

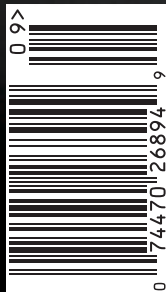
# SPORTSCAR®



## DRIVING FORCE

Tamra Hunt builds on her blistering Solo Nationals performances with a fresh challenge

SEPTEMBER 2017  
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### WHO WILL WIN

We predict the next Solo National Champs



### THE SPRINTS

Battles from Road America at the June Sprints

### ANALYSIS

Looking at data between Solo runs



## 200 TREADWEAR STREET AND ST CLASS TIRES



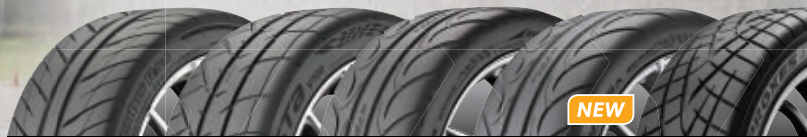
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**Hankook**  
Ventus R-S4

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**TOYO TIRES**  
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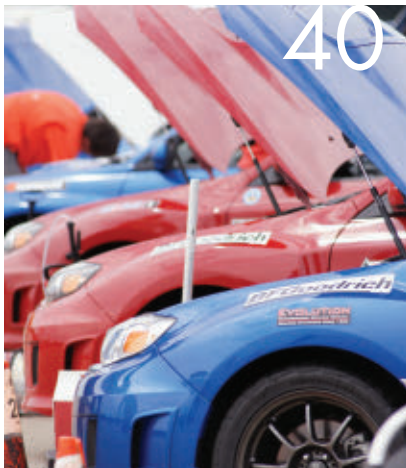
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COVER PHOTOGRAPHY Michael Duval

**SPORTSCAR**

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THE AUDIT BUREAU MEMBER  
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**TO THE CLOUDS**

Longtime SCCA member and Pikes Peak International Hill Climb rookie Peter Cunningham made it look easy, driving his Acura TLX GT to the Pikes Peak Open class win, and a second place overall finish.

**DATE** June 25, 2017

**LOCATION**

Near Colorado Springs, Colo.

**WHAT** Pikes Peak  
International Hill Climb

**PHOTOGRAPHER**

Rupert Berrington









## VETMOTORSPORTS PROGRAM IN ACTION

Steven Estrada participated in the CAM Challenge event in Mineral Wells, Texas, as part of the VETMotorsports program. The program helps veterans, who have been deployed since 9/11, make the transition back to civilian life. The SCCA Foundation is working with VETMotorsports to help our veterans through access to our grassroots programs, including Solo, Rally, and RallyCross.



Terri Brinkmeier

The SCCA Pro Racing Formula 4 United States Championship Powered by Honda added another monumental event to 2017, extending its six-event schedule to seven to conclude at the Formula 1 United States Grand Prix at Circuit of the Americas in Austin, Texas, Oct. 20-22. This will be the first time that F4 U.S. cars have appeared alongside the F1 cars as a supporting race, offering a tremendous boost for the FIA's United States-based junior open-wheel series.

"The addition of the F4 U.S. Championship to the USA Grand Prix weekend signifies our place as

one of the primary destinations for young drivers who have karting or other racing experience and wish to refine those skills, both on and off track," says SCCA Pro Racing Vice President Steve Oseth. "This series is only in its second season, and has seen significant growth as we are expecting 35 cars at our finale. We are thankful that Formula 1 Management Limited has afforded us the opportunity to bring our series and announce our second champion at the F1 event."

F4 U.S. was previously scheduled to end its season with the FIA World Endurance

Championship at COTA in September. That event will now serve as a prelude to the season championship in October.

"Last year's successful inaugural F4 U.S. Championship season demonstrated the need for a competitive and affordable open-wheel development series," says Art St. Cyr, President, Honda Performance Development. "Honda and HPD are pleased to participate in the amazing growth in the 2017 season, and joining the Formula 1 United States Grand Prix at COTA shows the growing prestige of the F4 Championship." 📍

# F4 JOINS UNITED STATES GRAND PRIX







## TRACKFEST REGISTRATION OPENS

Registration is now open for TrackFest, a combined effort between the SCCA National Office and the Chicago Region to bring the best of the Club's on-track programs to one action-packed weekend on Aug. 26-27 at Autobahn Country Club in Joliet, Ill. TrackFest offers lapping sessions, Time Trials, a Road Race Experience, and Bracket Enduro for driving and racing enthusiasts. Visit [www.scca.com/pages/trackfest](http://www.scca.com/pages/trackfest) for more details.

**WORLD STAGE**  
The F4 series will share the weekend with F1 when the series descends on the Circuit of the Americas in October.

## RALLYCROSS NATIONAL CHALLENGE HITS VIRGINIA

The second round of the DirtFish SCCA RallyCross National Challenge attracted 69 participants to The Rally Farm in Catlett, Va. - a facility that not only farms trees, hay, and alpacas, but also hosts a wide variety of off-road driving events.

Modified FWD was an exciting battle for first, with John Royer leading Danny Kao by 9.4sec overnight despite having a tire de-bead. Kao helped Royer replace his tire, and then put in a strong effort - but came up just 0.2sec short of the win in a nail-biting finish.

High cone counts provided high drama in Modified RWD, as Vaughn Micciche led after day one, holding on for the class win over John England after the second day. When the sun went down on the first day of competition in Modified AWD, the top three of four trophy

spots were within 4sec of one another. When the dust settled on day two, Adam Kimmett had driven his Subaru Impreza to the win ahead of Radim Hlidek.

In the Stock classes, Chang Ho Kim drove to a commanding Stock FWD victory in his Integra Type R over Jake Warriner. In Stock RWD, Logan Altmeyer drove his Nissan to a 3.9sec win over Timothy Maxey, the two drivers having a great battle both days.

In Prepared class competition, Andy Thomas pulled ahead of Robert Seelig after a close day one to win in Prepared FWD, while Shawn Roberts drove a fast and amazingly cone free event in his Miata to win Prepared RWD. Keith Pizio led Warren Elliott in Prepared AWD by a half second after Saturday, but it wasn't to be as Elliott drove a cone free second day to take the class win. 🏆



## CLIMBING THE PEAK

Over the years, a number of SCCA alum have attempted to run the legendary Pikes Peak International Hill Climb, some with great success - others, less so. In 2017, a few notable Club members took up the challenge, with Peter Cunningham and James Clay being among the rookie class.

Cunningham drove his 2017 Acura TLX GT to second-place overall, and first in the Pikes Peak Open class - no easy feat for a first timer. Clay took on the

Time Attack 1 class with his 2011 BMW M3 and recorded a solid sixth-place finish in his first attempt.

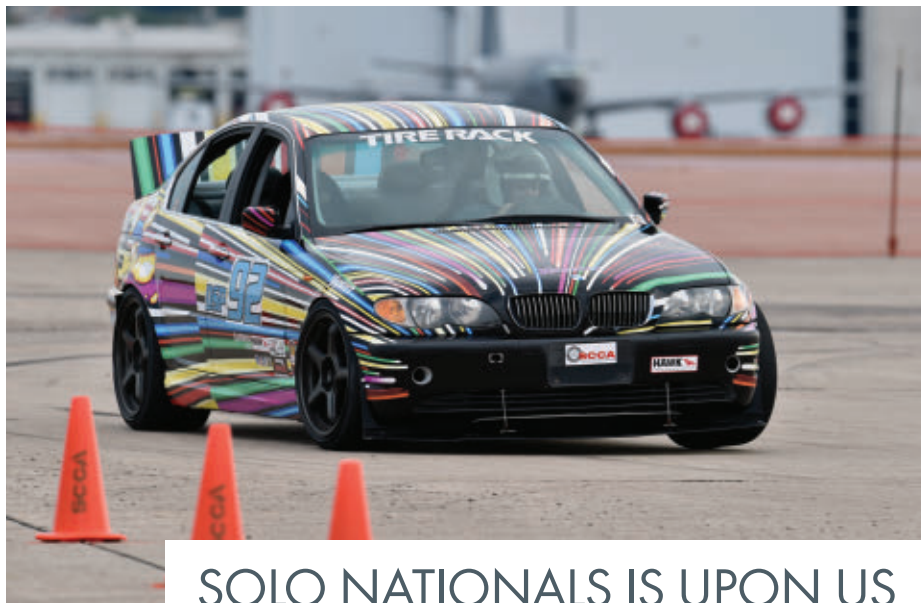
Returning to the mountain this year was SCCA member Robb Holland, who finished fourth in Time Attack 1 behind the wheel of the 2017 Z06 Corvette that he rebuilt from a salvaged car in the weeks leading up to the event. Also running in Time Attack 1 was Tim Hardy in an E30 BMW, finishing ninth. For complete results, head to [www.ppihc.com](http://www.ppihc.com). 🏆

**GOING UP**  
SCCA member Robb Holland just missed a podium finish in the Time Attack 1 class.



## LAST CHANCE - DON'T MISS THE USRRC

The 2017 running of the United States Road Rally Challenge is upon us. The event, taking place Sept. 14-17, will treat rally teams to the views of Alaska's Kenai Peninsula. The entry fee of \$760 per vehicle includes, among other things, one room of lodging per team on Friday and Saturday nights and two meals along the trail. For more information, head to [www.scca.com/roadrally](http://www.scca.com/roadrally).



Rupert Berrington

## SOLO NATIONALS IS UPON US


### SHOW TIME

In the world of Solo, it doesn't get any bigger than the Tire Rack Solo National Championships.

Registration for the 45th annual Tire Rack SCCA Solo National Championship is going strong, with entries nearing 900 as of mid July. For those procrastinating, registration is still available via [Motorsportsreg.com](http://Motorsportsreg.com). It's important to note, however, that the regular entry fee of \$175 is only good through Aug. 7, after which the fee increases to \$300. Also note that you must be a current SCCA member to complete online registration and to compete at the Solo Nationals.

New for 2017 is the ability for

entrants to register for silver or gold contingency programs by clicking the box next to the sponsor company during the entry process. You will still need to review the SCCA contingency page for specific details of each program along with decal placement. Also, all bronze level programs require entrants to request decals directly from the sponsor company.


Competitors can find all information about the event, including the events supplemental rules, at [www.scca.com/solonats](http://www.scca.com/solonats). 



LAT / Steven Lee

## THE RUNOFFS NEARS, ARE YOU READY?

On Sept. 25-Oct. 1, SCCA racers from all over the country will face off on an iteration of the same 14-corner, 2.592-mile road course that hosted the Formula 1 World Championship and the Verizon IndyCar Series Grand Prix of Indianapolis. The road course will utilize part of the famed oval that hosts the Indianapolis 500, of course, crossing the famed yard of bricks.

Registration for this year's Runoffs opened on July 19, and record attendance is a very real possibility. Drivers are reminded to register prior to the Aug. 22 deadline when late fees kick in. It's also important to register for contingency programs prior to the event, and to be aware of any specific contingency program requirements. 

## Trans Am Series Ownership Group

The Trans Am Race Company (TARC) has announced that Jim Derhaag will depart the ownership group in order to better focus on his primary business, Derhaag Motorsports.

The three primary partners within TARC, David Jans, Mike Miller, and Tony Parella, have entered into an agreement with Jim Derhaag to equally acquire his interest within the company - seeing the three each retaining an equal share. John Clagett and Simon Gregg will retain their minority ownership shares.


The move comes as a continuation of recent steps within the primary ownership to remove potential conflicts

of interest within the ownership group. Mike Miller sold his championship-winning TA2 team in late 2015; while, like Derhaag, Tony Ave departed the ownership in late 2016 to better focus on Ave Motorsports.

"The ownership and I want to thank Jim for his dedication to the Trans Am Series over the years," says John Clagett, President of TARC. "It was his initial idea to form the Trans Am Race Company; and without his initiative, vision, and love for the Trans Am name, I think it's safe to say we would not be where we are today. We applaud Jim for his decision - another step by the



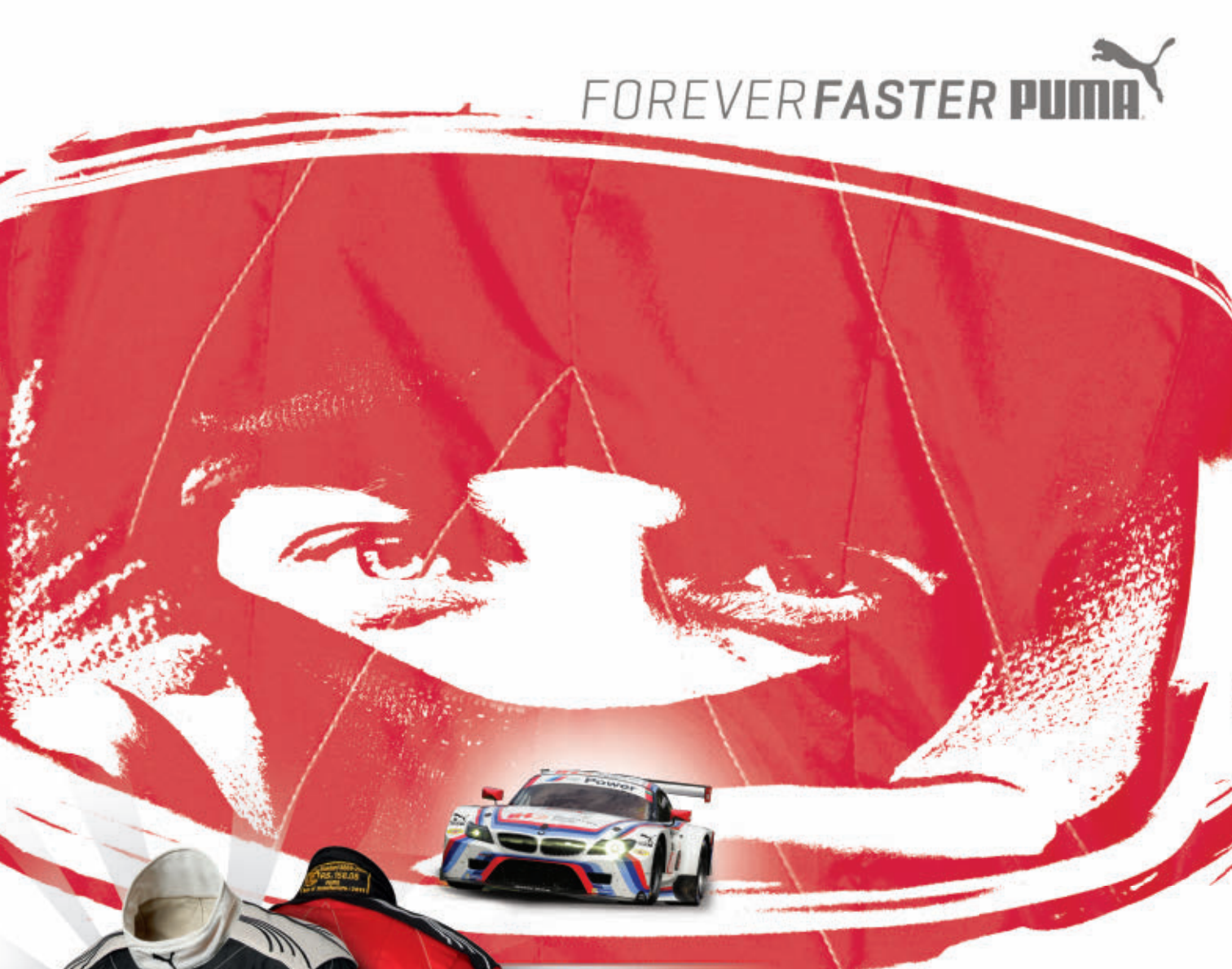
Chris Clark

company and its ownership to remove what can be viewed as conflicts of interest. Derhaag Motorsports has been a staple in the Trans Am paddock since 1981, and we look forward to his continued participation in the series." 

### STEPPING BACK

Founding member of the Trans Am Race Company Jim Derhaag has left the group to focus on his racing business (ABOVE).





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## CHECKERED FLAG: MEL SHAW

Mel Shaw, 70, of Voorhees, N.J., passed away during an SCCA event on July 2, 2017, at Brainerd International Raceway in Minnesota. An active Club racer, SCCA Pro Racing Trans Am series competitor, and member of the South Jersey Region, Shaw was competing in a GT-2 race when the on-track incident occurred. Our thoughts and prayers go out to his family and friends.



Chris Clark



YUK Photography

## MIKE COBB

PRESIDENT & CEO, SCCA INC.

## A CORNER VIEW

SCCA Nation, we are currently heading into what is considered the pinnacle of SCCA's competition calendar, our National Championship season that kicks off in September. While writing this, I'm just 30 days into my new role with the SCCA, and I have much yet to learn and experience. If the pace of the next few months matches what I've experienced to date, I'm confident my view of all things SCCA will continue to expand rapidly and help me become more effective in navigating our path forward in partnership with the Board of Directors.

This said, I would like to share two quick points of view that I do not think will change even with much more time in the saddle. These thoughts came to me quite clearly while recently fetching cones at a rain-soaked ProSolo event in Texas and then also on a beautiful Wisconsin Saturday morning at the 2017 Hoosier Super Tour June Sprints races at Road America. I hope they resonate with you because I think they are an essential part of our core DNA today and in the future.

**We are a membership-based organization.** I realize this is stating the obvious, but I have been in numerous conversations already about the focus on "participation" vs. the focus on "membership." And, while I know that there is an important financial consideration here, the long-term health and well being of this organization is tied to member growth first and member participation second. Why? Membership growth reflects relevance and experience. We will be talking about both a lot going forward because we must improve continuously in both areas to grow the ranks of members, participants, and volunteers.

**Regardless of where we sit, serve, or stand as SCCA staff or Regional leadership, we are here to serve the member - and do so together.** It might have been the water at the ProSolo that caused me to see this more

clearly, but as I worked my corner in a downpour watching the National and Regional crews work as a team to deliver the best experience possible, I was awestruck that so many people cared so much about "serving the member" and providing an awesome experience despite what Mother Nature threw at them.

On the heels of this event - and while working my first corner at the June Sprints hosted by the Chicago Region - my corner team of Pat, Chris and Dan Prevenas, Eric Kliester, and Holly Remington made it even more clear to me "why we are here." Not only did they expertly coach this novice on the art of flagging, they also provided me with an additional corner view of what serving the member looks like. I am a better member and leader for this.

In closing, many have asked what our number one focus will be going forward - is it Road Racing, Solo, RallyCross, RoadRally, PDX/TT, Track Night in America, something else, or something new? These are all important, but from my corner view, what strikes me as *most important* is the notion of serving the members and those who serve the members. With this in mind, I look forward to meeting and serving you in Lincoln and Indy!

Of course, my corner view is only a single perspective in a Club made up of more than 67,000 members. If you have a view to share, please feel free to drop me a note at [president@scca.com](mailto:president@scca.com).

## KIRKWOOD SCORES TRIPLE AT INDY

Kyle Kirkwood dominated the entire Mobil 1 Sportscar Grand Prix Formula 4 United States Championship Powered by Honda weekend, sweeping victories in all three races held at Canadian Tire Motorsport Park on July 7-9.

Kirkwood seized fast lap times in both practices and all three races, claiming the pole position for each of the rounds held on Sunday. The final victory marked the sixth consecutive race Kirkwood has found the top of the podium. The success at CTMP also bumped Kirkwood to first place in standings, passing Timo Reger.

Prior to the start of Round 9, rain created wet track conditions. The rain ceased before the start of the race, but was forecasted to resume minutes into the final race. Teams were given the option to choose to equip their cars with Pirelli PZero slicks or wets.

Due to the rain, the F4 U.S. drivers participated in their first rolling start of the season. An F1-style standing start is the traditional start for the series unless weather or other circumstances prohibit the drivers from doing so. 📍



LAT

"Membership growth reflects relevance and experience"





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[www.vboxmotorsport.com](http://www.vboxmotorsport.com)

In the July issue *They can't do that...can they?* feature, when we said "Hall went on to win the USRRC championship in 1964 handily... He repeated the performance in 1965, claiming 16 wins in 21 races, and he won the 12 Hours of Sebring that year." We should have said: "Hall won 16 of 21 races in the Sports category, and the 12 hours of Sebring." You see, George Follmer actually won the Can-Am championship that year.



LAT

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**LEE HILL**

CHAIRMAN, SCCA BOARD OF DIRECTORS

# THE FUTURE IS NOW

Recruiting and retaining new members, and more particularly participating members, is a topic that has had a lot of attention in SCCA leadership circles. There have been a number of initiatives from both Topeka and the Regions aimed at growing our membership and participant base. Track Night in America driven by Tire Rack is one example. Another is our support of GreenpowerUSA.

The Greenpower program is a British STEM (science, technology, engineering, and mathematics) education program with significant financial and technical support from Siemens. It got its start in the U.S. several years ago in the public school systems in and around Huntsville, Ala. The middle school and high school kids involved in this program get to see a practical and fun application of their schoolwork.

Students build electric-powered cars from kits and then race and develop them. Teams consist of a complete organization with a management structure, multiple drivers, mechanics, and other support staff. Each team's management is expected to understand the complete economic foundation of a team, and part of the competition between teams is based on presentations.

The teams also race each other - and this is where SCCA became involved. While the schools and their staff got the teams organized and the cars built, they had no experience in actually putting on a race. Enter Tennessee Valley Region volunteers who helped write tech rules, set up Timing and Scoring, flag stations, and run events.

Fast forward to May 2017 when 27 GreenpowerUSA teams from all over the U.S., plus one team from the UK, were able to compete on the road course at Indianapolis Motor Speedway. Once again, SCCA volunteers (mostly from Indy Region) provided the operational backbone of the event.

A trip through the garage area as the teams unloaded and prepped their cars revealed a very diverse group of kids - it looked like about half were minorities and about a third were young women. The modern stereotype of high schoolers focused on their smart phones to the exclusion of all else was almost completely invisible with swarms of kids deeply involved in last-minute race prep activities.

The GreenpowerUSA races at Indy were 90-minute enduros with multiple drivers for each car. The cars had to complete the entire race duration on a single battery charge, so energy management was an important part of race strategy. It looked like teams started with their bigger, heavier drivers in the early stints and finished with their smallest, lightest drivers. And with a 20mph headwind on Hulman Blvd. all afternoon, it was fun to see which teams figured out the value of drafting.

At the end of the race day, lots of enthusiasm was evident in victory circle along with traditional kissing of the yard of bricks. Just a bunch of kids playing with electric cars? Perhaps - but also a bunch of kids who may well be our next generation of racers and engineers. ☺

*"Once again, SCCA volunteers  
provided the operational  
backbone of the event"*

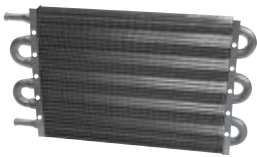




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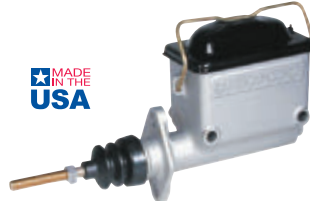
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## PETER CUNNINGHAM

OWNER, REALTIME RACING | MILWAUKEE REGION | MEMBER SINCE 1981

**M**y SCCA story began in autocrossing at age 17. Autocrossing was something I did religiously from 1980 through at least 1988, and it led to my first SCCA championship, a Solo title in H Stock in 1984.

When I started autocrossing, I figured I'd like to be a famous racecar driver some day - I found out, it's not quite that easy. In 1982, I started rallying, and then road racing pushed that to the side for a while. I got into Club Racing in 1982, raced in '83 and '84, and then took a break, but came back in '88 for another season.

I also found myself involved in the inaugural season of the SCCA Playboy Endurance Cup. We competed full time in 1985, part time in 1986, and

back to full time again in 1987. We never won a race, but we finished second at a 12-hour at Mid-Ohio in 1987. In 1988, we started running Hondas and won the championship in '88 and again in '89. In 1990, when the SCCA Truck Guard Shellzone Challenge came along, I gave racing trucks a try, and won that title.

A return to rally in 1993 netted me an SCCA Pro Rally Production class championship. But the World Challenge series is where we really found our stride; I won seven Drivers' Championships, as well as contributing to a number of Manufacturers' titles for Acura.

Since 1985, I've made the majority of my living from racing, and I've had, at best, a loosey-goosy plan to figure

out what was next. I was very fortunate to always have that next thing fall into place; it could have gone away at any time. Solid results, perseverance, hard work, and being in the right place at the right time - all of those were factors in getting to where I am today. So much of the success that I have had racing has come in an SCCA series.

In the late 80s, I wasn't sure how long it would last, or if at some point I would be making more money than I would working a real job. But it really didn't matter, I wasn't doing it for the money, I was doing it because it was a challenge and a fun thing to do.

That's still true today." 🍷

IMAGE Courtesy Honda





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Rupert Berrington

**PROTECTION**  
(RIGHT) Head and neck restraints are required by all major sanctioning bodies around the world – and for good reason.

## RANDY POBST

4-TIME WORLD CHALLENGE CHAMPION  
2-TIME RUNOFFS CHAMPION  
2-TIME SOLO AND  
4-TIME PROSOLO CHAMPION  
2-TIME ROLEX 24 GT WINNER

# HARDHEADED RACERS' CONCUSSIONS

When I get into a racecar, I wear a HANS head and neck restraint – the seatbelt for my XL head and XS neck. In fact, I feel naked without it. But it wasn't my choice. I never considered one until it was forced upon me, even though I did have a few crash impacts before that felt like they came dangerously close to real injury – or even leaving this astral plane (death,

crunch of the wall at Daytona. Like many of you, that's where I first heard of a basilar skull fracture. I found the HANS irritating and a little claustrophobic – for about *five minutes*. There have been several hairy crashes since where I felt my head strain the straps, and later thanked the inventors, Jim Downing and Dr. Bob Hubbard. True heroes.

But wait, there's more. Head and neck restraints stop the helmet, but what stops the brain? In a big hit, the brain smashes into the skull that holds it. It's just suspended in fluid. It bruises, and swells, and can end your life.

Concussions came into my consciousness recently when reading a *National Geographic* article about a g-force sensor in a college football player's helmet. Seeing the actual impacts on a graph was shocking. Then there is the Will Smith movie, *Concussion*. Watch and learn. I know most Americans love this crazy body-banging sport, but after a season of Pop Warner youth league, I decided I didn't like the pain, even at

age 13. Kids and pros get hurt. A lot. What about boxing and ultimate fighting? Sadism, masochism, machismo, and suicidal tendencies all rolled into one. Yeah, I like racing cars and even riding motorcycles (all the gear, all the time), but the shocks and injuries are not a dead certainty every time we start our engines. Bruising the brain is a big deal.

Concussions will sneak up on you. Many times there is no outward sign of injury. In my world-record crash, my ABS brakes decided against applying pressure in the calipers and we sailed into a dirt bank, upside down, with some tires in front of it. I felt the roll cage slamming my head as if there was no helmet. While I never lost consciousness, my memory lapsed until halfway to the hospital. They said I was quite funny. Whomever that was returned to the spirit world, and Randy came back staring at the ceiling of an ambulance.

This injury was a combination of no run-off zone and an unpadded roll cage on a brand-new car we were still

**"This injury was a combination of no run-off zone and an unpadded roll cage on a brand-new car we were still sorting"**

folks). Mosport, 1991, Turn 2, bare concrete barrier, for example.

I'd been racing more than 20 years when the head restraints became mandatory, and did not recognize the need. Shoot, I didn't even consider it. I only thought about how to get in the race and win it. Safety rules seemed like an annoyance.

Then Dale Earnhardt Sr. died in what looked like an innocuous last-lap





sorting. All the gear all the time applies to racecars, too. In my old-enough-to-know-better-but-still-young-enough-to-do-it-anyway days, when I sit in a new car, which I often do, I am immediately aware of bare metal within striking distance. Life's "hardest" lessons are often life's best lessons. Ever see an in-car video of a racing crash? The driver's head and body go much farther than you'd ever imagine.

And please use real cage padding, not pipe insulation. If there's not enough head clearance, move the seat. Lean it a little to the right. It's worth it. Yours HANS will not help with the side impact that *whangs* your head like a baseball bat. Trust me, I saw stars, for real.

Well, the next day, I was definitely feeling a little fuzzy, choosing my steps carefully. But I was scheduled to co-drive a honkin' tube-frame Camaro, thanks Tony Puleo, in the IMSA GT race, my first real racecar race. I would have, too - probably not a wise choice - but a long red flag eliminated my middle stint in the three-hour. It

was a big break for me, c'mon, folks! My chance to run with the big dogs, finally. Fuzzy or not, here I come.

Thus we find the reason we racers accept so much of this risk as normal. We really want to drive, and we are not going to let anyone else tell us no. Personally, I have often worked to minimize the opportunities to be medically restricted from racing. I think many of us do, especially pros. "How are you, does anything hurt; neck, head, chest?" "Oh, heck no, my friend," I always respond, cheerfully as I can muster. "Never felt better! Now, can we please get this fine machine back to the pits so we can fix it and get back into the race?"

This is why it is such a breakthrough to have the number one most popular NASCAR driver, Dale Earnhardt Jr., speaking so frankly about having his bell rung and having symptoms, even though it took him from the driver's seat. Maybe it's the memory of his father's well-known resistance to safety advances? Maybe also because he is so very well off that he doesn't

"Well, the next day, I was definitely feeling a little fuzzy, choosing my steps carefully. But I was scheduled to co-drive"

need it? Whatever the reason, Dale Jr. has opened a door to progress on safety in racing - bravo to him, I say.

And where is the greatest and most overdue progress to be made? Our helmets, head restraints, seats, and roll cages have evolved through technology into far more effective measures if we hit the wall; but what about the wall? Our walls are still stuck in the 1970s: Concrete and Armco with piles of tires in likely impact zones. This is old school, people, better ways are available and affordable, and I want to make you aware - and I want you to spread the word, too. The gospel of better barriers. Prepare your cars and prepare your beloved race tracks. ProLink, the modern way, [impactsafetybarriers.com](http://impactsafetybarriers.com). Much more next month. 🍷

With a pair of Solo National Championship titles in hand during her amazingly short autocross career, Tamra Hunt is eager to tackle what's next

WORDS Philip Royle | IMAGES Michael Duval



# DRIVING FORCE

"This year, I decided I wanted a different challenge," explains autocrosser Tamra Hunt. "I've been jumping into other people's cars trying to get as much experience as I could, but the one thing I didn't have much experience with was building and developing a car - so this year I decided that's what I wanted to do." As I learned throughout our conversation, Tamra accomplishes what she sets her mind to.

Tackling her latest autocross challenge wasn't hard since she already owned the car - an RX-8 beater she purchased for Connecticut winters. The car's conversion from kick-around transportation to Solo winner won't be easy, yet her dedication during the last three years has shown she doesn't shy away from challenges. But to truly understand how her journey culminated in an unlikely autocrosser collecting a pair of Solo National Championship trophies and a Rookie of the Year award, you have to go back roughly one decade.

"I didn't have a car background growing up - didn't do karting, nothing. The closest thing I had to having a car background was that my first car was a 1997 Mazda Miata, and I wrecked it in like a month, hitting an oil spot on the road," Tamra admits. "At that point, I was petrified of corners. I was 16-years old and I'd wrecked my car driving around a corner. So, to say the least, I was surprised I got into autocrossing after that."



## NEW CHALLENGE

Tamra Hunt scored both of her Solo National Championships driving other people's cars. This year, she's building her own car - and loving the challenge.









Tamra began dating Andrew Krystinik, and it was she who started them down a road neither anticipated. "I had another Miata at the time, so I looked up car stuff in the area, and I saw there was an autocross in southern Oregon," she says. "[Andrew] was kind of into cars and I think I wanted to impress him."

It turns out the event barely met the definition of an autocross. "It was held on a kart track and there weren't any cones," she explains. "It was more like a timed mini track day. But we went and had a ton of fun. Right after that we were getting ready to move to Connecticut because I'd gotten a job out there and his family was there - so we decided to take the Miata."

In March 2014, Tamra found a rookie autocross school in nearby Fairfield, thus starting the ball rolling toward the Tire Rack Solo National Championships. But, while autocross is fun, it was perhaps a link to her past that really made it strike a cord.

"I grew up riding horses," she explains. "I competed in gymkhana - from a car person's perspective, it's basically autocross

on horseback. There's something called pole bending, which basically is a slalom on horseback. Then there's barrel racing, which is a cloverleaf pattern around barrels, and it's really important to get the horse set up properly and brake at the right point, making use of the straightaway to accelerate. It's racing against yourself, like in autocross, going through the timers. I did that the whole time growing up."

At the rookie autocross school, Tamra and Andrew were quickly brought into the fold. "Everyone was so welcoming," she recalls. "I felt like they wanted us to be there and they wanted to help us go faster."

For her birthday, Tamra's mother bought her an Evolution Performance Driving School entry. "Billy Davis was one of the instructors," she notes. "He's an incredible driver and has an incredible car. We had an E Street Miata with an open diff and no rear swaybar - we had no idea what we were doing. Billy offered to loan us a swaybar if we'd go up to New England Region SCCA autocross, and we took him up on it."

**ROOM TO GROW**  
(ABOVE) When Tamra and Andrew bought their house, the main requirement was a large garage for their projects. (RIGHT) Helmet in hand, Tamra's always ready for the next challenge.



The SCCA event, she says, was different from anything she knew. "It was very overwhelming with more than 100 people, and they ran the heat format, so it was fast paced - and we were hooked. At that point, I had no idea that a year later I'd end up driving in the Davis' car.

"The Davis family is so nice - Pam is like the autocross mom, so helpful and nice, and Billy and Bob are really involved in the SCCA - and it really



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#### HANDS ON

Tamra and Andrew are not shy about digging into their project cars (ABOVE and RIGHT). During our photo shoot, the duo removed the transmission and rear end of her DSP RX-8 in preparation for this year's Solo National Championships.

helped me get involved. By helping me with the swaybar, that jumpstarted everything."

And things kept rolling. "At the end of our first year with the Fairfield club, Tim Kong asked if we were interested in National autocross events," she says. "The next spring, I'm getting into his S2000 at the New Jersey ProSolo.

"After that event, I ended up car hopping a bit. I ended up in an STR Miata for the next two ProSolos and

qualified for the 2015 ProSolo Finale in L3. In the meantime, Tim converted his car from an A Street car to an STR car, so I ended up back in that for the ProSolo Finale. At the same time, the Davis' offered for me to drive their CSP Miata at Nationals."

Being her first Solo National Championships - in fact, her first year of National Solo competition - Tamra was as green as they come. "I had no idea of what to expect," she

recalls - but the results were mind blowing for the Lincoln rookie. Tamra scored a second-place finish overall in L3 in the ProSolo points and won the CSPL title at Nationals. On top of that, Billy Davis claimed the CSP title and Tim earned his first Nationals trophy. "It was a great drive home," she grins.

Fast-forward a couple of months and Tamra downloads the latest Solo rulebook to research the Triad Award, but stumbles upon something





#### WINTER CAR

(BELOW) Tamra bought her Mazda RX-8 for the Connecticut winters. Consequently, some of the stock parts are a little rough, but that doesn't slow her down any.



strange. "In that rulebook it said, '2015 Rookie of the Year: Tamra Hunt.' That version of the rulebook wasn't supposed to be out yet, it was a draft - they hadn't announced the award yet," she laughs. "I called up Bob Davis and said, 'Bob, my name is in the back of the rulebook. Do you know anything about this?' He called the SCCA National Office. They pulled that version of the rulebook down, and I got a call from the SCCA."

She kept the information under her hat until the official announcement. "Then I got to go to Vegas for the SCCA National Convention where they presented the award - that was pretty amazing," she recalls.

The 2016 season brought much of the same. Tamra drove the Davis' CSP Miata in ProSolos and headed to Nationals, where disaster struck. "We get to Nationals and the car broke," she says. "About 20 minutes



before I was supposed to run, I had to switch to Danny Kao and Mike Kline's car - another CSP Miata.

"In the CSP grid, everyone gets to know each other," she explains. "I knew Danny and Mike, but I wasn't sure they'd be OK with me stepping into their car. When you're at the National Championships, it's a big risk to take somebody else into the car. It's taken all season to get there, so putting someone else in the car is just one extra chance for something happening that could knock you out - they were incredibly nice to offer me the car."

It's that camaraderie that Tamra enjoys about the SCCA. "When things are breaking, it really shows how much of a family the SCCA is," she says.

"So I jump in and I couldn't really reach the pedals," she laughs. "We had to put a pillow behind my back - and I ended up winning again."

That brings us back to the beginning of this story. This year, Tamra and Andrew have built a D Street Prepared RX-8 - their first National-level build. To say they're getting their hands dirty would be an understatement. "We rebuilt

the motor ourselves," Tamra says proudly. "Luckily, my fiancé Andrew is an engineer, and he's very good with attention to details. So we rebuilt the motor to factory Mazda spec, then we started researching shocks."

A set of Penskes later, the development continues. "We've been increasing the development of the car," she says. "Right before the Jersey ProSolo, we realized that Street Prepared cars were supposed to have aero, so let's do aero. Tuesday we placed the order with McMaster to get parts on the way. They were delivered Wednesday; Wednesday and Thursday we were cutting a template and installing everything on the car to show up on Friday at the ProSolo."

In true form, Tamra drove to an L1 win, this time over multi-time Solo National Champion Shelly Monfort. "Then we changed places in Toledo and she stomped me," Tamra chuckles. "But that's where the fun is - I don't want to do it if it's going to be easy."

To that end, Tamra is leaning toward running DSP's Open class this year at the Solo Nationals. "I'm excited," she says enthusiastically and

#### HARD AT WORK

(ABOVE) Tamra has found prepping her own competition car very rewarding. (RIGHT) Tamra and Andrew tackle their projects as a team.



confidently, adding the caveat: "I don't expect that I'll do awesome, not only because I'll be running Open for the first time, but also because this will be the car's first time in Lincoln, so we'll be trying to get the car set up for the surface on top of trying to drive fast."

As we wrap the interview, allowing her and Andrew time to remove the RX-8's OS Giken diff for a rebuild, the topic of her confidence arises. It's contagious and inspiring, and she doesn't hesitate when asked of its origin. "Growing up, my mom was a big influence in my confidence and my desire to achieve anything I put my mind to," she explains. "She always told me I could be anything I wanted to be."

And, this year, I'm sure she wouldn't mind being the DSP National Champion. 🍷



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# WHO WILL WIN

## THE SOLO NAT'L CHAMPIONSHIPS?

*SportsCar* guesses who will claim a National Championship at this year's Solo Nationals so you don't have to. You're welcome!

**WORDS** Paul Brown, with Jeff Cashmore, Kristi and Keith Brown, Julian Garfield, Matt Murray, Vivek Goel, Ken Motonishi, and Danny Kao

**2016** saw a record number of entries at the Tire Rack Solo National Championships. This year will be an anniversary year divisible by five, so history - for some reason - indicates 2017 will set another record. Don't ask why, it just seems to work out that way.

Picking winners of this event gets harder every year, and more entries makes it that much harder. On top of that, there are key drivers who won't decide what class they'll be running until shortly before the event. Case in point, Annie Gill is our pick to win a class, we just don't know which class because at the time of this writing, she was undecided. We have also heard strange rumors of Larry Woo running in STR or CSP, but without more specific information, we can't pick him. And if you find that your class isn't listed here, that's because we simply didn't want to take a swing at picking the winner - but we're sure *you'll* do great.

In any case, our crack team has once again come up with a great collection of guesses, months ahead of the event. We're pretty sure we will get some of them right, but don't quote us on that.



Perry Bennett

## SSRL

**STEPHANIE REEVE**  
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## STREET

### SUPER STREET R

Super Street R is one of the toughest classes in Solo, populated with a slew of not only former champions but also Drivers of Eminence. While we are pretty sure the GT3 is the car to have, Corvettes are capable of winning. We ended up flipping a coin, and picked **G.J. Dixon** in a Porsche to win over Sam Strano and Matthew Braun in their Chevys.

### SUPER STREET R LADIES

We know of a number of regulars who are *not* planning on playing in SSRL, but the latest word is that **Stephanie Reeve** will follow her heart and drive a Corvette this year.

### SUPER STREET

Chances are, a GT3 will be the chosen weapon for Super Street, but that just removes course dependencies from the equation. Alex Muresan, the Pat Salerno/

Brian Conners team, Monty Pack, Perry Aidelbaum, and Karlton Lew seem likely to end up in the trophies behind **Scott Fraser**, who will come out of his midseason hibernation in time to take another win.

### A STREET

**Mark Daddio**, the original alien, is just not someone we can pick against, even with other drivers like John Laughlin, Mike Johnson, Cam Withell, and Larry Casey in what will be an all-Corvette battle for A Street.

### A STREET LADIES

A Street Ladies is one of the few L classes we're confident will have the requisite five entries (and therefore won't be subject to class hopping and ride shopping). Not a whole lot of jackets among the contenders just yet, but we're expecting **Kandy Johnson** to take this one as Sara Odioso and Hilary Anderson Frank have a whole lot less Corvette seat time.

### B STREET

B Street should be fun to watch, with the top contenders all driving different vehicles. We'll have Jeremy Foley in a borrowed BMW 1M and Brian Johns and defending runner-up Dan Bullis in their Corvettes, but we're leaning toward **Ryan Clark** in his Cayman, figuring that car will not suffer much from course dependencies, and any weather issues will favor the mid-engine. In that last case, the Focus RS might be a good choice, so watch out for Trevor Jones, Jake Dawson, and Scott Thursby.

### B STREET LADIES

B Street Ladies suffered from the last-heat weather last year. No autocrosser's karma can be bad enough to deserve a repeat. **Tara Johns** has had way too much bad racing luck recently, so we're assuming that will change, and she gets the nod over Barbara Leroy-Boehme and Kathy Grunenwald.

### C STREET

Last year we saw the expected two-driver battle in C Street with the largest class ever at the Solo Nationals. Those same two drivers will be at it once again, but we're leaning toward **Julian Garfield** reversing the outcome this time over Daniel McCelvey. If Tom O'Gorman makes the trip to drive the Hollis ND Miata, David Ogburn takes a shot in the Kelley car, and Jason Saini can fit this event into his schedule, watch out for the *Men in Black*; there are just too many aliens here to avoid a visit. With the lesser "twins" bumped down to DS, we aren't expecting a new class size record, but that won't detract from the competition at the top.

### C STREET LADIES

C Street Ladies should be a romp for **Deanna Kelley** in a repeat, though Lisa Garfield is taking to their ND and it won't be a big surprise if she takes the win.



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Perry Bennett

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## D STREET

D Street has perhaps the most diversity of anything we'll see. Dennis Sparks will be in a Subaru. Chris Levitz and Eric Jones will bring twins. But our money is on **Mark Scroggs** in the four-cylinder Camaro. We'll hedge our bet and say that if weather is a factor, Sparks should take this - not only does he have a vehicle advantage, he has shown he knows how to use it.

## E STREET

E Street has a subtle version of diversity. Miatas and MR2s have battled this out for many years, and this will be another entry in that volume in history. This could come down to course dependencies nobody else will notice - if the course is busy but this class spends any time at 60mph, the Miatas have an advantage; if the course is slower or faster, the Spyders will be in their sweet spot. The wild card is the Mazdaspeed Miata.

So here are our picks: Bartek Borowski, Jonathan Roberts, Chuck Mathews, and Michael Ron to be among the fastest Miatas; Preston Jordan will make the Mazdaspeed look good, but Tony Rodriguez, Adam Norton, and Eric Peterson will lead the Spyder contingent, with **Paul Brown** taking the win.

## E STREET LADIES

E Street Ladies was among the largest Ladies classes last year, and there's no reason to expect that to change. Meredith Brown and Jennifer Bedell were close last year, but this year we're leaning toward **Chris Peterson** to top an all-Spyder podium.

## F STREET

FS Street is an interesting group. The absurdly powerful late-model Camaro, chosen by Courtney Cormier, Rod McGeorge, and Lance Keeley, will be chasing **Jeff Cashmore** and his M3, who gets the pick

because ice mode just doesn't make sense in September.

## F STREET LADIES

FSL ought to have a class, and **Denise Cashmore** will win it.

## G STREET

For some reason, Arizona has become the hotbed for G Street. **Doug Rowse** seems likely to add to his jacket collection, but fellow Focus pilot Wiggy Graecen hopes to start his own. John Azevedo and Kenneth Tsang look to spoil their Ford party in GTIs.

## H STREET

**Mike King** has been looking unbeatable in his Fiesta. Even when he hasn't been dominant, he's managed to win. Robert Luis, Philip Mitchell, and Todd Freeman will be chasing him. For once, we don't see Greg Reno being able to pull off one of his patented surprises in his Mini.

## H STREET LADIES

H Street Ladies may make a class. If so, **Laura Harbour** is the class of that class in her Honda.

## STREET TOURING

### STREET TOURING FWD

**David Hedderick** has looked unbeatable in Street Touring FWD in the ex-Whitener RSX. Top PAX at multiple National events indicates something. Chris Shenefield will be there if he slips up or the car has further mechanical issues.

### STREET TOURING FWD LADIES

Our sources say that **Crissey Weaver** is likely to run that same RSX, and has been awfully quick in it at other events.

### STREET TOURING SPORT

STS has a number of contenders. David Whitener is known for his success in Hondas, but has been working on a Miata for this season, and he is one



Perry Bennett



**HSL**

**LAURA HARBOUR**  
CEN. KENTUCKY REGION  
Honda Civic Si



**ESL**

**CHRIS PETERSON**  
NORTH CAROLINA REGION  
Toyota MR-2 Spyder

smart and creative car developer. Andrew Canak and Chris Bailey are working in the yellow MR2, and it won't surprise us if they demonstrate an overlooked opportunity there. Adam Barber is one to watch, Ian Baker is back with no apparent rust, and Mark McKnight has made winning ProSolo Super Challenges routine, but our money is on **Ron Williams** to have a couple of his good days and take the win.

#### STREET TOURING XTREME

Street Touring Xtreme will see a slew of well-tuned FRS/BR-Z twins, led by Jeff Wong, and Jonathan Lugod, but **Craig Wilcox** won last year, and he's now got 245s to play on, so he looks all but unbeatable.

#### STREET TOURING XTREME LADIES

Since STX seems likely to be huge, STXL ought to be viable, and **Nicole Wong** is always one to watch out for.

#### STREET TOURING ROADSTER

Street Touring Roadster is one of the biggest, deepest classes we'll see. It's also a classic two-marquee faceoff between Honda S2000s and Mazda ND Miatas.

**James Yom** has been dabbling in SSR, but we expect him to return to continue the *Yomination* for another year. Vivek Goel, Nicholas Chu, Nathan Young, and Ricky Crow will join Yom in Hondas, while Ron Bauer, Brian Karwan, Ken Motonishi, and Tom Reynolds will be trying to keep up with David Marcus in NDs. Shane Chinnon-Rhoden is out to prove the NC is capable, and might be the best pick if there's weather. One thing we are sure of is that this will be a lot of fun to watch.

#### STREET TOURING ROADSTER LADIES

Street Touring Roadster Ladies could end up with a class. If so, **Kate Fisher** seems like the best bet in her Honda, though Laura Campbell in the Marcus ND should make it close.

#### STREET TOURING ULTRA

We'd be silly to bet against **Bryan Heitkotter** wherever he runs. He may be the only non-AWD driver in the trophies in STU, but he'll be at the top of that list. Granted, weather could play a factor, so John Hale, Robert Pendergest, Bill Zerr, Dan Podhola, and Chris Gladu have a reasonable expectation of that advantage. Lane Borg, assuming he can keep track of his wheels, has his Corvette working well and could add another rear-wheel-drive contender.

#### STREET PREPARED

##### SUPER STREET PREPARED

Super Street Prepared has great diversity. Joe Tharpe, Andy Hohl, and Alex Tziortzis choose the big car/big power option with Corvettes. Ryan Johnson takes the opposite approach with his Lotus. **Stan Whitney** may have found the perfect compromise with a Porsche. The car seems to



David Cosseboom / GoCone.Com

## STF

**DAVID HEDDERICK**  
HOUSTON REGION  
Acura RSX

be sorted now, and with A7s on both ends, he should be fast.

### A STREET PREPARED

**Tom Berry** hasn't had a lot of competition in A Street Prepared lately. Aaron Miller will be close if he makes the trip, and the eldest Berry daughter Christine Grice has skirted the class before and could take a win on this stage.

### B STREET PREPARED

B Street Prepared is another Honda/Mazda clash. Greg Hahn is developing a quick Honda, but **Anthony Porta** has the current class standard with his MSM.

### C STREET PREPARED

C Street Prepared isn't quite so diverse, and has somehow become the "if the car holds together" class. While Neal Tovsen will threaten, we just can't pick against **Billy Davis**, who won last year despite ongoing car problems. Mike Kline and Matt McCabe are

entirely capable of making us wrong.

### C STREET PREPARED LADIES

C Street Prepared Ladies may have a class, and we expect **Katie Lacey** to win it.

### D STREET PREPARED

D Street Prepared has been the domain of BMWs for 11 of the last 12 years, and that trend will likely extend for at least one more. We failed to pick **Eric Campbell** last year and he won, so we'll pick him to repeat. We are not trying to jinx him, just trying to be right. Fellow BMW pilot John Vitamvis and likely co-driver Shelley Monfort will make this interesting. Tamra Hunt will also be in the mix, unless DSPL makes a class, in which case that could become a Hunt-Monfort battle.

### E STREET PREPARED

E Street Prepared hasn't had any repeat winners since Mark



David Cosseboom / GoCone.Com

## STU

**BRYAN HEITKOTTER**  
SAN FRANCISCO REGION  
Nissan 350Z

Madarash graduated to CP. We were all set to pick James Darden to change that, but then we heard that **Andrew Pallotta** would be running in Jeff Cox's Mustang. Picking against Pallotta is not a good idea, so we can't do it. Jadrice Toussant and Mark Foley will add to the mix.

### F STREET PREPARED

F Street Prepared has had a repeat winner, and we expect **Steven Duckworth** to make it a three-peat in his VW.

## STREET MODIFIED

### SUPER STREET MODIFIED

SSM is another diverse class. Randall Wilcox in his Miata may be due, Robert Thorne built a formidable S2000 that we haven't seen much of recently, Jake Namer has an excellent example of the class-standard RX-7, and Nick Barbato might demonstrate that an SM car is perfectly capable of winning SSM, but our money is on **Matt Glagola's** Lotus to be reliable enough to return to the top of the class.





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**DP**

**CHRIS DORSEY**  
COLORADO REGION  
Toyota Corolla GT5

#### STREET MODIFIED

SM is one of our very diverse classes. We'll see Eric Hyman in his GTR, David White and Todd Kean in 240SXs, and Jeff Stuart in his quickly developing FR-S. **Chris Mayfield** was just too impressive last year in his BMW, so we're looking for a repeat.

#### STREET MODIFIED LADIES

Street Modified Ladies may end up as a collaborative effort of various Ladies classes grouping together to qualify for a jacket and contingency. As such, **Amanda Hahn** has the inside track.

#### STREET MODIFIED FWD

SMF may always be a Honda class, and we expect it to stay that way for this year, with **Brian Kuehl** and Jinx Jordan swapping places from last year.

#### STREET MODIFIED FWD LADIES

Like SML, SMFL may be a collecting place for small displacement Street Prepared

classes. If that ends up being the case and there is a Street Modified FWD Ladies class, **Ginette Jordan** will be unbeatable.

#### PREPARED

##### X PREPARED

X Prepared has a number of extremely well prepared cars. Andy McKee and Zachary Sober have RX-7s fitting that description, but **Fred Zust** is back after taking a year off, and neither he nor his Lotus seems to have lost any speed.

##### C PREPARED

Mike Maier has won C Prepared eight of the last nine years. He wins One Lap, and we have no reason to think he's slowing down. But there's this new complication - sort of like what we saw a couple of years ago when Mark Madarash came over to the class, and yes, we made the mistake of thinking Maier wasn't up to that challenge. But



Perry Bennett

**FSP**

**STEVEN DUCKWORTH**  
CEN. CAROLINAS REGION  
Volkswagen Rabbit

the new complication is **Brian Peters** in the new-to-CP Hogan Mustang. Peters enters classes, no matter the category, and he wins. We've seen that too many times not to go with it, DOT-legal A7s and all.

##### D PREPARED

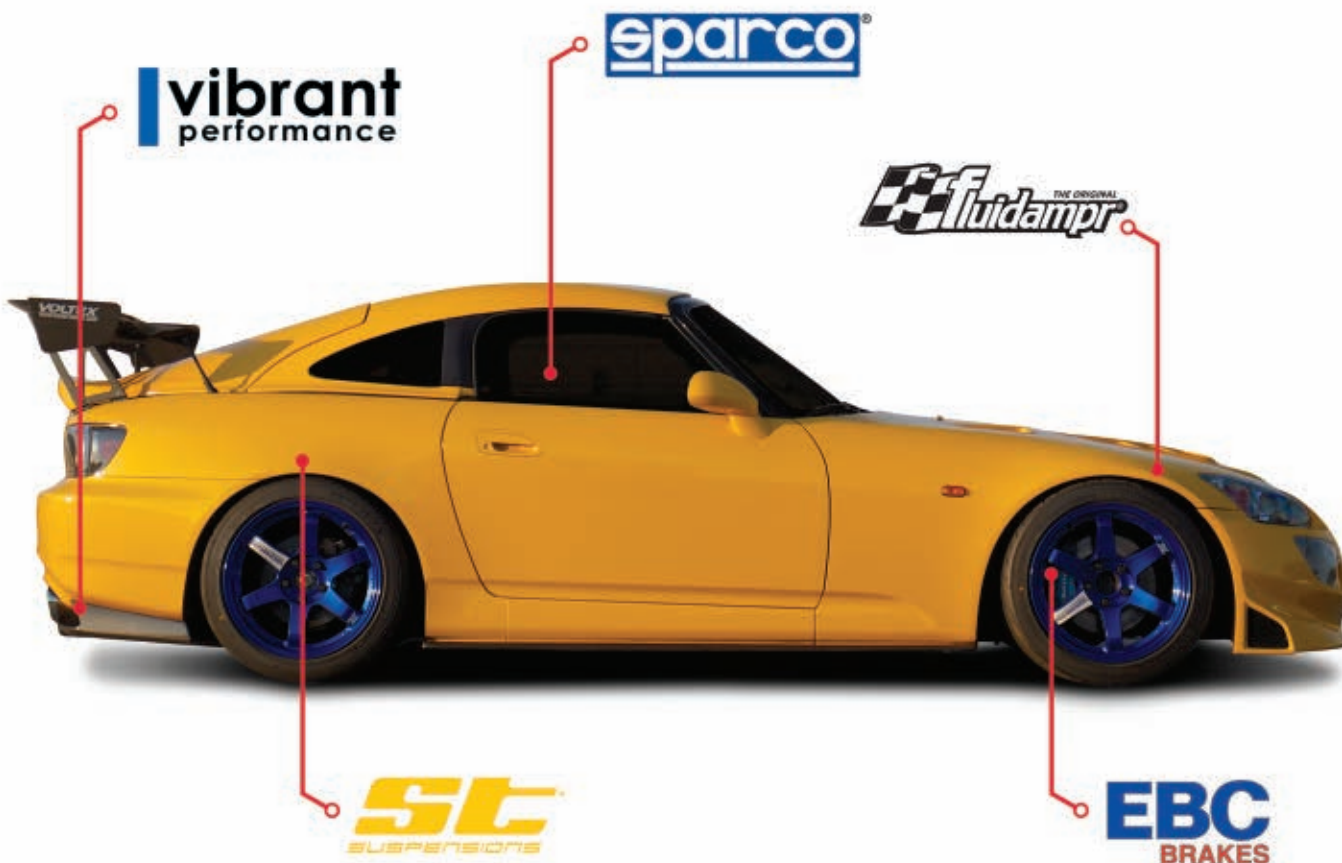
DP seemed like it might be too much of a challenge for **Chris Dorsey** in his Corolla when they got bumped over from E Prepared a couple of years ago, but so far, it hasn't been. It sure

seems like a Miata or MR2 ought to be faster than a Corolla, but so far that hasn't been the case. Steve Hoelscher in his MR2 and Todd Roberts in the Hudson Miata seem like the best bets to prove that last point.

##### E PREPARED

EP seems likely to continue as another Honda class, and **Alan Kugler** won't surprise too much if he repeats. There's a good chance the newly uprated Civic of Patrick Washburn and Chris





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**EM**

**JEFF KIESEL**

**CAL CLUB REGION**  
**KFR Turbo Sprite**

Delay ends up staying in one piece and giving one of those two the win instead.

## F PREPARED

**Erik Strelnieks** has been developing his FP Boxster for several years. We're thinking this is the year that it all comes together for him. Co-driver Troy Acosta, the team of Chris Raglin and Alex Jones in their Solstice, Justin Moore and his Subaru, and former winner David Montgomery in his 914 make this one of the deep classes in Prepared.

## MODIFIED

### A MODIFIED

We're expecting **Marshall Grice** to return to defend his AM championship in the K.J. Christopher car. We're expecting that to be successful, though Christopher and Dan Wasdahl will be there to keep him honest. We received late word that we

should expect Joe Cheng and Gary Milligan to (finally) return. Unlike previous years, this isn't going to change our pick, though it will make for an unusually deep class here at the pointy end of the stick.

### B MODIFIED

B Modified has belonged to **Matt Ellam** and his dad Tom the past couple of years. They seem to be taking turns, and if that pattern continues it's the son's turn to win. Clemens Burger plus Dan Stone and co-driver Will Lahee will work to keep up.

### C MODIFIED

**Jonathan Clements** has been able to fit in a few events despite a military career, and we expect him to be able to stay ahead of father Eric, Brandon Lavender, and Barry Ott.

### D MODIFIED

The only person who was consistently able to challenge

**Mark Huffman** in DM was Jeff Cashmore. Since Cashmore is off to F Street, that seems to make Huffman's life a whole lot easier. Peter Raymond, Chris Kunkel, and Jeremy and Jeff Ellerby will be close, and in a class where vehicle reliability can be an issue, they can't be counted out.

### E MODIFIED

EM has been **Jeff Kiesel's** class for 10 straight years. We'd be crazy to pick against him. Jason Minehart isn't crazy to try to make us wrong, and he keeps getting closer.

### E MODIFIED LADIES

EML has belonged to **Shawn Kiesel** for almost as long as the open class has belonged to her husband.

### F MODIFIED

We're on a Kiesel roll, and we'll continue that with FM. Engine troubles short-circuited **Zak Kiesel's** shot at a championship

last year, but we don't expect him to have such issues this year. Jason Hobbs, Scott Nardin, and Matt Murphy are all quick as well.

## F MODIFIED LADIES

**Michelle Quinn** hasn't been beaten in F Modified Ladies for years.

## KART MODIFIED

Daniel Wendell won KM last year, albeit with a rain assist. **Paul Russell** will be ready for rain or dry this year, and seems poised to start another streak of seven wins. KM is a deep class, though, so watch out for Tom Harrington, Larry Mcleod, and Shaun Hill.

## K MODIFIED LADIES

KML is one of the Ladies classes with a slew of entries. With Kencey Christopher off to drive the A Mod car, this should be a battle between umpteenth-time champ Suzanne Segal and **Dana Gill**. ☺



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# THE LINEUP

For those new to the National autocross scene, impound (RIGHT) will be a new concept. There, preliminary results will be made available (BELOW).

# SURVIVING INSPECTION

New to the Tire Rack Solo National Championships? Tech and impound are nothing to worry about

WORDS Philip Royle  
IMAGES Perry Bennett

Is this your first time going to the Tire Rack Solo National Championships? I'd be lying if I said there's nothing to be worried about. You're about to pit yourself against the best autocrossers in the nation. You're going to compete against multiple, multi-time SCCA National Champions. Yes, you should be nervous. But the things you shouldn't be nervous about are tech and impound. Here, let's make it easy for you.

## BIG, BAD TECHNICAL INSPECTIONS - NOT

According to Doug Gill, SCCA's Rally/Solo Competition Manager, pre-event tech at the Solo National Championships is nothing to fret over. "It's a thorough tech, but not a lot more than you'd get at a local event," explains Gill, who is also Chief of Tech at this year's National Championship event. "Now, the tech inspectors don't know you, so they may be more particular at looking at certain things."

Like any event, you're supposed to deliver your car to tech like it's ready to run - but Gill admits, many events are flexible on that. At the National Championships, the flexibility is limited. "At the Solo National Championships, it's a different animal, so people really need to have their car in tech the way it would actually run on course," he says. "That helps tech, too, because the lines can be pretty long."

Items that will be checked include the usual, battery tie downs, ball joints, brake pedals, brake fluid levels, throttle cables, carpet around the gas pedal, and the like. Your vehicle should also be wearing all the required stickers; for that, Gill suggests making a trip to tech sans car to obtain the stickers, apply the stickers in your paddock space to keep the tech line moving.

That said, waiting in the tech line is the longest part of the tech process. Once you're at the front of the line, "You're probably looking at 10 or 15 minutes to get through the actual tech portion," he explains.

Gill also offers up a couple pro tips for the



newbie: get to the event site early, but don't rush to tech. "You really need to get to the site a day early," he says. "There's just so much to take in; it's input overload. You have to check in and tech the day before you run, but finding your paddock area and finding everything else can be overwhelming."

Starting Sunday, tech for the Solo National Championships opens each day at 1 p.m., but Gill advises against rushing the line. "Don't go at 1 o'clock because that's when the line seems to be the longest," he advises. "If you wait an hour or so, the line will probably get quite a bit shorter."

It's important to note that if something occurs on your way to Nationals and you can't make tech, don't panic. "Tech the morning that you run is by appointment only, and that has to be an emergency," says Gill. "The phone number to call is in the Supplemental Regulations - and the Supps are something everyone should read through, because there is no driver's meeting."

## IMPOUND? WHAT'S THAT?

Impound is nothing to stress over. Make your runs, and when you're done, return to your grid spot - your grid spot is now impound. Simple. But what is impound, and what do you need to know? Well, says Gill, "Tech is primarily safety related; impound is for compliance.

"You'll need to open hoods and trunks on full-bodied cars," he explains, noting that cars in classes with minimum weights will be directed to the scales for weigh-in prior to impound. "Since we're primarily a protest-

oriented compliance, that's the time other competitors can look at cars. There may be some impound checks done by officials, but they're usually things like looking inside the air box and checking for carpet padding - things like that."

Plan on bringing a jack and jack stands, as some classes will be required to remove wheels, but Gill agrees that if you can rotate your tires, then you can get through impound.

Impound is the place to inquire about anything that might be incorrect with your runs - like a questionable cone call or an incorrect run time. That said, you want to wait until the results are available.

"Impound lasts approximately 30 minutes," says Gill. "In that time, timing brings the results out, and that is the time to question anything in the results, like an incorrect time or a cone penalty. If there's a concern, point it out to the impound workers - do not bother Timing and Scoring. Usually any problems get corrected pretty quickly."

You may find a cone that was called or a time that was announced shows differently on the results. That, says Gill, is because of the audit process. "Workers pick up all of the corner sheets periodically through the heat, and they have an auditor go through and look at the radio calls and the corner sheets. A lot of problems get fixed before the final results come out in impound."

Gill does note, however, that if you have a concern, ask an impound official or talk to the Chief of Impound, which is Gill. "I don't want to wait until the last possible minute, and I want to address all concerns," he says. "I also want everyone to be dismissed as early as possible."

So, don't worry about tech or impound at the Solo National Championships - between navigating the massive site, learning two challenging courses, and pitting yourself against the best drivers in the nation, there's plenty of other reasons to bite your nails. ☹





## HELMETS & TECH

The Solo Rules contain very specific helmet requirements. If you've been competing at Solo events this year, chances are your helmet meets those requirements (for most, that means an M2005 or SA2005 or newer helmet). But for the Tire Rack Solo National Championships, there's more.

"Helmets for all of the drivers need to go to tech," says Doug Gill, Chief of Tech at this year's National Championship event. "Not all of the drivers need to be there, but all of the helmets that will be used do."

Technical inspectors will check your helmet for compliance, then apply a "Solo 2017" sticker to the side of the helmet, if a sticker isn't already present. In addition, the helmet will need a barcode sticker.

"You get the barcode at registration check-in," says Gill, noting that the barcode is just your membership number, and it is scanned prior to your runs. "The barcode would be best to have on the helmet at tech, but we've never required the barcode to get through tech before." That said, Gill points out, "You won't be scored at the line if you don't have the barcode."

# ON THE DOWNLOAD

Use of data acquisition or video between your runs at the Tire Rack Solo National Championships is not only possible, it may be the key to winning | WORDS Jason Isley | MAIN IMAGE Perry Bennett

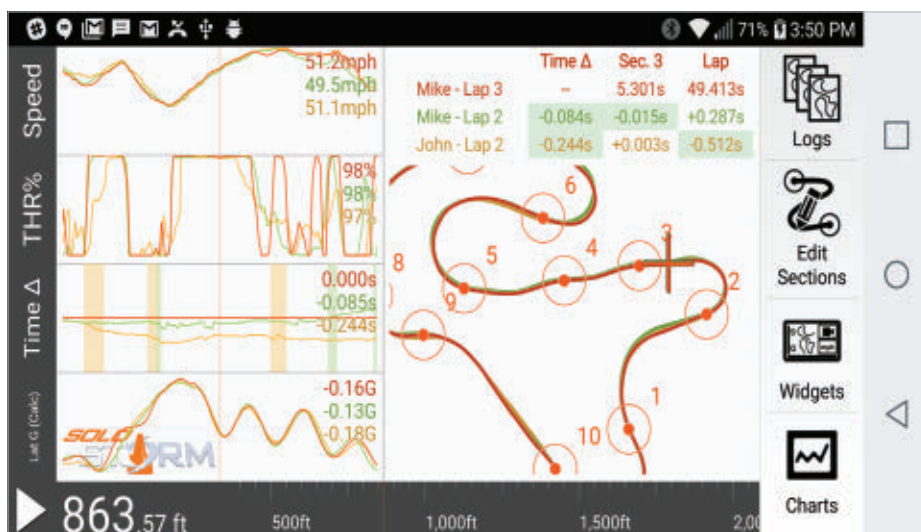
The time it takes you to read this article about using data acquisition and video between runs at the Tire Rack Solo National Championships is about the same amount of time you have at the event to put this information into action. So, let's stop wasting time and get started.

When you're chasing a National Championship title, it's all about time management. So, with those precious few minutes you have between runs in Lincoln this September, quick use of data acquisition may help you pinpoint spots where you can gain some time. "You would look at the places where you think you are really having a problem," advises multi-time Solo National Champ Guy Ankeny, acknowledging that use of data acquisition between runs requires a fast plan. "Look at speed, how many feet you actually traveled - and you can break it into sections. You can look and see in that one big sweeper if you were giving up distance - that may be where the difference in time is coming from."

Another very useful, and probably far more common, tool during your few minutes between runs is video. Seemingly everyone has some type of action cam, or a smartphone that includes video capabilities - with those devices you can easily revisit your run and see if there are any glaring mistakes.

"Everyone has their own way of reviewing the data between runs," says Michael Marich of Petrel Data Systems, maker of the popular SoloStorm data system. "We focus on driver inputs, and study line choice, speed, and throttle application since we spend most of our time adjusting those many times per second on course. We also run Wi-Fi cameras that allow low-resolution video to be quickly downloaded - usually before you return back to the grid - for review to make sure you are on the 'key' cones."

It can be a little more challenging to extrapolate useful data if you are a







#### THINK FAST

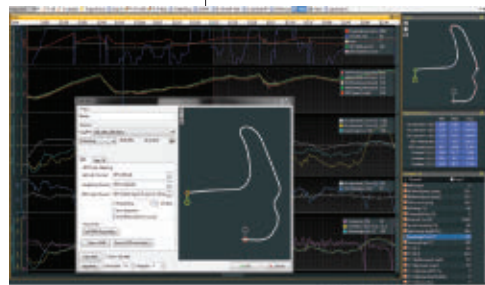
(LEFT) With limited time between autocross runs at the Solo National Championships, accessing data or video from your last run in a timely manner is essential.

#### PRE-RUN PREP

When it comes to data analysis between autocross runs, you want to avoid complexity, and be prepared. To really set yourself up for success, have your gear ready to go. Whatever device you need for data or video review should be charged and running the minute you return to grid, and you should know how to operate it all.

When it comes to using some of the more advanced data systems between autocross runs, Lawson Mollica, Marketing & PR Director at AEM Performance Electronics, says it's all about pre-event prep. "Assuming you have already built a template with all of your channels you want displayed where you want, you can communicate to the logger, download the file, and be looking at your data quickly."

If you're familiar enough with your data software, a few clicks should have you analyzing the data you need in no time at all.



#### PLAN AHEAD

(ABOVE and LEFT) Prior to the start of competition, create a plan for what data you'll be accessing.

single driver. In that case, you could try tracking down someone who has already run the course to see if they'll share data, or you may need to wait until you've taken an additional run so you have a point of comparison.

"If you have two drivers, that's where it is really helpful, because you can see three to four feet differences in a certain corner - if you have a good driver and a not as good driver, it's really good for the not as good driver to see that difference," says Ankeny. "It helps the slower guy, but the reality is everyone can benefit. Last year, Ken

Motonishi drove the Subaru BRZ we had at FRSport, and I was co-driving with him - there were sections where I was faster than Ken, but he was beating me on time. So, there were still things Ken was able to pick up, too."

Whether you use data or video between your runs at the Solo National Championships, just remember that your time on grid is limited. Learn what you can, then get ready to run again. The event is crazy enough as is, so don't allow a data video to add too much complexity to an already stressful day. 🚦

# GET AGGRESSIVE

Brian Flanagan found the Nexen tire had similar grip characteristics to R-compounds.



Perry Bennett

**BRIAN FLANAGAN**  
F STREET BMW M3

# THE RUN DOWN

After helping Nexen develop its latest street tire offering, we wanted to see how the tires fared in the wild, so we asked several top SCCA Solo competitors for their thoughts

WORDS *SportsCar* staff

In late 2016, a team of engineers from Nexen Tire and Nexen Senior Motorsports Manager Paul Jho, along with test drivers Bryan Heitkotter and Jason Isley (combined, Heitkotter and Isley hold 11 Solo National Championship titles), spent several days testing prototype tires for the company in hopes of developing a more competitive Solo-oriented product for that company - a process we documented in the February 2017 issue of *SportsCar*. Prior to that test, Nexen's offering for the SCCA Solo street tire market worked, but it was hardly among the upper echelon of tires. The goal was to build a winner.

To be fair, the tire Nexen introduced in 2016 was focused largely on drifting, but was also suitable for autocross and track day use. But with a successful drifting program in place, Nexen wanted to secure its place in Solo. In addition to that, there was another goal: "We want to offer a competitive tire that is also a good value," says Jho.

From that test in late 2016 came the company's new tire, the N FERA SUR4G, hitting the market in March of this year. With its launch came a number of top drivers testing the tire in the real world, in real SCCA Solo competition. Here's what they had to say.

For Brian Flanagan, the new season brought a new class and a new challenge, as he moved to F Street in a BMW M3. Early on, he made the choice to try the SUR4G and found that with some driver tuning, it suited him well. "Coming from the Bridgestone RE-71R, it took some driving-style adjustments for sure," says Flanagan. "The Nexens respond well to a more aggressive driving style than do the Bridgestones - you can really throw the car around as they like a good bit of slip angle, which suits my driving style in the M3 quite well.

"I find myself driving them a lot like I used to with the old Hoosier A6s, learning to trust the grip and really hammer into corners," he says. "Lots of grins from me on these - the fun factor is much higher [once I adapted to them] than it is on the RE-71s."

Since it was still very early in the development curve, there was not much call for a setup change going from one tire brand to another. "As for setup changes, we were really just starting to develop the car, so I haven't made many changes - the Nexens seemed to work well right out of the box," he says. "It is a Street class car so, of course, our setup options are limited, but max front camber and zero toe feels perfect. I'm at about -2.5-degrees of camber in the rear and roughly 3/16-inch total toe-in, and the car sticks great throughout transitions."





**BRYAN HEITKOTTER AND  
TEDDIE ALEXANDROVA**  
STREET TOURING ULTRA NISSAN 350Z

**CONSISTENCY**  
The ability to provide consistent runs over a broad temperature range was a favorable tire characteristic for Bryan Heitkotter and Teddie Alexandrova.

As part of the development team, Bryan Heitkotter was already familiar with how the Nexen tire felt on his proven championship-winning 350Z. He also didn't hesitate to utilize the SUR4G when it hit the retail market, despite the fact that the initial offering did not include the optimum size for his car.

"Since switching to the SUR4G, I've had better performances at National events in STU compared to last year," Heitkotter says. "I've mostly done ProSolos this season, and managed to win all three so far driving the 350Z, as well as running the narrower 265mm tire [the 275mm wasn't available until later]."

"The overall character of the production SUR4G felt familiar right away - like some of the better tires from the testing and development phase," he reveals, "so there was no adjustment period, just discovering nuances. The most pleasant surprise with the 'G' was finding out how quickly the tire warms up on a first run. So far, I have yet to find the upper thermal limit where they start to go off, and that includes a six-run contiguous ProSolo session [due to immediate reruns]."

"Probably my favorite characteristic about the tire is its willingness to blend lateral and longitudinal load at the limit. For me, it makes the tire more fun to drive and it helps with consistency as well. It inspires confidence at the limit. In fact, one unusual thing I've observed about these tires is that if you under-drive them, their positive feel and feedback goes away. So, if they feel vague and mushy, you're probably not at the limit."

Initially, Heitkotter made no changes to his car to accommodate the SUR4G, but notes he's discovered a few small tweaks can help. "We've made no specific setup changes to accommodate the tire - it was fast right away and, in fact, introduced a hint of extra stability over the RE-71R, which was not unwelcome for our setup anyway," he says. "As for wear, we actually corded the inside tread of our first set. That's unusual for us, so there may be optimizations we need to do as far as alignment and pressure are concerned."

This season, Teddie Alexandrova, also a Solo National Champion, has been joining Heitkotter in the Open class at events and has formed her own opinion. "I like that the SUR4G is

pretty temperature agnostic," she says. "In my experience, the SUR4Gs are a notch above the RE-71Rs in how quickly they warm up on a first run, as well as how well they tolerate heat."

"As far as consistency is concerned," she notes, "they're the best tire I've driven on. They feel almost as crisp as the RE-71Rs, but without the 'peakiness.' They also put power down better than the RE-71Rs in our particular application. The 350Z has a tendency to snap on power, and the Nexens will still let the car accelerate while recovering from a slide, which results in less time lost."

The pair have noted a slightly shorter lifespan with the SUR4G compared to other tires, which in part could be attributed to running the narrower-than-ideal size early on. "We got about 100 to 105 runs out of our first set of Nexens," says Alexandrova. "They were grippy all the way to the cords. Most of the runs were on abrasive Crows Landing concrete. We could have possibly gotten a few more runs out of them had we rotated them front to back between the two California ProSolos. In comparison, we got about 120 runs out of the RE-71Rs."



Timothy J. Naugler

## CHRIS THORPE STREET TOURING XTREME VOLKSWAGEN GOLF R

The STX Golf R of Chris Thorpe is a great stress test for the SUR4G with its all-wheel drive, high-power output, and considerable heft. Thorpe tested the new tire at the Packwood Solo Championship Tour and was pleasantly surprised. "I was impressed with how quickly they worked," says Thorpe. "The Tour format is not my favorite - my car is 600lbs heavier than my FRS and BRZ competitors. I'm also limited to -2.3 degrees of front camber. Having said that, this was the first time I've trophied at a National Tour event."

The Packwood Tour was effectively a test-and-tune for Thorpe, giving him an opportunity to learn the tire and prepare for the ProSolo the following weekend. "The first lap grip and braking are superior to the Bridgestones and the BFGoodrich," he admits, noting he likes the lateral grip that comes with the Rival 1.5 on his heavy, camber-limited car. "I like the sidewall tread overlap of the Rival due to my car's lack of negative camber," he says. To dial the Nexens in for that lateral stress, Thorpe simply ran higher pressures. "I ran the Nexens at 40psi on all four corners - any less than 40psi results in rolling onto the sidewall of the tire in the front, [which] limited rotation in the rear."

Thorpe went on to take the win at the Packwood ProSolo.

### STRESS TEST

Chris Thorpe adapted quickly to the new Nexen, picking up his first Solo Championship Tour trophy in his maiden outing on the tire as well as a ProSolo win just one week later.

Richard "Max" Hayter is another past Solo National Champion who decided to try something new for 2017, opting for a D Street Scion FR-S. Being new to the car and the tires, Hayter had limited data points - he was truly starting from scratch. "I can only compare the Nexen to the BFG I ran earlier in the year, but that was on a different car," says Hayter. "The BFG didn't like being cold. It was terrible when it was damp or not hot - it took until your third run to get grip. The Nexen seems to have a better performance envelope."

The duo discovered that the camber-challenged FR-S was a little abusive on the tires. "From the first time we ran the car, we could see that we were rolling the tires over too far," says Isley. "We ended up increasing front tire pressure from about 33psi to 39psi. Wear became better, and the added pressure also improved steering response. On the TRD-tuned 86 we used for the original tire development, I was able to run a lower pressure, but that car had stiffer springs, wider wheels, and the test tire was also wider. But once we sorted the pressures on Max's car, everything started to come together."

## RICHARD HAYTER AND JASON ISLEY D STREET SCION FR-S





**PRESSURE'S ON**

Both Deana Kelley (RIGHT) and Brian Coulson have had good results on the new tire with only minor setup changes.



David Casseboom / Catcone.com

## DEANA KELLEY AND BRIAN COULSON

### C STREET MAZDA MX-5

It's pretty much impossible to find a Solo event without Mazda's roadster in attendance, so how did the new Nexen fare there? Deana Kelley has been on

the SUR4G for a good part of the season and has had great results with minimal changes. "My initial impression of the tire was that it is quite forgiving," she

says. "They could handle a decent amount of slip angle. The only issue we've had is the width - initial turn-in is slightly vague with that wide 225mm [tire] stuffed onto a seven-inch [wide] wheel. I didn't mind the vagueness, as it's only apparent in slaloms - I adjusted my driving for the slaloms and we can add air pressure to the front as needed."

"Our setup changes going to the Nexen tires were pretty small," she admits. "We run different tire pressures and make a small bump-stop change."

Kelley was one of the few people we found who has run the SUR4G in wet conditions, and she had great things to say about the experience. "They were very confidence inspiring in rainy conditions at the Mineral Wells ProSolo," she says. "I don't think I've ever felt more comfortable in wet and drying conditions."

For Brian Coulson, his first big event on the SUR4G was the Packwood Solo Championship Tour, and he is quickly adapting. "I'm making progress," Coulson admits. "They run wider than the Rival and RE-71R, so I'm running 2 to 4psi higher to account for the extra pinch. They feel sharper to me when they're cooler, and they don't need much heat to be fast. The initial bite isn't as sharp, but they set and grip very well. I feel like they allow me to be more aggressive without penalizing me for it - in fact, they reward it."

After his reconnaissance runs at the Packwood Tour Coulson would go on to win the Packwood ProSolo. 🟡



Jason Kiley

**FINE TUNING**

Even though a TRD edition Toyota 86 was utilized as one of the development cars for the N Fera SUR4G, the car proved to be a very different animal than a D Street Scion FR-S, requiring increased tire pressures.

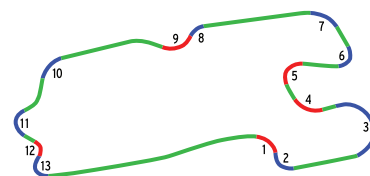


## BURNING RUBBER

New tires woke the project Camaro up, although the data doesn't truly reveal the full extent.

# PROJECT CAMARO

**PART 3:** SCCA's Mobil 1 project car *finally* stops torturing its stock tires, moving to much better rubber | **WORDS** Eric Prill | **IMAGE** Jon Krolewicz



In July's issue, I wrote about taking the Mobil 1/SCCA Chevy Camaro through its paces at Heartland Park Topeka's April Track Night in America Driven by Tire Rack. Back then the car was bone stock outside of its factory upgrade brake kit, 500-treadwear all-season tires and all. I closed that piece by wishing on the tire gods to bring us some new, more track-suitable rubber. The tire gods, also known as Tire Rack, delivered.

Our Camaro came with 20-inch wheels, so we didn't have a lot of options for a 200-treadwear tire. After talking to Tire Rack's staff, we came

away with a 19-inch package that included OZ Racing wheels and 275/35-19 Bridgestone RE-71R tires, which met the car in Blytheville in May. Upon its return home six weeks later, the car was ready for its second Mobil 1 oil change, and its second set of Bridgestones. With 13,500 miles, fresh tires, and a clean bill of health, we were ready for our second TNiA.

My comments after April were that the car lacked overall grip, but was neutral. With the new wheels and tires, the Camaro remained neutral, but grip level and confidence increased substantially.

Both Track Nights were sunny, but our April experience had a 70-degree F high, while the June event was 20-degrees warmer - this robbed our turbo of power. In fact, we were 4mph down on the front straight.

I know Track Night is not about lap times, but as this is a project car, we put an AiM Solo data box in the car to measure the difference, rather than just relying on feel.

The result was an improvement of 4.7sec, even with the warmer ambient temperature. Lateral loads increased by an average of 0.25g, although the difference under braking was negligible.

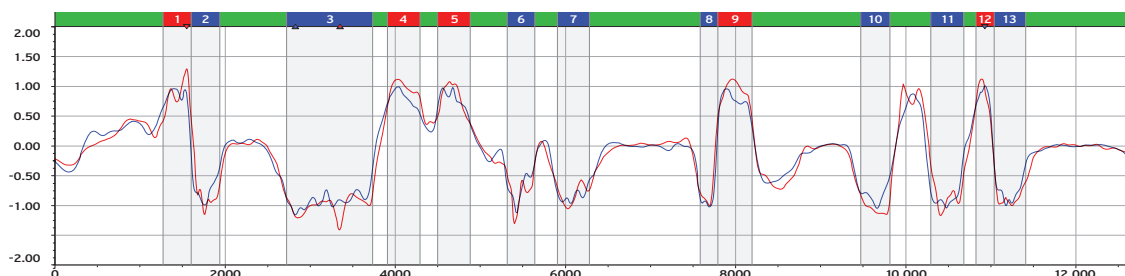
Perhaps you'd see a greater difference on a non-ABS car.

Did I have fun in April on stock tires? Yes. Did I have more fun in June on track wheels and tires? Yes! But the wheel and tire package only made sense because I was ready to use them. The stock tires were my limiting factor, not my comfort or experience level. Not everyone needs new wheels and tires. But when you're ready, they make a significant difference.

If I were to pick the next step on improving the Mobil 1/SCCA Camaro, I'd look at stiffening the chassis to quicken the response and work the tires even more. 🚗

## THE NUMBERS

Data showed that while the new tires (red line) were faster, ambient heat caused lost power, resulting in a slower top speed.





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**THE DOUBLE**

(RIGHT) Ken Kannard was the class of the F Production field, sporting dominant, back-to-back wins at the Sprints.

# THE SPRINTS

Chicago Region's June Sprints hit the track for the 62nd time, bringing with it racing for the ages

WORDS Tom Schultz | IMAGES Mark Weber

On June 16-18, 2017, more than 350 cars gathered at America's National Park of Speed, Road America, for the 62nd running of the Chicago Region June Sprints. But while the event and the track are historic, this year really raised the bar. On hand were several new, giant live-action screens, and the inside of the course from the Kink all the way to Turn 13 is now paved, opening up great new viewing vistas for spectators. On top of that was the new Clif Tufte conference center and three new restrooms with shower facilities, all ready to go.

As an SCCA U.S. Majors Tour, there was a full slate of shorter sprint races on Saturday, followed by Sunday's extended races. Eight races were run each day, giving the fans on the hillside - with a bratwurst in one hand and a beer in the other - a full measure of viewing pleasure.

Both Spec Miata races were closely fought. On Saturday, Chris Haldeman and Jim Drago broke free of the pack of 57 cars to battle each other. They were aided by the early departure of Voytek Burdzy with crash damage. Haldeman led until halfway through the final lap, when Drago made a pass for the

win. Sunday's longer go, saw Burdzy, Haldeman and Drago again break in front, but soon they were joined by Michael Carter, Daniel Bender and Todd Buraz, and then the fun was on. This group was in constant change, with Carter, Drago, Burdzy and Haldeman all getting a turn up front. On the final lap, Bender and Burdzy crossed the stripe side by side - it took a few minutes before it was determined that Bender won by an eyelash.



**FASTEST OF THE FAST**

Jonathan Start (ABOVE) collected a pair of GT2 wins. Meanwhile, Gary Gibson (RIGHT) took the P1 win during Sunday's race.







"That was just nuts," Bender said after the race. On the last lap I was able to pick up the draft from Drago which gave me a little help."

In FF, Robert Megennis won on Sunday after a long battle with Tim Kautz. Megennis had

run up front on Saturday before going off course and watching Andrew Bujdoso take the win. However, on Sunday he led most of the way - his initial competition being his teammate, Matthew Cowley. Kautz had a slow start, but moved his way up

the field taking the lead on lap eight. Megennis was not through, though, and retook the lead to win over Kautz. "That was super intense," Megennis exclaimed. Indeed it was.

Wiley Clinton McMahon took F500 with Calvin Stewart

second. McMahon was fast both days, and while he ran into trouble on Saturday, with Steven Jondal taking the win, he was well ahead of Stewart for the Sunday win. Stewart had voluntarily skipped Saturday's activities, but was a presence all



**"I saw it coming so I played it smart and dropped back to fourth and waited for an error"**  
**BRIAN SCHOFIELD**

race long on Sunday. Only four Formula Vees showed, with Ron Whitson winning both days.

The Spec Racer Ford events were, if anything, even more intense. Seventy-two SRFs fought it out in a race that saw everything, including a red flag. The lead was in constant change both days, with many getting a crack at it. Saturday's race came down to the final lap when John Black led into Turn 14 with Scott Rettich a tick behind. Rettich chose to make an inside pass. This caused Black to drift a bit wide, while Rettich lost some time with a tight radius. Brian Schofield and Bobby Sak both leapt at the opportunity, with Sak just nipping Schofield at the checker, with Black and Rettich following.

Sunday was a repeat with the same gladiators mixing it up. Once again it came down to the final corners. Schofield and Sak traded the lead for most of the race with Rettich and Black constantly sticking their noses in. Turn 12 on the final lap saw Rettich and Sak in front. Sak made a move but clipped Rettich, sending both off course; Black moved into first, but Schofield got the jump out of the final turn, drafted Black up the hill, and took the checker.

Schofield was ready for that final lap. "There was a lot of contact," he said. "I saw it coming so I played it smart and dropped back to fourth and waited for an error on the last lap. Sure enough, it happened!"

The EP, FP, HP, GTL event gave the fans a breather after the fury of the Spec Racer go. Joe Moser easily won EP and overall both days, as did Ken Kennard in FP; Greg Gauper won in HP, and Steve Sargis took GTL. Gauper had a tighter race than



## THE PACK

(TOP) The SRF3/SRF group boasted 73 entries, with Bobby Sak (19) taking the SRF3 win on Saturday and Brian Schofield (61) claiming the SRF3 checker on Sunday. (ABOVE) In P2, Jake Thielmann (55) took the double win. (LEFT) Keith Grant finished first in FA on Saturday and second on Sunday.

the others, however, having to overcome the Scirocco of Jeffrey Parnell and the Golf of Christopher Schaafsma.

"I got a bad start," Gauper admitted. "But I was able to reel Parnell and Schaafsma in. They

came together, which let me through, and then there was nobody around me. Sunday was definitely harder than Saturday."

Jake Thielmann was easily the class of the P2, FE, and FC field, taking overall and P2 both days.



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### THE BATTLES

(RIGHT) Joe Moser showed tremendous speed at the Sprints, claiming a pair of EP wins. (BELOW) Spec Miata was a tightly contested 61-car field, with Daniel Bender (11) coming out on top on Sunday. (BOTTOM) Formula F battles were intense, but Robert Megennis (82) scored the Sunday win.



Tim Day Jr. trailed in both races. Elliott Finlayson took FE over Dean Opperman, the reverse of Saturday's finish. Robert Allaer, who easily won FC on Saturday, also had Sunday in hand until his car coasted to a halt on lap 11 of 13. That let Robert Armington take the win, somewhat to his surprise. "This is better than expected," said Armington. "I expected to be on the podium, but certainly not on the top step."

The T2, T3, T4, STL, STU, and B-Spec races featured a battle between Aaron Kaplan and John Katchadurian. Kaplan had Katchadurian all over him, and he just couldn't get past. As is usual in this type of situation, Kaplan was faster on half the track, Katchadurian on the other, somewhat canceling each other out. Katchadurian took the Saturday win, trailed by the Corvette of Bill Collins.

The P1 events did not go as most would have predicted.

Sunday's race started with Jason Miller jumping into an immediate lead. Miller's six-cylinder, two-stroke car was fast both days and had Saturday's race well and truly won before a waterline broke, ending his day. Redemption appeared to be at hand on Sunday, but with three laps left, Miller pulled off course with a punctured tire. Timothy Day ran second the first part of the race with Brian French close behind. However, French's run was short lived, as he pitted after a handful of laps.

James French had swept last year's June Sprints, but was a non-starter this year with a blown engine. James Devenport was also a non-starter as his car developed troubles during Saturday's run to third. This put Day, who had won on Saturday, into the lead with Gary Gibson and David Locke following. Two laps from the finish, Gibson made his pass on Day to take



the lead and the win. Locke followed in third.

Formula Atlantic, which started only five cars at last autumn's National Championship Runoffs, appears to be bouncing back, as 18 cars took to the track at the Sprints. On Saturday, it was the perennial Atlantic threat Keith Grant who had matters handily under control. Grant led the entire distance, easily controlling the gap. Behind him was an

interesting story. Mirl Swan, whose prep shop has turned out several FA National Champions, was present, but his Swift 014.a was without a driver, so Swan pulled out his old helmet and driving suit and saddled up. In the race, Swan kept Grant in sight and finished in a good second place. The remarkable part is that this was the first race for Swan since he won the Runoffs in 2009, a full seven and a half years ago.





On Sunday, the feature event played out a bit differently. Matt Miller took the lead at the start with Keith Grant, Mirl Swan, and Sedat Yelkin, trailing. Dudley Fleck and Spencer Brockman were within hailing distance. Grant did not seem to have quite the speed he showed the day before, and he was unable to make a move on Miller. Meanwhile, Swan and Brockman encountered difficulties and retired to the pits. Yelkin then began to move, taking third place when Swan retired, and then moving up to challenge Grant and Miller. He dispatched both with unexpected ease to take over the lead. He held this to the finish, leading Grant and Miller across the line.

The final race group of the weekend was the GT1, GT2, GT3, T1, and AS race. The same three cars ran in the top three both days, but the order was different from Saturday to Sunday. Ron

*"I expected to be on the podium, but certainly not on the top step"*  
**ROBERT ARMINGTON**

Malec had finished second behind Dave Ruehlow on Saturday, but on Sunday had things go his way, leading the distance to take the win over Ruehlow. Rick Dittman took third both days. In GT2, Jonathon Start won both races in a Dodge Viper, with Andy McDermid coasting to both AS checkers.

So, another June Sprints enters the history books, with tight racing, good weather, an entry total significantly increased over the previous year and, as usual, great bratwurst to savor as the racing season rolls on toward Indianapolis and the Runoffs this fall. 🍷

## HOOSIER RACING TIRE SUPER TOUR

ROAD AMERICA | Elkhart Lake, Wis. | June 16-18, 2017

### SATURDAY

**GT1:** (8 starters) 1. Dave Ruehlow (Chevrolet) 2:10.484; 2. Ron Malec (Ford); 3. Rick Dittman (Chevrolet); **GT2:** (7 starters) 1. Jonathan Start (Dodge) 2:18.439; 2. Alan Kossof (Porsche); 3. Chad Gilsinger (Acura); **GT3:** (1 starter) 1. George Cichon (Mazda) 2:36.719; **GTL:** (4 starters) 1. Steve Sargis (Triumph) 2:35.543; 2. Christopher Bovis (Honda); 3. Isaac Preston (Toyota);

**AS:** (5 starters) 1. Andrew McDermid (Ford) 2:28.906; 2. Matt Jensen (Chevrolet); 3. Scott Sanda (Cadillac); **EP:** (12 starters) 1. Joe Moser (Honda) 2:30.702; 2. Jon Brakke (Mazda); 3. Lance Loughman (Datsun); **FP:** (15 starters) 1. Ken Kannard (Mazda) 2:35.923; 2. Bill Hingston (Mazda); 3. Paul F. Jensen (Mazda); **HP:** (7 starters) 1. Greg Gauper (Honda) 2:46.091; 2. Jeffrey Parnell (Volkswagen); 3. Christopher Schaafsma (Volkswagen);

**T1:** (1 starter) 1. Max Felder (BMW) 2:2.012; **T2:** (9 starters) 1. John Kachadurian (Porsche) 2:28.591; 2. Bill Collins (Chevrolet); 3. Hans Peter (BMW); **T3:** (6 starters) 1. Cameron Evans (BMW) 2:35.755; 2. Ali Salih (BMW); 3. Joseph Boden (Mazda); **T4:** (9 starters) 1. James Ebben (Mazda) 2:44.063; 2. Jeff Jensen (Acura); 3. Thomas Bernacki (Mazda); **SM:** (61 starters) 1. Jim Drago 2:45.423; 2. Chris Haldeman; 3. Craig Berry; **STU:** (1 starter) 1. Clint Billimack (BMW) 2:42.392;

**STL:** (18 starters) 1. Eric Kutil (Honda) 2:35.628; 2. Myles Gilsinger (Honda); 3. Rich Walke (Mazda); **BS:** (11 starters) 1. David Daughtery (Mini) 2:55.349; 2. John Phillips (Honda); 3. Joseph Gersch (Toyota);

**SRF3:** (59 starters) 1. Bobby Sak 2:32.339; 2. Brian Schofield; 3. John Black; **SRF:** (14 starters) 1. Max Koff 2:39.572; 2. Owen Coon; 3. Bernard Grogan; **PI:** (9 starters) 1. Tim Day Jr. (Stohr) 2:07.014; 2. Jim Devenport (Norma); 3. Todd Slusher (Elan); **P2:** (9 starters) 1. Jake Thielmann (Stohr) 2:10.330; 2. Tim Day Jr. (Stohr); 3. Mike Reupert (Nostendo);

**FA:** (14 starters) 1. Keith Grant (Swift) 2:05.839; 2. Mirl Swan (Swift); 3. Matt Miller (Swift); **FC:** (8 starters) 1. Robert Allaer (Van Diemen) 2:16.000; 2. Brian Tomasi (Van Diemen); 3. Jim Victor (Van Diemen); **FE:** (18 starters) 1. Dean Oppermann 2:23.205; 2. Elliot Finlayson; 3. Rhett Barkau; **FF:** (13 starters) 1. Andrew Bujdoso (Mygal) 2:26.838; 2. David Livingston Jr. (Spectrum); 3. Cliff Johnson (Piper); **FM:** (no entrants); **FV:** (4 starters) 1. Ron Whitson (Protoform) 2:47.723; 2. William Styczynski (Vortech); 3. Mark Richardson (Mysterian); **F5:** (12 starters) 1. Sven de Vries (Maverick) 2:26.326; 2. Barry Luterek (Novakar); 3. Darrel Greening (Red Devil).

### SUNDAY

**GT1:** (7 starters) 1. Ron Malec (Ford) 2:08.709; 2. Dave Ruehlow (Chevrolet); 3. Rick Dittman (Chevrolet); **GT2:** (7 starters) 1. Jonathan Start (Dodge) 2:18.322; 2. Alan Kossof (Porsche); 3. Tim Kezman (Porsche); **GT3:** (no starters); **GTL:** (4 starters) 1. Steve Sargis (Triumph) 2:33.316; 2. Isaac Preston (Toyota); 3. Bill Meyer (Mazda);

**AS:** (4 starters) 1. Andrew McDermid (Ford) 2:32.084; 2. Scott Sanda (Cadillac); 3. Matt Jensen (Chevrolet); **EP:** (10 starters) 1. Joe Moser (Honda) 2:31.323; 2. Brenton Williams (Mazda); 3. Jon Brakke (Mazda); **FP:** (15 starters) 1. Ken Kannard (Mazda) 2:36.006; 2. Bill Hingston (Mazda); 3. Paul F. Jensen (Mazda); **HP:** (7 starters) 1. Greg Gauper (Honda) 2:45.085; 2. Jeffrey Parnell (Volkswagen); 3. Christopher Schaafsma (Volkswagen);

**T1:** (2 starters) 1. Mark Boden (BMW) 2:25.413; 2. Max Felder (BMW); **T2:** (9 starters) 1. Aaron Kaplan (BMW) 2:28.604; 2. John Kachadurian (Porsche); 3. Bill Collins (Chevrolet); **T3:** (4 starters) 1. Cameron Evans (BMW) 2:34.974; 2. Ali Salih (BMW); 3. Joseph Boden (Mazda); **T4:** (8 starters) 1. James Ebben (Mazda) 2:42.809; 2. Thomas Bernacki (Mazda); 3. Jeff Jensen (Acura); **SM:** (61 starters) 1. Daniel Bender 2:44.044; 2. Voytek Burdzy; 3. Jim Drago; **STU:** (1 starter) 1. Clint Billimack (BMW) 2:40.923; **STL:** (15 starters) 1. Eric Kutil (Honda) 2:34.487; 2. Myles Gilsinger (Honda); 3. Brian Laughlin (Mazda); **BS:** (10 starters) 1. John Phillips (Honda) 2:55.172; 2. David Daughtery (Mini); 3. Joseph Gersch (Toyota);

**SRF3:** (59 starters) 1. Brian Schofield 2:32.716; 2. John Black; 3. Robeson Clay Russell; **SRF:** (13 starters) 1. Max Koff 2:39.611; 2. Owen Coon; 3. Thomas A Panaggio; **PI:** (9 starters) 1. Gary Gibson (Elan) 2:06.082; 2. Tim Day Jr. (Stohr); 3. David Locke (Stohr); **P2:** (9 starters) 1. Jake Thielmann (Stohr) 2:11.245; 2. Tim Day Jr. (Stohr); 3. John Patrick Witherspoon (Beasley);

**FA:** (13 starters) 1. Sedat Yelkin (Swift) 2:04.152; 2. Keith Grant (Swift); 3. Matt Miller (Swift); **FC:** (8 starters) 1. Robert Armington (Van Diemen) 2:17.515; 2. Jim Victor (Van Diemen); 3. Devin Lesueur (Van Diemen); **FE:** (17 starters) 1. Elliot Finlayson 2:22.660; 2. Dean Oppermann; 3. Rhett Barkau; **FF:** (13 starters) 1. Robert Megennis (Mygale) 2:25.545; 2. Tim Kautz (Piper); 3. Jeffrey Bujdoso (Mygal); **FM:** (no entrants); **FV:** (4 starters) 1. Ron Whitson (Protoform) 2:46.266; 2. Mark Richardson (Mysterian); 3. William Styczynski (Vortech); **F5:** (14 starters) 1. Wiley Clinton McMahon (Scorpion) 2:21.819; 2. Calvin Stewart (Novakar); 3. Barry Luterek (Novakar).

# BRING IT ON

Tackling three tracks in three states with a combined 10 races, June was a month of determination and exhaustion for Trans Am Series racers and teams | WORDS Clark Trexler & Philip Royle | MAIN IMAGE John Wilmoth



The Trans Am Series' June schedule was packed with incredible racing action that could only be described as exhausting for all involved. From the June 2-4 weekend at the Chevrolet Detroit Grand Prix to June 15-18 at Indianapolis Motor Speedway to June 30-July 2 at Brainerd International Raceway, Trans Am racers and their teams had no time to relax during this

intense barrage of races. But through it all, racers faced the challenge with fearless devotion, and some came out on top.

Case in point, Ernie Francis Jr. started on the pole and led every lap of the 3-Dimensional Services Motor City 100 as the Trans Am Series presented by Pirelli's TA class took to the Belle Isle circuit at the Chevrolet Detroit Grand Prix. The victory, Francis' third

consecutive of the season, came in dominating fashion, with Vinnie Allegretta providing the only real threat to Francis' position. Francis even set a new track record, a 1:32.612 around the 2.35-mile street course.

"The car, the crew, everything is going great," Francis said after the race. "We knew Vinnie was going to be fast on the start - with the new start procedure without

the acceleration cones, I knew there was a chance he might get past us on the first couple turns. I wanted to make sure we had a good start to the race; then try to ease our way into a lead and then put our head down and keep turning consistent laps."

Francis, who transitioned to the TA class this season after a trio of championships in the TA4 class, consistently improved over the





course of the weekend, coming into his own around a street course. "I had to get used to how wide the car was and just how stiff the chassis was on the Grand Prix course," Francis noted. "It's a big difference from the production Camaros and Mustangs I've run here before. Once we got settled down and made the adjustments, the car was just on rails from start to end."

Francis' winning streak then stretched to four in a row at the June 15-18 rounds at Indianapolis Motor Speedway. There, Francis capitalized on the moment, capturing the TA class win in the first appearance by the Trans Am Series presented by Pirelli on the hallowed Indiana track.

Unfortunately, Francis' win streak would end there when a

### TRIPLE SHOT

The month of June was a busy one for the SCCA Pro Racing Trans Am Series, with three race weekends run in short order. (LEFT) Ernie Francis Jr. went back-to-back, winning TA at the Detroit Grand Prix and at Indianapolis Motor Speedway. (BELOW) In only his second TA class start, Cameron Lawrence tasted victory at Brainerd.

Chris Clark



stuck throttle during the Brainerd round caused him to spin, ultimately causing him to finish in third. During that race, however, another relative newcomer to the TA class, Cameron Lawrence, secured his first TA win. Lawrence, a two-time TA2 champion and winner of 20 Trans Am races, captured the win in only his second TA class appearance, his first having been cut short due to a mechanical failure at Indianapolis Motor Speedway as the green flag flew.

"It was a weekend of threes, but this one was definitely a first for me in the TA class," Lawrence said of a weekend that involved him racing in TA, TA2, and an SCCA Club race. "I'm definitely worn out and exhausted and looking forward to getting home and getting some sleep - but

what more can you ask for?"

In addition to TA class racing, Detroit also saw the TA2 class do battle, while the Indy and Brainerd weekends ran a bursting schedule with TA2, TA3, and TA4 competition as well. Complete results for those events can be found at [www.gotransam.com](http://www.gotransam.com).

On a sad note, the Brainerd round ended under unfortunate circumstances when Trans Am series racer Mel Shaw passed away during GT2 competition in an SCCA support Club race taking place that weekend. "Mel Shaw was a constant presence in Trans Am for over half a decade," says John Clagett, President of The Trans Am Race Company. "He loved racing and was always eager to compete and share that love with others." 📍

### RESULTS (PODIUM FINISHERS)

#### CHEVROLET DETROIT GRAND PRIX | Detroit, Mich. | June 2-4, 2017

**TA:** Ernie Francis Jr.; Vincent Allegretta; Simon Gregg; **TA2:** Gar Robinson; Rafa Matos; Tony Buffomante

#### INDIANAPOLIS MOTOR SPEEDWAY | Indianapolis, Ind. | June 15-18, 2017

**TA:** Ernie Francis Jr.; David Pintaric; Vincent Allegretta; **TA2:** Gar Robinson; Dillon Mchavern; Shane Lewis; **TA3:** Mark Boden; Tom Herb; Conor Flynn; **TA4:** Andrew Entwistle; Chris Outzen; Guy Dreier

#### BRainerd INT'L RACEWAY | Brainerd, Minn. | June 30-July 2, 2017

**TA:** Cameron Lawrence; Vincent Allegretta; Ernie Francis Jr.; **TA2:** Tony Buffomante; Gar Robinson; Shane Lewis; **TA3:** Tim Kezman; Mark Boden; Tom Herb; **TA4:** J.R. Pesek; James Pesek



Dennis Wood



# CONTACT

Car-to-car racing contact is a touchy subject – what's your opinion?

**WORDS** Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Jay Bonvouloir

The July *Fastrack* had a "What Do You Think" about car-to-car contact. And so that we're all up to speed for the sake of this article, here's what it says: *The Club Racing Board has received quite a few letters over the past years expressing concern over the many incidents of car-to-car contact at our Club Racing events. The topic is also a common item on the many racing forums. The Club Racing Board is seeking comments on requiring mandatory impounding of any cars involved in car-to-car contact. Should the driver and car be required to report to impound immediately after the session is over? If so, Stewards will investigate the contact and, if necessary, take action against the offending party. This would also be an opportunity for the parties involved in the contact to discuss it in a neutral environment.*

*"Having the cars and drivers report to impound could speed up the review process. It would also serve to retain the evidence of the contact (damaged cars) for review by the Stewards of the Meeting if the incident is referred to them for action.*

*"Many Regions have already adopted this procedure by identifying it in their event Supplemental Regulations. The CRB's desire is to receive member input concerning this issue and to make it consistent throughout Club Racing, if that is what the racers want.*

There are measures in the GCR to deal with car-to-car contact. Specifically, Section 8.3: Protest Procedures. This section covers all types of protest, including a driver's on-track behavior. Protests for driver behavior must be filed within 30 minutes after the end of the session. It seems, however, that many drivers are reluctant to file protests, and some Stewards have been known to dissuade drivers from filing protests.

The mazdaracers.com website, primarily a Spec Miata forum, has a lively discussion about the issue. Contact is a big deal in Spec Miata as their fields are large and their racing is extremely close and intense. In fact, car-to-car contact happens enough in the class that they brought the issue to the CRB. When discussing frequent contact, I quote

Sean Hedrick, President of MiataCage.com, from the Spec Miata forum:

*"If SCCA would get into the current technology age, we could and should solve a whole bunch of this with electronic logbooks. It takes some of the subjectivity out of the equation. If Driver A is involved in contact far more than other drivers but swears it's not his [or] her fault (and maybe it isn't), it at least gives a data point and points at [a] poor decision making process. Quit putting the car in a place that results in contact. Turn it into a teachable moment. Or maybe it is the driver's fault and [he or she] continues to hit people weekend after weekend.*

*"Having real-world data from different events and Stewards makes it impossible for a repeat offender to cry about it never happening before and how clean a driver he [or] she is. A Steward, with no knowledge of the particular driver, can be educated with facts about his [or] her driving experience.*

*"I am one who currently supports the protest process and think it works some of the time. As others have mentioned, all too*



often protests are deemed 'racing incidents' and nothing ever comes of it. Last time I checked, racecars don't crash into each other on pre-grid, so something (driver induced) is happening on-track that is causing contact. Those are not racing incidents and they deserve some sort of penalty, from mild to Drissi.

"The contact-impound thing is good but, in my opinion, this problem doesn't get completely solved until we move into the electronic age and proactively start working to prevent contact before it happens. Stewards could call out drivers prior to the first on-track session, reminding them that they are in a position with enough points that any contact during this event could result in suspension of [their] license, or whatever the mother ship deems is the appropriate penalties for accumulated points in a given time."

It should be pointed out once more that these are Hedrick's opinions. And



### THE INEVITABLE

If you race enough, contact will happen. Whether it's a simple racing incident or not, is this something the Club should track better.

before we have digital logbooks (which are being discussed by the CRB) we might consider requiring physical logbook notations, so that multiple car-to-car incidents on a single driver are documented.

If we do pass a contact-impound, the next big hurdle will be publishing acceptable guidelines (specifically guidelines, not mandatory actions) on what is "contact".

The points for discussion here are: (1) side-by-side contact, incidental tire donut, rub rail (SRF) damage, bent fender, both drivers continue and no other competitors impacted, and drivers are OK and understand in impound, then it's a no harm, no foul racing incident; and (2), one or both drivers can't continue, others are caught up in that incident, etc., then it's potentially more than a racing incident and points should be assigned to one, or maybe both, drivers.

We would like to hear your comments at [www.crbcca.com](http://www.crbcca.com). 📍

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**SPRING AHEAD**

This year's Spring Nationals saw Mark McKnight (LEFT) take the Super Challenge win at the ProSolo, while Julie Heaton (BELOW) claimed Ladies Challenge honors.



# THROUGH ADVERSITY

Spring Nationals and the Mineral Wells ProSolo proved exciting in many, many ways | **WORDS** Paul Brown | **IMAGES** David Cosseboom / GotCone.com

We don't do a lot of Solo event reports in *SportsCar* these days, but the 2017 Tire Rack Spring Nationals deserves some special attention. You see, after a few years of entry levels tapering off, this year's event - which took place May 25-29 in Lincoln, Neb. - saw record entries in both the ProSolo and Championship Tour. So, how did everything go?

Initially, there was a hiccup - although not one that couldn't be worked around. A return to MotorsportReg.com for registration simplified a lot of competitors' lives but, for some reason, weekend memberships and ProSolo bundle entries were not included in entry lists and therefore not included in the entry cap calculations. The simple solution was to just accept all the entries - recent efficiencies in event operations made that a viable option.

Friday morning's ProSolo runs saw ideal conditions, with the temperature being moderately warm and dry. The afternoon got a little warm for tires and low power engines, so improvements drivers made were mostly due to the simple and predictable benefits of having more looks at the courses. Saturday morning, however, was a different story. Heavy rain coming down and predicted to continue for much of the morning gave event officials a choice: continue class competition runs in a situation where there's no chance for standings to change (yet course workers are stuck in miserable conditions), or simply call it an event. It

was an easy call to make, and those looking to test in the wet could utilize the practice course. The rest decided to meet at 10:30 a.m., draw for the Bonus Challenge (with an unusual caveat of "if conditions allow"), and grid up for the Ladies and Super Challenges. And so it was.

Rain quit falling well before that meeting, the Ladies Challenge was run in wet conditions - with the now-familiar rivers on the Left and a hastily drying Right Course. The Super Challenge started with a dry Right and just a bit of damp on the Left so, other than the omnipresent weeper at the first turn on the Left, competition finished on dry courses.

The Championship Tour ran first on a new course designed by John Hunter. The course was set up on the east side, and was every bit a Solo National Championship style course. Worries about an uneven seam caused a late-course modification on Saturday evening that didn't involve a change in the proper line.

Monday's course featured a pair of 110-foot slaloms. In a car with a dead pedal on the right - those are straights - and, at the same time, opportunities to set up for the following course elements. A highly technical set of three offsets at the finish gave plenty of drivers more challenge than they were ready for.

Happenings at the Mineral Wells ProSolo the following weekend deserve a mention, too. Big, fast courses are the norm at the site despite encroachment by the expanding business park,

and the hot weather in early June was pretty much a given. Epic downpours are something new for the event, however. Fortunately, that didn't materialize until Sunday afternoon.

Without the half-hour fog delay to start the day, timing of the rain might have simply cancelled the Champagne celebration, but it didn't work out that way. Exactly halfway through the first round of the Super Challenge, the event got absolutely dumped on, suspending competition.

We've got rules that tell us what to do if we can run a Challenge; we have rules for what to do if conditions do not allow the Challenge to run; we're a bit short on rules for what to do if we can only run partway through a Challenge.

ProSolo does have rules that say rules can be made up when needed, but as it turns out, that wasn't needed, as the storm was intense but brief. Blue skies returned in time to run the rest of the Super Challenge, though it should be pointed out that blue skies do not equate to dry conditions on course. Dennis Sparks' D Street Subaru made his win almost inevitable, so long as he didn't make major mistakes - and his run through the Challenge bracket was textbook perfect.

If we learned one thing from the Spring Nationals and Mineral Wells ProSolos it's that, despite more than 30 years of competition, we aren't running out of new complications. As always, those problems get solved. 🍷





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**TRIAL RUN?**  
(LEFT) The 2018 USRRC will be hosted in Columbia, Ill., by St. Louis Region. (BELOW) MG Club of St. Louis Treasurer Bruce Hamper (right) and navigator Lee Fox during the Tulips by Night rally with their 1959 Austin-Healey Bugeye Sprite.

# A LITTLE REBUILDING

Tulips by Night proved to be a St. Louis Region preview of what's to come at the 2018 USRRC | **WORDS** Rick Beattie | **IMAGES** James H. Heine

Although planning ahead is usually a good thing, rallyists heading to Alaska for the 2017 USRRC should save reading this column for their trip home, as that would be the time to start considering St. Louis Region's 2018 USRRC event. This past summer, the Region assembled its provisional schedule, settled into hospitality arrangements, and continued gearing up by staging a few Regional rallies.

St. Louis Region rally chairman Ron Ferris, along with Jim Heine, will head up the committee. The event will be headquartered in Columbia, Ill., beginning Thursday, Oct. 4, 2018, and continuing through Sunday, Oct. 8. Thursday afternoon's registration and hospitality will be followed by the Tulips by Night Divisional Touring Rally.

Friday and Saturday will bring two National RoadRallies. The Kaskaskia Time Trials Course Rally is Friday followed the next day by the Le Petit Rallye du Rocher Touring Rally. A Sunday morning Divisional, the Le Nouveau Monopoly GTA, will end the competition in time for the awards luncheon starting about noon.

In addition to the standard E, L, and S classes, the committee hopes to add Rookie and Historic Classes.

Columbia, Ill., is about 15 miles southwest of St. Louis and 33 miles from Lambert International Airport in St. Louis. Headquarters

will be at the Hampton Inn on Admiral Trost Drive. The \$98 per night rate includes access to the swimming pool, meetings room, and the complimentary hot breakfast. Heine notes, "The hotel's management, like the City of Columbia's tourism office, says it is committed to helping us produce a successful event."

St. Louis Region is rebuilding a rally program that not so long ago hosted a few USRRCs and included the 100 Acre Wood as one of its own. As part of that rebuilding, and in preparation for the 2018 USRRC, the Region staged Tulips by Night I & II on June 9 and 10 this year.

Night rallies have become a tough sell. It seems that not so far back every rally club had at least one, and many SCCA historic rally photos were taken at night. There are still a few, with Detroit Region running most of its events at least partially at night.

According to Heine, that June weekend saw "wonderful early summer nights to be driving country roads and enjoying the experience." Maybe waiting for biorhythms to readjust for a day or two after is remembered more than moonlight and starry skies.

The weekend was free of Region races, Solos, and RallyCrosses, but the Cardinals were playing at home and the centenary celebration that weekend at Scott Air Force Base, a major southern Illinois employer, was another draw.



The Region admits to needing a "more effective Region-wide social media presence," says Heine, noting that the rally community in that area isn't what it once was. Consequently, rally attendance was disappointing with just six teams participating in the two events. The Region did take advantage of the event to assemble a committee and gain some additional organizing experience.

St. Louis Region's RE Peter Zekert, event registrar Grace vonHatten, 100 Acre Wood veteran organizer Tom vanHatten, St. Louis Region rally chairman Ron Ferris, and longtime rally workers Bill Aszman, Carol Wilke, Rose vanHatten, Eileen vanHatten, and "Fiat X1/9 pilot" Kent Kopplin all helped with the two rallies.

In addition to the great group of workers, many teams expressed their enjoyment of the events - including a first-time team ready for more, which was a positive for Heine. In addition, SCCA GT1 racer Mike Majors let the group use his Wild Country country-western nightclub for Friday's start and finish, and the City of Columbia helped with Saturday's start/finish locations.

Event winners were, for TN-I with 94 points, Jon Fugina and Emily Strong, and for TN-II, with 85 points, Kelsey Stephens and Calvin Cooper.

With a bit of work, St. Louis Region's 2018 USRRC should be a great event. 🍷





# THE HEAT & SOUND AUTHORITY

## EXHAUST WRAP

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

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



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

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## BUSY TIMES

Between racing, school, and Runoffs prep, 16-year-old Megan Gilkes is keeping a spectacularly full schedule

**WORDS** James Heine | **MAIN IMAGE** Courtesy SCCA

By the time you read this, 16-year-old Megan Gilkes, like many other SCCA racers, will be preparing for, and fully focused on, the 2017 National Championship Runoffs at Indianapolis Motor Speedway.

At the time of this writing, Megan is the FV points leader in SCCA's Southeast Conference. Also, she sits third in the 2017 Challenge Cup, a

Formula Vee series that runs at tracks in Canada and the U.S. and uses treaded radial tires rather than slicks. In addition, she's also starting her senior year of high school near Toronto.

Plus, if all has gone according to summer plans, the Old Dominion Region member will have returned recently from a family visit to England, where among other things, she will

have had on her itinerary a visit to the Williams F1 campus and perhaps (with considerable luck) potential meetings with Clair Williams and Susie Wolff, the principals - along with the UK's Motor Sports Association - behind Wolff's Dare to Be Different, a program for girls and young women aimed at increasing the participation of women in all aspects of motorsports, as well as in other male-dominated industries.

Although relatively new to the SCCA and Formula Vee - this is her first year in the class - Megan is no stranger to motorsports. She has been raised in a family where both her dad and grandfather race (her dad, Brent, in FC and Pro F2000 here and in Canada, and her grandfather, Geoff, in Mini Coopers in England).

"My dad also raced in the semiprofessional Opel Lotus series in Europe, where he raced against the likes of Mika Hakkinen," Megan notes with some pride.

Megan herself has significant karting experience, not only in Canada, where in 2015 she won the Ottawa Challenge Karting Series and where last year she reigned as vice-champion in the Eastern Canadian Karting Championship, Canada's major FIA-sanctioned karting series, but also in Barbados, where in 2011 she won the Easykart 60cc half-season championship and represented Barbados in the Easykart 60cc World Finals in Pavia, Italy.

"I started in karts at the age of 9," she says. "I was introduced to karting by one of my dad's friends in Barbados. His son raced go-karts, and he let me have a go. I just loved the sport as soon as I drove for the first time."

**LEARNING CURVE**  
Megan Gilkes may be young, but she's a fast learner, finishing on the FV podium at Hoosier Super Tour events.

Her affection for the sport is nearly all encompassing, Megan adds. "I love everything about it, from being able to go through corners side by side with other drivers to simply having great races with them."

This is especially true in Formula Vee, Megan notes, "Where drafting and running close to people is such a key part of the race." She then adds, "And I love the people I meet in racing."

Still, in spite of that love for the sport, Megan knows that racing can have an occasional downside. "Because of a crash at the World Finals in Pavia, where I broke my arm, I did very little racing between 2012 and 2014," she explains. "When I started again, we were back in Canada, and I began with the Briggs and Stratton Junior Class."



Dave Green



**FROM KARTS TO FV**

Last year, Megan made the transition from karts to cars with the help of a Skip Barber school, where one of her instructors was retired Olympic skier, sports car racer and F1 driver Divina Galica, who now is one of her driving coaches.

"Jim Kearney also gives me excellent advice - he's coached me at VIR and at Pocono - and I also get excellent advice from Vallis Motor Sport, the team I run with," Megan says.

For herself, using Vees as a transition from karts to cars was the correct step, Megan explains. "I love racing Formula Vees. It's a great way to learn about racecars and things like drafting. You also get great experience at new tracks. Every track I've been to this year, with the exception of Mosport, has been a new track for me."

Then, of course, there is the competition. "I can race against experienced drivers. I can have a lot of confidence that we will have close races but still finish," Megan says.

As for life lessons, motorsports has taught her "that life can give you lemons, and you have to make lemonade from it," she says. "Racing is full of ups and downs, mostly downs, and you need to learn how to cope with that as well as being able to enjoy the success."

**TAEKWONDO AND TENNIS, TOO**

In addition to being "all in" and soaking up information "like a sponge" - Kearney's description of Megan's approach to motorsports - Megan holds a black belt in taekwondo and is a top-ranked provincial high school tennis player. In the classroom, she is an honors student with a 95 percent grade-point average. On the advice and recommendation of her teachers, she will, after graduation next spring, likely study business or engineering at the University of Toronto, Princeton, Harvard, or MIT.

"Those are the schools I'm applying to," she says. "Racing is one of the things that really got me hooked on engineering. I love figuring out how things work."

As for her immediate motorsports future, Megan says she will remain in FV for the present.

"Courtesy of the Challenge Cup, I will also be traveling to Brazil in January to race in their Formula Vee series," she says.

Megan adds that a little farther out, her goal is to advance up the open-wheel ranks, perhaps into a 1,600cc formula or possibly into Formula Enterprises or the U.S. F4 championship. "Yes," she continues, "professional motorsports is a dream of mine." 🍷

**12-19 DAYS**

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Peter B. Allen	Chicago
Joshua Ashby	Glen
David W. Avery	Finger Lakes
David W. Badger	Mahoning Valley
William J. Baldwin	Cal Club
Gary Barrows	North Carolina
Kathey "Kat" Beimel	Blackhawk Valley
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Ron Branam	San Francisco
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Jacob R. Bynum	San Francisco
Richard A. Callaway	San Francisco
Robert William Carnright	Atlanta
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Craig Hatley	Central Carolinas
Frederick J. Hawley	Western Michigan
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Leland Miller	Central Florida
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Rick Bynum	San Francisco
Kyle Colbey	Glen
Charles M. Dobbs	Glen
Rhea L. Dods	San Francisco
Mark Eversoll	Buccaneer
Matthew A. Green	Blue Mountain
Al P. Harhay	Central Florida
James R. Hooker	Central Florida
Art Jaso	Washington DC
Dennis E. Joyce	Central Florida
Susan J. Joyce	Central Florida
Suzanne J. King	South Jersey
Nancy Lewis	Blue Mountain
Sammi Marlis-Ronshausen	Central Florida
John Thomas McDonough	Philadelphia
Blake R. Montgomery	Central Carolinas
Jeff Olinger	San Francisco
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Harvey Shaw	South Jersey
Lisa Simoni	San Francisco
Ray Sizer	San Francisco
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Cecilia Smith	Cal Club
Patti D. Socher	Central Florida
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John M. Stewart	Cal Club
Bob Stone	Chicago
Shirley L. Thompson	Washington DC
Janet V. Toland	Washington DC
Lindy T. Toland	Washington DC
Lori Vitagliano	Florida
Heather R. Wallingford	Buccaneer
Lyn Hodges Watts	Central Florida
Julie Williamson	Atlanta
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Matt Wojtkowiak Sr.	South Jersey

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## PITTSBURGH AUTOMOTIVE

### RAPID PUMP® 1.5 TON ALUMINUM RACING JACK

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

Customer Rating  
★★★★★

**\$599** ~~\$799~~  
Compare \$109.99

ITEM 68053/62160  
62496/62516/60569 shown



LIMIT 3 - Coupon valid through 11/24/17\*

## CENTRAL PNEUMATIC

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

Customer Rating  
★★★★★

**\$1499** ~~\$1799~~  
Compare \$199

ITEM 69091/61454  
62803/63635/67847 shown



LIMIT 4 - Coupon valid through 11/24/17\*

## CENTRAL MACHINERY

### 20 TON SHOP PRESS

- Pair of Arbor Plates Included

Customer Rating  
★★★★★

**\$1499** ~~\$1749~~  
Compare \$369.99

ITEM 32879/60603 shown



LIMIT 3 - Coupon valid through 11/24/17\*

## WARRIOR

### 29 PIECE TITANIUM DRILL BIT SET

Customer Rating  
★★★★★

**\$99** ~~\$169~~  
Compare \$60

ITEM 62281  
61637 shown



LIMIT 8 - Coupon valid through 11/24/17\*

## SUPER COUPON

### FREE WITH ANY PURCHASE

### 6 PIECE SCREWDRIVER SET

**\$797** ~~VALUE~~

ITEM 62728/62583/47770/62570 shown



LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores. HarborFreight.com or by calling 800-423-2567. 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 11/24/17. Limit one FREE SET coupon per customer per day.

## SUPER COUPON

### 20% OFF ANY SINGLE ITEM



LIMIT 1 - Coupon per customer per day. Save 20% on any 1 item purchased. \*Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, Extended Service Plan, full card, open box item, compressors, floor jacks, saw mills, storage cabinets, chests or carts, trailers, trenchers, welders, air tools, saws, cables, covers, dryers, generators, jacks, ladders, paint, power tools, Predator, StormChill, Tailgator, Viking, Vulcan, Zurich. Not valid on purchases. Non-transferable. Original coupon must be presented. Valid through 11/24/17.

## PITTSBURGH AUTOMOTIVE

### PNEUMATIC ADJUSTABLE ROLLER SEAT

- 300 lb. capacity

Customer Rating  
★★★★★

**\$199** ~~\$259~~  
Compare \$34.99

ITEM 61160/61896/63456/46319 shown



LIMIT 7 - Coupon valid through 11/24/17\*

## CHICAGO ELECTRIC POWER TOOLS

### 1/2" ELECTRIC IMPACT WRENCH

Customer Rating  
★★★★★

**\$399** ~~\$499~~  
Compare \$129.99

ITEM 69606/61173/68099 shown



LIMIT 4 - Coupon valid through 11/24/17\*

## PITTSBURGH AUTOMOTIVE

### MULTI-USE TRANSFER PUMP

Customer Rating  
★★★★★

**\$499** ~~\$699~~  
Compare \$12.39

ITEM 62961/63144/61364/63591/66418 shown



LIMIT 7 - Coupon valid through 11/24/17\*

## WINDSOR DESIGN

### 60", 4 DRAWER HARDWOOD WORKBENCH

Customer Rating  
★★★★★

**\$1299** ~~\$1599~~  
Compare \$395

ITEM 93454/69054  
63395/62603 shown



LIMIT 4 - Coupon valid through 11/24/17\*

## HaulMaster

### 1000 lb. capacity MOVER'S DOLLY

Customer Rating  
★★★★★

**\$799** ~~\$1099~~  
Compare \$19.97

ITEM 61899/62399  
63095/63096/63098  
60497/63097/93888 shown



LIMIT 6 - Coupon valid through 11/24/17\*

## PITTSBURGH AUTOMOTIVE

### 1 TON CAPACITY FOLDABLE SHOP CRANE

Customer Rating  
★★★★★

**\$999** ~~\$1699~~  
Compare \$269

ITEM 69512  
61858  
69445 shown



LIMIT 4 - Coupon valid through 11/24/17\*

## CENTRAL PNEUMATIC

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

Customer Rating  
★★★★★

**\$599** ~~\$899~~  
Compare \$229.99

ITEM 69265/62344/93897 shown



LIMIT 5 - Coupon valid through 11/24/17\*

## PITTSBURGH AUTOMOTIVE

### 4" MAGNETIC PARTS HOLDER

Customer Rating  
★★★★★

**\$99** ~~\$299~~  
Compare \$5.99

ITEM 62535/90566 shown



LIMIT 7 - Coupon valid through 11/24/17\*

## CENFTECH

### AUTOMATIC BATTERY FLOAT CHARGER

Customer Rating  
★★★★★

**\$499** ~~\$899~~  
Compare \$39.99

ITEM 69594/69955/42292 shown



LIMIT 9 - Coupon valid through 11/24/17\*

## HaulMaster

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

- DOT certified tires

Customer Rating  
★★★★★

**\$2599** ~~\$3999~~  
Compare \$140

ITEM 62648/62666/90154 shown



LIMIT 4 - Coupon valid through 11/24/17\*

## HaulMaster

### STEP STOOL/WORKING PLATFORM

- 350 lb. capacity

Customer Rating  
★★★★★

**\$199** ~~\$299~~  
Compare \$57.55

ITEM 62515  
66911 shown



LIMIT 6 - Coupon valid through 11/24/17\*

## PREDATOR

### 4000 PEAK/3200 RUNNING WATTS 6.5 HP (212 CC) GAS GENERATOR

- Includes GFCI outlets

Customer Rating  
★★★★★

**\$2899** ~~\$3299~~  
Compare \$1999

ITEM 69676/69729/63080/63079 shown  
ITEM 69675/69728/63090/63089, CALIFORNIA ONLY



LIMIT 5 - Coupon valid through 11/24/17\*

\*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 11/24/17.

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

# CALENDAR

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

## 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:



**Solo Performance Specialties (SPS)** offers a 10-percent discount all online purchases of graphics items.



Through the Volkswagen Supplier Purchase Program, SCCA members can now lease or purchase a new **Volkswagen** at dealer invoice price.



Receive a complimentary issue and special discounted rates from **Grassroots Motorsports**.



## PRIZE POSSESSIONS

**Prize Possessions** is offering members a free custom logo setup and 10-percent off on the initial order.



**Hertz** offers savings of up to 15 percent for current 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](http://www.scca.com) and check out the Member Benefits link under the "About SCCA" tab.

LAT / Dan R. Boyd



### PRO RACING

**WHAT** F4 U.S. Championship  
**WHEN** Sept. 15-16, 2017  
**WHERE** Austin, Texas  
The SCCA Pro Racing F4 series wraps its season with a pair of race weekends at Circuit of the Americas.



**TRANS AM** [gotransam.com](http://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.  
*Francis Jr. (TA); Robinson (TA2)*  
**Jun 18** Indianapolis Motor Speedway, Ind.  
*Francis Jr. (TA); Robinson (TA2); Boden (TA3); Entwistle (TA4)*  
**Jul 2** Brainerd International Raceway, Minn.  
*Lawrence (TA); Buffomante (TA2); Kezman (TA3); Pesek (TA4)*  
**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.



### COUNTDOWN

Trans Am returns to Watkins Glen as the series begins its final countdown to Daytona.

### TRANS AM WEST COAST C'SHIP

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



### FORMULA 4

**f4uschampionship.com**  
**Apr 8-9** Homestead-Miami Speedway, Fla.  
*Reger; Forcier; Reger*  
**Jun 9-11** Indianapolis Motor Speedway, Ind.  
*Kirkwood; Kirkwood; Kirkwood*  
**Jul 6-9** Canadian Tire Motorsports Park, Canada  
*Kirkwood; Kirkwood; Kirkwood*  
**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  
**Oct 20-22** Circuit of the Americas, Texas



Date Track/Region  
Phone numbers are for region registrars

### 2017 U.S. MAJORS TOUR

[sccamajors.com](http://sccamajors.com)

### NORTHERN CONFERENCE

**Aug 12-13** Grattan Raceway, Mich.

### SCCA NATIONAL CHAMPIONSHIP RUNOFFS

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

### DIVISIONAL/REGIONAL

#### NORTHEAST [nediv.org](http://nediv.org)

**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 [sediv racing.org](http://sediv racing.org)

**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** Roebbling 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](http://cendiv-scca.org)

**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](http://sowdivscca.org)

**Nov 18-19** Ro\* Texas World Speedway/Texas  
**Oct 14-15** Ro\* MSR Houston/Houston  
**Houston** TBD  
**Texas** TBD

### GREAT LAKES [greatlakes-scca.org](http://greatlakes-scca.org)

**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

### MIDWEST [midiv.org](http://midiv.org)

**Aug 4-6** Ro Heartland Park Topeka/Kansas, Kansas City  
**Kansas, Kansas City** (816) 769-5994

### ROCKY MOUNTAIN [coloradoscca.org](http://coloradoscca.org)

**Aug 19-20** Ro High Plains Raceway/Colorado  
**Sep 2-3** Ro High Plains Raceway/Colorado  
**Oct 14-15** La Junta Raceway/Continental Divide  
**Colorado** TBD  
**Continental Divide** TBD

### NORTHERN PACIFIC [norpac-scca.org](http://norpac-scca.org)

**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](http://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](http://nediv.org)

**Aug 19** Warminster Community Park/Philadelphia  
**Finger Lakes** (585) 231-1173  
**Philadelphia** (484) 949-4100

#### SOUTHEAST [sediv racing.org](http://sediv racing.org)

**Aug 19** Scottsboro High School/Chattanooga  
**Chattanooga** [sdobler2@gmail.com](mailto:sdobler2@gmail.com)

Chris Clark



**CENTRAL** [cendiv-scca.org](http://cendiv-scca.org)

**Oct 15** Route 66 Raceway/Chicago  
Chicago [gwlaws@sbcglobal.net](mailto:gwlaws@sbcglobal.net)

**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)

**Nov 4** Heartland Park Topeka/Kansas  
Kansas [lduncan65@hotmail.com](mailto:lduncan65@hotmail.com)

**GREAT LAKES** [greatlakes-scca.org](http://greatlakes-scca.org)

**Aug 19** Tire Rack Test Track/South Bend  
South Bend [streetsurvival@sbrscca.org](mailto:streetsurvival@sbrscca.org)

**MIDWEST** [midiv.org](http://midiv.org)

**Oct 7** Iowa Speedway/Des Moines Valley  
Des Moines Valley [www.dmvrscca.org](http://www.dmvrscca.org)

**NORTHERN PACIFIC** [norpacscca.org](http://norpacscca.org)

**Oct 1** Portland Int'l Raceway/Northwest  
Northwest  
[karenmccoy3941@comcast.net](mailto:karenmccoy3941@comcast.net)

**DRIVER'S SCHOOLS****NORTHEAST** [nediv.org](http://nediv.org)

**Aug 11** NJMP/South Jersey  
**Oct 20** NJMP/South Jersey  
South Jersey (609) 784-5316

**SCCA ACCREDITED SCHOOLS****FULL COMPETITION LEVEL**

**AMG Driving Academy**  
(888) 604-1766 [amgacademy.com](http://amgacademy.com)

**Bertil Roos Racing School**  
(800) 511-7606 [racenow.com](http://racenow.com)

**BIR Performance Driving School**  
(866) 511-7606 [birperformance.com](http://birperformance.com)

**Bob Bondurant School**  
(800) 842-7223 [bondurant.com](http://bondurant.com)

**Bridgestone Racing Academy**  
(905) 983-1114 [race2000.com](http://race2000.com)

**MSR Houston**  
(281) 369-0677 [msrhouston.com](http://msrhouston.com)

**Pettiford's Go 4 It Racing Schools**  
(303) 666-4113 [go4it-services.com](http://go4it-services.com)

**Porsche Sport Driving School**  
(888) 204-7474 [porsche-driving.com](http://porsche-driving.com)

**Simraceway Performance Driving Center**  
(800) 733-0345 [jimrussellusa.com](http://jimrussellusa.com)

**Skip Barber Racing School**  
(800) 221-1131 [skipbarber.com](http://skipbarber.com)

**Spring Mountain Advanced Driving School**  
(800) 391-6891 [springmountainmotorsports.com](http://springmountainmotorsports.com)

**NOVICE PERMIT / SCHOOL AND EVENT CREDIT**

**Bertil Roos Racing School**  
(800) 722-3669 [racenow.com](http://racenow.com)

**Bob Bondurant School**  
(800) 842-7223 [bondurant.com](http://bondurant.com)

**Bridgestone Racing Academy**  
(905) 983-1114 [race2000.com](http://race2000.com)

**Lucas Oil School of Racing**  
(561) 200-7223 [lucasoilraceschool.com](http://lucasoilraceschool.com)

**Pettiford's Go 4 It Racing Schools**  
(303) 666-4113 [go4it-services.com](http://go4it-services.com)

**Pro Drive Racing School**  
(503) 285-4449 [prodrive.net](http://prodrive.net)

**ProFormance Racing School**  
(253) 630-5130 [proformanceracingschool.com](http://proformanceracingschool.com)

**Simraceway Performance Driving Center**  
(800) 733-0345 [jimrussellusa.com](http://jimrussellusa.com)

**Skip Barber Racing School**  
(800) 221-1131 [skipbarber.com](http://skipbarber.com)

**NOVICE PERMIT / SCHOOL CREDIT**

**Allen Berg Racing School**  
(888) 722-3220 [allenberggracingschools.com](http://allenberggracingschools.com)

**Bobby Cee's Racer's Edge High Performance Driving School**  
(562) 714-1799 [bobbyceesracesedge.com](http://bobbyceesracesedge.com)



Ken Brown

**LAST CHANCE**

Runoffs-bound racers can get in a final shakedown event at Watkins Glen on Sept. 16-17.

**Danny McKeever's Fast Lane Racing School**  
(888) 948-4888 [raceschool.com](http://raceschool.com)

**Demonte Motorsports**  
(631) 482-8875 [demontemotorsports.com](http://demontemotorsports.com)

**EXR - Exotics Racing Series**  
(702) 802-5662 [exrseries.com](http://exrseries.com)

**Pro Drive Racing School**  
(503) 285-4449 [prodrive.net](http://prodrive.net)

**Sports Car Driving Experience**  
(800) 453-5506 [corvetteracingschool.com](http://corvetteracingschool.com)

**Spring Mountain Advanced Driving School**  
(800) 391-6891 [springmountainmotorsports.com](http://springmountainmotorsports.com)

**Thompson Speedway Motorsports Park**  
(877) 226-7223 [theracingschool.com](http://theracingschool.com)

**Waterford Hills Road Racing Inc.**  
(248) 623-0070 [waterfordhills.com](http://waterfordhills.com)

**TIME TRIALS**

**NORTHEAST** [nediv.org](http://nediv.org)

**Aug 5-6** HC Flintstone, Md./Steel Cities  
**Aug 11** PDX NJMP/South Jersey

**Aug 12-13** CRE PIRC/Steel Cities  
**Aug 19-20** HC Reading, Pa./BMR

**Aug 26-27** PDX/CT Summit Point/Washington DC

**Sep 2-3** TT Summit Point/Steel Cities  
**Sep 16-17** HC Weatherly, Pa./Northeastern Pennsylvania

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

**BMR** (610) 804-9047  
**Northeastern Pa. (Weatherly)**  
(570) 655-0576

**Northeastern Pa. (Laurel Run)**  
(412) 882-3100

**South Jersey** (609) 784-5316  
**Steel Cities (PIRC)** (412) 831-0361

**Steel Cities (Trout Run)**  
(412) 771-2277

**Steel Cities (Flintstone)**  
(301) 729-2407

**Steel Cities (Summit Point)**  
(412) 771-2277

**Washington DC** (301) 572-7444

**SOUTHEAST** [sedivrscca.org](http://sedivrscca.org)

**Aug 4** PDX Daytona International Speedway/Central Florida

**Aug 11** TT Charlotte Motor Speedway/Central Carolinas

**Aug 12** PDX AMP/Atlanta

**Aug 26** CRE Road Atlanta/Atlanta

**Sep 2-3** PDX Sebring/Central Florida

**Sep 29** PDX Daytona International Speedway/Central Florida

**Sep 30-Oct 1** PDX/TT Talladega Grand Prix/Alabama, Tennessee

**Oct 21** PDX VIR/North Carolina

**Nov 3-5** PDX Road Atlanta/Atlanta

**Nov 18-19** PDX/TT Roebeling Road/Buccaneer

**Alabama, Tennessee** (256) 200-5541  
**Atlanta** (770) 617-0801

**Buccaneer** (912) 398-0147

**Central Carolinas** (704) 898-0141

**Central Florida** (407) 568-6902

**North Carolina** (919) 423-6015

**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)

**Nov 18-19** CT Texas World Speedway/Texas

**Oct 13** PDX MSR Houston/Houston  
Houston TBD

**GREAT LAKES** [greatlakes-scca.org](http://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

*All dates/events subject to change*

\* = Double Event

# = Enduro

CR = Course Rally

CT = Club Trial

HC = Hill Climb

GTA = Game, Tour, Adventure Rally

GR = 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](http://www.scca.com)

**FOR CHANGES**

**Club Racing** (785) 232-7229

**Solo, Road Rally** (785) 232-7656

**RallyCross** (785) 357-7259

**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](http://www.scca.com)

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Senior Director of Solo and Rally

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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](http://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](http://www.scca-e.com)

President & CEO **ROBEY CLARK**

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(281) 324-6664; [dhelman@scca.com](mailto:dhelman@scca.com)

Area 8: **ARNIE COLEMAN**

(719) 931-8281; [acoleman@scca.com](mailto:acoleman@scca.com)

Area 9: **CHARLIE DAVIS**

(650) 740-7898; [cdavis@scca.com](mailto:cdavis@scca.com)

Area 10: **EARL HURLBUT**

(585) 993-3119; [ehurlbut@scca.com](mailto:ehurlbut@scca.com)

Area 11: **K.J. CHRISTOPHER**

(213) 842-2363; [kchristopher@scca.com](mailto:kchristopher@scca.com)

Area 12: **TERE PULLIAM**

(678) 697-9755; [tpulliam@scca.com](mailto:tpulliam@scca.com)

Area 13: **JIM WEIDENBAUM**

(503) 327-8990; [jweidenbaum@scca.com](mailto:jweidenbaum@scca.com)

## SCCA HAPPENINGS

### ROCKY MOUNTAIN [coloradoscca.org](http://coloradoscca.org)

**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](http://scca-sopac.org)

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

### TRACK NIGHT IN AMERICA

**Aug 2** High Plains Raceway, Colo.  
**Aug 7** Thompson Speedway Motorsports Park, Conn.  
**Aug 10** Pittsburgh Int'l Race Complex, Pa.  
**Aug 10** The Ridge Motorsports Park, Wash.  
**Aug 11** Portland Int'l Raceway, Ore.  
**Aug 15** Palm Beach Int'l Raceway, Fla.  
**Aug 16** Atlanta Motorsports Park, Ga.  
**Aug 17** Palmer Motorsports Park, Mass.  
**Aug 17** Carolina Motorsports Park, S.C.  
**Aug 23** GingerMan Raceway, Mich.  
**Aug 24** New Jersey Motorsports Park, N.J.  
**Aug 24** Heartland Park Topeka, Kan.  
**Aug 24** Thunderhill Raceway, Calif.  
**Aug 25** DCTC Driver Training Facility, Minn.  
**Aug 29** Thompson Speedway Motorsport Park, Conn.  
**Aug 29** Blackhawk Farms Raceway, Ill.  
**Aug 30** Pacific Raceways, Wash.  
**Sep 8** Palmer Motorsports Park, Mass.  
**Sep 11** NOLA Motorsports Park, La.  
**Sep 12** New Jersey Motorsports Park, N.J.  
**Sep 13** Pittsburgh Int'l Race Complex, Pa.  
**Sep 13** Heartland Park Topeka, Kan.  
**Sep 13** High Plains Raceway, Colo.  
**Sep 13** The Ridge Motorsports Park, Wash.

**Sep 14** Atlanta Motorsports Park, Ga.  
**Sep 15** Portland Int'l Raceway, Ore.  
**Sep 18** Pocono Raceway, Pa.  
**Sep 19** Thompson Speedway, Conn.  
**Sep 19** Palm Beach Int'l Raceway, Fla.  
**Sep 19** MotorSport Ranch Cresson, Texas  
**Sep 20** Harris Hill Raceway, Texas  
**Sep 21** Thunderhill Raceway, Calif.

### SOLO TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

2018 schedule to be announced

### 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.  
*n/a (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.  
*McKnight (Super); Heaton (Ladies)*  
**Jun 2-4** Mineral Wells, Texas  
*Sparks (Super); Towns (Ladies)*  
**Jun 9-11** Swanton, Ohio  
*McKnight (Super); Monfort (Ladies)*  
**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](http://nediv.org)

**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** sgtvins@gmail.com  
**NEPennsylvania** (570) 881-0474  
**Philadelphia** (484) 949-4100  
**South Jersey** sue1arunit@verizon.net  
**Steel Cities** (724) 689-7393  
**Susquehanna**  
 kristen@krispvisions.com  
**Washington DC** (240) 508-5335  
**SOUTHEAST [sedivrcing.org](http://sedivrcing.org)**  
**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

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**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

**GREAT LAKES** greatlakes-scca.org  
**Aug 5-6** Grissom AA Area/South Bend  
**Aug 13** Owens Community College/  
 NWOhio  
**Aug 20** Tire Rack Test Track/South Bend  
**Aug 20** Mid-American Air Center/  
 Southern Indiana  
**Aug 26-27** Toledo Express Airport/  
 NWOhio  
**Aug 27** Mid-American Air Center/  
 Southern Indiana  
**Aug 27** 35010 Vine St./NEOhio  
**Sep 17** Mid-American Air Center/  
 Southern Indiana  
**Sep 17** Owens Community College/  
 NWOhio  
**Sep 24** Jack Barstow Airport/Saginaw  
 Valley  
**Sep 24** Tire Rack Test Track/South Bend  
**Sep 24** 35010 Vine St./NEOhio  
**Oct 1** Toledo Express Airport/NWOhio  
**Oct 8** Mid-American Air Center/Southern  
 Indiana  
**Oct 15** Owens Community College/  
 NWOhio  
**Oct 22** Mid-American Air Center/  
 Southern Indiana  
**Oct 22** Tire Rack Test Trac/South Bend

**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  
**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

Sydney Davis Vogel

## LAGUNA

San Francisco Region will host its  
 penultimate race of the season at  
 Mazda Raceway on Sept. 1-3.



## SOUTHWEST

sowdivscca.org  
**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  
**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

# PLAY HARDER.



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**VR-1**

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**245/40ZR15**

**205/55ZR16**  
**255/40ZR17**

**245/40ZR18**  
**265/35ZR18**

**295/40ZR18\***

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

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



## ANNIVERSARIES

## SCCA MEMBERS CELEBRATING 25-60 YEARS

## 60-YEAR MEMBERS

James F. Place 8/1/1957 Chicago  
Duck Waddle 8/1/1957 Wichita

## 55-YEAR MEMBERS

Donald Eschete 8/1/1962 Delta

## 50-YEAR MEMBERS

David H. Livingston 8/1/1967 Central Kentucky

## 45-YEAR MEMBERS

Cecil W. Harness 8/1/1972 St Louis  
Jon M. Kempf 8/1/1972 Northeast Oklahoma  
Michael Q. Key 8/1/1972 Milwaukee  
Greg Skotnicki 8/1/1972 Northeastern Pennsylvania  
Craig Thornton 8/1/1972 Northern New Jersey

## 40-YEAR MEMBERS

Louie Charles Beal 8/1/1977 Ohio Valley  
George Brunson 8/1/1977 Mississippi  
Mike Leuty 8/1/1977 Northwest  
John Mirro 8/1/1977 Philadelphia  
Albert Perotti 8/1/1977 New England  
Steven D. Roberts 8/1/1977 Kansas City  
David Robert Rocha 8/1/1977 San Francisco

## 35-YEAR MEMBERS

Elizabeth M. Berger 8/1/1982 Kansas City  
Edward William Guenther 8/26/1982 Arizona  
Craig L. Hodne 8/26/1982 Milwaukee  
John W. Riggs 8/9/1982 Reno  
Howard C. Schutter 8/30/1982 Cal Club  
Chuck Voboril 8/9/1982 Arizona  
Carol Wilhelm 8/5/1982 Northwest  
Wayne A. Zenger 8/25/1982 Washington DC

## 30-YEAR MEMBERS

Rick Albrechtson 8/5/1987 Land O'Lakes  
Barbara A. Albrechtson 8/5/1987 Land O'Lakes  
Kelly Anderson 8/24/1987 Cincinnati  
Lawrence C. Banner 8/24/1987 Milwaukee  
Robert Cancellieri 8/21/1987 Continental Divide  
Jeffrey Clark 8/19/1987 Northwest

Anne L. Comninel 8/19/1987 New England  
Martin P. Courtois 8/5/1987 Kansas  
Kathy Dilworth 8/19/1987 Detroit  
David J. Hammer 8/24/1987 Misery Bay  
Steve Hoelscher 8/6/1987 Tennessee Valley  
David Hottle 8/24/1987 New England  
Vicki Jarecke 8/25/1987 Northeast Oklahoma  
Robert Legere 8/26/1987 New England  
Mark Leskovec 8/24/1987 Neohio  
Jeff McCusker 8/21/1987 New York  
Rick Pocock 8/5/1987 Mohawk Hudson  
Niels Rasmussen 8/13/1987 New England  
Steven W. Reed 8/6/1987 Southern West Virginia  
Lou Reggio Jr. 8/18/1987 San Francisco  
Michael Craig Rudd 8/24/1987 Texas  
John A. Saurino 8/10/1987 Northeast Oklahoma  
Mary Lynn Saurino 8/10/1987 Northeast Oklahoma  
Robert Scolo 8/14/1987 New York  
Gerard F. Smith 8/19/1987 New England  
Lee Yarsky 8/9/1987 Ohio Valley

## 25-YEAR MEMBERS

Al Ciccone 8/10/1992 Northern New Jersey  
Bryan D. Deane 8/13/1992 Indianapolis  
Alice Dillon 8/19/1992 Finger Lakes  
Kyla Dillon 8/19/1992 Finger Lakes  
Leroy A. Ellis 8/10/1992 New England  
Gary Fazekas 8/10/1992 San Francisco  
Howard Hanna 8/21/1992 Life Members  
Trevor W. Hopwood 8/6/1992 New England  
Jane Hopwood 8/6/1992 New England  
William T. Hopwood 8/6/1992 New England  
Ronald S. Johnson 8/20/1992 Chicago  
Ross Karlin 8/6/1992 Northern New Jersey  
Charles Kleinhagen 8/13/1992 Kansas City  
Lynnette Markowicz 8/19/1992 South Bend  
Daryl McClellan 8/31/1992 Arizona  
Bill McCain 8/19/1992 Central Florida  
Jack P. Oliver 8/13/1992 South Jersey  
Neil K. Peterson 8/26/1992 Central Pennsylvania  
Val Rajic 8/20/1992 Chicago

## ROADRALLY

## NATIONAL

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

## REGIONAL

NORTHEAST [nediv.org](http://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](mailto:njrallye@aol.com)

CENTRAL [cendiv-scca.org](http://cendiv-scca.org)

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

SOUTHWEST [sowdivscca.org](http://sowdivscca.org)

Nov 4 Clear Blue Sky GTA/Texas  
Texas [alan1@juno.com](mailto:alan1@juno.com)

## RALLYCROSS

## DIRTFISH NATIONAL CHALLENGE

2018 schedule to be announced

## NATIONAL CHAMPIONSHIP

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

## REGIONAL

NORTHEAST [nediv.org](http://nediv.org)

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](mailto:nkxv1@yahoo.com)  
Washington DC  
[adamkimmnett@gmail.com](mailto:adamkimmnett@gmail.com)

SOUTHEAST [sedivrracing.org](http://sedivrracing.org)

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](mailto:quattros@gmail.com)  
Central Florida (321) 508-4299  
Middle Georgia [topher170@yahoo.com](mailto:topher170@yahoo.com)  
South Carolina [pevans93@gmail.com](mailto:pevans93@gmail.com)  
Tennessee Valley [leon@dynatorch.com](mailto:leon@dynatorch.com)

MIDWEST [midiv.org](http://midiv.org)

Sep 16 Clinton, Ark./Arkansas  
Nov 18 Clinton, Ark./Arkansas  
Arkansas [zshaddox@gmail.com](mailto:zshaddox@gmail.com)

## ON YOUR MARKS...

The Tire Rack ProSolo Finale and  
Solo National Championships  
are about to kick off.



Rupert Berrington

Francisco, Fresno

Fresno (559) 905-0061

Montana [clintoppelt@gmail.com](mailto:clintoppelt@gmail.com)

San Francisco (530) 934-4455

San Francisco Sacramento

(916) 416-2972

Snake River [jmcvey123@msn.com](mailto:jmcvey123@msn.com)

SOUTHERN PACIFIC [scca-sopac.org](http://scca-sopac.org)

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 [enemeyocd@gmail.com](mailto:enemeyocd@gmail.com)

San Diego (619) 922-1472

NORTHERN PACIFIC [norpacscca.org](http://norpacscca.org)

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



# Triple Play RAFFLE

**SCCA**  
FOUNDATION  
Sports Car Club of America

## WIN ONE OF 3 GREAT PRIZES!

- Porsche Performance Driving Experience
- 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

\$20 each

3 for \$50

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](http://www.sccaraffle.org)

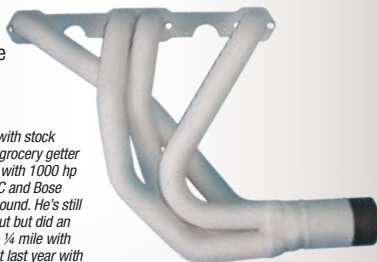


**DRAWING 3 ▲** A trip for TWO to attend a 3-day driving course at the DirtFish Rally School in Snoqualmie, Wash., plus \$3,500 in cash for travel expenses.

\* 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.

## WORLD'S FASTEST TRAILBLAZER SS?

Former Vette owner Matt Cole decided to race a Chevy TrailBlazer (with a LS2) for the novelty. Reaction at the track is humorous and positive. In a search to control exhaust heat, Matt first tried header/pipe wraps but it's hard to install and he didn't like the itchy fiberglass on his arms when working on the engine. And there's that issue of oil fires starting in wraps. He tried that shiny silver coating too but it was thin and didn't control heat. His search ultimately led him to Swain Tech's thick White Lightning™ exhaust coating. White Lightning can add power but Matt was after heat control and more comfort when working on the engine. Swain's exhaust coating cools scorching under hood temps down to a point where Matt can work around the exhaust without burning himself. This coating isn't pretty when new and gets ugly after many passes but it is an effective thermal barrier for all race cars. Matt's drive to manage heat lead him to Swain and now he is one cool fellow.



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



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Scottsville, NY 14546

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## NEW PRODUCTS



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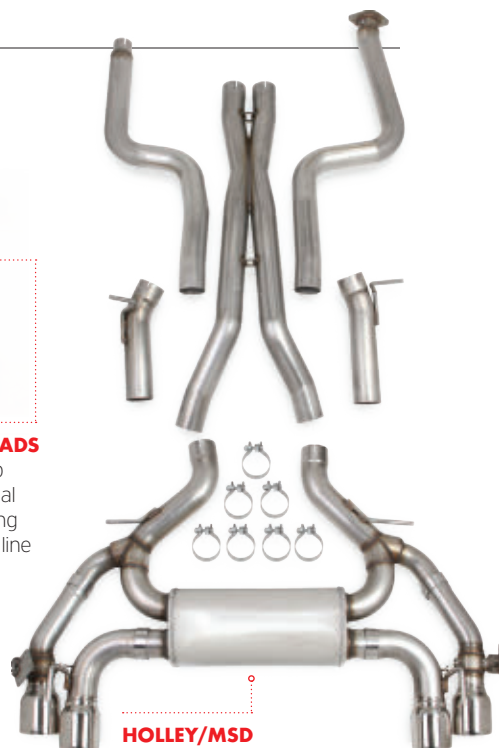
### HJC AR-10 III HELMET

With its comfortable, fire resistant, moisture-wicking Comfort-Carbon interior and Advanced Ventilation System to keep the driver cool, HJC's new AR-10 III motorsports helmet is perfect for all types of racing. The fiberglass composite-weave shell offers lightweight construction in an affordable package, and the helmet comes preinstalled with M6 terminals for head and neck restraints. Available in white and semi-flat black, with optional shields available. Snell SA2015 approved. **\$329.99** [hjc-motorsports.com](http://hjc-motorsports.com)



### PAGID MIATA BRAKE PADS

Building on its partnership with the Mazda MX-5 Global Cup program, PAGID Racing has expanded its product line to include the 1.8L Miata from 1994-'05. With compounds for both sprint racing and endurance events, PAGID consistency and performance is now available for the most raced production car of all time. [pagidracing.com](http://pagidracing.com)



### HOLLEY/MSD CAMARO RACE EXHAUST

Holley/MSD has released its new Hooker BlackHeart race-only single transverse exhaust for sixth generation Chevrolet Camaros. With larger diameter piping, this system yields more than 23hp and 30lb-ft of torque. Made of lightweight 18-gauge stainless steel construction, up to a 24lb weight savings can be found over the OE exhaust system. [holley.com](http://holley.com)

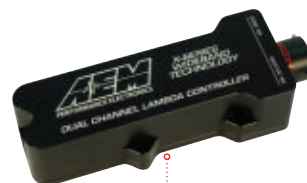
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### HELLWIG SUPER DUTY SUSPENSION

Hellwig Products Big Wig Air Springs are available for two-wheel drive F250 and F350 trucks with single rear wheels and feature a 2,800lb air spring with heavy-duty brackets engineered to withstand the most demanding loads. Hellwig's bolt-on air springs allow for quick adjustments in air pressure to match the load, and can even be configured independently to level out uneven loads. [hellwigproducts.com](http://hellwigproducts.com)



### AEM X-SERIES PRO WIDEBAND

The X-Series Pro Inline Dual Channel Wideband UEGO Air/Fuel Ratio Controller, by AEM, features two lambda controllers in an IP67-rated, waterproof billet aluminum enclosure with an Autosport connector. The controller's high-speed digital implementation ensures no loss of signal fidelity and full transient response, making it able to identify the slightest fluctuations in air/fuel ratios and output them in full value. **\$1,367.50** [aemelectronics.com](http://aemelectronics.com)

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



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**PHILIP ROYLE**  
EDITOR, SPORTSCAR MAGAZINE

## GENERATION NEXT

I remember listening to Roger E. Johnson emcee the SCCA National Convention a couple of years ago, where he pulled out the copy of *SportsCar* he'd just received, noting that a photo in it had caught his eye. Opening the issue to the last page (a section we used to call *Roots*), Roger came across a picture of himself from his earlier days in autocross - then he announced to the convention attendees, "Has it been 10 years already?" The photo, he revealed, was from 25 years earlier. Then recently, *SportsCar*'s Associate Editor Jason Isley posted a photo online of the September 2007 cover of *SportsCar* with our *Who Will Win the Solo National Championships* picks (he was one of those anticipated to win), saying "Wow, where have the 10 years gone?" Time flies.

But this will not be a column of waxing poetic about aging and the cruelty of time. Rather, I'm encouraged. You see, this month when I interviewed Tamra Hunt for the cover feature, I realized that she's among the next generation of Club members - and we couldn't ask for better. Although she was in high school when that 2007 issue printed,

she's now a professional in the workplace, currently in her third year of National Solo competition, holds two National Championship trophies, and is as enthusiastic about the sport as they come.

Tamra knows where she's come from, she knows what she wants, and she knows she can figure out how to get there. She's not asking for handouts - she's willing to put in the work, as her D Street Prepared project illustrates. She's not looking for an easy journey; rather, it's the challenge she craves.

As I was assembling this month's *Who Will Win the Solo National Championships* story, I came across Julian Garfield's name as our choice to win C Street.

I remember us printing a *First Gear* profile on Julian (the May 2011 issue) like it was yesterday. Flip through that 2011 issue and you're looking at a baby-faced, 12-year-old Julian. Today, Julian is not only a front-running, National-level autocrosser, but he volunteered to help organize this month's *Who Will Win* feature, and he's also a Mazda Scholarship winner, affording him the budget to race Spec Miata at this year's National Championship Runoffs. And, like Tamra, he's the next generation of the SCCA, and we couldn't be in better hands.

Finally, I was recently forwarded an e-mail from SCCA member Travis Schoech and his wife Maegan regarding their newborn baby girl, Emma Kate. Now, I'm a sucker for kids, but this was a fantastic photo of the absolutely latest crop of SCCA's future - and our future couldn't be more adorable. Maybe in 10 or 15 years we'll profile her and remember this very issue.

Yes, time flies, but that means the next generation is constantly just around the corner, full of energy and ready to make a mark. As for me, I was still trying to remember which SCCA National Convention it was where Roger Johnson made that hilarious comment. I flipped through several issues of *SportsCar* and finally found the photo he referenced. It turns out, that was more than six and a half years ago. Where has the time gone? 🍷

**START EARLY**  
Emma Kate Schoech represents the next generation of SCCA members - although it may be a while before she gets behind the wheel.



Brittany Gilbert / BG Photography

## FROM THE ARCHIVES

### 10 YEARS AGO... SEPTEMBER 2007



- Our crack team of prognosticators made their Solo National Championships selections. Some drivers were up to the task, others fell short.
- The Chicago Region June Sprints hosted some 386 drivers over a glorious June weekend at Road America.

### 25 YEARS AGO... SEPTEMBER 1992



- *SportsCar*'s then-managing editor Paul Dybro boasted he would eat a tire if Jeff Altenburg did not win at the Solo Nationals. The current staff is smart enough to avoid those unsavory treats.
- In the news, Watkins Glen International added the "Inner Loop" to the back straight.

### 50 YEARS AGO... SEPTEMBER 1967



- After recording win number five at Pacific Raceways, Mark Donohue would go on to claim the USRRC title.
- SCCA's Washington Region sponsored 11-year-old Jim Kearney in a D.C. area Soap Box Derby race.



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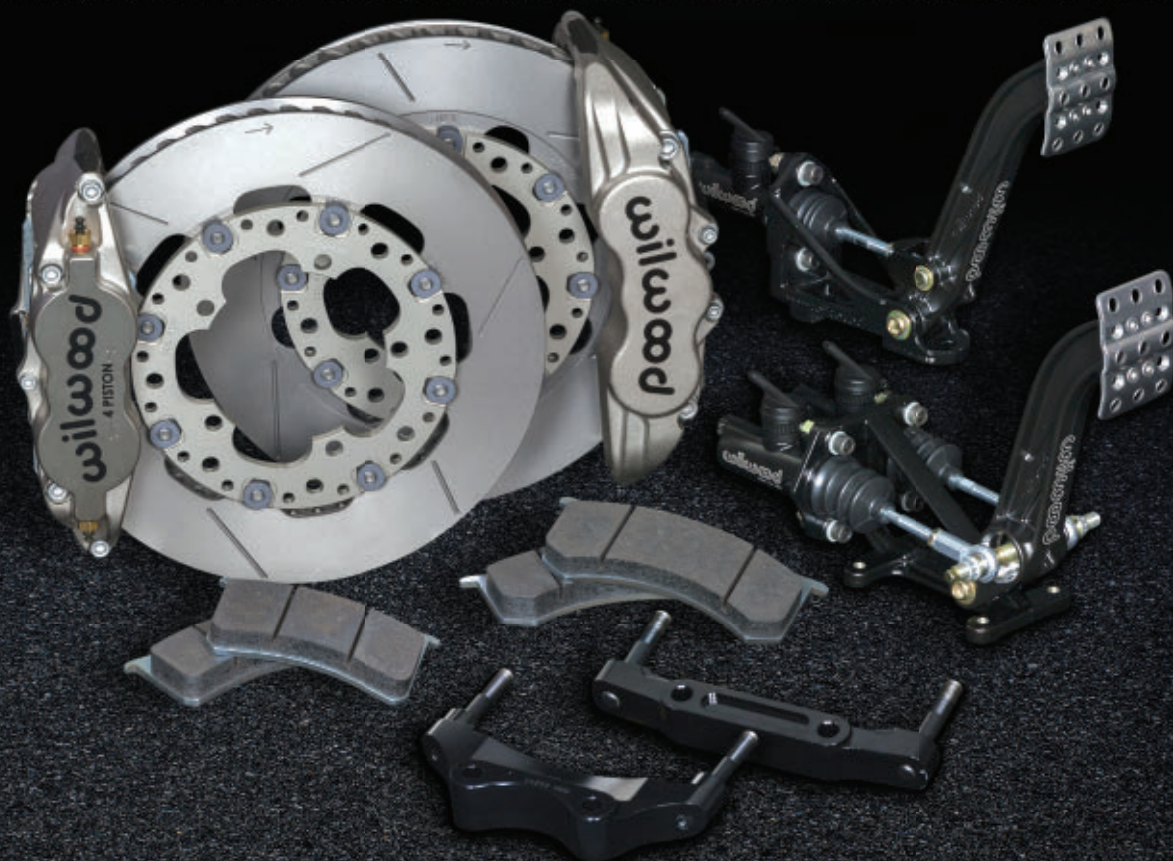


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