last few drivers have the advantage. If I pick a high number, we’ll get rain halfway through the class, and only the first few drivers will actually have a chance at the win. What can be learned from this? Bring everything needed to deal with all kinds of weather. Rain suits, rain tires, shorts, and heavy coats – if you don’t bring it to the Solo Nationals, you’ll find that you need it.

About the only lesson to glean from this is that we need to do this for fun and not take things too seriously. ☺

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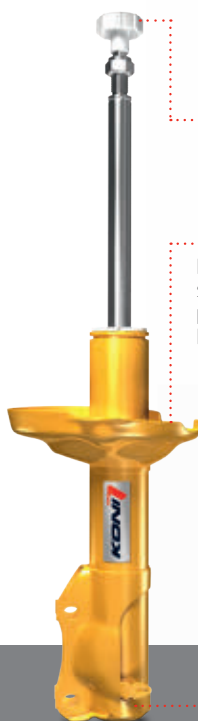
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INFORMATION OVERLOAD

The Roads Scholar rally (LEFT and BELOW) used long, almost paragraph length instructions, complex directions or multiple speed changes, and pauses to distract from the simple traps ahead.

SIMPLY DONE

This year's Roads Scholar and Badger Burrows RoadRallies capitalized on the complexity of simplicity | **WORDS & IMAGES** Rick Beattie

Reading the scores, the Roads Scholar and Badger Burrow events look like difficult Course and Tour RoadRallies. Twenty-four hours later, including the red-eye flight home from Chicago to Pittsburgh (it got in at a relatively early 1 a.m.), I realized it was the simplicity that did us in.

Jim Crittenden was chairman and rallymaster for the Saturday, May 20, 2017, Roads Scholar National Course rally near Madison, Wis., and Jay Nemeth-Johannes assumed those duties for the Badger Burrow National Tour rally the next day.

Crittenden looked at last year's event critiques and concluded that most contestants wanted a more difficult course event, and that's exactly what we got - but there was nothing particularly hard about it. It's typical now that the main road determinates vary in every leg, but for this rally they never changed. The onto-main-road determinant used the simple RoadRally Rules definition.

The rally did use lettered route instructions, and the only thing not typical about them was that an LRI that directed the course had equal standing with one that did not.

Badger Burrow was a straightforward tour rally, a little brisk, with very few speed

changes and only six pauses.

From the results, you'd never understand why it was easy. First overall and first in Class E winners Bruce Gezon with Bob Morseburg navigating scored just 59 points but were unable to run clean. They misread a misspelled sign. The sign was defaced a bit - it was after a few turns and instructions that could have been traps when you were on your way to the control, but there it was, one last thing to do correctly for a good score.

Chuck Larouere and I not only ignored the obvious in one of only two legs that did not begin with a free zone, but we drove into a quickie control 42 hundredths early.

Since controls canceled LRIs, we then added to our problems by failing to cancel an LRI at an OBS control. That did us in by another 50 points to bring our total to 104 for second in Class E.

Of the 19 legs on the event, the three traps that caught the most teams were a spelling trap in Leg 8, a second out-marker at the correct, but greater distance from the control, and an LRI pause at Valley that contestants either forgot they still had active, or forgot that all LRIs were equal.

Jeanne English and navigator Karl Broberg

took Class L honors with 171 points while Jim Wakeman and navigator Brian Nogrady finished first in Class S with a score of 197.

The Badger Burrow Tour event did different things for the same result. First overall and first in Class E winners John Emmons and navigator Lois Van Vleet had an impressive finish with just six points, while Chuck Hanson and navigator Rob Moran finished second in Class E just one point behind.

English and Broberg again took Class L honors with 34 points, having changed a flat tire shortly after the first control. First in Class S went to Jessica and navigator J Toney with 26 points with Class N honors going to Rodney and navigator Kathy Mommaerts with 471 points.

The one instruction that caught us, and quite a few other teams, was a CAST change at a stop sign just one-third mile ahead of the control. We weren't paying enough attention, entered the curve before the stop sign a bit late and just didn't have enough time left to look over the intersection, verify the mileage, make the speed change, and get going on a twisting stretch of road into the control. Teams that got through it with just a point or two deserve a lot of credit for being alert enough at that part of the course. 🚦





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**TRIPLE THE CHANCE**

From learning to rally (LEFT) to driving Porsches on a racetrack (BELOW), to attending a NASCAR race in Charlotte (BOTTOM), this year's SCCA Foundation raffle offers the chance to win one of three dream trips.



Courtesy Porsche

GET YOUR TICKETS!

The SCCA Foundation announces its 2017 raffle, with triple the prizes as before | **WORDS** Jeff Jacobs | **MAIN IMAGE** Eric Schofhauser

Building on the excitement generated by last year's SCCA Foundation raffle of an all-expenses-paid trip to the Formula 1 race in Austin, Texas, the Foundation has launched the 2017 Triple Play Raffle with tickets on sale until Aug. 16 of this year. As the charitable arm of the SCCA, the Foundation raises funds to support three core programs: the preservation of the history of American motorsports through the SCCA Archives, saving teen drivers' lives through the TireRack Street Survival program, and encouraging automotive engineering programs through Formula SAE competition. These raffles help fund that, and more.

Last year's SCCA Foundation raffle winner was Houston Region member and Spec Racer Ford driver Mike Littrell. Proceeds from that raffle have already been deployed to pay for the work by the archivists at the International Motor Racing Research Center in Watkins Glen, N.Y., who are pouring through the SCCA collection with enthusiasm, and to support the growing teen driving program.

The "Triple Play" branding for this year's raffle reflects the fact that the Foundation

will be awarding three prizes instead of the usual single prize, thanks to the extraordinary generosity of the organizations that donated them. The prizes will be awarded in the order the tickets are drawn on Aug. 18.

Individual tickets are \$20, but buying in bulk brings more bang for the buck as 20 tickets cost only \$10 each. "SCCA members and Regions have been very generous in their support for the Foundation," says Foundation President John Zuccarelli, who urges members to buy tickets "early and often" since the raffle is the single biggest fundraiser of the year for the Foundation.


The first ticket drawn will be for two passes to a two-day, high-performance driving course at the Porsche Sport Driving School at Barber Motorsports Park in Birmingham, Ala., plus \$2,500 in cash for travel expenses. The holder of the second ticket drawn will win a NASCAR race weekend experience. This prize includes four tickets to the Bank of America 500 NASCAR race at Charlotte on Oct. 7, 2017, plus race day pit passes, a private behind-the-scenes



LAT / Nigel Kinrade

tour of the Hendrick Motorsports campus and private car collection, four tickets to the NASCAR Hall of Fame, and \$4,000 in cash for travel expenses. The lucky third ticket will earn its owner a trip for two to a three-day rally driving course at the DirtFish Rally School in Snoqualmie, Wash., and \$3,500 in cash for travel expenses.

There is no restriction on the transfer of the prizes, except that the driving courses may have minimum age or license requirements (for example, the minimum age is 21-years old for the Porsche program). Tickets are available for sale online at www.sccaraffle.org.

In addition to participating in this year's raffle, RoadRally enthusiasts are teaming up under the leadership of Cheryl Lynn Babbe to raise funds for the Foundation in conjunction with the 2017 United States Road Rally Challenge, which will be run in Alaska on Sept. 15-17. The funds they raise will be put exclusively to the preservation of RoadRally and ProRally portions of the SCCA Archives. Learn more about that at <http://usrrc2017.causevox.com/>. 



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Courtesy Toby Schuster

ON TIME

For 2016 Timing and Scoring Worker of the Year winner Toby Schuster, urgency and accuracy go hand in hand | **WORDS** James Kearney

Toby Schuster is smarter than the average bear. And that is a really good thing because he is the guy in the “backroom” surrounded by computers and probably frothing vials of unknown liquids. He emerges only when necessary and actually rarely sees cars racing. It’s rumored that he wears a long white smock, but that has not been confirmed. The hats, however, are a public matter.

While in high school in Beaver Dam, Wis., Toby worked for an employer who owned a midget that he crewed on in the Badger Midget Racing Club. He loved racing, but marriage and family intervened and it wasn’t until some 15 years later, in 1997, when he was working as a software programmer that Toby noticed some SCCA information on another employee’s desk. Following a discussion, Toby went along to see

a vintage race at Road America where he was immediately put to work as a corner worker.

“It was just as I’d remembered it,” he says. “The cars were close, their tires screaming, accompanied by the smell of gas and a rush of adrenaline.”

His wife, Susie, also did corner-work duty.

“It was intimidating initially, particularly talking on the radio, but we were well supported,” Toby recalls. “We just wanted to learn and contribute.” He certainly did that. Toby worked the turns for 10 years, got his National license and became the Divisional Administrator. He was also very involved with Milwaukee Region serving as treasurer, and he remains on their board.

Susie had moved to Timing and Scoring and told him of their need for technical expertise as

computers took over the T&S world. “I like to play around with computers and keep them working,” he admits. “It was also nice to get indoors. Most of my real job was sedentary and standing in the sun all day had begun to weigh on me.” He loved working the corners but he says he feels even more involved in this role.

It is a convivial scene, but there is urgency to it. “The first day of any event is always busy. We need to get all the entries in place before the first group goes out.” There are bad car numbers, transponder issues, and late entries that may still need to be added. Just as the first group is being resolved, the next group is going out with all the same potential issues. They post results within 30 minutes of every session and they need answers within that time frame. Toby notes, “Racecars don’t wait for computer problems – and drivers have a way of keeping my life interesting. They change cars, they share cars, and sometimes they swap. As a gag, one team changed transponders among their cars to mess with their drivers.”

“Sometimes you have to be a bit of a sleuth,” he says. Once, at Road America, he had to solve the “riddle of the phantom ping.” Timing and Scoring was receiving one more ping from a transponder than there were supposed to be cars on track. Did an unauthorized car join the session? They double-checked; they counted carefully. Toby remembers looking out the window from the timing tower, and then it happened: a ping came in even though there were no cars passing by on track. A car sitting in the pits from a prior session was sufficiently close to the beam to register as being on track. “I didn’t know that it could register from that distance,” he says.

Toby has seen a lot of changes in his day. “The new systems are less labor intensive but more technological,” Toby points out. “You have to understand enough to know when the systems are producing correct information and when they are not. Our workers need to be methodical and not easily flustered. At T&S there are long periods of low-level action punctuated by intense periods of action. They need to have the sort of attention span that can bridge over from the routine to the frantic without freaking out.”

Toby was thrilled to be able to receive the Worker of the Year Award for T&S in person at the 2016 National Championship Runoffs. “This is certainly not a one man job and I could not have won this award without the help of my wife and my great T&S team,” he says.

Toby laughs that he values this award almost as highly as a special award he received in 2014 from the Chicago Region, the Unique Headgear Award. “I wear different hats to remind people that this is about having fun.” He has everything from a Goofy hat to a hotdog hat. “My only regret about receiving the Worker of the Year Award is that I didn’t have a better hat on.” 🍌



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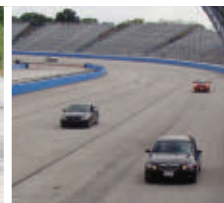
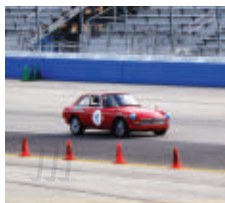
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- 7 & 8 Solo Events #7 & #8 @ Miller Park
- 21 Last Chance PDX & Club Trials @ The Milwaukee Mile
- 21 & 22 Solo Events #9 & #10 @ Miller Park
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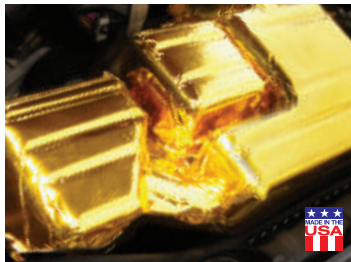
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KEEPING UP

Between school, work, and volunteering at the track, 19-year-old Rob Dietz still finds time to step behind the wheel

WORDS James Heine | **MAIN IMAGE** Courtesy Rob Dietz

It's been a busy year and a busy summer for the NeOhio Region's Robert "Rob" Dietz, not only as a young 19-year-old racer, but also as a college student, musician, budding aerospace/aerodynamics engineer, and back-office, race-registration worker.

Rob, his Region's 2015 rookie of the year as well as the Great Lakes Division's 2015 FV champion, officially begins his sophomore year at the University of Cincinnati in a few weeks. There, he will continue his engineering studies and begin his participation in an engineering co-op program with Chrysler, an outgrowth, in part, of his SCCA racing activities.

"I'm in a five-year program," Rob says about his education plan. "I'll do five rotations of co-op with Chrysler and then however many others with classes. It alternates between working and taking classes." The SCCA connection? The recruiter Rob met last fall at a university-sponsored career fair was also an SCCA member and racer. "He knew exactly what I was talking about when I talked to him about what I did," he says.

And the musician part? Rob is a trumpet player in the University of Cincinnati's marching band - and as one might expect, being a member of a marching band at a major university occasionally conflicts with one's racing career, or with a family commitment to wrench for one's dad. "It's hard sometimes, because I can't work on my car with my dad because I'm three-and-a-half hours away from him, but I try to get home as much as I can," he says.

As with many young SCCA members, Rob's connection to the Club is, as noted, a family one. Jim (Rob's dad) is a longtime Club racer, Peggy (Rob's mom) is a veteran registration worker, Jennifer (Rob's sister) is also deeply involved with race registration, and John (Rob's uncle) is a former racer and now part of the Dietz family pit crew. Simply put, he's grown up around SCCA racing.

"My mom is in charge of a lot of races that are at Mid-Ohio," Rob explains. "So, whenever she has something like the U.S. Majors Tour last year, where she had 400

cars, I do a lot of stuff for her before she gets to the track - checking driver numbers, making sure there are no duplicates, making sure they have a license, things like that. At the track, I do a lot of stuff on computers - checking payments, transponder numbers, all that kind of stuff."

As for his career as a driver, that began in karts, but if you listen closely to Rob, it was not the kind of trajectory one might expect. Karts, it turns out, did not fire his imagination initially. "I raced karts when I was really young, about [age] 7," he explains, "but I didn't like it. A few years later, my dad got asked to run a dirt kart in an endurance race. I went along, and he asked if I wanted to try it. So, of course, I said yes. I tried it, and I had a lot of fun."

The fun lasted until the group that organized the dirt races folded, "So we were stuck with two karts. We sold those, and about two years after that we bought the Vee."

In his first year in the car (2015), Rob, after completing his Driver's School at Waterford Hills, recorded five top-five finishes, including a win at Mid-Ohio, plus a sixth and a seventh in Great Lakes Division competition.

"I've always loved the tight competition you'll find there, and I'm looking forward to it"
ROB DIETZ

ON BOARD

At age 19, Rob Dietz has built quite the SCCA resume. He's driven Formula Vees, Continentals, and most recently Formula Fs (RIGHT and MAIN), and when he's not behind the wheel or crewing, he can be found volunteering with his mother.





After running a reduced schedule in 2016, as well as testing a Formula Continental, Rob switched to a Honda-powered Formula F for 2017. It is a good step forward, he says. "Before the Formula Continental, my dad raced Formula Fords. I've always loved the tight competition you find there, and I'm looking forward to it."

Regarding last year's testing with a Continental, the difference between a Vee and a Continental is significant the first time you sit in the latter, he says.

"It's a really big change, because in the Vee you only really use two gears, third and fourth. In the Continental, you use all four, and I was not used to shifting more than one gear."

Then, he adds, there are the wings on the Continental. "With the wings, and the diffuser, it was weird to think that you had to just trust the car," he says. "The faster you go, the faster you can turn. It was a lot of fun, but weird."

While Rob's 2017 race schedule remains

modest because of his education plans and forthcoming work commitments at Chrysler, his goal is to advance to the U.S. Majors Tour and National Championships Runoffs competition in 2018 and beyond. "This season I'm going to split the Formula F with my dad," he explains. "He will run the Majors, and I'm going to run three or four Regionals." A busy couple of years, indeed, with more on the horizon - and Rob's showing no signs of slowing down both in and out of the racecar. 🍷



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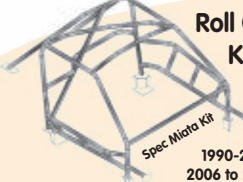
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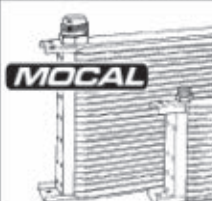

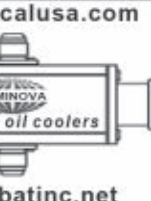
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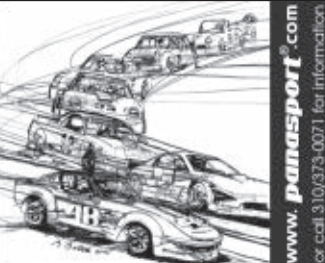
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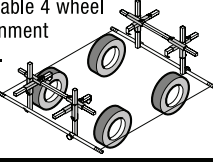
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BUSINESS CLASSIFIEDS

	LARGE*	MEDIUM*	SMALL*
1 x	\$653	\$330	\$156
3 x	\$583	\$287	\$139
6 x	\$525	\$254	\$125
12 x	\$480	\$240	\$120

MINIMUM BILLING: \$120

*Contact ad department for exact measurements prior to submission.

NEXT AVAILABLE ISSUES:

OCTOBER 2017

Who will win the Nat'l Runoffs?

Reserve space by: July 21

Materials due: August 4

Mails: August 21

NOVEMBER 2017

Solo Nationals; Holiday Gift Guide

Reserve space by: September 15

Materials due: September 29

Mails: October 23

TO PLACE BUSINESS CLASSIFIED:

CONTACT OUR AD DEPARTMENT

Nicole Szawlowski

949-417-6722

Nicole@racer.com

PERSONAL CLASSIFIEDS

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

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

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

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

MINIMUM BILLING: \$39

MAXIMUM WORDS: 50

NEXT AVAILABLE ISSUES:

OCTOBER 2017

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Materials due: September 29

Mails: October 23

TO PLACE PERSONAL CLASSIFIED:

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

PERSONAL CLASSIFIED CATEGORIES

- 20 PRO RACING
- 21 OTHER PRO SERIES
- 22 OPEN WHEEL | SPORTS RACERS
- 23 PRODUCTION BASED | GT
- 24 SOLO
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- 30 OTHER

22 OPEN WHEEL | SPORTS RACERS ▼



2008 RADICAL SR3 > High-downforce kit. Completely rebuilt with under three hours since finished. About 20 hours on 1,340cc Hayabusa motor, heads removed during rebuild. Full-sequential gearshift with paddle shifters. Spare wheels and new brakes all round. Custom driver and generic passenger seat. \$34,500. **Contact: Dan (312) 972-7978 or elliotdan03@gmail.com**



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**



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

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. 4.7L 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**

23 PRODUCTION BASED | GT ▼



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**



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



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

23 PRODUCTION BASED | GT ▼



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

28 SERVICES ▼



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

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SUPER COUPON

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\$4.97 VALUE

3-1/2" SUPER BRIGHT NINE LED ALUMINUM FLASHLIGHT

ITEM 69111/63886
63599/62522/62573/63875
63888/63884/69052 shown

22313579

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 10/26/17. Limit one FREE GIFT coupon per customer per day.

SUPER COUPON

20% OFF

ANY SINGLE ITEM

22312373

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, full cast, open box item, 5 day Parking Lot Sale item, compressors, floor jacks, saw mills, storage cabinets, chests or carts, trailers, trenchers, welders, Kimpal, Sauer, Cobra, CoverPro, Dayton, Earthquake, Hercules, Jaxx, Lynx, Poulson, Predator, StormCat, Tailgator, Viking, Vulcan, Zurich. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 10/26/17.

HaulMaster SUPER COUPON

72" x 80" MOVING BLANKET

Customer Rating ★★★★★

SAVE 66%

\$5.99 ~~\$8.99~~ Compare \$17.97

ITEM 69505/62418/66537 shown

22212909

LIMIT 1 - Coupon valid through 10/26/17

SUPER COUPON

Customer Rating ★★★★★

16" x 30" TWO SHELF STEEL SERVICE CART

• 220 lb. capacity

SAVE 50%

\$29.99 ~~\$37.99~~ Compare \$59.98

ITEM 60390/5107 shown

22266147

LIMIT 1 - Coupon valid through 10/26/17

HARDY SUPER COUPON

• 5 mil thickness

POWDER-FREE NITRILE GLOVES PACK OF 100

Customer Rating ★★★★★

SAVE 53%

Item 68498 shown

SIZE	ITEM
MED	68496/61363
LG	68497/61360
X-LG	68498/61359

YOUR CHOICE \$5.99 ~~\$7.99~~ Compare \$12.99

22287163

LIMIT 1 - Coupon valid through 10/26/17

CENTRALPNEUMATIC SUPER COUPON

• Air delivery: 0.6 CFM @ 90 PSI, 1 CFM @ 40 PSI

3 GALLON, 100 PSI OIL-FREE AIR COMPRESSORS

Customer Rating ★★★★★

A. HOT DOG ITEM 69269/97080 shown
B. PANCAKE ITEM 95275 shown
60637/61615

YOUR CHOICE \$39.99 ~~\$54.99~~ Compare \$98.62

SAVE 59%

22289250

LIMIT 4 - Coupon valid through 10/26/17

PITTSBURGH AUTOMOTIVE #1 SELLING JACKS IN AMERICA SUPER COUPON

3 TON ALUMINUM RACING JACK

Customer Rating ★★★★★

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

SAVE \$100

\$159.99 ~~\$169.99~~ Compare \$259.99

ITEM 62530/62248/68052 shown

22227870

LIMIT 3 - Coupon valid through 10/26/17

PREDATOR SUPER COUPON

Customer Rating ★★★★★

8750 PEAK/7000 RUNNING WATTS 13 HP (420 CC) GAS GENERATOR

• 76 dB Noise Level

ITEM 68530/63086/69671/63085 shown
ITEM 68525/63087/63088 CALIFORNIA ONLY

SAVE \$2170

\$529.99 ~~\$599.99~~ Compare \$2700

22229778

LIMIT 5 - Coupon valid through 10/26/17

CHICAGO ELECTRIC POWER TOOLS SUPER COUPON

Customer Rating ★★★★★

12" SLIDING COMPOUND DOUBLE-BEVEL MITER SAW

• Laser guide

SAVE \$164

\$134.99 ~~\$199.99~~ Compare \$299

ITEM 61969/61970/69684 shown

22229799

LIMIT 4 - Coupon valid through 10/26/17

PITTSBURGH SUPER COUPON

Customer Rating ★★★★★

9 PIECE FULLY POLISHED COMBINATION WRENCH SETS

SAE ITEM 69043/63282/42304 shown
METRIC ITEM 42305/69044/63171

YOUR CHOICE \$5.99 ~~\$7.99~~ Compare \$14.97

SAVE 59%

22236338

LIMIT 1 - Coupon valid through 10/26/17

COVERPRO SUPER COUPON

10 FT. x 20 FT. PORTABLE CAR CANOPY

Customer Rating ★★★★★

SAVE \$106

\$99.99 ~~\$129.99~~ Compare \$205.99

ITEM 63054/69034/62858 shown

22236652

LIMIT 5 - Coupon valid through 10/26/17

BADLAND Battle Tested SUPER COUPON

Customer Rating ★★★★★

12,000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE

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

SAVE \$410

\$289.99 ~~\$389.99~~ Compare \$699.99

ITEM 61256/61889/60813 shown

22260650

LIMIT 4 - Coupon valid through 10/26/17

drillmaster SUPER COUPON

18 VOLT CORDLESS 3/8" DRILL/DRIVER AND FLASHLIGHT KIT

Customer Rating ★★★★★

SAVE 74%

\$199 ~~\$249.99~~ Compare \$79

ITEM 69652/62872/62869/68287 shown

22269914

LIMIT 5 - Coupon valid through 10/26/17

PITTSBURGH AUTOMOTIVE SUPER COUPON

NEW LOW-PROFILE CREEPER

Customer Rating ★★★★★

• 300 lb. capacity

SAVE 75%

\$199 ~~\$279.99~~ Compare \$79.99

ITEM 63424 69262/63372 shown

22270414

LIMIT 5 - Coupon valid through 10/26/17

drillmaster SUPER COUPON

4-1/2" ANGLE GRINDER

Customer Rating ★★★★★

SAVE 60%

\$99 ~~\$149.99~~ Compare \$24.98

ITEM 69645/60625 shown

22278785

LIMIT 5 - Coupon valid through 10/26/17

PITTSBURGH SUPER COUPON

301 PIECE MASTER MECHANIC'S TOOL KIT

Customer Rating ★★★★★

SAVE \$140

\$159.99 ~~\$199.99~~ Compare \$299.99

ITEM 63457/69312/63464/45951 shown

22280827

LIMIT 4 - Coupon valid through 10/26/17

CENTRAL MACHINERY SUPER COUPON

20 TON SHOP PRESS

• Pair of Arbor Plates Included

Customer Rating ★★★★★

SAVE \$220

\$149.99 ~~\$174.99~~ Compare \$369.99

ITEM 32879/60603 shown

22297263

LIMIT 5 - Coupon valid through 10/26/17

HaulMaster SUPER COUPON

4 PIECE, 1" x 15 FT. RATCHETING TIE DOWNS

Customer Rating ★★★★★

SAVE 80%

\$6.99 ~~\$11.99~~ Compare \$34.95

ITEM 63056/63057/60405/63094 63150/61524/62322/90984 shown

22295666

LIMIT 5 - Coupon valid through 10/26/17

CHICAGO ELECTRIC WELDING SUPER COUPON

90 AMP FLUX WELDER

Customer Rating ★★★★★

• No Gas Required

SAVE \$40

\$89.99 ~~\$129.99~~ Compare \$99.99

ITEM 62719/61849/68887 shown

22293535

LIMIT 3 - Coupon valid through 10/26/17

PITTSBURGH AUTOMOTIVE SUPER COUPON

2 PIECE VEHICLE WHEEL DOLLIES

• 1500 lb. capacity

Customer Rating ★★★★★

SAVE 50%

\$44.99 ~~\$54.99~~ Compare \$89.99

ITEM 60343/67338 shown

22296362

LIMIT 4 - Coupon valid through 10/26/17

CALENDAR

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



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.
Francis Jr. (TA); Buffomante (TA2); Kinsland (TA3); Kleeman (TA4)
Jun 3-4 Detroit Belle Isle, Mich.
Jun 18 Indianapolis Motor Speedway, Ind.
Jul 2 Brainerd International Raceway, Minn.
Aug 12 Mid-Ohio Sports Car Course, Ohio
Aug 26 Road America, Wis.
Sep 10 Watkins Glen International, N.Y.
Sep 24 Virginia International Raceway, Va.
Oct 8 New Jersey Motorsports Park, N.J.
Nov 4 Circuit of the Americas, Texas
Nov 11 Daytona International Speedway, Fla.

TRANS AM WEST COAST C'SHIP

Mar 25-26 Willow Springs Int'l Rcw, Calif.
Drissi (TA); McAllister (TA2); McQuarrie (TA3)
Apr 29-30 Auto Club Speedway, Calif.
Drissi (TA); Napoleon (TA2); Brinkop (TA3); Dreier (TA4)
Jul 29-30 Portland Int'l Raceway, Ore.
Nov 4-5 Circuit of the Americas, Texas



Chris Clark

PRO RACING

WHAT Trans Am
WHEN Aug. 26, 2017
WHERE Elkhart Lake, Wis.
Last year's Trans Am race at Road America was a doozy. What conditions will the racers face this year in Wisconsin?



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

ROAD RACING



Date Track/Region
Phone numbers are for region registrars

2017 U.S. MAJORS TOUR sccamajors.com

NORTHEAST CONFERENCE

Jul 15-16 Thompson Speedway
Motorsports Park, Conn.
Jul 22-23 New Jersey Motorsports
Park, N.J.

NORTHERN CONFERENCE

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.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

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

DIVISIONAL/REGIONAL

NORTHEAST nediv.org

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

Oct 21-22 # NJMP/South Jersey
Finger Lakes (585) 328-2617
Glen (607) 739-2953
New England (508) 561-2188
South Jersey (609) 784-5316
Steel Cities (412) 831-0361
Washington DC (301) 572-7444

SOUTHEAST sedivrracing.org

Jul 1-3 Roebeling Road/SEDiv
Jul 8-9 PBIR/Florida
Jul 22-23 # Sebring/Central Florida
Jul 29-30 Ro** Road Atlanta/Atlanta
Aug 5-6 Daytona International
Speedway/Central Florida
Aug 12-13 Ro** Charlotte Motor
Speedway/Central Carolinas
Aug 26-27 Ro* Barber Motorsports
Park/Alabama, Tennessee
Sep 2-3 # Sebring/Central Florida
Sep 16-17 # Homestead/Florida
Sep 30-Oct 1 # Daytona International
Speedway/Central Florida
Oct 7-8 Roebeling Road/SEDiv
Oct 14-15 Sebring/Central Florida
Oct 14-15 # VIR/North Carolina
Nov 3-5 # Road Atlanta/Atlanta
Nov 25-26 Sebring/Central Florida
Dec 9-10 # PBIR/Florida

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

CENTRAL cendiv-scca.org

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
Oct 14-15 Ro* MSR Houston/Houston
Houston TBD
Texas TBD

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

POWER THROUGH

The last few Trans Am races at Mid-Ohio Sports Car
Course have been notable in many ways. What action
will unfold this Aug. 12 when the series returns?



GREAT LAKES greatlakes-scca.org

Jul 15-16 Ro* Mid-Ohio Sports Car Course/Ohio Valley
Aug 5-6 Ro* Mid-Ohio Sports Car Course/Cincinnati
Oct 14-15 Ro* Mid-Ohio Sports Car Course/Ohio Valley
Ohio Valley (330) 460-6706
SBR, DET, WOR (937) 550-3287
Western Michigan (517) 889-1117

MIDWEST midiv.org

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
Colorado TBD
Continental Divide TBD

NORTHERN PACIFIC norpacscca.org

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
Finger Lakes (585) 231-1173
Philadelphia (484) 949-4100

SOUTHEAST sedivacing.org

Aug 19 Scottsboro High School/Chattanooga
Chattanooga sdobler2@gmail.com

CENTRAL cendiv-scca.org

Oct 15 Route 66 Raceway/Chicago
Chicago gwilaws@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

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

MIDWEST midiv.org

Oct 7 Iowa Speedway/Des Moines Valley
Des Moines Valley www.dmvrscca.org

NORTHERN PACIFIC norpacscca.org

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

STARTING LINE SCHOOLS

Jul 1 Front Range Airport (Solo)
Jul 7 Rally Farm, Va. (RallyCross)
Jul 8 Monroe Community College, N.Y. (Solo)
Jul 21 West Coast TBD (RallyCross)

WORLD CENTER OF RACING

Central Florida Region is set to host a Regional road race at Daytona International Speedway on Aug. 5-6.



Dave Green

DRIVER'S SCHOOLS

NORTHEAST nediv.org
Jul 21 NJMP/South Jersey
Aug 11 NJMP/South Jersey
Oct 20 NJMP/South Jersey
South Jersey (609) 784-5316

SOUTHEAST sedivacing.org
Jul 22-23 Sebring/Central Florida
Buccaneer (912) 398-0147
Central Florida (407) 568-6902

SCCA ACCREDITED SCHOOLS

FULL COMPETITION LEVEL

AMG Driving Academy
(888) 604-1766 amgacademy.com

Bertil Roos Racing School
(800) 511-7606 racenow.com

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

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

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

MSR Houston
(281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools
(303) 666-4113 go4itservices.com

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

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

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

Spring Mountain Advanced Driving School
(800) 391-6891 springmountainmotorsports.com

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

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

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(800) 722-3669 racenow.com

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

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

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

Pettiford's Go 4 It Racing Schools
(303) 666-4113 go4itservices.com

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

ProFormance Racing School
(253) 630-5130 proformanceracingschool.com

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

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

NOVICE PERMIT / SCHOOL CREDIT

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

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

Danny McKeever's Fast Lane Racing School
(888) 948-4888 raceschool.com

Demonte Motorsports
(631) 482-8875 demonotemotorsports.com

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

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

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

Spring Mountain Advanced Driving School
(800) 391-6891 springmountainmotorsports.com

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

TIME TRIALS
NORTHEAST nediv.org

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



OFFICERS

Chairman **LEE HILL**
Vice Chairman **DANIEL HELMAN**
Secretary **TERE PULLIAM**
Assistant Treasurer **K.J. CHRISTOPHER**

SCCA NATIONAL OFFICE

Toll Free: (800) 770-2055
Main: (785) 357-7222
6620 SE Dwight St., Topeka, KS 66619
www.scca.com

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Senior Director of Finance
MINDI PFANNENSTIEL

Senior Director of Solo and Rally
HOWARD DUNCAN

Director of Club Racing
DEANNA FLANAGAN

Director of Experiential Programs
HEYWARD WAGNER

Senior Manager, Marketing & Communications
REECE WHITE

Director of Information Technology
MICHAEL FITZGERALD

SCCA PRO RACING

Toll Free: (800) 770-2055
Main: (785) 357-7222
6620 SE Dwight St., Topeka, KS 66619
www.sccapro.com

Vice President/General Manager
STEVE OSETH

SCCA ENTERPRISES

Phone: (303) 693-2111
14550 E. Easter Ave., Suite 400
Centennial, CO 80112
www.scca-e.com
President & CEO **ROBEY CLARK**

SCCA DIRECTORS

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(845) 325-0930; bdowie@scca.com
Area 2: **JACK BURROWS**
(703) 304-2003; jburrows@scca.com
Area 3: **LEE HILL**
(813) 245-9332; lhill@scca.com
Area 4: **MARCUS MERIDETH**
(734) 776-7799; mmerideth@scca.com
Area 5: **BRUCE LINDSTRAND**
(262) 724-3346; blindstrand@scca.com
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(314) 223-3850; calbin@scca.com
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(719) 931-8281; acoleman@scca.com
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(650) 740-7898; cdavis@scca.com
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(585) 993-3119; ehurlbut@scca.com
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(213) 842-2363; kchristopher@scca.com
Area 12: **TERE PULLIAM**
(678) 697-9755; tpulliam@scca.com
Area 13: **JIM WEIDENBAUM**
(503) 327-8990; jweidenbaum@scca.com

SCCA HAPPENINGS

SOUTHEAST sedivrac.org

Jul 8-9 PDX/CRE PBIR/Florida
Jul 22-23 PDX/CRE Sebring/Central Florida
Jul 30 PDX Road Atlanta/Atlanta
Aug 4 PDX Daytona International Speedway/Central Florida
Aug 11 TT Charlotte Motor Speedway/Central Carolinas
Aug 12 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 Roebing 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

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

SOUTHWEST sowdivscca.org

Nov 18-19 CT Texas World Speedway/Texas
Oct 13 PDX MSR Houston/Houston
 Houston TBD



Rick Corvino

CLUB RACING

WHAT Regional Road Racing
WHEN Aug. 19-20, 2017
WHERE Elkhart Lake, Wis.
 Chicago Region hosts a double Regional and Runoffs qualifying races at Road America just one month prior to the Runoffs at Indy.

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

TRACK NIGHT IN AMERICA

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.

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800-4-MAXXIS / MAXXIS.COM

SOLO TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

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.
Lousteau (Super); Whitener (Ladies)

May 19-21 East Rutherford, N.J.
Davis (Super); Hunt (Ladies)

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.

Jul 2-4 Bristol, Tenn.

CAM CHALLENGE

Aug 11-13 Peru, Ind.

Sep 2-3 Lincoln, Neb. (Invitational)

REGIONAL

NORTHEAST nediv.org

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/
NEPennsylvania

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 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/
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 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@krispvvisions.com

Washington DC (240) 508-5335

SOUTHEAST sedivrracing.org

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

CENTRAL cendiv-scca.org

Sep 30-Oct 1 Pekin Municipal Airport/
Central Illinois

Central Illinois (309) 370-8326

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

James E. Hall	7/1/1957	West Texas
Lee M. Talbot	7/1/1957	Washington DC

55-YEAR MEMBERS

Bernard Toland O'Connor	7/1/1962	Central Florida
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50-YEAR MEMBERS

Betty Bovis	7/1/1967	Chicago
Lorinda Cherry	7/1/1967	Northern New Jersey
Lynette R. Rexford	7/1/1967	Glen

45-YEAR MEMBERS

Frederick Baker	7/1/1972	Neohio
Gene F. Carlson	7/1/1972	Indiana Northwest
Bill Cooper	7/1/1972	Cal Club
J. Richard Grant	7/1/1972	Atlanta
Milton C. Grant	7/1/1972	Mid South
James W. Johnson	7/1/1972	Central Florida
Michael J. Killian	7/1/1972	North Carolina
Oma R. Kimbrough	7/1/1972	Susquehanna
Fred Knoll	7/1/1972	New York
Paul W. Knowles Jr.	7/1/1972	Houston

40-YEAR MEMBERS

Paul F. Gifford	7/1/1977	Mohawk Hudson
James Kearney	7/1/1977	Washington DC
Patricia P. Lamon	7/1/1977	Land O'Lakes
Paul H. Marygold	7/1/1977	Central Carolinas
Brian H. Nooney	7/1/1977	New England
Philip Daryl Simon	7/1/1977	Northwest
John F. (Jeff) Yeattes	7/1/1977	North Carolina

35-YEAR MEMBERS

Sarah Baehr	7/30/1982	Ohio Valley
Harry Crespy	7/30/1982	Detroit
Paul Edward Crouch	7/30/1982	Central Florida
Raymond J. Hall	7/14/1982	Steel Cities
Paulette Lowndale	7/30/1982	Eastern Tennessee
Paul Martin Merlo	7/19/1982	Northern New Jersey
Kirk Charles Miller	7/26/1982	Texas
Conrad Schapira	7/26/1982	San Francisco
Lance R. Stewart	7/30/1982	Las Vegas
Thomas Jay Turner	7/30/1982	New England

30-YEAR MEMBERS

Collin Jackson	7/13/1987	Oregon
Jeanne Bartell	7/15/1987	New England
Arthur E. Bowen	7/13/1987	San Diego
Thomas W. Bracci	7/31/1987	New England
Sharon Bridgette	7/29/1987	Central Carolinas
James (Jeb) T. Bucher	7/14/1987	Ohio Valley
Robert Celano	7/14/1987	New York
James Clark	7/2/1987	Cincinnati
Thomas Compton	7/14/1987	Florida
William Cullen	7/21/1987	Central Florida
Mark J. Daddio	7/30/1987	New England
Jeffrey D. Ellerby	7/30/1987	Iowa
Rosanne C. Freeburger	7/8/1987	Susquehanna
Albert P. Freer	7/21/1987	Washington DC
Jim French	7/16/1987	Wichita
Barry S. Gilbert	7/30/1987	Colorado
John Hill	7/21/1987	Oregon
Regina Hokanson	7/27/1987	Lone Star

Paul C. Ianni	7/13/1987	South Carolina
Keith J. Joslyn	7/29/1987	Western New York
Michelle Kellermeyer	7/29/1987	Detroit
Pamela J. Kirmeier	7/15/1987	Oregon
Ann LaRondeau	7/27/1987	Nebraska
Kenneth D. Lindquist	7/14/1987	Alabama
Larry Loughhead	7/31/1987	Ohio Valley
Dana Lucas	7/15/1987	San Diego
Greg Lyon	7/30/1987	San Francisco
J.B. Mandable	7/30/1987	New England
Gregory Earl Marshall	7/13/1987	Northwest
William Moran MD	7/29/1987	Lone Star
Ronnie D. Morr	7/2/1987	Neohio
Diane B. Murray	7/14/1987	Chicago
Desiree Kay Padberg	7/29/1987	Blackhawk Valley
Donald Regan	7/22/1987	Guam
Edward J. Rich	7/30/1987	New York
David W. Ricker	7/14/1987	Texas
Amy M. Ruman	7/22/1987	Mahoning Valley
Barbara Ruman	7/22/1987	Mahoning Valley
Robert S. Ruman	7/22/1987	Mahoning Valley
John Sherman Rutherford	7/20/1987	Indianapolis
Patrick Sharkitt	7/15/1987	Washington DC
Robert Sheets	7/6/1987	Kentucky
Timothy M. Smith	7/2/1987	Ohio Valley
Ramon Spontelli	7/8/1987	San Diego
Graham P. Taylor	7/30/1987	Washington DC
James J. Valinzo	7/29/1987	Florida
Kathleen VanRemortel	7/8/1987	Milwaukee

25-YEAR MEMBERS

Kevin M. Allen	7/31/1992	Buccaneer
Lawrence Auriana	7/14/1992	New York
David Avard	7/21/1992	Kansas City
Chip Baldoni	7/21/1992	Arizona
Robert M. Bax	7/9/1992	Cincinnati
Bill Bennett	7/22/1992	Mohawk Hudson
Mark Biamonte	7/23/1992	North Carolina
Patricia Biamonte	7/23/1992	North Carolina
Matt Curry	7/29/1992	Indianapolis
John J. Godfrey	7/29/1992	Mohawk Hudson
Jason Gyulay	7/16/1992	Chicago
Gary J. Hagstrom	7/16/1992	Oregon
Neal Harrington	7/24/1992	North Carolina
Karl Justin Helsel	7/17/1992	Blackhawk Valley
Kathleen Kochanski	7/9/1992	Blackhawk Valley
Malcolm W. Kroeber Jr.	7/14/1992	Philadelphia
Anne Kumor	7/8/1992	Milwaukee
Howard Charles Liebgood	7/29/1992	Indianapolis
Esther L. McAlpin	7/16/1992	Oregon
Joshua S. Parker	7/16/1992	New England
Loren Pearson	7/1/1992	Kansas
Jerome C. Post	7/27/1992	Central Carolinas
Marco A. Sandoval	7/22/1992	Cal Club
Peter J. Shadowen	7/13/1992	Florida
Ann Marie Stinehelfer	7/22/1992	Colorado
Jeff Thede	7/22/1992	Milwaukee
Duane Ward	7/29/1992	Ohio Valley
Weldon H. Wheeler	7/27/1992	Washington DC
Cheryl M. Williams	7/18/1992	Kansas City

GREAT LAKES greatlakes-scca.org

Jul 1 Mid-American Air Center/Southern Indiana	Southern Indiana
Jul 9 Allen County War Memorial Coliseum/Fort Wayne	Jul 23 Jack Barstow Airport/Saginaw Valley
Jul 16 Mid-American Air Center/Southern Indiana	Jul 30 35010 Vine St./NEOhio
Jul 22 Tire Rack Test Track/South Bend	Aug 5-6 Grissom AA Area/South Bend
Jul 23 Mid-American Air Center/	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/

	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/



Perry Bennett

PROSOLO

WHAT ProSolo National Series
WHEN Aug. 4-6, 2017
WHERE Oscoda Township, Mich.
 The Tire Rack ProSolo National Series has just one more round before the Finale in Lincoln, Neb., the first week of September.

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
Oct 22 35010 Vine St./NEOhio
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

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



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TOUGH PUMP Pat Pend

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Used on all NASCAR Cup and INDY 500 cars

Read This

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Details: Kinsler.com home page.

10/3 Element

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sales@kinsler.com

See Our New Website
kinsler.com

MIKE'S SWAIN COATED ENGINES LAST TWICE AS LONG

Mike Loescher has owned FinishLine Racing School for 30 years and he's taught the best: Jeff Gordon, Kevin Swidell, Craig Kinser and other big and small names. When he started he used 358 small block Chevs. After 5,000 laps they'd tear the engines down. They tossed the valve train and rebuilt the engines. Swain suggested Mike coat his engines. As a test Mike coated one engine with all of Swain's coatings on valves, rods, pistons, domes and more. Mike ran that engine for 10,000 laps and pulled it down. It looked new and no parts needed replacement. That sold Mike. He's been using Swain coatings in all his cars for 25 years. Mike even coats headers with White Lightning™ because his cars run cooler and have more power. What more do you need? Start using Swain coatings ASAP.



▲ Mike Loescher

Mike Loescher is a big name race instructor. He has saved a ton of money using Swain coatings in his school cars. He says "why would I change, the stuff works." www.finishlineracing.com

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

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:



S&W Race Cars offering a one-time use 10 percent discount on any **S&W Race Cars & Components** order.



SCCA members get 15-percent off and free shipping when ordering from **Speedhut** at www.speedhut.com.



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

**OUT THERE**
— BRANDS —

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



Fairfield Inn & Suites Millville/Vineland is offering a 30-percent discount off regular rates to SCCA members.

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.

SOUTHWEST sowdivscca.org

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

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
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

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

Jul 9 Vidinha Stadium/Hawaii
Jul 23 Maui Raceway/Hawaii
Jul 23 Vidinha Stadium/Hawaii
Jul 23 Marana Regional Airport/Arizona
Aug 27 Maui Raceway/Hawaii
Aug 27 Marana Regional Airport/Arizona
Sep 24 Maui Raceway/Hawaii
Sep 24 Marana Regional Airport/Arizona
Oct 22 Maui Raceway/Hawaii
Oct 28-29 Marana Regional Airport/Arizona
Nov 19 Marana Regional Airport/Arizona
Dec 3 Vidinha Stadium/Hawaii
Dec 10 Marana Regional Airport/Arizona
Dec 17 Vidinha Stadium/Hawaii
Arizona (520) 425-1948
Arizona Border (520) 559-1344
Hawaii - Aloha (808) 349-8813
Hawaii - Kauai (808) 647-0189
Hawaii - Maui (808) 281-3654
Las Vegas enemyyocd@gmail.com
San Diego (619) 922-1472

ROADRALLY**NATIONAL**

Sep 15-17 USRRRC/Arctic Alaska
Arctic Alaska (907) 243-2122

REGIONAL**NORTHEAST** nediv.org

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
Northern New Jersey njrallye@aol.com

CENTRAL cendiv-scca.org

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

SOUTHWEST sowdivscca.org

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

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

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

**ROADRALLY**

WHAT Regional RoadRally

WHEN All the time

WHERE Everywhere

RoadRally competitions take place year round all across America. Head to www.scca.com/roadrally for more information.

SOUTHEAST sedivrracing.org

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

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FOUNDATION
Sports Car Club of America

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- Hendrick Motorsports Private Tour & Race
- DirtFish Rally School!

Drawing for Grand Prize winner will be held on Aug. 18, 2017.
The winning ticket numbers will be available on Aug. 19, 2017.

All proceeds go to support the SCCA Foundation's programs:
Tire Rack Street Survival Teen Driving Program; SCCA Archives at the IMRRC; Formula SAE Awards.

TICKET PRICING

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5 for \$75
10 for \$125
20 for \$200.

This raffle is being conducted under the Colorado Secretary of State License #2017-12294.



DRAWING 2 ▶

A trip for FOUR to attend the Bank of America 400 NASCAR race at Charlotte on Oct. 7, 2017, plus four race-day pit passes from Hendrick Motorsports, a private behind-the-scenes tour of the Hendrick Motorsports campus and private car collection, and four tickets to the NASCAR Hall of Fame. Prize includes \$4,000 in cash for travel expenses.



DRAWING 1 ▲ A trip for TWO to attend a 2-day high performance driving course at the Porsche Sport Driving School at Barber Motorsports Park in Birmingham, Ala., plus \$2,500 in cash for travel expenses.

Purchase
Tickets Online
Only at
www.sccaraffle.org

DirtFish



DRAWING 3 ▲ A trip for TWO to attend a 3-day driving course at the DirtFish Rally School in Snoqualmie, Wash., plus \$3,500 in cash for travel expenses.

* The cash portion of the prize is to fund a portion of all of the group's travel expenses, but the winner is responsible for any travel expenses exceeding the cash prize. Winner and guests participate in the trip at their sole risk and must sign releases and waivers presented by the SCCA Foundation and SCCA as a condition of accepting the prize.

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Ryobitools.com



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Miatacage.com



BUILD-A-BAR LED LIGHT BARS

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Custerproducts.com

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3mauto.com

A.R.E. HONDA RIDGELINE TRUCK CAP

Owners of the new 2017 Honda Ridgeline pickup can add style and function to their vehicles with the Z Series truck cap from A.R.E. Accessories. The Z Series fiberglass truck cap offers a sport utility look with secure storage for Honda's latest pickup edition. One of A.R.E.'s most popular truck caps, the Z Series has a standard frameless, compound curve rear door, and frameless screen vent side windows.

4are.com



RADIUM ENGINEERING FUEL PUMP HANGER

Radium Engineering's drop-in replacement Fuel Pump Hanger for the Scion FR-S, Toyota 86, and Subaru BRZ is the perfect fuel delivery upgrade for high horsepower applications that require additional fuel delivery from high-flow aftermarket fuel pumps while retaining the factory fuel tank. The machined assembly mounts in the factory fuel tank using the OEM ring and gaskets and can be outfitted with dual fuel pumps.

Radiumauto.com

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

WORD OF MOUTH

Over the last month, I've sat in on a number of meetings as well as conducted interviews for the magazine where the topic of promotion arose. And, while completely anecdotal in these meetings and interviews, one thing that kept coming up as a successful strategy was "word of mouth" promotion. I hadn't really thought about it before, but "word of mouth" is actually a further reaching, incredibly vague and amorphous classification - but it works, and you can help.

"It turned out, word of mouth became the biggest marketing tool based on the feedback that we got," Michael McKee, Central Florida Region's marketing manager told me during the interview for the story in this issue about that Region's May Showcase event. But, once again, what does "word of mouth" mean? The May Showcase's Event Chair shed some light on the topic. "Word of mouth can come from many places," explained Angela Carlascio. "It can come from SCCA members, it can come from social media - just somebody told someone else about it." The original source, she said, is often unknown.

In other words, a post on Facebook or a forum could result in one person telling another person; ultimately, one online comment can result in a handful of recommendations for something, and when faced with a survey form, the person would just check "word of mouth" as the way they heard about it. That, strangely enough, got me thinking about my dentist.

Sitting in the dentist's chair under a bright light and with a mouth stuffed full of pokey things, the dentist noticed my SCCA shirt and struck up usual dentist conversation. "SCCA?" he inquired.

"Yeff," I said.

"Do you race?" he asked.

"Yeff," I struggled again.

"What do you race?"

I didn't even attempt to answer this, I just shrugged.

"I've done some track days," he said after he saw my struggle. He then told me about how he used to do track days. He talked about how he always wanted to go racing, and it's something he's been toying around with again.

"You chud," I said, trying to encourage him without choking myself on that little vacuum tube that doesn't suck the spit as well as it should.

Back in an upright position I was more chatty, telling him what I raced, and my connection to *SportsCar* and *RACER* magazines. He then encouraged me to bring in copies of the magazines for both himself and the waiting room.

It's an marketing trick all dentists know, and it's a good one - in fact, it's the old school version of online ads or a forum post. Take your old copies of *SportsCar* to the dentist and leave them in the waiting room. Someone will read them, talk to a friend, and eventually the SCCA might gain a new entry at an event. And when that person is asked at the event how they heard about the Club, they may just say: word of mouth.



THUMBS UP

From drivers to spectators, Central Florida Region's May Showcase brought smiles to thousands of faces. And it turns out, "word of mouth" was possibly the best form of advertising.

 twitter.com/sportscarmag

 facebook.com/sportscarmag

FROM THE ARCHIVES

10 YEARS AGO... AUGUST 2007



- Don Knowles shared what it takes to win the Runoffs, going into great detail on car, track, and driver related tricks.

- Peter Hylton told the story of the strangest SCCA race that never happened: the 1947 Pennsylvania Turnpike High Speed Time Trial.

25 YEARS AGO... AUGUST 1992



- The 37th running of the Chicago Region's June Sprints was center stage, with more than 400 drivers taking part in the already storied event.

- Chairman of the Board Carl A. Haas gave a state of the union report, addressing areas of growth the Club had seen.

50 YEARS AGO... AUGUST 1967



- The USRRC was at Watkins Glen, and Mark Donohue took the win and season points lead in his Sunoco Lola-Chevrolet.

- The Northwest Region hosted a modified SCCA Driver's School for sheriffs deputies.



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