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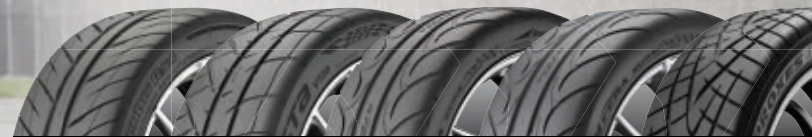
BF Goodrich
g-Force Rival S
g-Force Rival S 1.5

BRIDGESTONE
Potenza RE-11

BRIDGESTONE
Potenza RE-71R

DUNLOP
Direzza ZII
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Hankook
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KUMHO TIRE
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NEXEN
N FERA SUR4

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Hankook
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D.O.T. Radial
Wet H20

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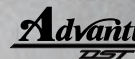
Enkei Racing PF01
bright silver, black (17 18),
black w/mach lip (17)
15 16 17 18



Kosei K1 Racing
silver
15 17



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



Advanti DST Storm S2
black, bronze
15



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



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17 18



Enkei Tuning TSP-5
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17 18



Enkei Tuning TY-5
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18 19



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15 17



TR Motorsports® C1
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15 16



TR Motorsports® C2
light grey, black (17), bright silver (17)
17 18



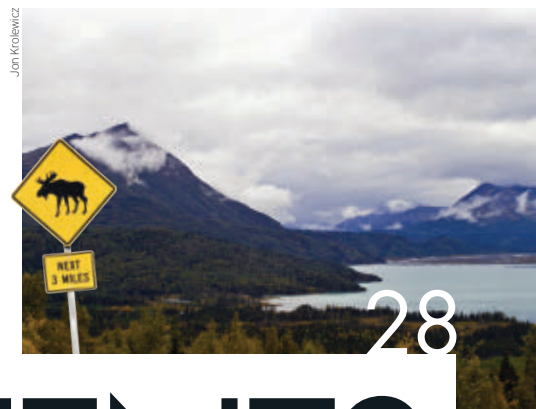
M.R. MR131 Traklite
black, bronze, silver
17 18



Perry Bennett



Rupert Berrington



Jon Krolewicz



Ross Mugivan

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SPORTSCAR

JANUARY 2018
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HELPING HANDS

Mere feet from a USRRC outmarker, Stock-class competitors Sue Covich and Carol McCormick-Ward were sidelined by a flat tire. Fellow class competitors Travis DeMoss and Kenneth Morton assisted the duo in getting back underway.

DATE Sept. 16, 2017

LOCATION Kenai Peninsula,
Cooper Landing, Alaska

WHAT United States
RoadRally Challenge

PHOTOGRAPHER John Krolewicz





OOPS...OUR BAD

In an error that has confounded us, in the November 2017 issue we somehow inserted the wrong name for the 17th place E Street finisher at the Tire Rack Solo National Championships. We would like to apologize to Susquehanna Region member Rob Springer for the error, and we applaud him on his trophy finish.



Rupert Berrington



NATIONAL SOLO LAUNCHES INTO 2018

The flagships of the traveling Solo program, the Tire Rack SCCA Championship Tour and Tire Rack SCCA ProSolo National Series have released their schedules. The Solo Championship Tour calendar is comprised of nine events, running March to July, that lead to the Tire Rack SCCA Solo Nationals in September.

A couple of weekends in 2018 will feature two different Champ Tour events – April 13-15 will see competition at the Tire Rack Crows Landing Championship Tour and the Tire Rack Texas Championship Tour. Then on July 6-8, autocrossers have their pick with either the Tire Rack Southern Summer Nationals Championship Tour in Tennessee or the Tire Rack Colorado Championship Tour.

The ProSolo schedule features 10 events this year spread over some very popular sites, with the Tire Rack ProSolo Finale taking place in early September.

As always, a few locations are yet to be decided and the schedule is always subject to change, so visit the Solo tab at scca.com for the latest information. 📍

2018 TIRE RACK SCCA CHAMPIONSHIP TOUR

DATE	CITY VENUE
March 16-18	Cecil, Ga. South Georgia Motorsports Park
April 13-15	Crows Landing, Calif. NASA Crows Landing Airport
April 13-15	Location TBD
May 26-28	Lincoln, Neb. Lincoln Airpark
June 8-10	Romulus, N.Y. Seneca Army Depot Landing Strip
July 6-8	Bristol, Tenn. Bristol Motor Speedway
July 6-8	Location TBD
July 13-15	Packwood, Wash. Hampton Lumber Mills Packwood
July 27-29	Swanton, Ohio Toledo Express Airport

2018 TIRE RACK SCCA PROSOLO NATIONAL SERIES

DATE	CITY VENUE
March 9-11	Lehigh Acres, Fla. Buckingham Field
March 23-25	Fontana, Calif. Auto Club Speedway
April 20-22	Crows Landing, Calif. NASA Crows Landing Airport
April 27-29	Blytheville, Ark. Arkansas Aeroplex
May 4-6	East Rutherford, N.J. Meadowlands Sports Complex
May 24-26	Lincoln, Neb. Lincoln Airpark
June 1-3	Mineral Wells, Texas Mineral Wells Airport
June 15-17	Swanton, Ohio Toledo Express Airport
July 20-22	Packwood, Wash. Hampton Lumber Mills Packwood
Aug. 3-5	Oscoda Township, Mich. Oscoda-Wurtsmith Airport
Aug. 31-Sept. 2	Lincoln, Neb. Lincoln Airpark



Chris Clark

ERNIE FRANCIS JR. BREAKS RECORDS

At just 19-years old, Ernie Francis Jr. boasted an historic season in Trans Am, winning 10 of 13 races on his way to securing the series title before the finale. His win record now reads 33, besting the mark held by Paul Gentilozzi for most wins in the Trans Am series.

NATIONAL CONVENTION NEARS

Registration is open and running strong for the 2018 SCCA National Convention taking place in Las Vegas, Nev., on Jan. 18-20, 2018, at South Point Hotel, Casino & Spa. Registration cost is currently \$275 per attendee and grants access to more than 40 educational seminars, as well as the Annual Meeting, Thursday's welcome party, and Saturday's SCCA Hall of Fame and Awards banquet. Early registration ends on Dec. 26, at which point costs increase by \$60 per person.

The tentative schedule is available online and shows a wide range of topics to be addressed during sessions. Leadership Summit seminars on Friday and Saturday are designed to provide SCCA members with opportunities to further develop leadership skills, acquire specific SCCA training, and network with others from the Club. A few other featured topics include: Junior

Karting, Critical Incident Management, and Leadership 101/201.

"As a Club, we are working to define our collective Regional, Divisional, and National paths forward, and the annual National Convention is essential in aligning concepts with 'real world' actions," notes Mike Cobb, SCCA President and CEO. "The Convention is where useful tools are provided to better serve members, those who serve the members, and the Club overall."

A block of rooms at South Point has been held until Dec. 25, 2017, for SCCA National Convention attendees, and guests can book a stay by contacting the hotel's reservations department at (866) 791-7626 or by visiting the hotel's reservation webpage. In order to obtain the special group rate, guests need to identify themselves as being with SCCA 2018 National Convention or supply the group code "SCC2018," which will entitle a rate of \$70 per night Monday through Thursday and \$110 per night for Friday and Saturday. Additional fees and taxes may apply. ☉

Dennis Wood



LOOKING SHARP

Registering car numbers has a number of benefits - like good looking racecars.

Pick a Number

Drivers planning to compete in the 2018 SCCA U.S. Majors Tour or Hoosier Racing Tire SCCA Super Tour can now apply online for series registration at MotorsportReg.com. Those paying the \$50 series registration fee can reserve a single or two-digit number in a Conference of their choosing with payment deferred until Jan. 1, 2018. The same number can also be reserved, if available, in other Conferences for an additional \$25 per Conference. A series registration fee of \$100 allows drivers to register a three-digit number, with the leading digit required to be "1," for all Conferences.

Registration in this program allows drivers to prepare number graphics for their cars that will be good for the season. Registrants will also receive series decals for car placement prior to events, as well as a \$25 coupon for merchandise at www.sccagear.com.

Reserved numbers will be honored until two weeks prior to an event. In-Conference reserved numbers will be given priority over out-of-conference reserved numbers for event registration. In the case of a dual-conference event, any duplicate reserved number requests will be resolved by earliest event registration. The word "reserved" does not mean "permanent." If class run groups for any event differ from the norm, then number assignments for that event will give preference to the in-Conference drivers who register first, then further duplicate requests will be resolved by earliest event registration. Also, the reserved number program doesn't apply to the SCCA Runoffs. ☉





Chris Clark

TRANS AM CHAMPS

The 2017 Trans Am series came to a close in early November, crowning champions in its TA, TA2 (LEFT), TA3, and TA4 classes, as well as the Manufacturers' Championship and Rookie of the Year. Look for complete series coverage in the next issue of *SportsCar*.

The Trans Am Race Company has unveiled its 2018 Trans Am Championship presented by Pirelli schedule for its 52nd anniversary season, with the vast majority of the 2017 event platform returning.

"The 2018 schedule will once more see Trans Am visit iconic tracks with partners dedicated to growing and creating accessible, fan-friendly racing," notes John Clagett, President of the Trans Am Race Company. "At the same time, the 2018 schedule was crafted to reduce the time teams spend on the road. We've reduced the number of events by two based on competitor feedback, but we've also focused on how we cut back the time commitment for each weekend. Our goal is a three-day event wherever possible, including load-in and test day. Over the course of the season, it should save teams over two weeks at the track in comparison to 2017."

In helping achieve those goals, Trans Am will split the field on two occasions in 2018 to maintain an 11-race championship for all competitors, with the TA2 class heading to Detroit's Belle Isle Park in June for a doubleheader weekend. Likewise, the TA, TA3, and TA4 classes will tackle Pittsburgh International Race Complex in August while creating a new Trans Am tradition as the series makes its debut at the circuit.

In addition to its national championship, Trans Am will also hold its Trans Am West Coast Championship presented by Pirelli for the second consecutive season, as the Series continues to work toward reinvigorating its competitor base on the West Coast. 📍

2018 TRANS AM CHAMPIONSHIP PRESENTED BY PIRELLI

DATE	LOCATION
March 2-4	Sebring International Raceway
March 29-31	Road Atlanta
April 13-15	Homestead Miami Speedway
June 1-3	Chevrolet Detroit Grand Prix presented by Lear (TA2)
June 15-17	Indianapolis Motor Speedway
Aug. 3-5	Pittsburgh International Race Complex (TA, TA3, TA4)
Aug. 9-11	Mid-Ohio Sports Car Course
Aug. 23-25	Road America
Sept. 7-9	Watkins Glen International
Sept. 21-23	Virginia International Raceway
Nov. 1-3	Circuit of The Americas
Nov. 9-10	Daytona International Speedway

2018 TRANS AM WEST COAST CHAMPIONSHIP PRESENTED BY PIRELLI

DATE	LOCATION
April 27-29	Auto Club Speedway
June 1-3	Sonoma Raceway
June 15-17	Indianapolis Motor Speedway
July 27-29	Portland International Raceway
Nov. 1-3	Circuit of The Americas

TRANS AM UNVEILS REENGINEERED 2018 SCHEDULE



Chris Clark

2018 U.S. Majors Tour Schedule Released

The 2018 installment of the SCCA U.S. Majors Tour is just around the corner, and while many Conferences have finalized their schedules, others are still locking in dates. A visit to the Road Racing tab at SCCA.com will bring you up to speed with the latest news, and look for a complete 2018 schedule update in an upcoming issue of *SportsCar*. 📍

2018 U.S. MAJORS TOUR SCHEDULES (Dates subject to change)

NORTHEAST CONFERENCE

April 13-15	VIrginia Int'l Raceway, Va.
April 28-29	Summit Point Motorsports Park, W. Va.
May 12-13	Pittsburgh Int'l Race Complex, Penn.
June 22-24	Watkins Glen Int'l, N.Y.
July 7-8	Thompson Speedway Motorsports Park, Conn.
July 21-22	New Jersey Motorsports Park, N.J.

NORTHERN CONFERENCE

May 5-6	Blackhawk Farms Raceway, Ill.
June 1-3	Mid-Ohio Sports Car Course, Ohio
June 15-17	Road America, Wis.
July 7-8	GingerMan Raceway, Mich.
July 28-29	Road America, Wis.
Aug. 11-12	Grattan Raceway, Mich.

SOUTHEAST CONFERENCE

Jan. 5-7	Homestead-Miami, Fla.
Jan. 12-14	Sebring Int'l Raceway, Fla.
March 3-4	NOLA Motorsports Park, La. (SE and S Conference)
March 17-18	Road Atlanta, Ga.
April 13-15	VIrginia Int'l Raceway, Va. (Dual SE and NE Conference)
June 8-10	Charlotte Motor Speedway, N.C.
Jun 29-Jul 1	Roebbing Road Raceway, Ga.

MID-STATES CONFERENCE

April 7-8	Hallett Motor Racing Circuit, Okla. (M-S and S Conference)
April 28-29	Heartland Park Topeka, Kan.
May 19-20	Iowa Speedway, Iowa
May 26-27	Pueblo Motorsports Park, Colo.
July 7-8	High Plains Raceway, Colo.
Aug. 25-26	High Plains Raceway, Colo.

SOUTHERN CONFERENCE

Feb 2-4	Circuit of the Americas, Texas
March 3-4	NOLA Motorsports Park, La. (SE and S Conference)
April 7-8	Hallett Motor Racing Circuit, Okla. (S and M-S Conference)
May 26-27	Motor Speedway Resort Houston, Texas

WESTERN CONFERENCE

Jan. 12-14	Auto Club Speedway, Calif.
March 17-18	Willow Springs Raceway, Calif.
April 27-29	Buttonwillow Raceway Park, Calif.
May 19-20	Portland Int'l Raceway, Ore. (1-2 events may be added later)

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WHAT DO YOU THINK?

In the latest edition of *Fastrack*, the Club Racing Board is soliciting member input regarding the use of sequential transmissions in Formula Continental and Formula F, stating, "Should 9.1.1.B.17 be modified to permit the use of a sequential shift gearbox for FF/FC?" Please submit your feedback via crbscca.com.



Jeff Loewe



LEE HILL

CHAIRMAN, SCCA BOARD OF DIRECTORS

2017 IN THE MIRRORS

Driving from Florida to Massachusetts and back to visit my mother for her 92nd birthday gives plenty of opportunity to ponder on the year we're just finishing. I'm completing my third year on the SCCA Board and my first as Chairman - and it's been a tumultuous three years. However, I feel that 2017 has been a real turning point and I'm very optimistic about the Club's future.

Our 2017 championship season was arguably the best ever. It began with a very well attended Tire Rack ProSolo Finale and 1,300-member Tire Rack Solo National Championships in early September, jumped to a very well attended United States RoadRally Challenge in Alaska, and was followed by nearly 1,000 members competing at Indianapolis Motor Speedway during the National Championship Runoffs. Wrapping everything up in October was a record turnout at the DirtFish RallyCross National Championship in Kansas.

From the Board of Directors' standpoint, our 13-member Board began the year with five new Directors - three by way of our normal election process and two appointed (as required by our bylaws) by the Board to fulfill the final year of the terms of Brian McCarthy and Steve Harris. Even with changing 40 percent of its members, this

"I'm confident that we have the people, processes, and resources in place for continued growth"

Board came together quickly and began the business of evaluating candidates for SCCA's next president. In the spring we made an offer to Mike Cobb, and his first day on the job was June 1. By the way, if you're chatting with Mike, ask him about receiving a phone call offering him the position of SCCA President and CEO on April 1.

I know that there are many horror stories about serving on SCCA's Board of Directors, but my own experience is exactly the opposite. The Board has functioned quite well in the three years I have been aboard. I don't know how previous Boards of the SCCA operated, but by my observation, all of the Directors with whom I've served are passionate about the Club and dedicated to its wellbeing. They may not always agree on how to get there, but their commitment to the Club is real - and so are the hours they contribute to the cause. I've greatly enjoyed serving with all of them and I hope you'll say "thanks for serving" to them when the opportunity arises.

For the coming year, it looks like the 2018 Board is going to be largely unchanged from 2017. K.J. Christopher (Area 11) is dropping off after one term because he recently relocated from California to Texas. He will be replaced by Jason Isley, known to many of you as the 2017 H Production Runoffs National Champion, four-time Solo National Champion, and Associate Editor of *SportsCar*. While K.J.'s presence will certainly be missed, Jason should be an outstanding replacement. The only other possible change is in Area 4, where the election is between Marcus Meredith and Pat McCammon. Both are very capable, and I'm sure either will make a fine Director, and by the time this issue prints you will undoubtedly know the outcome.

With the foundation that we've created in 2017, I'm confident that we have the people, processes, and resources in place for continued growth in 2018. 🍎



Rupert Berrington

ALL-WHEEL DRIVING

Mark Macoubrie powered his Subie to a 2017 TripleCross award.

TWO CLINCH 2017 RALLYCROSS TRIPLECROSS

With the dust settled on the 2017 SCCA RallyCross season, we now know who the TripleCross winners are. To claim a RallyCross TripleCross title, drivers must win one Regional RallyCross, one of three DirtFish SCCA RallyCross National Challenge events, and the DirtFish SCCA RallyCross National Championship, all in the same class.

So, with the conclusion of the 2017 RallyCross National Championship, two TripleCross winners rose to the top: Mark Macoubrie (Prepared All Wheel Drive) and Bret Hunter (Modified Front Wheel Drive).

Macoubrie triumphed this year at a Kansas City Region RallyCross and the DirtFish SCCA Central RallyCross National Challenge. Hunter won a Colorado RallyCross and the DirtFish SCCA Central RallyCross National Challenge. And, of course, they both won their respective class at the DirtFish RallyCross National Championship - coverage of which can be found in this issue starting on pg. 38. 🍎



Rupert Berrington

SLIDE ON

Bret Hunter claimed the 2017 TripleCross with a win in Modified FWD.



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FORMULA ENTERPRISES 2.0

A new Mazda engine package has been proposed for the Formula Enterprises class, as well as a plan for phasing in the more powerful cars. In addition to the new motor, an updated transmission promises to make the cars more racy than ever. This is still pending Board of Directors approval so keep an eye on *Fastrack* for updates.



Clark McInnis

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WHERE ARE OUR EYES?

"In racing, they say that your car goes where your eyes go." - Garth Stein, The Art of Racing in the Rain

SCCA Nation, as you read through this January edition of *SportsCar*, you are more than likely looking at 2017 in the rearview mirror enjoying the memories of the 2017 DirtFish RallyCross National Championship and United States RoadRally Challenge, while at the same time looking to 2018 and planning the course ahead. If so, this edition of *SportsCar* is right on time. It should be a helpful resource in preparing for the upcoming season, help point you to a Driver's School to improve your race craft, or help you get your competition license. (Note: I will be working on both fronts across 2018, so stay tuned for updates.)

While this is certainly the season for personal planning, we are concurrently working across the Club to define our collective Regional, Divisional, and National paths forward. It is also through this lens that the above quote is most relevant. We are all, in a sense, defining what direction our cars are going by focusing our eyes on the future. In support of this, if you haven't already done so, I would like to ask you to consider

making plans to join us in Las Vegas for the SCCA National Convention at the South Point Hotel, Casino & Spa on Jan. 18-20, 2018. We will be sharing the direction that our eyes are focused on as we work to serve the members, those who serve the members, and the SCCA overall.

I'm sure there are multiple interpretations of

"your car goes where your eyes go," especially when used in a setting where I am talking with thousands of motorsports enthusiasts. But for me, beyond serving as a directional reference, it also serves as a focus reference (i.e., what direction are we headed and what will we be focused on?). In this sense, it is also a great point of departure for 2018 planning and the National Convention because we will be focusing not only on these two important strategic building blocks, but on how we get there as well. A sneak preview regarding the "how":

- By aligning with a common mission
- By focusing on a defined set of core deliverables
- By considering, communicating, and collaborating more consistently with one another across the Club

More specifics on each of these areas will be shared at the Convention, so I hope it is on your roadmap to attend.

Yes, we face many challenges going forward, but if we are aligned and our collective eyes are focused on the same things, I truly believe we can realize our mission. Our "car" will go where our eyes go.

I look forward to seeing you at the Convention and across 2018 as we share and learn more about the road ahead and where we are going! 🏁

"We will be sharing the direction that our eyes are focused on as we work to serve the members"

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JON BRAKKE

LAND O' LAKES REGION | MEMBER SINCE 1979

“What got me into racing in 1979 was my brother, Mark, who is eight years older than I am. He had been racing in G production with an MG Midget. He took me to the races and it seemed like a lot of fun. At that same time, I was in high school and my sister had given me her Chevrolet Corvair. Corvairs weren't really worth much in the resale market at that time, so I figured I had a racecar on my hands.

I started working on the Corvair; this was a couple of years before I went to a Driver's School, so Mark was kind enough to be the test driver. The Corvair was an awful racecar for the first couple of years, but then we got it so that it would actually finish the race. I went through the Driver's School and

then we ran that thing for about 20 years. It went from D production to GT-3. We did everything. We designed our intake manifold - we just did everything to that car, and it was fun.

Mark had gotten out of G production and was running Spec Miata for a while. I was realizing the Corvair was never going to win the Runoffs, so we both said, 'What class can we race in together so we could divide development expenses, spares, expenses, etc.?' We picked E production and the Miata.

I like working on cars and I like racing. I like the people. I have made an awful lot of good friends, and it's a nice break from the office routine.”

EDITS & IMAGES Richard S. James



WINNING COMBINATION

Jon Brakke made the jump to E Production in the Mazda Miata parlaying that into three Runoffs titles. Brakke is also involved with the Club off the track, serving as chairman to the Production Advisory Committee.

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RANDY POBST

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

HALLOWEEN TRAVEL HELL

The only thing that isn't terrific about where I live on Lake Lanier, small-ish home, large-ish garage, dock, not far from Road Atlanta and Atlanta Motorsport Park, in mostly warm and always lovely North Georgia - is that the airport, one of the best and busiest in the world, is located on the other side of this seething metropolis. Direct flights to

all, track test hot lapper. To this end, I am off tonight to Circuit Paul Ricard, near Marseille, France, to track test the new AMG GT4 racecar, and then private jetting to Affalterbach, Germany, by way of Stuttgart to tour the AMG production facilities and Mercedes Museum. Wow! *If I* can get to the gate.

So, here I am checking traffic on my one-hour drive to the friendly skies, with an extra hour of cushion, and I'm staring at a traffic map of bloodshot red. The evil spirits of the day have played mischief on the 285 beltway, and even Waze has no way around it, having plugged the side streets, too. My cushion melts away, exacerbated by my missing the early shortcut exit for the international terminal and forcing me to my fallback parking strategy, in the blazing sun at airport economy rather than my cozy covered off-campus discount spot.

"I am really quite late, ma'am," I politely plead to the shuttle driver, to which she responds, "Just one more customer," and wanders around the next aisle until she finds one - meanwhile, I watch the clock

tick away another couple of precious minutes. I'm reminded of a sign I used to see in grimy old-school machine shops: "Lack of planning on your part fails to constitute an emergency on our part." And, say, doesn't Delta International cut off bag check a little sooner than domestic? Sinking feeling....

Finally arriving at departures, I grab my bags (no tip for you, babe), and leap off the bus for the skycap, flashing my wallet. These guys are fixers, right? "Too late, just missed it," he says, "but try them inside." Really? I thought you knew all the tricks, *hmmph*, and I zip to Sky Priority. Where I'm *A Somebody*.

It's Tuesday, Halloween, light travel load, no line, hooray! "Oh, you did your check-in already? That's a big help," says the agent. (Really? Just a click on my Delta app?) "We've got you covered, Mr. Pahpst, don't you worry." Whew, made it, what a relief. That was a close one. Dang Atlanta traffic.

Breathing easier, I head for security, and then start to feel light. Know what I mean? Like something's missing. My scarf. My beautiful, long,

"I'm reminded of a sign I used to see...
 lack of planning on your part fails to
 constitute an emergency on our part"

almost anywhere! *If* you can get to the gate. Some days, that's a big *if*.

For one, it was Halloween. A celebration of spirits, spooks, skeletons and spider webs. There had to be a bad moon risin'. Gremlins. And I don't mean chopped-off AMC Hornets.

In my semi-retired-pro-but-still-passionately-pursuing-racecar-driving life, one of my new waves has been a wonderful relationship with *Motor Trend* as writer, video host, and best of



HOLIDAY ROAD
Even the best laid travel plans can go awry during the holidays.

black cashmere neck scarf, gifted from a genuine Arabian princess; irreplaceable, and looks great with my sport coat, by the way. Arrrrgh! Halloween gremlins at work again. About face and retrace. It's not far at all, but nothing. No one has seen it, and time is ticking.

OK, I'll check back with lost and found on my return - a long shot at best. My heart sinks again. But, France and AMG beckon - back to security. There's this new-fangled Clear service, which I get for free as a hi-hondo frequent flyer, but no more pre-check. No, that's going to be \$80 now and I haven't paid up yet. Seems like just another scam to squeeze our wallets to me. Very few travelers, so guess what? One line. One long, *slowwww* line.

Shoes off, laptop out, empty everything from pockets. I got to avoid this for years, always pre-check; it's random, my eye. *Grrrrr*. OK, step up for the sensors, oops, forgot my wallet in my back pocket; toss it in the little tray, return, hands in the air. Out the other side there're more folks than on the way in, another sign the

travel gremlins are testing my fraying patience once again. My stuff finally rolls out, and I grab it and zoom for the train to concourse E.

Doing the math, it's still looking good, unless something goes wrong, goes wrong, goes wrong.

About C gates, the phone rings, unknown caller. "Hello, Randy? You've left your wallet at security," says a helpful TSA voice. "*Whaaa? Noooo!* I mean, thank you!" Oh, *lordy*. I make like The Flash to the returning train, blazing through the closing doors, no contact with a millimeter to spare, bulging briefcase and all, to the wide-eyed shock of the innocent young woman inside. Just like Will Smith in Independence Day.

Grab my wallet, shower gratitude, sprint back to the train, and ride slowly along, banging head against tram window. Now we're in real trouble. Time oozes as if coming from Dali's drooping clocks. E gates, doors open, vault two-story escalator. Dead run to E10, panting, sweating (good workout, anyway). Door closed. Just. Merciful agent says she can get me in a coach

"Doing the math, it's still looking good, unless something goes wrong, goes wrong, goes wrong"

seat, I say let's do it, *if* the airplane door hasn't yet been closed. I cling to my last shred of hope. She calls down, no answer. Says "Hmmm." Tries again. No answer. Agent number two comes up. Runs back down. Nope, closed. Gremlins win. But I fought the good fight.

You'd think with almost two million miles on this airline and a 7,500 Daimler-dollar business-class ticket, that maybe they could crack that door for just one more desperate fool, but no. Done deal. It's all over but the crying and apologizing.

But it's OK, folks. Delta put me on the next available flight and I'll be there in time for dinner. Just. Meals are long in France, by the way, so if I miss a course or two, it'll be no big deal. Seems the Daimler/AMG folks build a few hours of cushion on their end, too, just for gremlin-plagued goofs like me. ☹



HOW TO WIN

Clinching an SCCA National Championship doesn't happen overnight – we find out the secrets

WORDS Jeff Zurschmeide

Be it in Solo, Club Racing or rally, winning an SCCA National Championship is a dream shared by thousands of SCCA competitors – but getting to the top step of the podium takes more than talent and luck. It's hard work, and the path to a championship is not always obvious. So, we asked several 2017 National Champions to tell us what they did to get to the winner's circle, both in terms of car development and driver training. If you hope to stand where they stood, pay close attention.

The common factor that runs through every champion's story is preparation. Looking ahead to the National Championship events and having a credible plan to win is the proven path to the top step. Champions make sure that their car is ready to compete and that they've done the personal work to make sure they're ready to race. When you think about it, the 2018 National Championship events are no more than 10 months away. Will you be ready to win?

SOLO

Billy Davis

2017 C Street Prepared National Champion

There's more than one path to a Solo championship, and CSP champion Billy Davis has a different theory about car preparation from Jonathan Lugod. "For car development, we focus on getting a stable, easy-to-drive, platform," Davis says. "We don't go for every little development, but we do work on the details. We try to make the car forgiving, so it will allow you to push 100 percent without fighting the car."

Because autocross is such an immediate challenge, Davis finds that practice at performing under pressure is helpful. "The biggest thing for me is being match-ready," he insists. "I race against the best I can race against, and I practice putting myself under pressure. Also, teaching other drivers through SCCA Starting Line is helpful."

"We try to make the car forgiving, so it will allow you to push 100 percent without fighting the car"

BILLY DAVIS

"The entire car was built around maximizing our traditional strength of entry and exit speed"

CHRISTOPHER BOVIS

For Christopher Bovis in GT-Lite, Indianapolis Motor Speedway was the Runoffs he wanted to win. And, to that end, he had a detailed two-year plan to make it to the top step in 2017. "We spent almost two years gathering data and researching the 2017 SCCA Runoffs at Indianapolis," Bovis says. "We defined the challenge, did our homework, developed a plan, and worked the plan. I decided to run the entire season in 2016, including the Mid-Ohio Runoffs, in order to do the necessary research to maximize our chances of success at Indy."

"It was really about research and collecting data. At Mid-Ohio, we collected data including split times into and out of every corner. We learned a lot about where we were fast and where we were not. Maximizing one and reducing the other would be our blueprint for 2017."

Completely rebuilding his car in the off-season was critical to Bovis' success. "We looked at everything over the winter," he says. "I borrowed cars from friends Peter Zekert and Bryan Cohn to qualify for the Runoffs as our car was being developed. We did put the car back together for the June Sprints but suffered our first mechanical failure in my 25 years of racing due to the typical \$3 subcomponent that supposedly never fails. This was the opportunity to really strip the car and rethink everything we were doing."

After talking with other drivers who had run Indy and running a few laps in iRacing, Bovis came up with a strategy. "We figured that the bias needed to be on momentum, mid-speed corners, and mechanical grip," he reveals. "When we arrived at Indy, we had a completely new suspension and alignment setup on the car as well as some improvements in gearing and other small incremental gains. The entire car was built around maximizing our traditional strength of entry and exit speed. It really is a simple answer."

CLUB RACING

Christopher Bovis

2017 GT-Lite National Champion





CLUB RACING

John Buttermore

2017 Touring 2 National Champion

For John Buttermore, winning the T2 National Championship hinged on finding the right car and getting it developed. “Our whole T2 program really took off at the Mid-Ohio Super Tour race in July 2016,” Buttermore recalls. He was unhappy with his C6 Corvette and switched to an older C5 model midseason. After his first outing in the new car, he knew he had work to do.

“We made wholesale changes to the [stabilizer] bar, tire pressures, shock damping, and alignment settings,” Buttermore reports.

The CRB gave Buttermore a 75-pound weight adjustment for 2017, so more development was necessary before he went to Indianapolis Motor

Speedway for the Runoffs.

“We went to Pro-System brakes to design a hat and disc assembly,” he says. Fitment was perfect the first time and we never had a brake issue all year. I also upgraded the data system so my dad and I could compare data and video and learn from each other. Having two cars in the same class with the same data system allowed us to answer driving, setup, and engine power questions pretty definitively.”

To prepare himself for the race, Buttermore arranged an advance look at the track. “We entered the Trans Am race at Indianapolis in the TA3 class,” he reveals. “The practice on the track proved to be very valuable. We didn’t really know

how important that would be until we ran into the traffic jams that were called the qualifying sessions at the Runoffs.” Indeed, with 60 cars on track during the combined T2-STU qualifying sessions, packs of cars would form, artificially slowing the pace.

Finally, Buttermore took a good look at other drivers during the Runoffs week to get some ideas for his race. “I knew the start would be tough for me so I watched a bunch of other races to see how polesitters fared and what sort of behaviors would lead to success,” he says. “This turned out great as I was third leaving the first turn, but was able to move back up into the lead by lap two and never look back.”

“Buttermore took a good look at other drivers during the Runoffs week to get some ideas for his race”



Jeff Loewe

Autocross competitors face an entirely different kind of challenge in that no one knows the course layout before the event. They get just a few chances to attack the course, so every millisecond counts and, for STX Champ Jonathan Lugod, that means dialing in the car just right.

"I spend a lot more time sorting out the car than I do sorting out my driving," Lugod admits. "I am very particular with how a car should handle and so I spend a lot of time fine tuning the car setup. I often get many different people in the car to see if, on average, the vehicle is predictable and easy to drive."

Surprisingly, Lugod gets much of his driver development done at home. "Driver training for me comes from in-car video and driving simulators," he says. "I scrutinize my own driving and go over how many mistakes were made per run. Anything as little as a steering correction or a double input, like gas or steering wheel, is considered a mistake and those are easy to pick up on video. I feel that the person on the throttle the longest with minimal mistakes will often be the victor."

"Driver training for me comes from in-car video and driving simulators"

JONATHAN LUGOD

SOLO

Jonathan Lugod

2017 Street Touring Xtreme National Champion



Perry Bennett

Tara Johns shares the family B Street Corvette with her husband Brian, and the two work together to win championships. Brian won a championship in 2007, and Tara has earned several since then. Their strategy is to keep things light and fun, but they still focus on driver improvement.

"In the past year, we've tried to take ourselves less seriously," Tara says. "We used to spend every bit of energy on racing, and now we just try to make it fun. The first National Championship was hard to get, but the second one was the hardest because all you want is to win again, and it's just not possible to win every year."

Sharing the car, Tara and Brian find that learning from each other is helpful. "With both of us in the car, we can compare data," Brian says. "We used SoloStorm between runs at Nationals this year, and found a ton of time for Tara on the second day."

SOLO

Tara Johns
2017 B Stock Ladies
National Champion



Perry Bennett



Rupert Berrington

CLUB RACING

Elliot Finlayson
2017 Formula Enterprises
National Champion

"Development is limited to basic setup, placing emphasis on the driver's abilities"

"In the past year, we've tried to take ourselves less seriously"
TARA JOHNS

Formula Enterprise is a completely spec class driving cars produced by SCCA Enterprises. As such, car development is limited to basic setup, placing emphasis on the driver's abilities in the cockpit. "My program for success was with my dad on the wrenches," Finlayson says. "I think our program as a father-and-son team has been beneficial to me. It forced me to have a better understanding of providing good feedback on the car, being hands-on with engineering adjustments, and having to do all the data analysis on my own."

Driving a downforce formula car demands mental focus, and that requires physical fitness. Part of Finlayson's program is intensive personal training. "My main focus for [2017] was to be well-conditioned," he says. "In order to do that, I started running quite often. I have been testing in the Mazda Road to Indy USF2000 car, which has a lot more g-load while cornering and braking than my Formula Enterprise car, so I will also be starting some weight training."

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Rick Corwin

CLUB RACING

Collin Jackson

2017 GT-3 National Champion

Four-time GT-3 National Champion Collin Jackson - who also holds a 100-percent Runoffs championship success rate - says that excellence in engineering is critical to success, and having a clear plan makes the difference for him. "We did some analysis," Jackson says. "A friend ran the vintage race at Indy and reported back to me about what he thought the setup should look like. He strongly recommended an aero package because the track is flat and doesn't have a lot of grip."

"We started off with a new low-downforce wing, and we did some aero testing. I think we did nine days of testing plus all the races we ran. Then we did some analysis on the track surface and decided to upgrade to Penske shocks. We worked out a setup for that, and it was a huge differentiator when we got to Indy. I was able to get a hold of the track, and no one else was even close."

Jackson also used simulation to learn the track and formulate a strategy. "I spent some time on iRacing to figure out what I wanted for aero and where the critical corners were. I came to Indy with a strategic plan of what we wanted to do, and I knew where we needed to be fast."

In the end, preparation allowed Jackson to drive away from the field. "We did too much homework," Jackson says. "We were ready to go, and we suspected our competitors would be ready to go. Then we were surprised that most of our competitors didn't even choose to test."

"We were surprised that most of our competitors didn't even choose to test"

COLLIN JACKSON



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NORTH TO ALASKA

The 2017 United States RoadRally Challenge promised competitors spectacular views and local challenges in the Alaskan wilds. And it delivered!

WORDS Rick Beattie | IMAGES Philip Royle and Jon Krolewicz

For the 23rd time, members and guests of the SCCA gathered for the three days of driving, timing, and scenery that define the United States RoadRally Challenge. This year, however, those three elements would be unlike any of the 22 events past. The rendezvous point for the Sept. 15-17, 2017, event was Anchorage, Alaska, a few thousand land or air miles for contestants from Washington, California, Colorado, Tennessee, Pennsylvania, New York, Maryland, Virginia, South Carolina, Florida, and the United Kingdom who joined Alaska competitors in an event that emphasized scenery and camaraderie over decimal minutes and brain-twisting instructions.

Led by Rallymaster Cheryl Lynn Babbe, the committee staged an event that took 27 teams from Anchorage to the Kenai Peninsula and the towns of Seward and Homer to end in the late afternoon near Kasilof.

The scenery was spectacular. Kevin Poirier, who ran the final pre-check with Chris Hale, described it as nothing like the lower 48. Although spotting the sun can be rare and clouds are common, somehow that didn't hide or even affect the impact. Looking across Turnagain Arm, you suspect most of it hasn't changed since James Cook was there almost 250 years ago searching for the Northwest Passage.



NORTHERN EXPOSURE

From the scenery to local pastimes (ABOVE), life in Alaska is unlike anywhere else, as this incredible view from Hope, Alaska, illustrated to all USRRC participants (MAIN).





On Thursday evening, teams began preparing for their three-day exploration, with a reception held at the Alaska Aviation Heritage Museum. Along with a registration packet, forms to sign, and tech inspection came one item that has become very rare, even at the USRRC – car numbers and stickers. There were window decals, front bumper numbers, and door graphics for both

sides with car numbers, USRRC logos, and team names. Even the organizers, press cars, and support cars had them – a professional touch, indeed.

Teams were placed into four classes for the event: Sourdough (Class E), Prospector (Class L), and Cheechako (Class S). Cheechako was further divided for event scoring into experienced (group “A”) and the remainder as new to the sport.

After dinner provided by the committee from Bear Tooth Pizza, there was a rally school to help familiarize both first-time rallyists and experienced teams with the Alaska Region style. Babbe taught a lively class with input from a number of the USRRC regulars. Going over checkpoint procedures and the main road rules (especially protection) were the order of the evening.

Friday brought a real-world introduction to rallying in Alaska. These results were kept separate from the next two days which, added together, would be reported as an SCCA Divisional Rally. The route would take teams to views high on the slopes east of Anchorage, then through Girdwood, Sunrise, Hope, Portage, and Indian, before arriving in Seward.

As it turns out, there aren’t



FRIDAY: THE ROAD TO SEWARD
(BELOW, TOP to BOTTOM) Friday saw Stock-class competitors Austin Betts and Jen Bersch hustle, especially considering they were competing in a classic Mini using a kilometer-based speedometer and no odometer. Kenneth Morton and Travis DeMoss return to their car following a mid-day Friday checkpoint. Wildlife was out and about in Alaska, with competitors spotting the occasional bear and moose.



a lot of roads in Alaska that wander the countryside. There are major two-lane highways between towns, and streets that run through residential neighborhoods and, in most places, the houses sit somewhat hidden behind the trees. While some rally legs covered the major highways and a few back roads, many legs utilized the residential areas for the route and a few checkpoints.

The course following was not difficult, especially compared to many USRRC and SCCA National events. What made the rally challenging was the number of speed changes and pauses on the major highways together with the sheer number of instructions that needed to be executed in the short distances common to neighborhoods off the major highways.

Jake Engstrom came back

from Florida to run with his rally teammate for 20 years, Jeff Lynn. He explained that the format was very similar to typical Alaska Region rallies except for some timing and scoring differences.

The rally was delayed through a transit zone as the organizers collected a few late teams from that section of the rally, providing contestants time to chat with each other on the way to Seward.

POOP EMOJIS

Rebecca Bastien and Leah Vik ran the first day of the USRRC in poop emoji costumes. "We wanted to have some awesome racing overalls, like Adrienne Barbeau and Tara Buckman from *Cannonball Run*, but who can pass up a Poop Emoji?," they said. "We thought it would be great to set the mood for the weekend with fun and spirit. We had considered wearing them the entire weekend, however, the thought of wearing a costume for three days without laundry kind of outweighed the comfort of it."



SATURDAY: HEADING TO HOMER
(BELOW, TOP to BOTTOM) Competitors prep for Saturday's trials. Rick Beattie navigates to an E-class win. Margo and Robert Wesley, with their dog Moca, leave a Skilak Lake checkpoint. Rallymaster Cheryl Babbe addresses the group.



Justin Connors and I were able, even with a number of errors, to hold on to first in Sourdough, Bob Morseburg and Jeanne English took first in Prospector, and Christie and Wollenberg secured first in Cheechako Class (New).

Cheechako Class (A) went to Rebecca Bastien and Leah Vik. That was a big surprise for them. Girdwood "is home to the beginning of our 'Number Two' joke," explained Bastien. A few years ago they had given up on their last rally in Girdwood with two or three legs to go. "We fully expected to be taking home the Red Lantern [for dead last but finished] and instead

were second! It struck a chord with us because we would continually come in second in other RoadRally events."

Accommodations in Seward and Homer, the following night, were both arranged by the organizers as part of the entry fee. Results were available and trophies distributed the next morning at the pre-rally meeting, along with complementary T-shirts from past Alaska Region events.

The Saturday morning start in Steward was delayed by construction. With only three months of suitable weather in Alaska, construction crews work constantly, even in the



rain. A few legs were lost and on-the-go changes to the instructions were needed to move contestants along.

The first legs took teams to Exit Glacier. The route had signs such as 1899, 1917, and others - the markers indicated the extent of the glacier in those years. The current glacial tip could not be seen from the road. English stressed how much she appreciated the many

references to history, landmarks, or the fabulous scenery throughout the instructions.

Keeping on time was even a bit more challenging on Saturday for many of the same reasons as on Friday, so the long transit into Homer was a welcome relief. A seemingly silly instruction that "holy cow" would be the next words out of our mouth left us laughing. That is until a bend on the Sterling Highway took us over a crest to see the city of Homer and Kachemak Bay below us, and the glacial mountains beyond. Holy cow, indeed.

Not only was lodging in Homer arranged by the committee, but they made the effort to



WHERE NEXT?

The 2018 USRRC will be a bit more centrally located as St. Louis Region will host the event from Oct. 4-7. This will be the fourth time St. Louis Region has hosted the event.

Afternoon registration on Oct. 4 will be followed by the 90-mile Tulips by Night Monte Carlo rally. Kaskaskia Tails National Course Rally and Le Petit Rallye du Rocher National Touring Rally follow on Friday and Saturday. The event wraps up on Sunday morning with Monopoly Redux, a "games people play" rally based on the board game, followed by the midday awards luncheon.

Columbia, Ill., will be the starting point. Columbia is a little more than 30 miles for St. Louis Lambert International Airport. The Gateway Arch is at the midpoint of the trip. The headquarters hotel is the Hampton Inn (at 165 Admiral Trost Drive). Room rates are \$98 per night plus tax. Call them directly at (618) 281-9000 and mention "USRRC 2018" for that rate. For a flyer or more details, contact James E. Heine at editorialsolutions@sbcglobal.net.

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secure the Kannery Grill, due to close for the season as soon as we left, for breakfast and the last day's morning meeting.

Sunday's route felt easier. Maybe everyone was more in sync with the Alaska style. That, and the fact that the run started later and ended earlier, with a BBQ presented by the committee and "Chef Bill" Demming.

First-place USSRC awards were presented to Justin Connors and me in Sourdough (Class E), Bob Morseberg and

Jeanne English in Prospector (Class L), Jake Engstrom and Jeff Lynn in Cheechako (Class S-A), and Austin Betts and Jen Bersch (Class S-New).

Experienced rally competitors like Bruce Gezon, Pete Schneider, and Jim Crittenden contributed much in helping the committee understand the SCCA National requirements and quirks, and National Events Committee Chair Mike Thompson made a trip from Wisconsin to help everything go smoothly. They contributed

greatly to the event's success, and committee members such as RoadRally Steward Gail Engblom and checkpoint workers Bill Demming, Kim Ciccone, and Polly-Beth Odom should be commended for their work throughout the event. Their efforts were even more evident in unofficial ways.

Steve Gaddy, who finished second in Sourdough with his wife, Julie, saw and appreciated the extra effort that made this "an *event* rather than just another rally weekend," Gaddy said. "The

committee promised we'd see more of Alaska than most visitors, and we'd agree they delivered." To a couple of the Cheechako husband-and-wife teams, they delivered quite an experience.

With just five days of rallying at the Team O'Neil Rally School this summer in New Hampshire, competitors James Christie and Tracey Wollenberg signed up immediately after she saw an ad in the Alaska Dispatch News. "How hard can it be to drive to Seward, we wondered? So we



SUNDAY: HOMER TO KASILOF
(BELOW, TOP to BOTTOM) "Burger" Bill Demming fires up the barbecue at the Ocean Bluff B&B. S-class competitors Daryen Romann and Brandon McGillis stroll the B&B grounds. Competitors relive the weekend's adventures. Overall event winners (left to right) Jeanne English and Bob Morseburg(Class L), Justin Connors and Rick Beattie (Class E) - Rallymaster Cheryl Babbe - and Jake Engstrom and Jeffrey Lynn (Class A).



signed up primarily for adventure and the desire to do new things and meet new people," she said. "We wound up having an absolute blast and now regale all of our friends with stories from the rally weekend at every opportunity."

Having participated in only one prior RoadRally, Austin Betts and Jen Bersch had a similar experience in their vintage Mini. Their first-in-class finish was earned using an odometer reading in kilometers and a KPH speedometer at least 10

percent off the actual speed. In addition to earning a first in Cheechako Class (new) in the combined Saturday and Sunday standings, they also won the Spirit of RoadRallying Award.

"The level of organization was impressive," Bersch noted. "I cannot even imagine how hard it is to put together something like this. I loved how we got to really see each place. Heck, I was born in Homer and have grown up across the bay, and we were on roads I had never been on!" 📍

UNITED STATES ROADRALLY CHALLENGE

ANCHORAGE, ALASKA | Sept. 15-17, 2017

SCCA FINAL COMBINED REPORT

RESULTS: pos/class, driver/navigator (car) total. 1/1E, Connors/Beattie (Chevy) 27; 2/2E, Gaddy/Gaddy (Nissan) 36; 3/1S, Engstrom/Lynn (GMC) 335; 4/2S, Toney/Toney (Chevy) 363; 5/1L, Morseburg/English (Toyota) 585; 6/3S, Osborne/Maxim (Dodge) 832; 7/4S, Cose/Oelrich (Subaru) 865; 8/5S, Bastien/Vik (Toyota) 963; 9/6S, Laslo/Fielder (Toyota) 1011; 10/7S, Bersch/Betts (Vintage Mini) 1595; 11/8S, Christie/Wollenberg (BMW) 1626; 12/3E, Wesley/Wesley (Mazda) 1724; 13/9S, Carlisle/Bridgman (Ford) 1837; 14/10S, DeMoss/Morton (Mitsubishi) 2046; 15/11S, Krolewicz/Adams (Chevy) 2114; 16/12S, Covich/McCormick-Ward (Ford) 2197; 17/13S, Feltz/Feltz (VW) 2269; 18/14S, Grajew/Grajew (VW) 2345; 19/15S, Stearne/Miller (Chevy) 2409; 20/16S, Robertson/Robertson (Chevy) 2438; 21/17S, Page/Barlow (GMC) 2494; 22/18S, Barlow/Robertson (Honda) 2560; 23/19S, McGillis/Romann (Chevy) 2614; 24/20S, Ulrich/Shapiro (Chevy) 2970; 25/21S, Kalogianni/Baker (Chevy) 4138; 26/22S, Dziezynski/Mefford (Chevy) 4500; 26/22S, Long/King (Chevy) 4500.

FRIDAY, SEPT. 15, 2017

RESULTS: pos/class, driver/navigator (car) total. 1/1E, Connors/Beattie (Chevy) 153; 2/2E, Gaddy/Gaddy (Nissan) 244; 3/1L, Morseburg/English (Toyota) 696; 4/1S-A, Bastien/Vik (Toyota) 711; 5/3E, Wesley/Wesley (Mazda) 763; 6/2S-A, Engstrom/Lynn (GMC) 794; 7/3S-A, Cose/Oelrich (Subaru) 842; 8/4S-A, Toney/Toney (Chevy) 956; 9/1S Christie/Wollenberg, (BMW) 1167; 10/2S, DeMoss/Morton (Mitsubishi) 1190; 11/3S, Carlisle/Bridgman (Ford) 1262; 12/4S, Robertson/Robertson (Chevy) 1297; 13/5S-A, Osborne/Maxim (Dodge) 1333; 14/6S-A, Laslo/Fielder (Toyota) 1523; 15/5S Krolewicz/Adams (Chevy) 1490; 16/6S, Feltz/Feltz (VW) 1510; 17/7S, Page/Barlow (GMC) 1550; 18/8S, Grajew/Grajew (VW) 1583; 19/9S, Covich/McCormick-Ward (Ford) 1691; 19/9S, McGillis/Romann (Chevy) 1691; 21/11S, Kalogianni/Baker (Chevy) 1915; 22/12S, Bersch/Betts (Vintage Mini) 1970; 23/13S, Ulrich/Shapiro (Chevy) 2139; 24/14S, Barlow/Robertson (Honda) 2157; 25/15S, Stearne/Miller (Chevy) 2246; 26/16S, Dziezynski/Mefford (Chevy) 2312; 27/17S, Long/King (Chevy) 2900.

SATURDAY, SEPT. 16, 2017

RESULTS: pos/class, driver/navigator (car) total. 1/1E, Connors/Beattie (Chevy) 14; 2/2E, Gaddy/Gaddy (Nissan) 24; 3/1S-A, Engstrom/Lynn (GMC) 197; 4/2S-A, Toney/Toney (Chevy) 293; 5/3S-A, Cose/Oelrich (Subaru) 458; 6/1L, Morseburg/English (Toyota) 506; 7/4S-A, Osborne/Maxim (Dodge) 547; 8/5S-A, Bastien/Vik (Toyota) 624; 9/1S Christie/Wollenberg, (BMW) 756; 10/6S-A, Laslo/Fielder (Toyota) 843; 11/3E, Wesley/Wesley (Mazda) 880; 12/2S, Bersch/Betts (Vintage Mini) 887; 13/3S, DeMoss/Morton (Mitsubishi) 1108; 14/4S, Carlisle/Bridgman (Ford) 1156; 15/5S, Grajew/Grajew (VW) 1159; 16/6S, Ulrich/Shapiro (Chevy) 1170; 17/7S, Covich/McCormick-Ward (Ford) 1223; 18/8S, Barlow/Robertson (Honda) 1331; 19/9S, Feltz/Feltz (VW) 1341; 20/10S, Robertson/Robertson (Chevy) 1343; 21/11S, Page/Barlow (GMC) 1450; 22/12S, Krolewicz/Adams (Chevy) 1470; 23/13S, Stearne/Miller (Chevy) 1547; 24/14S, McGillis/Romann (Chevy) 1820; 25/15S Dziezynski/Mefford (Chevy) 2700; 25/15S, Kalogianni/Baker (Chevy) 2700; 27/15S, Long/King (Chevy) 2700.

SUNDAY, SEPT. 17, 2017

RESULTS: pos/class, driver/navigator (car) total. 1/1E, Gaddy/Gaddy (Nissan) 12; 2/2E, Connors/Beattie (Chevy) 13; 3/1S-A, Toney/Toney (Chevy) 70; 4/1L, Morseburg/English (Toyota) 79; 5/2S-A, Engstrom/Lynn (GMC) 138; 6/3S-A, Laslo/Fielder (Toyota) 168; 7/4S-A, Osborne/Maxim (Dodge) 285; 8/5S-A, Bastien/Vik (Toyota) 339; 9/6S-A Cose/Oelrich (Subaru) 407; 10/1S, Krolewicz/Adams (Chevy) 644; 11/2S, Carlisle/Bridgman (Ford) 681; 12/3S, Bersch/Betts (Vintage Mini) 708; 13/4S, McGillis/Romann (Chevy) 794; 14/3E, Wesley/Wesley (Mazda) 844; 15/5S, Stearne/Miller (Chevy) 862; 16/6S, Christie/Wollenberg, (BMW) 870; 17/7S, Feltz/Feltz (VW) 928; 18/8S, DeMoss/Morton (Mitsubishi) 938; 19/9S, Covich/McCormick-Ward (Ford) 974; 20/10S, Page/Barlow (GMC) 1044; 21/11S, Robertson/Robertson (Chevy) 1095; 22/12S, Grajew/Grajew (VW) 1186; 23/13S, Barlow/Robertson (Honda) 1229; 24/14S, Kalogianni/Baker (Chevy) 1438; 25/15S Ulrich/Shapiro (Chevy) 1800; 25/15S, Dziezynski/Mefford (Chevy) 1800; 25/15S, Long/King (Chevy) 1800.

2017 USRR (SATURDAY PLUS SUNDAY)

RESULTS: pos/class, driver/navigator (car) total. 1/1E, Connors/Beattie (Chevy) 27; 2/2E, Gaddy/Gaddy (Nissan) 36; 3/1S-A, Engstrom/Lynn (GMC) 335; 4/2S-A, Toney/Toney (Chevy) 363; 5/1L, Morseburg/English (Toyota) 585; 6/3S-A, Osborne/Maxim (Dodge) 832; 7/4S-A, Cose/Oelrich (Subaru) 865; 8/5S-A, Bastien/Vik (Toyota) 963; 9/6S-A, Laslo/Fielder (Toyota) 1011; 10/1S, Bersch/Betts (Vintage Mini) 1595; 11/2S, Christie/Wollenberg (BMW) 1626; 12/3E, Wesley/Wesley (Mazda) 1724; 13/3S, Carlisle/Bridgman (Ford) 1837; 14/4S, DeMoss/Morton (Mitsubishi) 2046; 15/5S, Krolewicz/Adams (Chevy) 2114; 16/6S, Covich/McCormick-Ward (Ford) 2197; 17/7S, Feltz/Feltz (VW) 2269; 18/8S, Grajew/Grajew (VW) 2345; 19/9S, Stearne/Miller (Chevy) 2409; 20/10S, Robertson/Robertson (Chevy) 2438; 21/11S, Page/Barlow (GMC) 2494; 22/12S, Barlow/Robertson (Honda) 2560; 23/13S, McGillis/Romann (Chevy) 2614; 24/14S, Ulrich/Shapiro (Chevy) 2970; 25/15S, Kalogianni/Baker (Chevy) 4138; 26/16S, Dziezynski/Mefford (Chevy) 4500; 26/16S, Long/King (Chevy) 4500.

When it was announced that the 2017 United States RoadRally Challenge would take place on the Kenai Peninsula of Alaska, buzz quickly began. The USRRC, which has always been a destination event, suddenly became *the* destination RoadRally. To a point, the location of this year's event would undoubtedly prove to be as exciting as the event itself, and I had to go - but why fly when you can drive?

While some might consider it a form of torture, I thought there was no better way to experience a destination event while embracing the "#funwithcars"

mantra of the SCCA than a two week, 8,200-mile road trip from the SCCA National Office in Topeka, Kan., to Anchorage, Alaska, for the USRRC, heading back to Indianapolis Motor Speedway immediately after for the National Championship Runoffs, all behind the wheel of the SCCA/Mobil 1 Chevrolet Camaro.

The engine on the Camaro was still warm from competing in the CAM class at the Tire Rack Solo National Championships in Lincoln, Neb., when Washington DC Region member Laura Adams and I climbed in the car on

Sept. 10, leaving us only four days to make the 3,500-mile trip to the USRRC welcome party in Anchorage.

The trip required precise planning of fuel stops, timing which wouldn't create midnight border crossings in a surprisingly racecar-looking vehicle, and contingency plans for any surprise issues.

Daylight driving hours were filled with roadside fast food when available, photo stops with plenty of "oohs" and "aahs" as each new panoramic view of incredible autumn landscape awed us through a windshield - incidentally, we went through two gallons of

DOING IT ALL

The SCCA/Mobil 1 Camaro hits the USRRC in an 8,200-mile banzai run from Topeka to Anchorage to Indy

WORDS & IMAGES Jon Krolewicz



windshield spray along our journey.

Nights brought the darkest of dark skies, as well as moose, bison, and elk haunting the edges of the headlight beams. Most of the time one of us slept while the other drove, but occasionally both of us laid back the seats at the rural rest stops along the Alaska-Canada highway to snooze through the darkest and foggiest hours.

Desolation wouldn't describe the lush landscapes, but it was hard not to feel isolated so far from civilization. We often went hours without any cell phone signal, and at one point in the

Yukon, we drove for more than two hours without seeing another car.

In the end, our worries about possible issues were for naught - the Mobil 1 Camaro performed flawlessly, averaging 28mpg, which minimized the pain of \$4 CAD fuel. Despite spending 224 hours inside the car during the two weeks, neither Laura nor I experienced any soreness and we were kept comfortable through heat, rain, and snow. Even while the phones found no signal and headlights found nothing but wildlife, the satellite radio kept us entertained.

On the roads - some paved, some

not - the Mobil 1 Camaro proved to be the perfect mix of sporty and toughness; equally able to be a sports car and carve through corners, yet not feel fragile while bouncing over ruts and gravel.

The trip proved to be a wonderful way to enjoy being an SCCA member. In less than two weeks, the Mobil 1 Camaro participated in three SCCA marquee events, experienced four international border crossings, and drove through 10 states and four Canadian provinces, all while allowing the experience to be shared by SCCA members across the continent. Fun with cars? Yes, indeed. 📍



THOUSANDS OF MILES LATER...

The SCCA/Mobil 1 Camaro made the journey from Topeka, Kan., to Anchorage, Alaska, for the 2017 USRRC (MAIN), hitting notable spots (ABOVE LEFT and CENTER) - and getting plenty dirty (ABOVE RIGHT) - along the way. Afterward, the car was driven to Indianapolis for the SCCA Runoffs.



THE RALLYCROSS NATIONAL CHAMPIONSHIP

The 2017 DirtFirst RallyCross National Championship headed to Heartland Park Topeka for a record year filled with tight action, close calls...and lightning | IMAGES Rupert Berrington

2017 DirtFish RallyCross National Championship was a doozy. A new location, record attendance, and near-record rainfall combined to make this an event no one will soon forget. While pushing a stunning 123 competitors through a multitude of RallyCross courses was never going to be an easy task, event organizers and competitors did what RallyCrossers always do – adapt on the fly for a strong finish.

“One of the key problems we have with RallyCross sites is if the site hasn’t been used for anything in the past, the surface can get bad, and that was one of the problems we had this year,” Stock All Wheel Drive competitor and *SportsCar* photographer Rupert Berrington says. “We were about 20 cars in and we were already six inches deep.”



**PIÈCE DE
RÉSISTANCE**
Modified Front
Wheel Drive
competitor Leon
Drake rips up the
RallyCross course in
his 1983 VW Rabbit
pickup on his way to
a fifth-place finish.

FUN TIMES

(RIGHT) Competitors gather for the event's driver's meeting. (FAR RIGHT) Modified RWD was filled with interesting cars, including an MGB GT driven by Lee and Tamara Shadbolt.



Course adjustments were quickly made to keep the event safe, but what would have been relatively minor delays were compounded by a dramatic turn in Saturday's weather. Around 4 p.m., rain clouds blew in, which completely changed the face of the event. "There was rain coming down during the second runs in the afternoon, but then the lightning came," says Berrington.

It was at this point that the day's remaining runs were canceled. "It rained nonstop for about six or seven hours, but the following morning wasn't as bad as I thought," Berrington observes. "The sun came out a little bit and the course dried off pretty fast. But it definitely made a huge difference between the first and second day."

"The National Championship may be most remembered for two things: Subarus winning every all-wheel-drive

class, and how much mud tires matter when the going gets wet," notes Modified All Wheel Drive competitor Max Lawson. "The Prepared and Modified class results were largely dictated by the tires the competitors were running," says Lawson. "Mud-specific tires absolutely changed the field after the torrent of rain fell on Saturday evening. Make no mistake, driver skill was required to perform well, but the absence of the right tire shook up a few classes."

Through it all, however, the RallyCross spirit was high, possibly best displayed by competitors John England and Bret Hunter. For England, electrical gremlins forced him to swap cars, stepping into a competitor's car and finishing second in Modified Rear Wheel Drive, earning him the event's True Grit award. Meanwhile, Modified Front Wheel Drive competitor (and eventual class

winner) Bret Hunter had fun by mounting an America flag to the back of his MF-classed Honda CRX. "He actually raced like that for two-thirds of the time," Berrington notes. "He finally took it off and said he was two seconds faster without the flag. So he kept it off for the next couple of runs, but when he had a huge lead on Sunday, he put it on again."

In 2018, the DirtFish RallyCross National Championship moves once more, but this time back to a familiar and popular location: The National Balloon Classic. So enter Indianola, Iowa, in your calendars for on Oct. 12-14, 2018.

While that event is now less than a year away, there's more to say about the 2017 RallyCross National Championship. So keep reading and learn about all the mud-flinging action that took place at the 2017 National Championship...



COURSE CORRECTION

As the event progressed, course layouts were quickly adapted to keep competition safe.

SEAN GROGAN

Stock Rear
Wheel Drive
1992 Toyota MR2



Stock Rear Wheel Drive

■ The Stock Rear Wheel Drive class more than doubled from 2016 from seven to 15 drivers – and it was a hard top Miata party with only a Toyota MR2, Nissan 240SX, and a retired police cruiser there for variety. Not put off by the numbers, however, Sean Grogan put on a dominating performance in his MR2, being the fastest in all but two runs to take first place by 12.5sec. The rest of the top drivers shuffled positions for the entirety of the event.

Logan Altmeyer piloted his Nissan 240SX to second place despite beginning the event with a couple of off-pace runs. Howard Duncan landed in third place in his 1999 Mazda Miata after fluctuating between second and eighth place throughout the event. Daulton Hurst, meanwhile, started out in second place in his 1992 Toyota MR2 and settled for the fourth-place trophy. Proving NA Miatas are capable, Adam Raymer finagled his way into the fifth and final trophy position in his 1990 Mazda Miata over Joe Hannah, who received a cone call on his final run in his 2001 Mazda Miata, knocking him down to sixth.

Overall, it was a close battle as the gap between the second-through sixth-place drivers was a mere 5.356sec after 400-plus seconds of racing.

After Hannah came Larry Smith, Michael Lasater, and James Wood in their 1990, 2003, and 2000 Miatas. Then came Guy Roberts in his fan-favorite Ford sheriff car. Roberts was within spitting distance of the trophies for most of the event until the rain came and a couple of wild rides – especially his final run – knocked him from sixth to 11th place.

Rounding out the field of drivers in their fierce-but-tiny-Miatas were Linda Duncan, Hazekah Lasater, Larry Wright, and Jennifer Brown, who no doubt had a blast flinging earth's viscera into the air.

Max Lawson

Stock Front Wheel Drive

■ Ten individuals competed in the Stock Front Wheel Drive class in cars of varying ages from R. Abner Perney's



MATT WOLFE

Stock Front
Wheel Drive
1993 Ford Escort

“The RallyCross spirit was high, possibly best displayed by competitors John England and Bret Hunter”

1993 Ford Probe GT to Jonathon Turner's 2016 Volkswagen GTI. The class was first to run on each course and thus was able to lay the initial racing lines in the grass. Keith Lightfoot was quickest on his first run followed closely by Kim Hapgood. The morning ended with Matt Wolfe landing in first with clean and quick driving followed by the 2015 Champion Donald Carl, who hit a cone on his last run.

The afternoon course gave the drivers two chances to improve their standings, and both Carl and Lightfoot managed to move up into first and third place, respectively. 2016 Champion Chang Ho Kim finished the day sitting in the fourth position followed

by Hapgood and David Williams.

The final day's course was saturated with water by the time the drivers got their shot at it. Carl had the championship in hand driving his 1997 Plymouth Neon, but hit one too many cones and yielded first place to Wolfe on the final run. Wolfe, meanwhile, managed to be both fast and clean for the entire event in his 1993 Ford Escort. Lightfoot followed Carl with a solid third-place finish piloting his 2013 Fiat Abarth. Williams was the second fastest driver for the day in his 2001 Dodge Neon, moving up two spots to take the fourth and final trophy (he was an incredible nine seconds faster than those he overtook over two runs).

Max Lawson

Stock All Wheel Drive

■ The battle in the Stock All Wheel Drive class was between Subaru WRXs and Mitsubishi Evos – the RallyCross yin and yang. Veterans took the top three

**Z.B. LORENC**

Stock All
Wheel Drive
2005 Subaru
WRX STI

**Prepared Rear Wheel Drive**

■ The victory in Prepared Rear Wheel Drive went to newcomer Myles Goertz in a Mazda Miata. With fewer than 10 RallyCross events under his belt, Goertz's driving talents are unmistakable. When asked about his win, Goertz was every bit as positive and polished as a professional driver in front of national media cameras. We are sure to see more of Goertz in the coming years.

Goertz, however, was not in command early on. After first-course runs Saturday it was Shawn Roberts who was atop the leader board. Goertz was actually sitting fifth nearly six seconds behind the leader. Gonzalo San Miguel was fourth, Kyle Nilson, Goertz's co-driver was third, and Eric Adams was second in a Scion FR-S – the only non-Miata in the top five positions.

The Prepared Rear Wheel Drive class, unfortunately, fell victim to Mother Nature's wrath and only ran the morning course Saturday. On Sunday, with the grounds at Heartland Park Topeka nice and moist, the class got two runs on the second layout. By the end of that session, Goertz had jumped up to the lead after amazing turns behind the wheel. Roberts slipped to second and Nilson moved up to third. Adams had two less-than-optimal runs and plummeted down to sixth. Katie Orgler, co-driving Roberts' car, made a stunning comeback from seventh to slip into the fourth position.

Two shots at the third and final course didn't shake up the standings as Goertz maintained his lead. Roberts managed to hold on for a runner-up finish, a full five-seconds off the leader, followed by Nilson another two seconds behind. Orgler brought her car home fourth in the final trophy spot.

SCCA Staff**Prepared Front Wheel Drive**

■ The victory in Prepared Front Wheel Drive went to David Capesius, co-driving with Randy Patten in a Dodge SRT-4. This was Capesius' first national win after two previous appearances. When asked how he captured first, Capesius explained, "A win wasn't expected. But I have a lot of experience

**MYLES GOERTZ**

Prepared Rear
Wheel Drive
1999 Mazda Miata



spots, which stayed the same for virtually the entire event.

Jon Trudeau went to the dark side this year driving a gorgeous 2012 Mitsubishi Evolution MR – a car many could believe had never seen dirt before. And, while quick carrying five cones is a lot to overcome, Trudeau managed a third-place finish. Multi-time RallyCross National Champion Jan Gerber fought hard in his 2006 Mitsubishi Evo RS but three woulda-shoulda-coulda cones had him a hair over five seconds out of the lead and in second place when the event was done. The ultimate victor, however, was fastest on all but one run – Z.B. Lorenc topped the results sheet in his 2005 Subaru Impreza.

This is Lorenc's first win and a demonstration in perseverance, as he has been piloting the same car in the same class nationally since 2014. Also, it shows Subarus can still best Mitsubishi's.

The fourth and final trophy spot

"The Prepared Rear Wheel Drive class, unfortunately, fell victim to Mother Nature's wrath"

went to Matthew Dickinson, in his 2002 Subaru Impreza WRX, who took the position from Cross Kirchmeier driving a 2004 Subaru Impreza WRX in his final run.

Next came Jason Miller, Matthew Granger, Steve Ducharme, and Dan Smith. Rounding out the results was our consummate photographer Rupert Berrington, followed by Brad Bonack, Nefty Bloom, and Marcus Merideth. The Stock All Wheel Drive class was a pleasure to watch with the drivers pushing their snow tires to the limits of what traction the grass and dirt could provide.

Max Lawson

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DAVID CAPESIUS
Prepared Front
Wheel Drive
2004 Dodge SRT-4



in the mud, so the rain on Saturday really helped my odds."

Andy Thomas stood head and shoulders above the rest of the field in his Toyota Celica GT-S on Saturday. He was the only PF driver to turn a sub 50-second tour of the layout, and after three runs on the first course he had a six-second lead on Robert Seelig and his Honda CRX Si. Capesius sat third followed by Patten.

As with the rest of the Prepared category, inclement weather put a stop to the fun Saturday afternoon before runs could be made on the second course. But in muddy conditions Sunday, Thomas pinged cones on both runs and dropped back to fourth, allowing Seelig to take the top spot followed by Capesius and Patten. By the end of the second session, less than a second separated the top three competitors.

Two tries on a third course Sunday afternoon would decide the class champion. Capesius strapped in,

"When the skies opened up on Saturday, second-course runs for PA-class cars were scrubbed"

MARK MACOUBRIE
Prepared All
Wheel Drive
2005 Subaru
WRX STI



DOUG LEIBMAN
Modified Rear
Wheel Drive
1971 VW
Super Beetle



buckled down, and turned a 56.95sec time, one of only two drivers to post a 56sec time on the third course. Seelig gave it his best, turning in one 57sec time, but it wasn't enough as he relinquished the top spot for the runner-up finish about three seconds behind the winner. Patten remained constant and maintained his grasp on third while Thomas, the other driver to post a 56sec time, settled for the fourth and final trophy spot.

SCCA Staff

Prepared All Wheel Drive

■ In a tightly contested Prepared All Wheel Drive contest, Mark Macoubrie piloted his Subaru WRX STI to victory by 2.236sec over Mark Hill, who was driving a Mitsubishi Evo IX. Warren Elliott finished another three seconds back in his Mitsubishi Evo IX.



Elliott came out strong on Saturday on the first course and took the lead by less than a second over Shane Blankenship and his Dodge. Hill sat third followed by Macoubrie and Austin Dowda, in their Honda Civic RT4WD.

When the skies opened up on Saturday, second-course runs for PA-class cars were scrubbed. But Sunday, the competitive hoard took to the muddy field for two runs on a second layout. Here, Macoubrie found his footing and launched himself up to the lead. Hill moved up one spot to second, Elliott fell back to third after holding the top spot, and Blankenship slipped to fourth followed by Dowda.

Two turns on a third course didn't unsettle the top four spots as Macoubrie took the victory. He later attributed his win to a challenging but helpful group of competitors, citing the top four drivers within one second by the end of Saturday. Rounding out the trophies was Mike Coons, who managed to move up in a Subaru Impreza WRX to grab the fifth and final trophy spot after Dowda slipped to sixth.

With the win, Macoubrie became one of only two TripleCross winners this year. To claim a RallyCross TripleCross title, drivers must win one Regional RallyCross, one of three DirtFish SCCA RallyCross National Challenge events, and the DirtFish SCCA RallyCross National Championship, all in the same class.

SCCA Staff

Modified Rear Wheel Drive

■ The sport's most eclectic class, MR, enjoyed its best Nationals turnout to date. Five decades of sports car favorites were in the hunt, from the impeccable 1967 MGB GT of Lee and Tamara Shadbolt, to the snarling 2000 Porsche 911 of Mel and George Ellis Gildner that graced the cover of *SportsCar's* July 2017 issue.

FACING THE COMPETITION
Vying for a RallyCross National Championship often means competing against drivers sporting years of experience spanning a multitude of disciplines.

2017 DIRT FISH RALLYCROSS NATIONAL CHAMPIONSHIP

HEARTLAND PARK TOPEKA | Topeka, Kan. | Oct. 20-22, 2017

STOCK REAR WHEEL DRIVE

1. Sean Grogan	Detroit
Toyota MR2	405.092
2. Logan Altmeyer	Tennessee
Nissan 240sx	417.633
3. Howard Duncan	Kansas
Mazda Miata	420.356
4. Daulton Hurst	Detroit
Toyota MR2	421.046
5. Adam Raymer	Tennessee
Mazda Miata	422.077
6. Joseph Hanna (Mazda Miata); 7. Larry G Smith (Mazda Miata); 8. Michael Lasater (Mazda Miata); 9. James Wood (Mazda MX-5); 10. Kevin Brown (Mazda Miata); 11. Guy Roberts (Ford); 12. Linda Duncan (Mazda Miata); 13. Hezekiah Lasater (Mazda Miata); 14. Larry Wright (Mazda Miata); 15. Jennifer Brown (Mazda Miata).	

STOCK FRONT WHEEL DRIVE

1. Matt Wolfe	Detroit
Ford Escort	402.325
2. Donald Carl	Northeast
Plymouth Neon	403.332
3. Keith Lightfoot	Colorado
Fiat Abarth	407.849
4. David Williams	Kansas City
Dodge Neon	413.187
5. Chang Ho Kim (Acura Integra); 6. Kim Hapgood (Acura Integra); 7. Andrea Albin (Ford Escort); 8. Jonathon Turner (VW GTI); 9. Jeff Wagenknecht (Chevrolet Cavalier); 10. R Abner Perney (Ford Probe GT).	

STOCK ALL WHEEL DRIVE

1. Z.B. Lorenc	Ohio Valley
Subaru Impreza	371.395
2. Jan Gerber	Nebraska
Mitsubishi EVO	375.486
3. Jon Trudeau	Detroit
Mitsubishi	388.783
4. Matthew Dickinson	Northwest
Subaru WRX	392.287
5. Cross Kirchmeier (Subaru Impreza); 6. Jason Miller (Subaru Impreza); 7. Matthew Grainger (Subaru Impreza); 8. Steve Ducharme (Mitsubishi Evo); 9. Dan Smith (Subaru WRX); 10. Robert Berrington (Subaru WRX); 11. Brad Bonack (Subaru Impreza); 12. Nefty Bloom (Subaru Impreza); 13. Marcus Merideth (Subaru Impreza).	

PREPARED REAR WHEEL DRIVE

1. Myles Goertz	Des Moines
Mazda Miata	390.212
2. Shawn Roberts	Washington
Mazda Miata	395.227
3. Kyle Nilson	Iowa
Mazda Miata	397.144
4. Katie Orgler	Washington
Mazda Miata	412.891
5. Pedro Buenrostro (Mazda Miata); 6. Eric Adams (Scion FR-S); 7. Gonzalo San Miguel (Mazda Miata); 8. Eileen Bollig (Scion FR-S); 9. Reuben Samuels (Hyundai); 10. Howie Johnson (BMW); 11. Todd Wicker (BMW).	

PREPARED FRONT WHEEL DRIVE

1. David Capesius	Iowa
Dodge SRT-4	381.215
2. Robert Seelig	Oklahoma
Honda CRX	384.101
3. Randy Patten	Iowa
Dodge SRT4	384.621
4. Andy Thomas	Washington
Toyota Celica	389.288
5. Jim Rowland (Nissan Sentra); 6. Eric Eisele (Toyota Celica); 7. Greg Cheney (Ford Fiesta); 8. Michelle Miller (Mazda 2); 9. Jon Jareo (Mini Cooper); 10. Jon Krolewicz (Nissan Sentra); 11. Davis Kali (Ford Focus); 12. Brian Maskrey (Ford Focus).	

PREPARED ALL WHEEL DRIVE

1. Mark Macoubrie	Kansas City
Subaru WRX	365.351
2. Mark Hill	Kansas
Mitsubishi Evo	367.587
3. Warren Elliott	New England
Mitsubishi Evo	370.615
4. Shane Blankenship	Des Moines
Dodge	390.710
5. Mike Coons	Kansas City
Subaru Impreza	394.183
6. Austin Dowda (Honda RT4WD); 7. Christian Retterer (Mitsubishi Eclipse); 8. James Israelsen (Audi 90); 9. Jovan Kelsey (Subaru Impreza); 10. Ron Binkley (Subaru); 11. Isaac Severance (Subaru Impreza); 12. Adam Van Horn (Subaru Impreza); 13. Brad Turnbull (Subaru); 14. Edward Choyeske (Subaru Impreza); 15. Melissa Sherowski (Subaru Forester); 16. Charles Sullivan (Subaru RS); 17. Brian Coss (Subaru).	

MODIFIED REAR WHEEL DRIVE

1. Doug Leibman	Nebraska
VW Super Beetle	446.123
2. John W England	Ohio Valley
Mazda Miata	449.739
3. Bee Thao	Blue Mountain
Mazda Miata	469.391
4. Victor Pfluger	Arizona
Mazda Miata	469.889
5. Peter Dozeman	Arizona
Mazda MX-5	472.441
6. George Gildner (Porsche 911); 7. Jon Simmons (BMW 325is); 8. Mel Gildner (Porsche 911); 9. Matt Rhoades (BMW 325is); 10. Jonathan Olischewski (BMW 325is); 11. Joseph Smith (Ford Mustang); 12. Alex Reinkordt (BMW 325is); 13. Lee Shadbolt (MG B GT); 14. Tamara Shadbolt (MG B GT).	

MODIFIED FRONT WHEEL DRIVE

1. Bret Hunter	Continental
Divide	Honda CRX
398.358	
2. Aaron Miller	Continental
Divide	Honda Civic
415.305	
3. Wyatt Christopel	Iowa
Dodge SRT4	416.943
4. Kent Hamilton (Honda Civic); 5. Leon Drake (VW Rabbit); 6. Stephen Hyatt (Mazda 2); 7. John E England (Toyota Celica); 8. Bryan Tippens (Honda CRX); 9. Jonathon Nagel (Subaru Legacy).	

MODIFIED ALL WHEEL DRIVE

1. Scott Banes	Detroit
Subaru Impreza	381.930
2. Lothrop Withington IV	Ohio Valley
	384.072
3. Eric Lassiter	Middle Georgia
Audi A4	390.868
4. Todd Lengacher	Oregon
Eagle Talon	393.222
5. Radim Hlidak	Finger Lakes
Subaru	393.590
6. Janis Dancis	Colorado
Mitsubishi Evo	400.455
7. Kory Nelson	Oregon
Eagle Talon	402.597
8. Max Lawson (Mitsubishi Evo); 9. Eric Less (Subaru WRX); 10. Todd Briley (Subaru Impreza); 11. Michael Miller (Subaru Impreza); 12. Harold Denham (Mitsubishi Evo); 13. Curtis Kirchmeier (Subaru WRX); 14. Nathan Tiller (Subaru STI); 15. Jonathan Kao (Mitsubishi Evo); 16. Angelica Miller (Eagle Talon); 17. Aaron Stoddard (Subaru Impreza); 18. Susan Lawson (Mitsubishi Evo); 19. Valerie Briley (Subaru Impreza); 20. Mike Midkiff (Subaru Impreza); 21. Jorge Gonzales (Subaru Impreza); 22. Dillon Dunphy (Subaru Impreza).	



BRET HUNTER
Modified Front
Wheel Drive
1990 Honda CRX



bet after all. Brisk final runs helped him edge out multi-time class Champions Kent Hamilton and Leon Drake to reach the podium. Runner-up Aaron Miller was no stranger to trophies in this class, and led during early runs in his Honda Civic Si hatchback.

Ultimately, Bret Hunter ruled the day in his supercharged Honda CRX emblazoned, on many runs, with a giant American flag. While competitors grappled with slick Sunday morning runs, he maintained his aggressive driving style and built a sure lead over Miller. After reliability woes dashed hopes of a win the year before, Hunter sealed his first National Championship authoritatively with a 2017 TripleCross title, also winning a Regional Rallycross and a DirtFish RallyCross National Challenge.

Jim Rowland

Modified All Wheel Drive

■ The event's largest class thrilled with constant shuffling for position and lead changes after every set of runs. The Mitsubishi Evolution came to Topeka on a six-year winning streak, and the Subaru faithful hoped to finally answer. But early competition offered no relief as past Champions Max Lawson and Janis Dancis immediately put their Evos at the top of the order.

Then the rain fell Saturday afternoon. Tire choice and mud skills became key, moving Todd Lengacher from near last into fourth overall in an Eagle Talon, and briefly vaulting Radim Hlidek into the lead before finishing fifth in his Subaru Impreza WRX. Dancis ultimately took sixth, followed by Lengacher's co-driver Kory Nelson in the seventh trophy spot.

Eric Lassiter joined the podium in his first Nationals appearance, driving the event's lone Audi A4. Ahead of him was Lothrop Withington IV, making a late sprint into second place in his Subaru Impreza STI. The top step, meanwhile, belonged to Scott Banes, who previewed eye-opening speed in 2016 before succumbing to mechanical failure. This year he returned with a fresh Subaru Impreza build, focused on power-to-weight ratio and differential upgrades. Perhaps Modified All Wheel Drive has a new winning formula.

Jim Rowland



SCOTT BANES
Modified All
Wheel Drive
1996 Subaru Impreza



In the trophy positions, Victor Pfluger narrowly edged out car owner Peter Dozeman with a slick 1994 Mazda Miata build making its Nationals debut. Just ahead in third place was RallyCross veteran Bee Thao in his 1999 supercharged Mazda Miata. Sadly, reigning Champion John W. England suffered terminal electrical woes on the practice course, but Theresa Thao graciously offered her seat for the main event. England wheeled an unfamiliar car into second place and earned the event's True Grit Award.

Doug Liebman, meanwhile, won this year's MR National Championship with sharp and error-free driving in his 1971 Volkswagen Super Beetle. His first Nationals trophy in 2015 demonstrated the merits of low mass and high traction, despite modest horsepower. After two years of seat time and engine development, Liebman's success in all conditions showed that the humble peoples' car is no underdog.

Jim Rowland

"Tire choice and mud skills became key, moving Todd Lengacher from near last into fourth overall"

Modified Front Wheel Drive

■ RallyCross rewards avoiding cone penalties, but Modified Front Wheel Drive shunned convention. Every driver in the class accumulated at least one cone, taking the battle to pace over cleanliness. A walloping thunderstorm interrupted the group halfway through the weekend, testing who could charge the hardest in the event's soggiest conditions.

Third-place finisher Wyatt Christophel borrowed the Dodge Neon SRT-4 of Prepared Front Wheel Drive Champion David Capesius and demonstrated that consistent driving with minimal cones might be a solid

Apex Performance

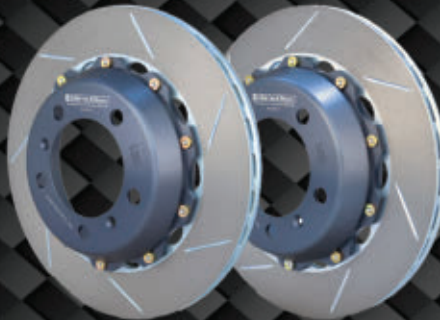
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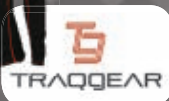
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LAT / Brian Cleary

"I told myself to go out there and find some space, and go autocrossing"
BRYAN HEITKOTTER



LAT / Brian Cleary

CROSS TRAINING



Rupert Berrington

DEDICATION

Bryan Heitkotter (TOP) has spent years honing his driving skills, and just as recently as 2017 added another Solo Championship (ABOVE) to his impressive collection. (TOP RIGHT) Heitkotter has traveled the world taking part in professional road races, quickly finding success in that environment. When not competing, Heitkotter can often be found coaching drivers from professional road racers to Soloist.

Looking to add track days or road racing to your autocross-heavy motorsports resume? Chances are, if you're good at autocross, you needn't fear. "There are a lot of similarities between [autocross and road racing], as long as you are driving correctly," says Darren Seltzer. And he should know - not only does he instruct for SCCA Starting Line and Evolution driving schools, he's also a Solo National Champion and recently picked up a Runoffs National Championship title at Indianapolis Motor Speedway. And Seltzer isn't the only one who thinks this way.

For Seltzer, it really comes down to the basics. "A lot of people will say that when autocrossers come to road racing their hands are too quick and they just can't slow down their hands - I don't find that true," he says. "I have seen veteran road racers have terribly quick hands - it comes down to the basic skill set of what you need to do to control your car and perform your best.

"I like to take a more generic stance when it comes to driver inputs," he continues. "On

[corner] entry, do whatever you need to do as a driver to get the car setup for a turn, and then on exit do whatever you need to do to be as smooth as possible. That technique is the same for both autocross and road racing."

The generalization about inputs being too quick is likely just that, as there will be times in both disciplines where fast hands are appropriate. "There are places where you want slow hands, and places where you want quick hands," says Bryan Heitkotter, who is a multi-time Solo National Champion and has international professional road racing experience on his resume, including some pro race wins. Like Seltzer, Heitkotter has found the basic skills acquired in Solo paid dividends on the track. "One of the biggest for me that was a direct transfer was a mental trick I use," says Heitkotter. "It was one of my early pro qualifying sessions and I was nervous sitting in the car in pre-grid, so I told myself to go out there and find some space, and go autocrossing, and don't worry about it."

The ability to look ahead and know where you need to place

the car is essential to a fast lap no matter the venue. "The biggest thing we teach in Starting Line is the ability to look ahead," says Seltzer. "We very specifically drill in where you are looking and why that helps, and that is something that absolutely transfers to any other form of racing. I always say in the school, that your eyes are the most important instruments you have in the car. When you go road racing, looking ahead and finding that exit is absolutely key."

At Solo events, competitors will walk miles touring the courses on foot, taking every opportunity to engrain the layout in their memory banks, but this is something often not done at road races - and according to Heitkotter, even when it is used, the purpose is very different. "The track walk is a lot different," says Heitkotter. "It's less about where the course goes. It's more focused on how big is this bump, can I use this curb, and does the surface change? Road racing is about the details of the surface, and not finding your line."

The ability to find a line quickly, however, is something



Ross Mugliwan

Are you an autocrosser who wants to also try your hand at Time Trials, PDX, Track Night, or even wheel-to-wheel racing? It turns out you already have many of the skills needed for success | WORDS Jason Isley

autocrossers often shine at, since they are used to courses utilizing a different layout every time. "Line choice in a series of corners that are linked where there is no straightaway between them - like at Mid-Ohio from China Beach to Thunder Valley - I think of it like a high-speed autocross," says Heitkotter. "It gives you a leg up on where to place the car and how to use momentum to your advantage, and quick lateral weight transfer. You have a limited amount of time, and a limited window of peak grip in some of the tires, to get your good qualifying lap. So, that need to execute on one good lap is very similar to that mental state you have autocrossing."

Based on road racing experience, both Seltzer and Heitkotter have found things that carry over to Solo. "The next thing that transfers over is going to be the emphasis of slow in, fast out - I kind of hate that term, as the emphasis is really on setting up your turn appropriately to get on the throttle as early as possible," says Seltzer. "I think that is something that is greatly

overlooked in autocross; a lot of autocrossers aren't finding all the small straightaways. There are tons and tons of little straights in autocross - they are short but, if you find them, it can make the difference between winning and a mid-pack finish."

"In high-speed corners, which is something you don't normally see in Solo, that was an area where I needed to realize a couple of things," says Heitkotter. "Coming off the brakes earlier to settle the car in a high-speed corner, I was so used to autocrossing where I would trail brake as deep as I could into everything without compromising my exit, and in road racing that is not always what you want to do. That was an adjustment for sure."

Taking this newly learned skill from road racing, and applying it to Solo has been a benefit for Heitkotter, "Coming off the brakes earlier - it helped awaken a sense in me that if I just lift really early for this next element, I can get through there without upsetting the car. Before, I would have been likely to do a quick jab of the brake closers to the element; it feels faster but usually isn't."

"There are a lot of similarities...as long as you are driving correctly"
DARREN SELTZER

One skill that does not easily transfer is situational awareness, as Seltzer points out. "In road racing, you have the added element of racing with other cars, which means you can't always take the line that you want, and sometimes you have to drive defensively; it's a sideways skill set," he says.

You also need to manage your car in road racing; something not often worried about in Solo. "Things that didn't transfer are more obvious, like situational awareness in traffic, managing the car, the tires, things you would never encounter in Solo," says Heitkotter.

No matter how you choose to spend your weekends, it is very likely there are skills to be gained by crossing over and trying another type of event when you have a spare weekend. 📍



Jeff Loeve



Rupert Berrington

A QUICK STUDY

In a relatively short period of time, Darren Seltzer (TOP) made the transition from F Modified Solo champ (ABOVE) to Touring 4 Runoffs winner (MIDDLE). While his busy schedule has prevented him from competing in Solo in recent years, he spends as much time as he can coaching new autocrossers.



1 BONDURANT SCHOOL OF HIGH PERFORMANCE DRIVING

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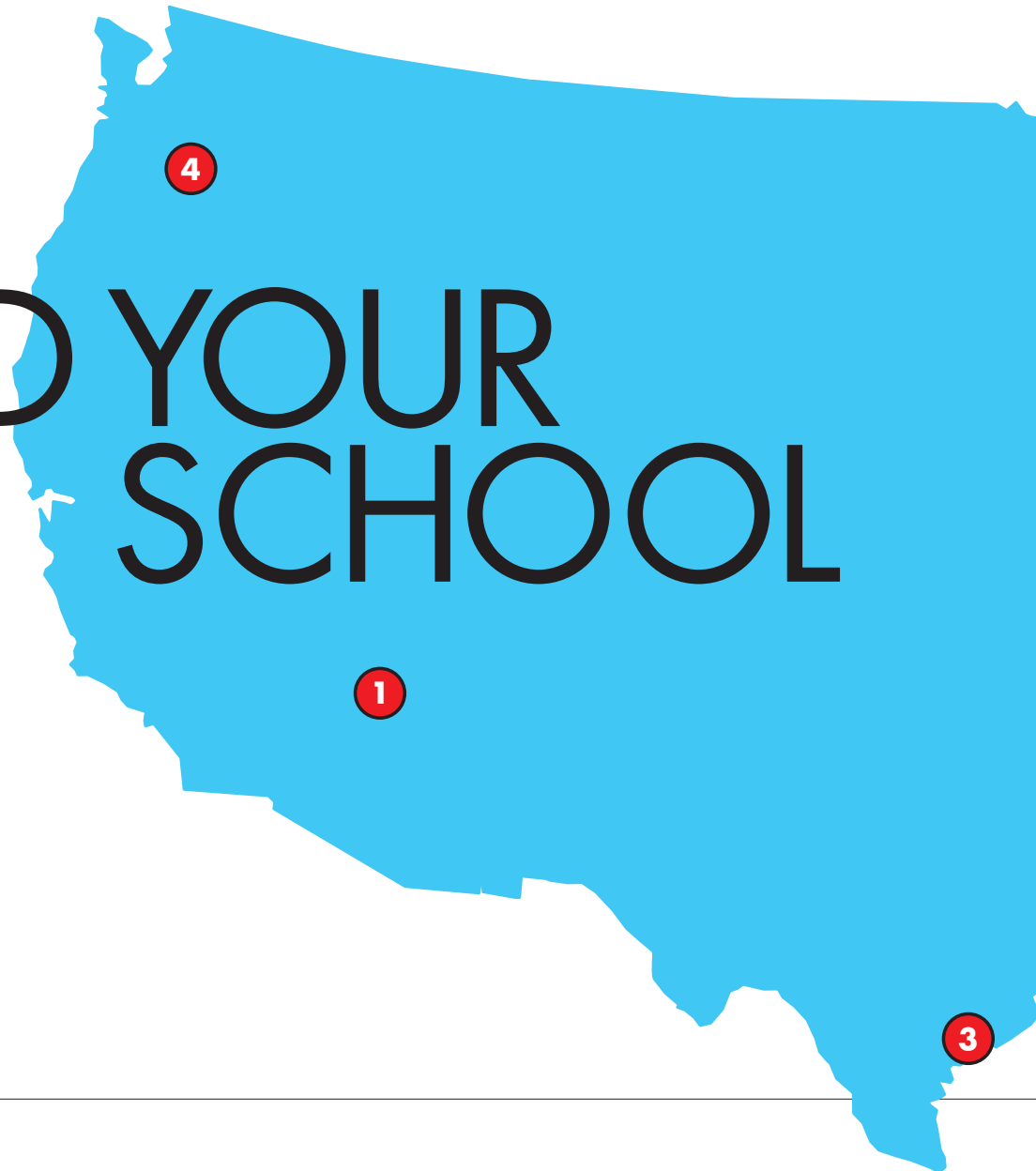
3 MSR HOUSTON

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PRESENTED BY



BONDURANT CELEBRATES ITS 50TH ANNIVERSARY

Bob Bondurant School of High Performance Driving, the official High Performance Driving School of Dodge SRT, has announced new initiatives to commemorate its 50th anniversary, including track and facility expansions and improvements. And with more than three miles of new tracks, 26 turns, and 11 configurations, Bondurant will be truly magnetic to the motorsports industry.

"It's absolutely incredible to reflect on the evolution of this company over the last 50 years," says Bob Bondurant, founder of Bob Bondurant School of High Performance Driving. "I opened my school on Feb. 14, 1968, with three Datsuns, a Lola T70 Can-Am car, and a Formula Vee. We now have a world-class facility that sits on approximately 100 acres with incredible track configurations and courses led by some of the world's best instructors. We've laid an incredible foundation for the next 50 years."

"Our golden anniversary is the perfect opportunity to rev up the excitement for our school and continue to build on our legacy," says Pat Bondurant, CEO of Bob Bondurant School of High Performance Driving and Bondurant Racing School. "We have several exciting projects already in the works that will be completed by the end of next year."

During its 50th anniversary, the school will feature the highly coveted Dodge SRT product showcase with the all-mighty Demon and astonishing Hellcat.





Rupert Berrington

EVERYTHING IN ORDER

The Club Racing Board is hard at work, wrapping up changes before the 2018 Club Racing season is upon us | **WORDS** Jim Wheeler, Chairman, Club Racing Board

By any measure, the Sept. 25-Oct. 1, 2017 National Championship Runoffs at Indianapolis Motor Speedway was a huge success. From the Club Racing Board's perspective, we were called in to testify at only one meeting with the Stewards of the Meet, and this was before the competition started - during the week, there were no requests for the CRB to testify or clarify any rules. In addition, there were only a couple of small discussions between the CRB and the Tech crews. This is in stark contrast to prior years at the Runoffs. Certainly, this comparatively relaxed Runoffs for the Club Racing Board could be a sign that all left happy.

The CRB Town Hall meetings during the Runoffs also went smoothly with a number of issues arising that will be addressed through the letter system (www.crb-scca.com). Additionally, the CRB asked for volunteers to form a T1 Ad-Hoc committee to work under the Touring Advisory Committee to look at the future of the class. The Ad-Hoc group members - John Buttermore, John Heinricy, Andrew Aquilante,

and Michael Pettiford - have had several meetings, with Tim Myers being the liaison. The CRB is anxiously awaiting the findings of that Ad-Hoc group.

The CRB has a face-to-face meeting scheduled at the PRI show in Indianapolis this year, right around the time this issue hits your mailboxes. At that meeting, we will be finalizing the 2018 Club Racing rules. Incidentally, as of this writing there are about 300 letters in the system for the various Advisory Committees and for the CRB, but very few of those letters are in response to the CRB's requests for input on car-to-car contact and for the rules season.

For car-to-car contact, there is some sentiment to require drivers to report to impound following any on-track contact, but this is an issue we will be looking into soon. Meanwhile, the rules season response leads us to believe that most drivers like the way the CRB has handled adjustments in the past.

Of the letters in the system, those that go forward as recommended by the CRB for 2018 will be presented to the

Board of Directors at the SCCA National Convention in January. We expect a number to be Tech Bulletins to be published before the end of December for Jan. 1, 2018, implementation.

With our tight schedule, it's important to send in comments as soon as you see something in *Fastrack* on which you have an opinion.

Of the more than 1,000 letters we received leading up to the 2017 Runoffs, 207 resulted in Tech Bulletins for immediate implementation, although less than a quarter of those were for actual performance adjustments; the majority of Bulletins were for errors and omissions, clarifications, parts availability, and so on. Seven requests, all in January, resulted in recommended rule changes for 2017, while 88 resulted in recommended rule changes for 2018. Almost 300 were not recommended.

The CRB is reluctant to make many changes after the start of the racing season, but sometimes we need to make changes to keep any car from becoming "the car of the year." 🍷

NEW MOTOR AND TRANS FOR FORMULA ENTERPRISES

"In 2018, SCCA Enterprises is introducing a new engine for Formula Enterprises [FE] cars, the Mazda 2.0L MZR," says SCCA Enterprises President and CEO Robey Clark. "The 2.0L MZR is a solid motorsports motor and it will give an extra performance boost to the FE. The FEs that upgrade to the new Mazda motor will be classed as an FE2."

Robey further explains that the plan, which is currently awaiting Board of Directors approval, is to follow a similar upgrade blueprint the SRF and SRF3 just went through. "FE and FE2 will run side by side in the same run group but will be scored as individual classes," Clark says.

In addition to the motor, a new FE transmission is on the way. "Enterprises has introduced the new 6-speed SADEV transaxle that will be an available option for the FE, FE2, and the ESR. SCCA Enterprises and SADEV partnered to retool the very popular and durable SL75 transaxle so that the FE family of suspension geometry and parts remain unchanged. The SADEV transaxle has no lift shift and auto blip capabilities that will be made available later in 2018 or early 2019."



Richard S. James

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CLASS DECISIONS

Some of Solo's top women autocrossers candidly discuss their opinions of Ladies vs. Open

WORDS Paul Brown | IMAGES Rupert Berrington



Solo has two initial categories - one is "Ladies," which is self-explanatory, and then there's "Open." This offers women a pair of options of where to compete. Many choose the Ladies classes, but a few opt to compete with the guys in Open. Wondering about the motivation for either choice, I checked in with a few of the women who entered Open classes for Solo events during the 2017 season or at the 2017 Tire Rack Solo National Championships. As it turns out, there are many reasons why women choose to run in Open classes, with few women having the same motivation.

Rachel Baker has a couple of National Championship jackets earned in Ladies classes. "There's just more competition in the Open classes," she says, pointing out that

there are simply more entries in Open than in Ladies. "My goal is always to be better, and the way to get there is to run where the best competition is." She's competing well in her Cayman, with a close second place at the Toledo ProSolo and a win in a 12-driver B Street class at Oscoda in 2017.

Lisa Valera ran in Ladies classes for years but found that the social aspects of running in the Ladies classes were actually a detriment to her driving. "While no less competitive than Ladies, Open has focused me," she says about her driving skills. Running in SSR, as she does, she has found one of the toughest challenges SCCA Solo has to offer.

Shelly Monfort has her own collection of championship jackets and finished a very competitive



DECIDING FACTORS

(TOP) Shelly Monfort ran an Open class at the 2017 Tire Rack Solo National Championships, finishing a close fourth; her reasons for entering Open classes are many. (ABOVE) Rachel Baker has seen success running in Open during the National Solo season, using the class competition to push her skills. (ABOVE, LEFT) Lisa Valera finds Open classes keep her focused on the competition at hand.



fourth in DSP at this year's Solo Nationals - interestingly, two spots behind multi-time National Champion Tamra Hunt. Monfort's outright competitiveness, in combination with her attitude and a commitment to teaching others, earned her the Driver of Eminence award in 2014. And her response to my question about Ladies vs. Open is well thought out, as you'd expect from someone of her pedigree.

"I've come to believe that there are differences between men and women in racing, and it's not a physical strength issue," Monfort says. "I have some specific theories on why, and I won't bore you with them here. That said, I think if Rick Ruth were to create an index based on bona fide competitive Ladies classes - factoring in weather, etc. - from National Championships going back 40 years,

I think he'd find a pretty consistent one to two seconds lag behind the Open class on any 60-second course. That can't simply be because women don't try as hard or don't have enough competition in class. It's too consistent and too compelling.

"So, why would I consider running Open?" she posits. "I believe that men and women are equal, but they're not the same. I want to understand how women approach and execute race driving differently from men, and I want to train through it, beyond it. When I drive back-to-back with guys in an Open class, I gain insight into how my male co-drivers [and] fellow competitors think and strategize and drive, where, when and why they are faster than I am, in a way that I can't get from simply comparing times or data

driving in another class at some other time. It's the energy. It's comparing data or video run to run. It's learning how to think differently, real time, and using that to push myself to greater achievements."

SCCA has had a select few women score Open class Solo National Championships through the years, with the list consisting of Shauna Marinus, Rita Wilsey, and Brianne Corn. That said, there are women in our presence today, like Monfort, Hunt, and Mary Pozzi, to name a few, who are more than capable of clinching an Open class title. The occurrence is not currently commonplace, but one day, it very well could be - and based on the performances we've seen as of late, that day is most assuredly coming sooner rather than later. 🍷



Philip Royce

SIGNIFICANT OTHER

The Press On Regardless rally (BOTTOM) has been around for nearly 70 years, with spouses often entering as a team – as Jim and Jan Flanigan did in the 1972 running of the rally (BELOW). However, entering a RoadRally with a spouse or significant other sometimes adds a new dimension to a rally, as James Christie and Tracy Wollenberg discovered during the 2017 USRRC (LEFT).



Brian McMahon

TEAMWORK

RoadRallying is a trying sport – next time, try it with your significant other | **WORDS** Rick Beattie

There were many references to history on Alaska Region's September 2017 United States RoadRally Challenge. Retreating Portage and Exit Glaciers, Alaska Aviation Heritage Museum, and the Jesse Lee Home for Children were all part of the rally. There were roadside references to the 1964 Good Friday earthquake – it was the most powerful in North America with a 9.2 magnitude. Approximately 139 lives were lost due to that earthquake and the resulting tsunamis. The rally teams themselves carried their own bit of history – many were husband and wife.

More than one quarter of the 27 teams at the 2017 USRRC were spouses. That's very rare for 21st century rallying. Detroit Region's Press On Regardless rally is a good example of why. POR was started in 1949 as a TSD rally and is still run as that type of rally every September, although it was a stage rally from 1969-'94. Of the 69 winning teams, there were five husband and wife teams. Harry

and Marg Beronius won it twice, in 1956-'57. The last couple to win it was Jim and Barbara Bickham in 1958.

Region members Wayne Zitkus, Karl Georing, Randy Graves, and Brian McMahon remembered at least 20 other married teams who ran the event in the late 1960s and early 1970s. Sam and Lorraine Aronson from Steel Cites Region ran the event during that time period, with Lorraine at the wheel. When my wife Laura and I ran our first rally in 1983, there were five other couples that ran the 30-car event. We learned, like many other couples, that rallying together is not easy.

Driving a rally is different than driving a race or Solo event. Even if you are not trying to catch up or lose time, keeping a car at one speed is not something road racers and autocrossers practice. Especially before time allowances were permitted, you had to make quick decisions. Sitting at an intersection discussing which way to turn, especially on a trap rally, was probably the one that



Brian McMahon

most couples remember in great detail – and not for good reasons. Even simple things like which instruction is next, what is the current speed, and resetting or recording the mileage at the last speed change become less easy. Dropping the pencil, or in later years the calculator, under the seat did not make for a relaxed atmosphere.

On the Alaska USRRC, James Christie and Tracy Wollenberg came in first in Class S Novice on both Friday and Saturday. Christie admitted that they submitted a bought time slip with "'stopped to argue' as the reason for the delay."

"The intensity and satisfaction of working as a team with my lovely wife...really made it a special event for me," Wollenberg emphasized, adding, "despite some rough moments, we had a blast."

Jen Bersch and Austin Betts ("kind of newlyweds," as they described themselves) got by Christie and Wollenberg on Sunday for the Class S Novice overall win.

Bersch was happy running the rally together, believing that "this event not only strengthened our communication but also validated what a truly dynamic team we can be together."

SCCA RoadRally recognized the efforts of couples rallying together and, in 1983, instituted the Vic and Jessie Wallder Award for the highest placing husband and wife team. It was discontinued in 1994 when the number of couples teams dwindled. Charles and Joyce Clark were the last recipients. There are probably only two or three couples teams still regularly competing on SCCA National events.

Laura took her five first-place trophies from our first six events and retired from the on-road part of the sport. She believes in stopping while you are ahead.

Congratulations to everyone who has ever run an SCCA RoadRally with their spouse. Many times it's not an easy thing to do. I hope that those who give it a try stay with rallying to become a truly dynamic team. ☺

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UNCOVERING OUR HISTORY

It's a winter wonderland of discoveries in the SCCA Archives, all made possible through your donations | **WORDS** Jeff Jacobs, Vice President, SCCA Foundation

It was Jan. 6, 1963, with fresh snow lining the course around Malboro Speedway in Upper Malboro, Md. The SCCA's annual "Refrigerator Bowl" had 110 cars registered for one of the major events of the year on the East Coast racing circuit. An amazing variety of sports cars took to the course. Dr. Dick Thompson, known as "The Flying Dentist," debuted a Yenko-prepared 1963 Corvette Sting Ray Z06 to take the win in A/P over Don Yenko himself. At the wheel of a Formula Junior class Elva, future SCCA Hall of Famer Mark Donahue finished second to Bus Brosenne in a Midget. Meanwhile, Don Greimel piloted his Morgan SS to victory after a hard chase by Hollis Webster in, of all things, a go-kart.

Photographs of the race cars being flung around the track lined with snow, printed results by class, and a full accounting of the

race can all be found in the February 1963 issue of *The Straightpipe* - the long-time newsletter of Washington DC Region. This amazing record of SCCA racing has been rediscovered thanks to the efforts of the archivist team working on the SCCA Archives, which are now housed at the International Motor Racing Research Center in Watkins Glen, N.Y. With funding from the SCCA Foundation, Joe Cali and Rick Hughey organized, re-housed, and inventoried some 102 cubic feet of Regional newsletters and magazines from the archive over the past year.

"The Regional publications document the activities of more than 100 different SCCA Regions from all over the United States from the 1950s to the early 21st century," lead archivist Jenny Ambrose explains. The collection includes newsletters ranging from

"They contain a wealth of information about Regional races and Club activities"
JENNY AMBROSE

glossy, professionally printed magazines to mimeographed sheets. "They contain a wealth of information about Regional races and Club activities. Charming drawings and cartoons and photographs from local tracks provide visual documentation that enhances the articles, meeting minutes, race schedules and results, standings, party announcements, and lists of new members."

Thanks to funding provided by donors to the SCCA Foundation, this amazing collection of Region newsletters is no longer lost to




future generations. Instead, visitors to the IMRRC will find the publications sorted by Region and date to facilitate research. In addition, the staff created an electronic catalog of the full collection, which will be available online starting in January 2018 at www.racingarchives.org/the-collections/sports-car-club-of-america-archives/.

"It's the generosity of the SCCA members with their donations to the SCCA Foundation that makes this important work possible," says SCCA Foundation President John Zuccarelli. "With continued strong participation in future Foundation raffles, direct-mail campaigns, and donations through our web page, our hope would be to have the organized collection digitized in the future for preservation and ease of access for all members."

One of the most generous of the Regions

to support the SCCA Foundation is Nebraska Region, which again donated half of the proceeds from the Solo National Championships Test-n-Tune course. After running the practice course for a full week nearly non-stop from 8 a.m. to 5 p.m. in early September, the Region presented the SCCA Foundation with a check in the amount of \$10,000 at the Friday night Solo Award Banquet. Individual donors and other Regions contributed an additional \$20,000 in 2017, while the Foundation's end-of-year direct-mail campaign is still bringing in donations as of press time.

It is never too late to join in supporting the SCCA Foundation's activities - whether for the Archives, the teen driving Tire Rack Street Survival schools, or the Formula SAE awards. Donations can be made online through www.sccafoundation.org. 



OUR ARCHIVES

(ABOVE) Rich Hughey (left) and Joe Cali have assisted in the organization of a massive collection of SCCA-related newsletters and magazines (TOP) at the International Motor Racing Research Center, providing an amazing record of historical SCCA information.



Courtesy Dan Shea

PLANNING FOR SUCCESS

Michael Holz starts his race weekend well before the gates open – preparing his sound logs ahead of time makes on-track session flow much smoother for him. Holz also emphasizes the importance of legible car numbers and class letters on all racecars.

sheets ahead of time. He will also check with registration and Timing and Scoring for any late entries. Working alone, it is all he can do to enter the decibel reading for any given car. “The first day of the event is always the hardest. But once you are in the rhythm, you just click the sound meter and record the decibel readings.” He joins with many other specialties in a plea for readable numbers and class letters.

“I’m certainly not out there to ruin any racer’s weekend, but we need to help these racetracks meet their sound requirements so they can continue to thrive. Local government officials check to see that sound laws are being followed,” he says. “We do everything we can to alert folks who are close to a violation and try to help them correct their issue. We want the race to go on, we don’t want to be the sound police.”

Occasionally he will have to deal with a dissatisfied driver. “I try to be considerate and patient,” Michael says. “I ask them to join me and I show them how I work. We calibrate our equipment four times a day. I am careful to take clean readings to avoid bleed over from other cars. And I’ll show them that although weather conditions such as high humidity or an overcast day can affect the reading very slightly, it is miniscule.”

His concern for drivers and his F&C background show through clearly. “I always have cold water for them to drink in the event they stop near my station. I blow my whistle and get their attention and offer them a folding chair in the shade if at all possible. I also get on the F&C network and let them know the driver is OK.”

He regrets that he was unable to accept his Sound Worker of the Year Award in person, but he was unable to attend the 2017 Runoffs. He did, however, get a call from a fellow worker with the good news. “I have such great admiration and respect for all the specialties, I never dreamed I would get an award such as this,” he says. “I’m honestly overwhelmed. I just can’t thank my peers enough for submitting my name. I do it because I love it and I want to do a professional job. I’m so very proud of this award and I’ll be displaying it forever.” 🍷

SOUND ADVICE

For 2017 Worker of the Year winner for Sound Michael Holz, success starts with the details | **WORDS** James Kearney

Michael Holz grew up in Wisconsin, about an hour from Road America. He had two cousins who drove in SCCA races, and family members would often gather at the June Sprints to watch the races and dine at nearby Schwartz’s Supper Club. Michael really enjoyed the races and wanted to get more involved. One of his cousins was Jim Opperman who, for some time, held the Road America FA lap record. “He told me that if I wasn’t going to drive, the best thing I could do was to work the corners,” Michael says. “So, I called to one of the workers in white at Turn 6 and asked how I could get involved.” Shortly thereafter he was standing with the F&C crew at Turn 14. It was love at first sight. “It was so exciting to be just a few feet from the track.” That was in the fall of 1994; by early 1995 he was a full member.

Michael loved working F&C, but after about 12 years his back and knees began to fail. He’d heard that the Region needed help with sound control and, in 2007, he had the good fortune to be trained during a Driver’s School at Blackhawk Farms by two of the best: Joyce

Zorn-Jaffe and Marilyn LaCourse. “It was an intense learning experience, but by the end of the school they told me that I could do this.”

He remembers being handed a single sheet of paper with some instructions on it. He has since morphed that into a three ring binder with tabbed pages and maps and checklists on how to do sound control at Road America, Blackhawk Farms, and the Milwaukee Mile. “I’m a detail kind of guy,” he admits. “This way a newcomer will feel less intimidated as they learn the job.”

Working sound, he says, can be a daunting job at first, “Especially when you are working alone,” he says. “You have to set up your equipment in a certain way and then calibrate your sound meter and microphone. At Road America, for example, we run over 100 feet of cable and you want to be careful of all your connections from the power source to the tripod supporting your monitoring equipment.”

Michael says a real key is to do as much homework as possible ahead of time. He will scour MotorsportReg.com to fill in his log



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Dennis Wood

AFTER THE DUST SETTLES

Runoffs participants and recent First Gear subjects look back at the 2017 Runoffs at Indy

WORDS James Kearney

“Competing at my first SCCA Runoffs was a huge thrill, and 72 Mazda Miatas door to door on Indianapolis Motor Speedway was certainly an experience I will never forget,” says Julian Garfield, who was the featured First Gear member in *SportsCar’s* May 2016 issue. “I had a couple seasons of Regional road racing behind me [2012 and ‘13], but getting back on track for 2017 at the National level brought a whole different experience.

Garfield’s 2017 Club Racing journey was not a normal one, either. He was the recipient of the 2016 Mazda Solo Advancement Scholarship, where Mazda funded much of his journey to the 2017 Runoffs. A side effect, however, was minimal seat time during the season.

“Running only enough Majors to

qualify for the Runoffs, I had to reacquaint myself with all of the challenges of road racing, as well as learning a new track everywhere I went,” he explains. “My Solo roots helped me get up to pace quickly, but the biggest challenge was finding that last second and keeping up with the [Spec Miata] veterans who had been running these tracks year after year.

“At the Runoffs, I felt that I had more time in the car than my 25th place qualifying position represented, but getting a clean lap was difficult for everyone on that crucial, final day of qualifying. I had a conservative, but clean start to the race, losing a few positions, but I had an incredibly fun time battling my way back to 20th place throughout the race.”

In addition to the Runoffs, Garfield also competed at the 2017 Solo National Championships and ProSolo Finale, finishing third in C Street at Nationals and fourth in the ProSolo Finale. At the Solo Nationals, Garfield served also as a Youth Steward.

Megan Gilkes, the featured First Gear

member in the September 2017 issue, attended this year’s Runoffs competing in Formula Vee. “I qualified 24th out of 39,” she says. “The start of the race was very hectic, and I lost a lot of time avoiding the incident at Turn 1 by going across the grass. I made my way back up the field and finished 23rd in the end.

“My impression of the Runoffs is extremely positive,” she beams. “The atmosphere at the event was amazing, and it was great to race in a large grid of 39 Formula Vees. The competition was excellent, as there were some very experienced drivers to race against. It was also really cool to race at a track with as much history to it as Indianapolis.”

Brandon Kennedy, featured in the July 2014 First Gear section, competed in the hotly contested Spec Racer Ford Gen3 class – sporting 101 competitors, simply making it to the final race was an accomplishment. “The race went well for me,” says Kennedy. “It was an intense start from 37th, but I made it through the

FIRST GEAR AT INDY

Many First Gear members took part in the 2017 Runoffs, and we spoke to a handful after the event. (LEFT) Julian Garfield (70) took on the challenging Spec Miata class. (BELOW) Max Nufer pulled double duty, running in both Spec Miata and GT-2. (TOP RIGHT) Megan Gilkes recovered from a hectic start to finish 23rd in Formula Vee. (BOTTOM RIGHT) Alex Scaler put in a valiant effort in Formula Enterprises for a top five finish.



Jeff Loeve



John W. Wilmouth



Jeff Loeve

“Somehow – and I still question how I got this lucky – I made it to second place on the last lap”
JARRET VOORHIES

first turns and pushed every lap to get up to a 23rd-place finishing position. It was definitely an unforgettable week to be in Indy with my family and to finish well. I am beyond excited. I really hope we get to do Indy again for the SCCA Runoffs. Out of my three Runoffs, it was by far the best venue.”

For June 2016 First Gear featured member Max Nufer, the Runoffs saw a different challenge, as he split time in Spec Miata and GT-2. “[In SM,] we had some issues finding a good balance with the car in qualifying,” he explains. “As a result, I started 32nd in Spec Miata and was able to move up through the field to an 18th-place finish.

“During the final qualifying session in GT-2, I had a tire failure, which prevented me from putting a good lap in. Thankfully,

the car was undamaged, but I had to start in 15th place,” he says. On race day, however, things continued to not go to plan. “We had another issue on the first lap of the race with the differential, which left us with an 11th-place finish. I was able to make up a lot of ground and have a few good battles on my way up the grid.

“All in all, this year’s Runoffs at Indianapolis was pretty special. The atmosphere of being at the Racing Capital of the World and crossing the bricks on the main straightaway was just incredible. It was amazing to see so many people racing, and I’m so grateful for all the SCCA workers who helped put this event on.”

Alex Scaler, who was featured in the October 2014 First Gear column, lists his Formula Enterprises race as inspirational, but for an unconventional reason. “We finished fifth after starting from the eighth position,” he explains. “At the start of the race, I got broken off from the front runners by other cars pushing me off. By lap two, there was a gap to the drivers

in front of me that appeared to be the entire length of the front straight. By the end of the race, I caught up to the second-, third-, and fourth-place pack, and finished right on their tail – completely closing the gap. With a few more laps, we could have had a second-place finish.”

Scaler’s race pace, he says, was fast – faster than everyone else other than the winner. “The race defined a new level of focus for me that I have never experienced before,” Scaler says. “While the race result may not accurately show our potential, our lap time spoke volumes.

“The largest accomplishment during the race,” he acknowledges, “was less about the result and more about the realization of the potential of my focused mindset. This mindset I will continue to apply in races to come.”

Finally, Formula Mazda driver Jarret Voorhies, who we featured in the April 2017 issue’s First Gear section, had a very memorable Runoffs. “Mike Anderson got the early lead on me, but as we were entering Turn 1 on our first full lap, there was oil all over the track and I spun, causing me to fall to last,” Voorhies says. “I honestly can’t tell you how angry I was, and it made me push myself a lot harder. I went from last up to third – and then hit more bad luck when I spun in Turn 10 and I fell to sixth.

“Somehow – and I still question how I got this lucky – I made it to second place on the last lap, thanks to some hard driving, lap traffic, and some more oil. By that point in the race, I had given up on the chances of a podium finish.

“It was one of the craziest races of my career,” Voorhies admits. “I couldn’t have made it there without my team Texas, AutoSports, my driver coach, Moses Smith, and my parents, who have always been my number-one supporters.”

As for the Runoffs at Indy, Voorhies is filled with positive words. “I loved everything about this year’s Runoffs; the facility and the IMS staff were great to work with, the track is unbelievably smooth, and the racing was hard. This was my third Runoffs, and by far my favorite.” 🍷



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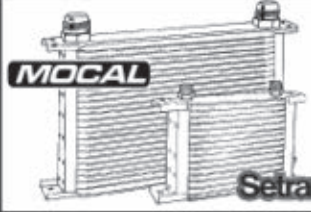

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Lawrence (TA); Buffomante (TA2); Kezman (TA3); Pesek (TA4)

Aug 12 Mid-Ohio Sports Car Course, Ohio
Francis Jr. (TA); Buffomante (TA2); Boden (TA3); Kleeman (TA4)

Aug 26 Road America, Wis.
Francis Jr. (TA); Creed (TA2); Dascalos (TA3); Kleeman (TA4)

Sep 10 Watkins Glen International, N.Y.
Lally (TA); Buffomante (TA2); Kezman (TA3); Kleeman (TA4)

Sep 24 VIRginia International Raceway, Va.
Francis Jr. (TA); Robinson (TA2); Lux (TA3); Davison (TA4)

Oct 8 New Jersey Motorsports Park, N.J.
Francis Jr. (TA); Robinson (TA2); Walker (TA3); Kleeman (TA4)

Nov 4 Circuit of the Americas, Texas
Francis Jr. (TA); Lewis (TA2); Daskalos (TA3); Lewis (TA4)

Nov 11 Daytona International Speedway, Fla.
Francis Jr. (TA); Buffomante (TA2); Kezman (TA3); Napieralski (TA4)

Champions: Francis Jr. (TA); Robinson (TA2); Boden (TA3); Kleeman (TA4)

2018 schedule to be announced

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.
Pickett (TA); Lewis (TA2); Streimer (TA3); Drier (TA4)

Nov 4-5 Circuit of the Americas, Texas
Drissi (TA); Lewis (TA2); Dreier (TA4)
Champions: Pickett (TA); Lewis (TA2); Thordarson (TA3); Dreier (TA4)

2018 schedule to be announced



FORMULA 4

f4uschampionship.com

Apr 8-9 Homestead-Miami Speedway, Fla.
Reger; Fordier; 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
Leitch; Robinson; Kirkwood

Aug 25-27 VIRginia Int'l Raceway, Va.
Leguizamón; Sherratt; Kirkwood

Sep 15-16 Circuit of the Americas, Texas
Pedersen; Pedersen; Eves

Oct 20-22 Circuit of the Americas, Texas
Pedersen; Pedersen; Kirkwood

Champion: Kirkwood

2018 schedule to be announced

All dates/events subject to change

* = Double Event

= Enduro

CR = Course Rally

CT = Club Trial

HC = Hill Climb

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class

NC = National Course

NT = National Tour

PDX = Performance Driving Experience

r = Restricted

Ro = Runoffs qualifier

RT = Regional Tour

SR = Social Rally

TT = Track Trial

v = Vintage

Email addresses for registrars and event organizers are available at www.scca.com

FOR CHANGES

Club Racing (785) 232-7229

Solo, RoadRally (785) 232-7656

RallyCross (785) 357-7259



Date Track/Region

Phone numbers are for region registrars

U.S. MAJORS & SUPER TOUR

sccamajors.com

NORTHEAST CONFERENCE

April 13-15 VIRginia Int'l Raceway, Va.

April 28-29 Summit Point Motorsports Park, W. Va.

May 12-13 Pittsburgh Int'l Race Complex, Penn.

June 22-24 Watkins Glen Int'l, N.Y.

July 7-8 Thompson Speedway Motorsports Park, Conn.

ROAD RACING

WHAT U.S. Majors Tour

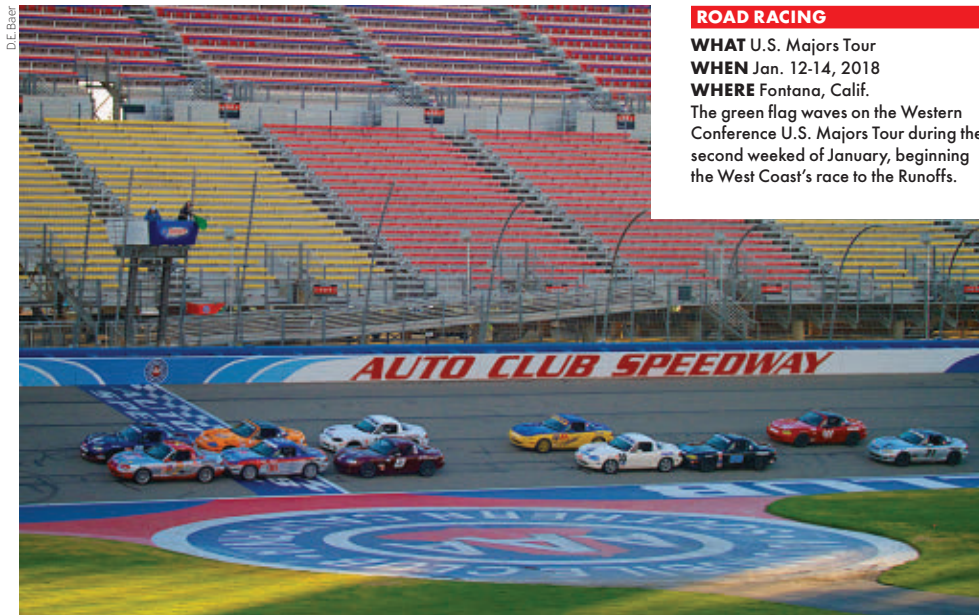
WHEN Jan. 5-7, 2018

WHERE Homestead, Fla.

The 2018 SCCA Majors Road Racing season kicks off with a Southeast Conference race at Homestead-Miami the first weekend of January.



Mark Weber



ROAD RACING

WHAT U.S. Majors Tour

WHEN Jan. 12-14, 2018

WHERE Fontana, Calif.

The green flag waves on the Western Conference U.S. Majors Tour during the second week of January, beginning the West Coast's race to the Runoffs.

July 21-22 New Jersey Motorsports Park, N.J.

NORTHERN CONFERENCE

May 5-6 Blackhawk Farms Raceway, Ill.

Jun 1-3 Mid-Ohio Sports Car Course, Ohio

Jun 15-17 Road America, Wis.

Jul 7-8 GingerMan Raceway, Mich.

Jul 28-29 Road America, Wis.

Aug 11-12 Grattan Raceway, Mich.

SOUTHEAST CONFERENCE

Jan 5-7 Homestead-Miami, Fla.

Jan 12-14 Sebring Int'l Raceway, Fla.

Mar 3-4 NOLA Motorsports Park, La.
(Southeast and Southern Conference)

Mar 17-18 Road Atlanta, Ga.

Apr 13-15 VIRginial Int'l Raceway, Va.
(Southeast and Northeast Conference)

Jun 8-10 Charlotte Motor Speedway, N.C.

Jun 29-Jul 1 Roebbing Road Raceway, Ga.

MID-STATES CONFERENCE

Apr 7-8 Hallett Motor Racing Circuit, Okla.
(Mid-States and Southern Conference)

Apr 28-29 Heartland Park Topeka, Kan.

May 19-20 Iowa Speedway, Iowa

May 26-27 Pueblo Motorsports Park, Colo.

Jul 7-8 High Plains Raceway, Colo.

Aug 25-26 High Plains Raceway, Colo.

SOUTHERN CONFERENCE

Feb 2-4 Circuit of the Americas, Texas

Mar 3-4 NOLA Motorsports Park, La.
(Southeast and Southern Conference)

Apr 7-8 Hallett Motor Racing Circuit, Okla.
(Southern and Mid-States Conference)

May 26-27 Motor Speedway Resort

Houston, Texas

WESTERN CONFERENCE

Jan 12-14 Auto Club Speedway, Calif.

Mar 17-18 Willow Springs Raceway, Calif.

Apr 27-29 Buttonwillow Raceway Park, Calif.

May 19-20 Portland Int'l Raceway, Ore.

* 1-2 events may be added later

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Oct 16-21, 2018 Sonoma Raceway, Calif.

DIVISIONAL/REGIONAL

NORTHEAST nediv.org

2018 schedule to be announced

SOUTHEAST sedivrracing.org

Feb 10-11 Sebring/Central Florida

Mar 10-11 # Florida Region

Mar 10-11 *# VIRginia Int'l Raceway/
North Carolina

Mar 24-25 # Carolina Motorsports
Park/South Carolina

Apr 21-22 # Homestead/Florida

Apr 28-29 # Roebbing Road/Buccaneer
Park/South Carolina

May 5-6 # Daytona Int'l Speedway/
Central Florida

May 19-20 # Homestead/Florida

Jun 9-10 Sebring/Central Florida

Jun 23-24 Homestead/Florida

Jun 30-Jul 1 Roebbing Road/SEDiv

Jul 21-22 # Sebring/Central Florida

Jul 29 # Road Atlanta/Atlanta

Aug 4-5 Daytona Int'l Speedway/Central
Florida

Aug 25-26 Barber Motorsports Park/
Alabama, Tennessee Valley

Sep 1-2 # Sebring/Central Florida

Sep 15-16 # Homestead/Florida

Sep 29-30 # Daytona Int'l Speedway/
Central Florida

Oct 6-7 # Roebbing Road/SEDiv

Oct 13-14 Sebring/Central Florida

Oct 13-14 *# VIRginia Int'l Raceway/
North Carolina

Nov 2-4 *# Road Atlanta/Atlanta

Nov 10-11 # PBIR/Florida

Nov 24-25 Sebring/Central Florida

Alabama, Tennessee, Tenn. Valley
(256) 200-5541

Atlanta (770) 617-0801

Buccaneer (912) 398-0147

Central Florida (407) 415-8714

Florida (561) 654-3396

North Carolina (919) 423-6015

SEDiv (704) 575-5960

South Carolina (704) 575-5960

CENTRAL cendiv-scca.org

2018 schedule to be announced

GREATLAKES greatlakes-scca.org

2018 schedule to be announced

MIDWEST midiv.org

Jul 21-22 Ro* Heartland Park Topeka/
Kansas, Kansas City (KVRG)

Sep 1-2 Ro* Hallett Motor Racing Circuit/
NeOkla, Okla, Wichita (AVRG)

Kansas, Kansas City (KVRG)

(816) 769-5994 & (816) 795-8520

NeOkla, Okla, Wichita (918) 744-6392

SOUTHWEST sowdivscca.org

2018 schedule to be announced

ROCKY MOUNTAIN coloradoscca.org

May 5-6 Ro* La Junta Raceway/
Continental Divide

May 26-27 * Pueblo Motorsports Park/
Continental Divide

Jul 7-8 * High Plains Raceway/Colorado

Aug 25-26 * High Plains Raceway/
Colorado

Sep 29-30 * La Junta Raceway/
Continental Divide

Colorado amstine45@gmail.com

Continental Divide

amstine45@gmail.com

NORTHERN PACIFIC norpacscca.org

2018 schedule to be announced

SOUTHERN PACIFIC

Feb 17-18 Ro* Buttonwillow Raceway
Park/Cal Club

Jun 9-10 Ro* Buttonwillow Raceway
Park/Cal Club

Sep 1-2 Ro* Buttonwillow Raceway Park/
Cal Club

Nov 3-4 Buttonwillow Raceway Park/
Cal Club

Cal Club (661) 304-9382

STREET SURVIVAL SCHOOLS

SOUTHWEST sowdivscca.org

2018 schedule to be announced

DRIVER'S SCHOOLS

SOUTHEAST sedivrracing.org

Apr 14-15 Daytona International
Speedway/Central Florida

Jul 21-22 Sebring/Central Florida

Central Florida (407) 415-8714

SOUTHERN PACIFIC

Feb 17-18 Buttonwillow Raceway Park/
Cal Club

Cal Club (661) 304-9382



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Vice Chairman **DANIEL HELMAN**

Secretary **TERE PULLIAM**

Assistant Treasurer **K.J. CHRISTOPHER**

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www.scca.com

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STEVE OSETH

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www.scca-e.com

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(678) 697-9755; tpulliam@scca.com

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



Philip Royce

ROAD RACING

WHAT U.S. Majors Tour
WHEN Feb. 2-4, 2018
WHERE Austin, Texas
 Circuit of the Americas plays host to the Southern Conference's opening round of 2018 during the first weekend of February.

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 (866) 511-7606 birperformance.com
Bob Bondurant School
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 (905) 983-1114 race2000.com

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 (888) 204-7474 porschedriving.com

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 (800) 733-0345
simracewaydrivingschool.com
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 (800) 391-6891
springmountainmotorsports.com
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Bob Bondurant School
 (800) 842-7223 bondurant.com
Bridgestone Racing Academy
 (905) 983-1114 race2000.com
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WHEN All year long

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ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

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Robert F. Clarke	1/1/1958	Northern New Jersey
Thomas J. Peacock	1/1/1958	Chicago

55-YEAR MEMBERS

Robert F. Criss	1/1/1963	Steel Cities
Jim R. Downing	1/1/1963	Atlanta
Donald Barrie Haaversen	1/1/1963	Land O'Lakes
J. Robert Henderson	1/1/1963	Finger Lakes
John D. Tredner	1/1/1963	San Francisco
K.C. Van Niman	1/1/1963	Cincinnati

50-YEAR MEMBERS

Jack L. Dysart	1/1/1968	Milwaukee
David M. Fell	1/1/1968	Gulf Coast
James Griffin	1/1/1968	San Francisco
Pete A. Hanas	1/1/1968	Southwest Louisiana
John W. (Bill) Harris	1/1/1968	Oregon
William R. Kautz	1/1/1968	Chicago
James P. Ray	1/1/1968	Houston

45-YEAR MEMBERS

Margaret Ball	1/1/1973	Chicago
Patricia Enzman	1/1/1973	Blue Mountain
George C. Feldbauer	1/1/1973	Northern New Jersey
Richard G. Gallup	1/1/1973	Central Florida
Dan O. Layton III	1/1/1973	St Louis
James N. Myers	1/1/1973	Washington DC
Michael D. Outen Jr.	1/1/1973	Central Carolinas
Joseph L. Quinn III	1/4/1973	Indianapolis
J.R. Todd	1/1/1973	Central Carolinas
Lynn S. Todd	1/1/1973	Central Carolinas
Joseph O. Whiteley	1/1/1973	Susquehanna

40-YEAR MEMBERS

Terry Bassett	1/1/1978	Northwestern Ohio
Martin P. Burk	1/1/1978	Washington DC
John E. Campbell	1/1/1978	Oregon
Stephen Coole	1/1/1978	Central Florida
Joe R. Davis	1/1/1978	Houston
Donna L. di Natale	1/1/1978	Kansas City
Richard B. Grundy	1/1/1978	San Francisco
David O. Jolly	1/1/1978	San Francisco
Eric Carl Krueger	1/1/1978	Milwaukee
Leroy P. Lacy	1/1/1978	Cal Club
Cornell H. Newcombe	1/1/1978	Continental Divide
Allan F. Pierce	1/1/1978	Central Carolinas
Marcia L. Ulise	1/1/1978	San Francisco
Peter A. Wawro	1/1/1978	Cal Club
Arnold R. Zucchi	1/1/1978	San Francisco

35-YEAR MEMBERS

Stuart S. Cowitt	1/26/1983	Central Florida
Charles K. Crawford	1/20/1983	Washington DC
Jennifer L. DeHart	1/27/1983	Susquehanna
Armand Eshleman	1/31/1983	Land O'Lakes
Dick Greer	1/18/1983	Ohio Valley
R. Kevin Halloran	1/28/1983	Southern West Virginia
Brian Thomas Himes	1/20/1983	Delta
Glenn L. Lange	1/28/1983	Blackhawk Valley
Frank L.P. Marshall	1/31/1983	San Francisco
Mike B. Messenger	1/19/1983	West Texas
Jim Moran	1/27/1983	Chicago
Kathleen Nesbitt	1/21/1983	Detroit
M.G. Purnell	1/27/1983	Tennessee Valley
John R. Shetler	1/19/1983	San Francisco
Susan A. Toler	1/18/1983	Cincinnati
Penny D. Vanschuyver	1/19/1983	Central Florida
Joe Wilkinson	1/17/1983	Houston

30-YEAR MEMBERS

Lawrence C. Bacon	1/12/1988	San Francisco
William C. Beardsley	1/25/1988	San Francisco

Michael Bentley	1/22/1988	New England
Jack Bottoms	1/30/1988	Western New York
Robert R. Breton	1/27/1988	San Francisco
Rick Brown	1/13/1988	San Francisco
Perry M. Degioanni	1/30/1988	Atlanta
James C. Demmer	1/13/1988	Detroit
Daniel D. Deuble	1/12/1988	Chicago
Kathy Dickoff	1/14/1988	Oregon
Elizabeth M. Drake	1/25/1988	New England
John A. Emmons	1/21/1988	Land O'Lakes
Kate Fisher	1/20/1988	Arizona Border
S. Matthew Hamilton Jr.	1/15/1988	Philadelphia
Larry Houghton	1/14/1988	San Diego
David Jackson	1/8/1988	San Francisco
Val Korry	1/22/1988	Northwest
Greg Lund	1/21/1988	Northwest
Devillo H. McCann	1/27/1988	Finger Lakes
Robert C. Moeller	1/13/1988	Washington DC
Herb Noble	1/28/1988	Iowa
Debbie Pavelick	1/12/1988	Des Moines Valley
Marc Pavelick	1/12/1988	Des Moines Valley
Michael E. Pettiford	1/22/1988	Colorado
Ernest B. Renswick	1/30/1988	Misery Bay
Jeffrey Robb	1/23/1988	North Carolina
John W. Rowe	1/15/1988	Texas
Peter Schneider	1/1/1988	Northern New Jersey
Richard Struve	1/25/1988	Des Moines Valley
Robert Phillips Taylor Jr	1/28/1988	San Francisco
Charles Wicht	1/30/1988	Florida
Bill Wildman	1/14/1988	Cal Club
Susan H. Wiseman	1/21/1988	Ozark Mountain
Barry Young	1/30/1988	Washington DC

25-YEAR MEMBERS

Michele Allard	1/15/1993	Colorado
Jeffrey S. Barrow	1/12/1993	Cal Club
Dennis R. Barschow	1/8/1993	Ohio Valley
James W. Bell	1/20/1993	Florida
Ann M. Busby	1/14/1993	North Carolina
Dennis Cadorniga	1/8/1993	Las Vegas
Rev. Thomas J. Cook	1/26/1993	San Diego
Thomas A. Diehm	1/8/1993	Detroit
Charles Duncan	1/7/1993	Blackhawk Valley
John H. Eberhardt	1/8/1993	Blackhawk Valley
Hank Fairchild	1/12/1993	Western Michigan
Jeffrey Logan Francis	1/29/1993	San Francisco
Ellen Glover	1/13/1993	Neohio
Peter Glover	1/13/1993	Neohio
Wiggy Greacen	1/14/1993	Arizona Border
Morris L. Holliday	1/28/1993	Central Florida
Christine Holliday	1/28/1993	Central Florida
Thomas D. Hunt	1/7/1993	Washington DC
Jeff Jacobs	1/28/1993	Philadelphia
Michael Thomas Joseph	1/20/1993	San Francisco
David B. Keep	1/12/1993	Detroit
Jonathan B. Kinberg	1/8/1993	Washington DC
Donald Kuntz	1/21/1993	Chicago
J.D. Layson	1/28/1993	Detroit
Sean McKenna	1/29/1993	San Francisco
Steven Monson	1/8/1993	Washington DC
Owen L. Murray	1/12/1993	San Francisco
William R. Neal Jr.	1/26/1993	North Carolina
Bill Perry	1/28/1993	Chattanooga
Jim Phlamm	1/28/1993	Chicago
Emmitt Denton Staley	1/29/1993	North Carolina
Tom Stevens	1/20/1993	Central Florida
Rickey O.C. Thompson	1/20/1993	North Carolina
Dave Ujifusa	1/15/1993	Utah
Frank E. Vessell	1/20/1993	Arizona
Tom Wickersham	1/12/1993	San Francisco
James Wise	1/28/1993	Central Florida

TIME TRIALS

SOUTHEAST sedivrracing.org

Feb 17-18 Roebeling Road/Buccaneer

Mar 18 PDX Road Atlanta/Atlanta

Apr 7-8 TT Talladega Grad Prix/
Alabama, TennesseeApr 14-15 PDX Daytona International
Speedway/Central Florida

Apr 21-22 PDX Homestead/Florida

May 4 PDX Daytona Int'l Speedway/
Central FloridaMay 19-20 HC Robinson, N.C./Central
Carolinas

Jun 9-10 PDX Sebring/Central Florida

Jul 21-22 PDX/CRE Sebring/Central
Florida

Jul 29 PDX Road Atlanta/Atlanta

Aug 3 PDX Daytona Int'l Speedway/
Central FloridaAug 25-26 TT Barber Motorsports Park/
Alabama, Tennessee Valley

Sep 1-2 PDX Sebring/Central Florida

Sep 15-16 PDX Homestead/Florida

Sep 28 PDX Daytona Int'l Speedway/
Central FloridaOct 6-7 PDX/TT Talladega Grand Prix/
Alabama, Tennessee Valley

Nov 4 PDX Road Atlanta/Atlanta

Nov 17-18 PDX/TT Roebeling Road/
BuccaneerAlabama, Tennessee, Tenn. Valley
(256) 200-5541

Atlanta (770) 617-0801

Buccaneer (912) 398-0147

Central Carolinas (704) 898-0141

Central Florida (407) 415-8714

Florida (561) 654-3396

MIDWEST midivrracing.org

Apr 28-29 PDX/CT Heartland Park

Topeka/Kansas, Kansas City (KVRG)

May 19-20 PDX/CT Iowa Speedway/Des
Moines Valley

Jul 21-22 PDX/CT Heartland Park

Topeka/Kansas, Kansas City (KVRG)

Des Moines Valley (515) 979-6648

Kansas, Kansas City (KVRG)

(816) 769-5994 & (816) 795-8520

ROCKY MOUNTAIN coloradoscra.org

May 5-6 PDX/CT/CRE La Junta

Raceway/Continental Divide

May 26-27 PDX Pueblo Motorsports
Park/Continental DivideJul 7-8 PDX High Plains Raceway/
ColoradoAug 25-26 PDX High Plains Raceway/
ColoradoSep 29-30 PDX/CT/CRE La Junta
Raceway/Continental DivideColorado amstine45@gmail.comContinental Divide
amstine45@gmail.com

Philip Royce

ROADRALLY

WHAT SCCA RoadRally

WHEN January to December

WHERE Everywhere

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spend the year prepping for
2018's big event in Illinois.



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WHEN March to September
WHERE Coast to coast
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Feb 17-18 CT Buttonwillow Raceway Park/Cal Club
Jun 9-10 CT Buttonwillow Raceway Park/Cal Club
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Nov 3-4 CT Buttonwillow Raceway Park/Cal Club (661) 304-9382

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Apr 13-15 Crows Landing, Calif.
Apr 13-15 Texas TBA
May 26-28 Lincoln Airpark, Neb.
Jun 8-10 Seneca Army Depot, N.Y.
Jul 4-6 Bristol Motor Speedway, Tenn.
Jul 6-8 Colorado TBA
Jul 13-15 Hampton Mills Old Lumber Yard, Wash.
Jul 27-29 Toledo Express Airport, Ohio

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Sep 4-7, 2018 Lincoln Airpark, Neb.

TIRE RACK® SCCA PROSOLO

Mar 9-11 Buckingham Field, Fla.
Mar 23-25 Auto Club Speedway, Calif.
Apr 20-22 Crows Landing, Calif.
Apr 27-29 Arkansas Aeroplex, Ark.
May 4-6 New Meadowlands Sports Complex, N.J.
May 24-26 Lincoln Airpark, Neb.
Jun 1-3 Mineral Wells Airport, Texas
Jun 15-17 Toledo Express Airport, Ohio
Jul 20-22 Hampton Mills Old Lumber Yard, Wash.
Aug 3-6 Oscoda-Wurtsmith Airport, Mich.
Aug 31-Sep 2 Lincoln Airpark, Neb.

TIRE RACK® MATCH TOUR.

Mar 2-4 Bickingham Field, Fla.
Mar 30-31 zMAX Dragway, N.C.
Apr 6-8 Qualcomm Stadium, Calif.
Apr 27-29 Pittsburgh International Race Complex, Pa.
Jul 4-6 Bristol Motor Speedway, Tenn.
Oct 5-7 McGee Park, N.M.

CAM CHALLENGE
2018 schedule to be announced**REGIONAL**

2018 schedule to be announced

ROADRALLY**NATIONAL**

2018 schedule to be announced
Oct 5-7, 2018 USRRC, Columbia, Ill.

REGIONAL

2018 schedule to be announced

RALLYCROSS**DIRTFISH NATIONAL CHALLENGE**
2018 schedule to be announced**DIRTFISH NATIONAL C'SHIP**

Oct 12-14, 2018 National Balloon Classic, Indianola, Iowa.

REGIONAL

2018 schedule to be announced

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NEW PRODUCTS



AEM HIGH-FLOW INLINE FUEL PUMP

AEM's 400lph Metric High Flow, high-pressure inline fuel pump has metric fittings that make it a direct replacement upgrade for O44 pump users. The 400lph Metric High Flow inline fuel pump has an M18x1.5 female inlet and M12x1.5 male outlet. It utilizes the industry standard "O44 Style" envelope.

aemelectronics.com



HOLLEY INTECH AIR INTAKE SYSTEM

Holley has expanded its iNTECH air intake system line to include 2015-'17 5.0L V8 Ford Mustangs. This latest design produces more than 23hp and 27lb-ft at the wheels. All iNTECH sealed intakes feature a unique Slip-Seal housing-filter-tube interface that eliminates the use of hose clamps and adapters for a seamless installation, and the housing is styled to match the engine compartment of your vehicle for a stealthy appearance. holley.com



DEI EASY LOOM

DEI introduces the Easy Loom Split Line Sleeve Master Kit, which places everything you need in one convenient kit to add protective sleeves for an entire vehicle. Ideal for wrapping wiring harnesses for an EFI conversion, DEI's Easy Loom Split Line Sleeve Master Kit offers a solution to protect exposed wires, hoses, and cables from heat and the elements. designengineering.com



MOMO HERITAGE 6 WHEEL

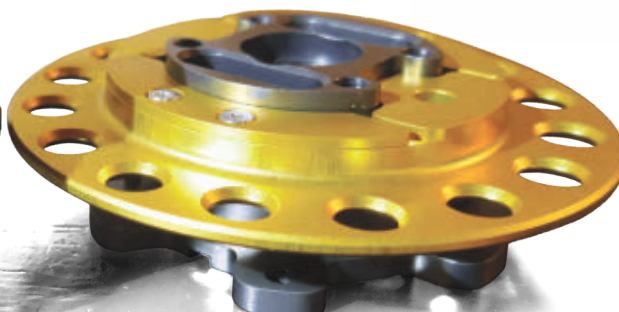
The Momo Heritage 6 wheel is a classically designed, six-spoke wheel inspired by wheels used on Momo racecars in the 1980s and '90s. It features the flat spoke faces of the original Momo competition wheels while allowing for large, modern brakes. The monoblock Heritage 6 wheel utilizes cutting-edge rotary flow-forming technology to optimize performance. momo.com

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EIBACH PRO-KIT

Eibach has expanded its impressive line of Pro-Kit springs to include the new 2017 Honda Civic Type R. This spring system dramatically improves both a vehicle's performance and appearance. Pro-Kit lowers your vehicle's center of gravity, reducing squat during acceleration, body roll in corners, and excessive nosedive under braking. The Pro-Kit also reduces excessive fender clearance, making your car look just as good as it performs. eibach.com

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

GOOD PROBLEMS TO HAVE

What a fantastic end to the year! Between SCCA's big National events, records were smashed time and time again - and if a record wasn't bested, it was only because people were unsure of what the record actually was. But, unfortunately, the fantastic turnouts at the Tire Rack ProSolo Finale, Tire Rack Solo National Championships, United States RoadRally Challenge, National Championship Runoffs, and DirtFish RallyCross National Championship led to a bit of a logistical conundrum on my end. How was I to stuff coverage of all of the events onto the pages of *SportsCar* and do them all justice? Thankfully, the RoadRally and RallyCross event organizers came to the rescue with a fantastic solution: delay coverage of the USRRC and RallyCross National Championship to the January issue. To that end, this issue prominently contains coverage of these two key events, in what I think is spectacular fashion.

The RoadRally community has certainly been the most patient in waiting for their event to make the magazine, and for that I am wholeheartedly grateful. The USRRC took place what now seems like a lifetime ago, on Sept. 15-17, 2017, in Alaska. Yes, Alaska! The turnout was at a record level - at least as far as anyone could recall - and the venue was the stuff of dreams.

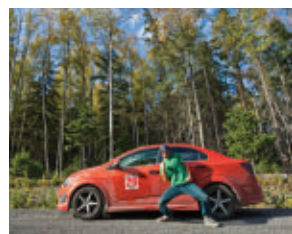
My journey to this year's USRRC began with a flight to Anchorage on the Thursday before the event, just in time for registration and tech at the Alaska Aviation Heritage Museum. Nearby, the sound of water aircraft was just dying down as the group of excited (and several very nervous) participants gathered for pizza and a rally school.

The mix of USRRC entrants was unlike any I'd seen at the event in prior years. Seemingly, for every National team that had flown in there was a local team excited to give RoadRally a shot. As you would expect from those jumping into RoadRally at the top level, those new to the sport experienced quite a bit of confusion during the rally school - a school taught by not only event Rallymaster Cheryl Babbe, but also by

some of the more experienced entrants who were thrilled to pass on their knowledge.

Despite pre-event jitters, it didn't take long before even those most baffled were all smiles, and by the time the USRRC pulled into Seward on Friday night, many of the previously bewildered were now sporting an air of confidence. Come Saturday morning's gathering at the Resurrection Roadhouse, those having the most questions on Thursday night were now exhibiting utter determination, highlighting route instructions and strategizing the coming day. During the following night in Homer, walking into the Kannerly Grill brought me face to face with a room full of smiling competitors, with newbies, rally champions, and checkpoint workers alike merrily chatting. By the time the USRRC wrapped at the Ocean Bluff B&B in Kasiloof - a breathtaking location overlooking Mounts Iliamna, Redoubt, and Spurr - the group gobbled Burger Bill's finest fixin's and enthusiastically relived the weekend's events. The scores were tabulated, but it seemed few participants cared about the final results - the journey was the reward.

If the 2018 competition season brings even half the enthusiasm and success the SCCA saw in 2017, I'm going to be left with the same problem of finding space in the magazine to thoroughly capture the palpable excitement of the Club's keystone events. But, really, this is a fantastic problem to have, and I can't wait for it to begin again. 🍷



ON THE ROAD
Brandon McGillis and his navigator Daryen Romann tackled this year's USRRC with enthusiasm.

FROM THE ARCHIVES

10 YEARS AGO... JANUARY 2008



- The 44th Runoffs had just come to a close at Heartland Park Topeka, and changes to the track provided cleaner racing.
- The 13th running of the USRRC offered great scenery and a challenging route as it traversed the Pennsylvania countryside.

25 YEARS AGO... JANUARY 1993



- San Francisco Region unveiled its plans for a new road racing facility near Willows, Calif.
- The SCCA National Convention was set to visit Phoenix, Ariz.
- Jack Baldwin secured the Trans Am title by a scant four points over Scott Sharp.

50 YEARS AGO... JANUARY 1968



- Following the Stardust Grand Prix, Bruce McLaren picked up the Can-Am championship and a check for \$31,500.
- The ARRC (now called the Runoffs) visited Daytona International Speedway, with 317 drivers entering.



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