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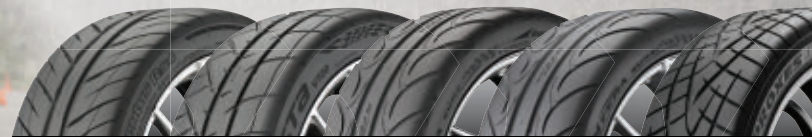
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16 17



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17 18



Enkei Tuning TS9
matte silver, black, platinum grey
17 18





Chris Clark



LAT



Richard S. James



Clark McInnis



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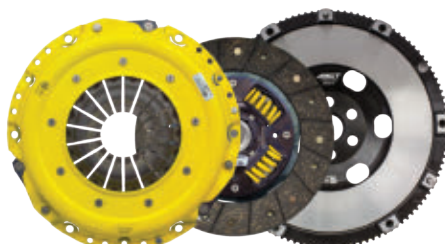
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Words to live by...or something...

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SPOILS OF VICTORY

No one imagined that the Toyota Yaris project car that sprang to life on the pages of *SportsCar* magazine in 2010 would culminate in a Runoffs title, earned at the world famous Indianapolis Motor Speedway, no less – but that is exactly what happened.

DATE Oct. 1, 2017

LOCATION Indianapolis Motor Speedway, Indianapolis, Ind.

WHAT H Production Podium

PHOTOGRAPHER Rick Corwine





HOW TO BECOME A SUPER TOUR CHAMP

Want to become a Hoosier Super Tour champ like SRF racer Richard Baldwin (RIGHT, with wife Jennifer)? The 2018 Super Tour schedule is available and racing is starting soon. The Super Tour supplants what was previously the Nationwide Point Championship, with the best six Hoosier Super Tour races plus a Runoffs finish counting toward class championships.



Sydney Davis Vagel

SCCA has unveiled the 10-event calendar for the 2018 Hoosier Racing Tire SCCA Super Tour, which are featured dates within the SCCA U.S. Majors Tour schedule. Each venue will host two Hoosier Super Tour races over the course of a weekend.

This, the second Hoosier Super Tour season, begins in January with a three-day event at Sebring International Raceway in Florida, followed by a February visit to Circuit of the Americas in Austin, Texas, which is a full month earlier than last year. A single weekend in March then takes place at NOLA

Motorsports Park in Avondale, La.

Things heat up in April with three events on the calendar. The first takes place at Hallett Motor Racing Circuit in Jennings, Okla., followed by a visit to VIRginia International Raceway. The month then concludes with a three-day event in California at Buttonwillow Raceway Park.

May features another West Coast event at Portland International Raceway before the season wraps up with three events in June. The first takes place at Mid-Ohio Sports Car Course, followed by the June Sprints at Road

America in Wisconsin. Then it's off to the finale at Watkins Glen International in Upstate New York.

"The Hoosier Super Tour is back again in 2018 traveling across the country to several challenging, top-tier racetracks," says Deanna Flanagan, SCCA's Road Racing Director. "The series was very well received by Club drivers in its inaugural season and we anticipate another year of thrilling competition, as well as great parties that bring everyone together to celebrate the SCCA lifestyle." 🍷

HOOSIER SUPER TOUR TAKES FLIGHT IN 2018



2018 HOOSIER SCCA SUPER TOUR SCHEDULE

DATE	LOCATION
Jan. 12-14	Sebring Int'l Raceway, Fla.
Feb. 2-4	Circuit of the Americas, Texas
March 3-4	NOLA Motorsports Park, La.
April 7-8	Hallett Motor Racing Circuit, Okla.
April 13-15	VIRginia Int'l Raceway, Va.
April 27-29	Buttonwillow Raceway Park, Calif.
May 19-20	Portland Int'l Raceway, Ore.
June 1-3	Mid-Ohio Sports Car Course, Ohio
June 15-17	Road America, Wis.
June 22-24	Watkins Glen Int'l, N.Y.



REGISTER NOW: SCCA NATIONAL CONVENTION

While the event draws near, registration for the SCCA National Convention is still open. Held Jan. 18-20, 2018, at the South Point Hotel, Casino & Spa in Las Vegas, the National Convention features more than 40 educational seminars throughout the event, in addition to the Annual Meeting and the Hall of Fame and Awards banquet. Registration information can be found at www.scca.com/convention.

GO GO GO!

(BELOW) The 2018 Hoosier Super Tour hits a variety of racetracks throughout the country, including the famed Mid-Ohio Sports Car Course.

LAT / Brian Cleary



SCCA NAMES HALL OF FAME CLASS OF 2018

Eight individuals who have made significant contributions to the Sports Car Club of America and the world of motorsports have been announced as the Club's newest Hall of Fame class, adding their names to a list of timeless superstars. William C. Bradshaw, Peter Cunningham, Janet Guthrie, August Pabst, Dave Stremming and Loren Pearson, Bob Sharp, and Dr. Dick Thompson comprise the latest class to join the select ranks.

Along with the accomplishments of the 75 previous inductees, these Hall of Fame members positioned the building blocks that have elevated SCCA's stature in the

motorsports world for more than 70 years.

As in years past, this group will be formally inducted during the SCCA Hall of Fame and Awards Banquet that takes place on Saturday, Jan. 20, 2018, and serves as the capstone of the three-day SCCA National Convention at the South Point Hotel, Casino & Spa in Las Vegas, Nevada. There's still time to register for the National Convention, so head to www.scca.com/convention.

Complete coverage of the SCCA National Convention along with a detailed look at the latest Hall of Fame inductees will appear in the April issue of *SportsCar*. 📍



THE NEW CLASS

(TOP TO BOTTOM) Peter Cunningham, Janet Guthrie, and Augie Pabst will soon join SCCA's Hall of Fame.

RUNOFFS RETURNS TO TV



Jeff Loeve

For the first time in several years, households across the U.S. were able to experience the energy and excitement of SCCA racing when select National Championship Runoffs events from Indianapolis Motor Speedway aired on the CBS Sports Network in December.

Starting on Dec. 10, motorsport fans were treated to the 72-car Spec Racer Ford Gen3 spectacle

from IMS. The action was followed a week later on Dec. 17 with the 72-car Spec Miata race. On Christmas, even CBS Sports Network viewers got a double feature on Christmas Eve with the American Sedan and Formula F races.

In addition to those races airing on TV, all 28 Runoffs races are available for online viewing at Motor Trend OnDemand and scca.com. 📍

SOLO REGISTRATION GETS NEW RULES

SCCA has announced several new registration rules for the 2018 Tire Rack National Solo Season, which includes Championship Tours, Match Tours, and ProSolos. Some of these rules include online registration, on-site registration, late fees, car number selection, cancellation policies, and waitlists. Information can be found under the Solo link on scca.com.



Perry Bennett



LAT / F Pierce Williams

Been to Indy? RoadRally has

"Racing wasn't the first SCCA sport on the track at Indianapolis Motor Speedway, unless it was quite a while back," points out *SportsCar* writer Rick Beattie. "In late 1970s and early '80s, the Wander

Indiana RoadRally took a tire warm-up lap of the track." Beattie ran the Wander Indiana RoadRally in 1987, which was when he learned he'd just missed a great opportunity. "The note at

the beginning of the instructions apologized for [the tire warm-up lap] going away," he says, but notes, "We ended the odo check somewhere near the track, if I remember correctly." ☺

BOARD OF DIRECTORS ELECTION RESULTS

The results of the SCCA Board of Directors elections held in four of the SCCA's geographic Areas have been released. One new Board member was elected, with three incumbents rejoining the board for three-year terms in office.

Chairman of the Board, Lee Hill will retain his position as Area 3 Director. In Area 4, Marcus Merideth will retain his position. Charlie Davis ran unopposed to retain the Area 9 Director seat. And, in Area 11, Jason Isley ran unopposed to claim that position on the Board. ☺

2018 SCCA BOARD OF DIRECTORS

AREA 1	Bob Dowie
AREA 2	Jack Burrows
AREA 3	Lee Hill
AREA 4	Marcus Merideth
AREA 5	Bruce Lindstrand
AREA 6	Chris Albin
AREA 7	Dan Helman
AREA 8	Arnie Coleman
AREA 9	Charlie Davis
AREA 10	Earl Hurlbut
AREA 11	Jason Isley
AREA 12	Tere Pulliam
AREA 13	Jim Weidenbaum

F4 U.S. C'ship Releases 2018 Schedule

The momentum of the 2017 powerhouse-schedule continues with SCCA Pro Racing Formula 4 United States Championship Powered by Honda hosting 17 races and expanding its official series tests from one to three in 2018. F4 U.S. opens its third season at

Virginia International Raceway in April, traveling with Pirelli World Challenge, and will return to closeout its season at Circuit of the Americas in October with Formula 1 during the United States Grand Prix.

The entry-level, cost-contained open-wheel series has gained interest from teams and drivers from across the world since its 2016 unveiling, averaging 32 cars per race weekend in 2017.

"The top-10 drivers at the end of the season will receive a cash prize instead of just the top three, and the overall champion will receive a \$100,000 scholarship to advance to F3 Americas," notes SCCA Pro Racing Vice President Steve Oseth.

More information on the 2018 schedule and teams can be found at F4USChampionship.com. ☺



Jay Benavolour

FULL SCHEDULE

The 2018 F4 schedule can be found at F4USChampionship.com.

Preview the Runoffs at Sonoma Raceway

Two additional race weekends were recently added to the 2018 Western Conference SCCA U.S. Majors Tour competition schedule, with one being an event anyone shooting for a 2018 Runoffs National Championship title can't afford to miss.

Of the six-weekend Western Conference schedule, the June 29-July 1 weekend will feature a doubleheader Majors at Sonoma Raceway, the site of the 2018 Runoffs this Oct. 16-21.

Registration will open later in the year, with links to be found at www.scca.com/majors. ☺

HANDS ON A HONDA BODY

Honda Performance Development (HPD) recently announced fiberglass Civic GT bodywork that can be joined to a tube-frame chassis, available in mid 2018. The bodywork will include front and rear clips, doors, trunk, and roof. More information can be found at hpd.honda.com/racing-line.



Philip Royce



Jeff Lowee

WHY RACE THE TOUR?

Reasons to run the Hoosier Super Tour vary, with each as good as the last.

2018 RoadRally National C'ship Schedule released

The RoadRally National Championship schedule for 2018 has been released, with events spanning the country from New Jersey to Los Angeles. Offering challenging rallies at unique locations, the 2018 RoadRally season should prove to be a great follow-up to a fantastic 2017 National RoadRally season that saw events as far north as Alaska. For more information, follow the RoadRally link on www.scca.com. 📍

WHY RACE THE HOOSIER SUPER TOUR?

Hoosier Super Tour venues are selected based on various attributes. Some of the racetracks the Super Tour will visit have decades of history with a record book featuring the biggest names in all of motorsport, while other sites are top "pro" tracks offering the best quality racing surface and amenities. Certain tracks, meanwhile, were selected because they are the best "club" courses in the country, where challenging layouts are matched with warm hospitality

and a "family feel" to the paddock area.

Beyond the venues, the Hoosier Super Tour offers a heightened experience for both competitors and racing fans. Race weekends include segmented timing and scoring, a service simply unavailable at other amateur motorsports events. The series also boasts a dedicated Super Tour Radio presented by Hoosier Racing Tire team of announcers capable of providing consistent insight and entertainment heard at

tracks or online at scca.com.

Dedicated staffing with a series race director, administrator, and technical inspector working in conjunction with local event personnel is an additional feature of the Hoosier Super Tour, and up to two static cameras broadcast races live online at scca.com. Meanwhile, onsite SCCA public relations staff provide weekend media coverage. The weekends also feature enhanced weekend social activities. 📍

2018 Runoffs qualification criteria revealed

With an amazing Indianapolis Motor Speedway Runoffs in the record books, the SCCA now looks ahead to the 2018 National Championship Runoffs taking place Oct. 16-21 at Sonoma Raceway in California - the Runoffs' first visit to that Northern California venue. But to be part of the 2018 Runoffs action, competitors need to meet certain qualification criteria.

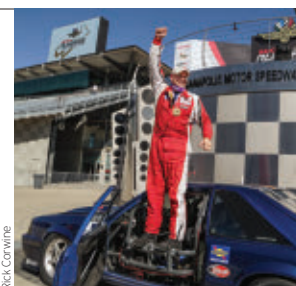
The process by which racers receive invites to compete at the upcoming Runoffs remains relatively unchanged from the past year. Three distinct paths again exist for racers to gain eligibility. For those involved in Hoosier Super Tour or U.S. Majors Tour Conference

events, drivers must first participate in a minimum of three separate weekends, in any Conference, and have a minimum of three individual race starts, all in the same class. Competitors again have the option of substituting two Regional race weekends for one U.S. Majors Tour event.

A Divisional Championship path to a Runoffs invite also remains an option. Here, a competitor must first participate in the same class for a minimum of four weekends within a single Divisional Championship. Then,

racers must finish in the top three positions within a class point standings, except for Spec Miata and Spec Racer Ford Gen3 where the top five will be invited to the Runoffs. A competitor must qualify in the same class in which he or she is entering the Runoffs, though that racer may compete in any car eligible for the class.

In addition to the top three (top five in SRF3/SM) Divisional Championship point earners, drivers in the top 50 percent of NorPac and SoPac Divisions in 2018 will be eligible for Runoffs invitations.



Rick Corwine

WINNER WINNER

Want to stand on the Runoffs podium? First, there are requirements.

Like in 2017, SCCA Pro Racing drivers may substitute one participation in a Majors with a Trans Am Series or F4 United States Championship event in the corresponding class. 📍

The December edition of *Fastrack* queries members regarding a number of Solo Street category reclassifications. Cars like the Honda S2000 (RIGHT) and Mazda MX-5 MSR are proposed to move from BS to CS, while DS could get inundated with cars from CS. Interested members can offer feedback at www.sebscca.com.



Courtesy Honda



Courtesy

2017 SCCA MECHANIC OF THE YEAR: Michell Hemus

SCCA has announced the winner of the 2017 SCCA Mechanic of the Year award, with the honor going to San Francisco Region's Michell Hemus. A lifelong supporter of the Club, beginning as a worker and continuing as a driving instructor for San Francisco Region's Competition Driving Ground School as well as working with M&L Racing, Hemus received nearly 40 unique Worker of the Year nomination submissions for from SCCA members. During her journey, she has transformed into a first-class mechanic for one of the most competitive racing teams on the West Coast, with many claiming she is one of the most car-savvy, hard-working people in the Region.

Hemus, widely considered the epitome of excellence and hard work, has shown a dedication to preparing racecars conscientiously, reliably, and immaculately, displaying the utmost of skill and dedication to her craft. She has led her team to countless race wins, multiple Regional championships, and sent drivers on to pro careers. Additionally, she is passionate about sharing her knowledge by training young mechanics starting out in the trade. 📍

TRACK NIGHT IN AMERICA CONTINUES GROWTH

The SCCA has brought to a close its 2017 Track Night in America Driven by Tire Rack program, and a yearend review of the data shows the initiative continues to see strong success in converting automotive enthusiasts to motorsport participants.

From March to December of 2017, nearly 7,500 drivers took advantage of Track Night in America to get on a racecourse in their own vehicle during a weeknight. That's an increase of almost 1,500 people from the 2016 season. 2017 boasted 119 events at 30 tracks across the country, including venues such as Circuit of the Americas, Road Atlanta, Sebring International Raceway, Charlotte Motor Speedway, and many others. Of the 7,500, nearly 35 percent of participants registered as "novice" for racetrack activities, and almost 60 percent were not SCCA members.

Mike Cobb, SCCA's

President and CEO, notes that Track Night offers a fun, unique opportunity for everyday automotive enthusiasts to get on real racetracks. And since the program has seen such fantastic growth in only its third year, it seems people continue to be excited by the prospect of the experience. To capitalize on the program's momentum, organizers are currently developing a 2018 schedule that features even more events at big-name tracks to heighten the fun for participants.

"The SCCA is always looking for ways to share with others the Club's passion for having fun with cars, and Track Night in America has proven to be a fantastic tool in accomplishing that mission," Cobb says. "Of course, we couldn't undertake such a program without the help of Tire Rack, as well as support from Koni, Falken Tires, Hawk Brakes, and Mazda."

Created as a non-competitive, entertaining, easy, and inexpensive way for nearly anyone who loves cars or motorsports to get on a race circuit in their own vehicle, participants only need be at least 18 years of age with a valid driver's license and have access to a helmet and a street car in good working condition. The cost is never greater than \$150 per event, and no previous on-track experience or SCCA membership is required.

Drivers participate in the Advanced, Intermediate, or Koni Novice Experience group so on-track activities remain fun for all. Everyone gets three 20-minute sessions on course, as well as feedback from SCCA driver coaches on site. Admission is free for people who just want to stop by and watch the fun, and leisurely circuit parade laps are provided for all Track Night guests. 📍

FUN WITH CARS

Find 2018's Track Night schedule at tracknightinamerica.com.



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From Club Racing to Solo to RallyCross (RIGHT), a number of Advisory Committees are seeking new members. These committees field requests from the membership and work with the CRB, SEB, and RXB to help guide the various categories and classes into the future. Resumes can be submitted at www.crbacca.com or www.sebscca.com.



Rupert Berrington



LEE HILL

CHAIRMAN, SCCA BOARD OF DIRECTORS

PLANNING FOR 2018 (and beyond)

I'm wrapping this column up on Black Friday before heading down to Sebring for Central Florida Region's Turkey Trot Regional. As I've often said, some of us live in Florida on purpose - a race weekend in late November with forecast lows in the mid-50s and highs in the mid-70s surely supports that point of view. It's not like we have an off-season - our 2018 SCCA Road Racing season starts on Jan. 5-7 in Homestead, followed by Sebring on Jan. 12-14.

The National Board of Directors elections are over and we have just one new Director for 2018 - Jason Isley will replace K.J. Christopher (K.J. stepped aside after one term due to relocating out of his Division). I'm really looking forward to working with Jason - I expect him to be a great addition to the Board.

We began 2017 looking for a President, and we begin 2018 with that President, Mike Cobb, up and running. He's been traveling extensively and meeting with as many members, Regional leaders, and partners as possible. In that process he's identified a number of areas in which SCCA needs to improve. He has presented his initial strategic framework proposal to the Board of Directors and it's clear that we have the right guy in charge. That strategic framework, and plans for its implementation, will be presented at the SCCA

National Convention at the South Point Hotel, Casino & Spa in Las Vegas on Jan. 18-20, 2018.

This Board clearly understands that for SCCA to thrive and grow, our Regions must also thrive and grow, so at the top of the list of tasks that the Board has given to Mike is making significant improvements in Member and Region Services

"On the top of the list...is making significant improvements in Member and Region Services"

by improving communications, implementing appropriate technologies, and broadening the appeal of the Club - particularly to younger participants. We have also asked him to find ways to assist our Regions in developing their programs, strengthen our relationships with existing partners, and find new partnership opportunities.

Speaking of the SCCA National Convention, I hope to see many of you there - particularly those in Regional, Divisional, or program leadership positions. There are robust tracks with excellent speakers for the Leadership Academy, Region Leadership, and Marketing & Communications (with emphasis on social media and e-mail) in addition to tracks for Road Racing, Solo, RallyCross, Road Rally, and Experiential/Time Trials. The Convention is always a great opportunity to learn and to network with others in similar positions from around the country. So, head to www.scca.com/convention and register now!

Until the Convention, however, it's back to the racetrack for me, while wishing everyone a wonderful and safe holiday season. ☺

Runoffs Champ joins SCCA as Road Racing Technical Manager

Rick Harris, a 15-year member of the SCCA and the 2008 F Production National Champion, has joined the SCCA national staff as the Road Racing Technical Manager. In his new role, Harris will be responsible for managing member communications related to SCCA Road Racing rules and specifications. He will support and oversee member inquiries and the rule request processes as well as work closely with and support the Club Racing Board. Harris will also be charged with developing and presenting training programs for scrutineers, and manage at-track compliance visits as required.

Eric Prill, SCCA's Vice President and COO, noted that John Bauer, who has served dual roles in the SCCA competition and information technology departments since 2014, will now focus more on IT projects moving forward while remaining closely aligned to each of SCCA's competition programs. "The addition of Rick to the team and the revised role for John gives the national office a great start to 2018," Prill says. "As the Club and motorsports industry evolves, so too do staffing needs. Rick's professional background in leading support service teams will be a great fit for the SCCA as our primary focus is to serve member needs." ☺



Courtesy SCCA

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MIKE COBB

PRESIDENT & CEO, SCCA INC.

THE POWER OF ONE

As the 2017 season wound down and we started 2018, I've had the great opportunity to spend more time with many leaders of the SCCA across the Regions and Divisions that make up this great organization. And, on many occasions, our discussions would close with them asking me something like this: "How are you going to fix the SCCA," or "How are you going to fix Club Racing," or "Mike, when are you going to fix our website?" These are, without a doubt, important issues that need to be addressed, *but they are not the most important challenge in front of the Sports Car Club of America.*

I believe we are at a critical juncture not only in the SCCA, but also across the broader field of motorsports. This is not all doom and gloom. We do have real and virtual alternatives to the experience that we offer seemingly popping up everywhere we look, but because there are more options to participate and the barriers to entry have never been lower, we also have more people than ever participating in motorsports. We just need to capture our fair share of a growing market, right?

I for one think this dynamic is good news – but it is only good news for the SCCA if we take advantage of the opportunity it presents. What's the "opportunity," you say? To invite one of the participants from this expanding pool of enthusiasts who is often a friend, a work colleague, or a family member to the next SCCA event you attend so they can:

- Work an apex alongside the likes of David Hsu, one of the best Flagging Chiefs in the business.
- Ride shotgun with Tracy Lewis as she pilots the "Sledgehammer" around the cones.
- Take a walk on the wild side with Doug Liebman as he pilots that screaming '71 Super Beetle to another RallyCross victory!

The sights, the sounds, the motion, and emotions of the SCCA are intoxicating, *but only if you experience them live and first-hand.* Much like the fact that TV fails to bring the IndyCar or NASCAR experience fully to life – TV, YouTube, Instagram, etc., just can't bring the above SCCA experiences to life with the real sights, sounds, and emotions they truly deliver.

How would this "one-to-one" approach help to address the most important challenge in front of the Sports Car Club of America?

If just 25 percent of the current SCCA member population would recruit just one new member across 2018 (myself included!), get them engaged at the Regional level, and give them the experience of their life, not only would we grow the Tribe by over 10,000 members, we would create a sea tide of momentum that would fuel this organization forward. This simple "power of one" approach would also contribute incremental funds that could be invested to improve our operations, improve program outreach, and yes, provide us with additional resources to help improve the SCCA web, mobile, and app digital experience. Who needs Kickstarter when we can "kickstart" ourselves?

The "power of one" approach is simple, requires no additional infrastructure or technology, and builds upon the core strengths of the SCCA: our people and the #funwithcars experience we deliver.

I look forward to seeing you and your guest at the next event! 📍

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MIKE KING

BUCCANEER REGION | FIRST JOINED 1990

“It all started with a 3hp go-kart my parents, err, I mean Santa, got me for Christmas when I was 10 to rip around the three acres I grew up on in Northeastern Florida. Little did they know they opened a can of worms that would set the stage for the rest of my life. Flash forward about seven years to 1989 when I was introduced to SCCA by a fellow co-worker. I have to say, history repeated itself when those same parents surprised me with a 1988 Cavalier Z-24. That was my first autocross car and led me to my first two Buccaneer Region Solo Championships.

After a few years of running local events, a couple local autocrossers who ran National events (Strelnieks and Allens) convinced me that I should move up to the big time and run this thing called ProSolo. What a spectacle that was! The next year, I stepped up to the toughest class in SCCA Solo at the time, D Stock, in a Neon ACR. I loved competition, fed on it - still do. So, if I could play amongst names like Daddio, Chiles, Shields, Hahn, and the like, it was where I had to be. I attended my first Solo National Championships in 1997 at the infamous Forbes Field and finished fifth out of the largest-ever class up to that point, 58. That's when I knew I would never miss another Solo Nationals. It was the Disney World of autocrossing!

After a long string of second- and third-place finishes, I finally won my first National Championship in 2007 at Heartland Park Topeka driving a borrowed STS2 CRX Si. I had almost resolved myself to another year of being the “bridesmaid” after being down almost six tenths after the first day, but I never gave up and pushed hard to take the win. It was a surreal, overwhelming experience that I will never forget. That win vaulted me into a Cinderella year of autocrossing - an



Rupert Berrington

undefeated 2008 season of Divisional, National, and ProSolo events culminating with both National Championships in my own CRX Si. That was also the same year I partnered with Bridgestone, a relationship that continues today. Almost 10 years later and a four-year hiatus of racing Spec Miata, my third Solo Championship came in 2017 driving an H Street Fiesta ST.

My most recent passion since 2014 has been as a lead instructor for SCCA's Starting Line program. I am so lucky to have been helped by so many to get where I am today. StartingLine enables me to give back and help the newest members of our Club, most of which have never autocrossed before. It is an amazing feeling to be able to share what I have learned over my decades as an SCCA member with them.

With all the driving and racing we do as SCCA members, there is one thing above all that remains the same. I would easily consider it my greatest win, and those are the friends I have made since I joined this Club. The relationships I have made over the years have made me who I am as a driver and a person. The camaraderie between all of us, my SCCA family, is truly special. Ultimately, where else could you go and have people screaming at you that “You Suck!” and know you are loved unconditionally?” 🍷

MAIN IMAGE Perry Bennett

FLYING HIGH

Mike King collected his third title at the 2017 Tire Rack Solo National Championships, this one coming after a brief hiatus where he went road racing.







RANDY POBST

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

POWER TO THE GROUND

OK, Esteemed Readers, especially you SCCA National Champions: all else equal, what's the number one factor in a fast lap time? Why does a Miata sometimes pass my Mustang halfway down a short straight (although if it does, I'm probably not a Runoffs winner)? What did we use before Tracmate, AiM and Motec on-board data recorders? What single factor affects our car a larger part of the time around a circuit than any other? That's correct: our paint job!

"It's tricky because when we first roll into the throttle to leave a corner, our tires are loaded with lateral Gs"

It's science, folks - if we don't look great, we are going to be slow. Or look slow, which is even worse. It matters around every inch of the 2.54 miles at Road Atlanta and even in the paddock. It isn't how fast we go, but how sexy we look out there.

What? No? It's not a car show? It's a race? So, you prefer function over form? Well, if you insist, let's think about the *function* that affects our lap

time more than any other. Though I recommend an open trailer to display awesomeness and dishearten any unfortunate hopefuls we blow by on the way there.

Exit speed. The National Champs had it from hello. Pre-data, we'd look down at the tach when the wheel was straight at the track-out point. Po' folks still do. Our velocity as we finish a corner determines our speed all the way to the next one, a long dang time. This is true even in autocross. But let's be more specific. What affects exit speed? A combination of two elements, blended together by the friction circle: (1) apex speed (that one's for another column); and (2) acceleration (that's where we're going today)

Putting power to the ground, kids! Traction, my road race engineers call it. Forward *bayht* (Yankee translation: bite), NASCAR style. The more power you have, the more important it becomes. Wheel spin looks cool, but gets you nowhere on pavement. I am so into traction (my speed secret) that a favorite engineer used to call me (cover your ears First Gear kids) a traction whore. I'd do anything for it.

It's tricky because when we first roll into the throttle to leave a corner, our tires are loaded with lateral Gs. Now we ask them to add longitudinal. If we don't change something, it'll be too much and the driven tires will break free and slide. Too much slide is slippery; we lose grip, we lose time. If we apex late enough, we are straightening the steering, smoothly cornering less, so we can smoothly accelerate more without going over the limit of the tires. Notice I wrote smoothly twice. Make that three times. That's how important it is.

As we add power, weight transfers back, and that load adds grip to the rear wheels. More weight back, more rear grip, so more power, so more weight back, so more grip. Beautiful, ain't it? Unless we're driving the front wheels. Oh yeah, that, which includes 90 percent of the cars on the street, and 25 percent of the race paddock. Leaning into the go-pedal on a Civic transfers weight rearward, too. *Off* the drive wheels. More power, less weight front, less grip front, what? Which brings us to front-wheel-drive "wank" pro pet peeve number one: Even with your OS Giken limited slip,



the front tires will not pull you through the corner. Though I will give you this, the resulting reduction of inside wheel spin will likely improve on-power steering grip over an open diff. The real trick with a front-driver is to put so much cornering load into the rears that it wants to oversteer, so when we kick into VTEC the surge will return the chassis to balance (see any Realtime Racing Acura TSX YouTube video). The entry looseness exhibited is too much for a street Joe so most factory cars push strongly. Brake torque vectoring helps a lot, until they overheat (I'm looking at you Ford Focus). That's why it is common to see stiffer springs and bigger swaybars on the rear of front-drive racecars, or even better, a little rear toe-out or bump steer. The good news is that front-drives also have a lot more weight on the front anyway - engine, trans, and final drive all on that end. The challenge is, the stronger the powerplant, the lighter the front gets. I have great respect for the Pirelli World Challenge Kia Optima Turbo front-drive team in GTS for how well they make that boost-y KIA work

against Camaros, Mustangs, and Porsches.

Which brings me to pet peeve number two: All-wheel drive. I raced Pirelli World Challenge for two years in the Champion Racing Audi RS6 (champion in 2003) and five years in the K-PAX Racing Volvo S60 (champion in 2010). Counter to advice I often hear, we cannot just floor it at apex and let the four tires pull us through the corner. Why? Because the tires cannot corner and accelerate hard at the same time. Same rule of the friction circle applies. We absolutely must sacrifice some cornering in order to crank up the mph. The critical trick with all-wheel drive is to split enough torque to the rear wheels. It takes a good 65 to 70 percent to have a balanced chassis under power. An even 50/50 split means power understeer, and I hate that. If you have a street-based, all-wheel-drive car, most are that way, so set it up like a front-drive for optimum balance.

For quicker lap times, focus on getting power to the ground, accelerating off the corner. Most racers are rear-drive, and this means

"The real trick with a front-driver is to put so much cornering load into the rears that it wants to oversteer"

transferring weight to the rear quickly when we roll on the loud pedal. Soft front rebound allows the load to shift more quickly off the front tires, and stiffer rear compression adds it to the rear in a hurry. Softer rear springs reduce the cornering load relative to the front, so there is room for the weight transfer without going into a slide so soon. A stiffer front swaybar does the same thing, adding corner load up front, and leaving more potential for the rear tires to accept the power. Some describe this as holding the inside tire down, a misnomer, but a useful visualization. Anti-squat geometry adds rear load, within reason, a common tune in GT-1 and Trans Am.

But wait, there's more! A special bonus! If we reduce wheel spin, either end, our tires last longer, and we will be faster near the end of the race - and remind me, exactly when does that checkered flag fall? 🏁

FAST FORWARD (TOP) Forward momentum drives quick lap times, but finding the balance between maximum corner speed and available acceleration can make the difference between winning, losing, and driving off the track.



The 2017 SCCA Pro Racing Trans Am Series pit unrelenting competition against new tracks and unforeseen challenges as drivers in four classes battled for pro racing championships

ANYONE'S GAME

WORDS Jeff Zurschmeide | IMAGE Chris Clark

All racing series have to change with the times, and any racing series that aspires to survive for six decades or more will change more than most. SCCA Pro Racing's Trans Am Series presented by Pirelli is a prime example. Since its inception in the mid 1960s, Trans Am racing has been through a variety of formats reflecting the best in production-based racing over the years. Today's Trans Am comprises four classes, ranging from the 850hp silhouette cars of the TA class to the nearly stock production cars of TA4. Each of the four classes offers its own championship, and a path for drivers to start in TA3 or TA4 and gain experience before competing in the higher power TA and TA2 classes.

The 2017 competition year saw 13 events in the main Trans Am series, plus four events in a special West Coast Championship series designed to bring western drivers into the Trans Am community. Kicking off in early March and wrapping in mid November, the series traveled from coast to coast, and from as far south as Daytona to up north in Detroit and Watkins Glen. Along the way, only one word could describe the racing action: intense.

GO TRANS AM

The Trans Am Series had a banner year in 2017, and is poised to have a great 2018 as it races into its sixth decade.





DOMINATOR

2017 TA Champion: Ernie Francis, Jr. | WORDS Jeff Zurschmeide | IMAGES Chris Clark

Ernie Francis, Jr. has been racing since childhood, moving from karts to Spec Miata before becoming the youngest driver to compete in the Pirelli World Challenge series. He started racing Trans Am in 2014 and won the TA3-American Muscle championship that year, and again in 2015. He then won the TA4 championship in 2016, and has now claimed the overall TA championship for 2017 with 10

wins in 13 races driving the No. 98 FramelessShowerDoors.com Ford Mustang with Breathless Performance Racing.

"This year was something unexpected," Francis admits. "We went into it, starting last year, trying to decide what we wanted to do for the 2017 season. We had seen some of the TA cars and it was actually in Detroit where we decided to give TA a try. We got a chassis from Mark Meissen and put the program

together, and this whole year kind of speaks for itself. Ten wins, a championship, and really, a good performance by us in every race we went out in."

Most drivers don't go directly to the top TA class from TA4, but Francis had his reasons.

"TA just seemed like a nice route to go, and it'd be going right to the top class this year in the fastest car you run," Francis explains. "These are the cars that people really want to watch because they are very,

very cool just driving on the racetrack. They are very fun to watch, so we decided we might as well go big or go home. That was kind of the decision behind that."

With the decision made to hit the big time, Francis had to get his program together. "We wanted a competitive car when we were hopping into it," he says. "We were trying to decide between going with a used chassis for sale or just getting a new chassis built from scratch. At Detroit, we had met



SPEAK SOFTLY

Unassuming in appearance, Ernie Francis Jr. took a swing at one of the toughest classes in the Trans Am paddock and came out on top in dominating fashion, finishing strong at most circuits, including Brainerd (LEFT) and Detroit (BOTTOM).

Francis' TA car is a Mustang body with engines provided by Katech Performance, and a sequential transmission. "The car was pretty much flawless," Francis notes. "Katech is one of our partners over the past four years, so they were the go-to option when we wanted to do our TA program. The car just ran completely perfect for 10 wins. The other three were just minor little hiccups."

The hiccups Francis mentions included some tough times at Sebring and Watkins Glen. "Sebring was disappointing for us," Francis admits. "We showed a lot of pace in our first weekend out in the car with really no testing in it. In the race, the oil filter o-ring burst on the car. Something that's so small, and not a very big part on these cars, just decided to fail, and took us out of the race. Watkins Glen was a rear gear failure on the car, another thing that's just unexpected. We had to bring it into the pit before we did more damage to it."

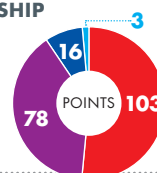
Every champion has people to thank, and Francis does so at every opportunity. "I have to thank everybody on the crew - my dad especially for getting us out there, for having a team, and really getting me into racing in general," he says. "I think we have one of the best teams in Trans Am. The car is always prepared the way it needs to be. It's always clean, always ready to go. Our chassis builder, Mark Meissen, engine builders from Katech, transmission builders from Emco, our shock guy, they all do a great job. Our car setup was second to none. We were able to handle better than any other TA car out there. That really sealed the deal for us." 🏆



TA BY THE NUMBERS

MANUFACTURERS' CHAMPIONSHIP

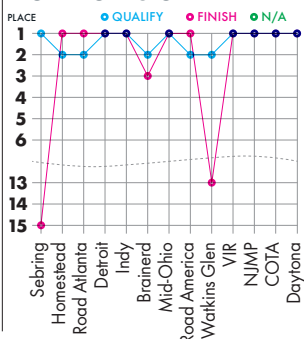
Ford
Chevrolet
Cadillac
Dodge



DRIVERS' CHAMPIONSHIP (top 5)

Ernie Francis Jr.	386 (points)
Vincent Allegretta	288
Amy Ruman	253
Simon Gregg	253
Kerry Hitt	216

ERNIE FRANCIS JR.'S ROAD TO VICTORY



with Mark Meissen. He had built R.J. Lopez's car, and he had won a few races. I met with R.J. and then met with Mark Meissen. He's one of the smaller chassis builders out there, but I think he builds one of the best cars. We proved it this year with how good the car ran. He built a whole new car for us and got it done before the first race of the season. He's been with us all year long helping us engineer the chassis, to get it better and better every race."

THE PERFECT CAR

2017 TA2 Champion: Gar Robinson

WORDS Jeff Zurschmeide | IMAGES Chris Clark



Gar Robinson is no stranger to the Trans Am championship club. He was the youngest driver ever to win the TA2 title during his rookie year in 2015. The Texas-based racer also has competition history in Spec Miata, off-road racing, and at the Rolex 24 at Daytona, making him one of the most well rounded

racers in the Trans Am series. But his career has also included some tough seasons, which makes this year's close victory that much sweeter.

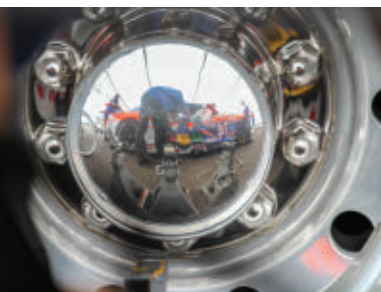
"We came off of our Rookie of the Year and TA2 championship win in 2015 and we had such a high that I think maybe we took some pressure off of ourselves," Robinson admits. "We ended up

having a couple DNFs, and we had to retire a couple of times. I crashed at Run America last year, which totally sealed the deal for me."

The TA2 class uses a purpose-built chassis similar to TA, but with engines restricted to 500hp. Everything about the class is specified, from chassis and bodies to the wings and

engines. There's a price limit on shocks, brakes, and wheels to keep costs under control. Robinson's ride for the 2017 TA2 season was the No. 74 Pura Vida Tequila/74 Ranch Resort Chevrolet Camaro fielded by Robinson Racing.

"The team gave me pretty much the perfect car to hold through the entire season," he says.



In 2017, Robinson finished the season with five wins and four second-place finishes. But Tony Buffomante also claimed five victories and two second-place trophies, so it was Robinson's consistency that won him the championship.

"We didn't know I was going to be the champion until two races from the end of the season,"

BACK ON TOP

After securing the 2015 TA2 title in his rookie year, Gar Robinson struggled during the 2016 season and could only muster third in the points. In 2017, Robinson remedied that, locking up the TA2 championship two races early – a move that paid dividends when an unlikely power steering failure led to a fire during the penultimate round of the series at Circuit of the Americas.

"We didn't know I was going to be the champion until two races from the end"

GAR ROBINSON

Robinson says. "We definitely kicked ourselves in the ass, and we had a lot of focus and put all of our minds and efforts to the whole season and it ended up working out."

Robinson's high point for this competition in 2017 happened at the Detroit Grand Prix in June. "Detroit was the most meaningful and the most special win of the year," he says. "We qualified on pole in that race. Tony got in front of me for the first few laps, and then I took the lead for the rest of the race. So, it was definitely well played and well deserved for my team."

The low point of Robinson's year came at Circuit of the Americas in November. The Texan claims COTA as his home track, but his race there was hardly a homecoming. "It's been three years in a row where we've qualified really well at COTA," he says. "I've led the majority of that race every year. But then we lost the power steering line and the car actually caught on fire. I really wanted to win that one. We won the championship but we lost the battle that weekend."

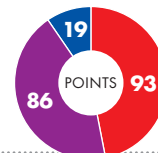
Like everyone in the series, Robinson's successes came via a team effort. "I'm proud of my crew and thankful for everything that they've done, and a huge thanks to my dad for giving me the team that is there and that can do it," he says. "It's really hard to put it into words. I can't say enough about it." 🍷



TA2 BY THE NUMBERS

MANUFACTURERS' CHAMPIONSHIP

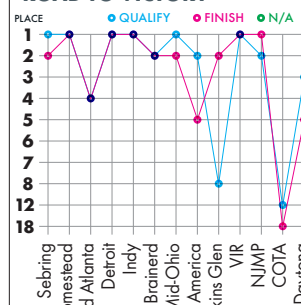
Chevrolet
Ford
Dodge



DRIVERS' CHAMPIONSHIP (top 5)

Gar Robinson	341 (points)
Tony Buffomante	304
Shane Lewis	299
Cameron Lawrence	210
Tom Sheehan	193

GAR ROBINSON'S ROAD TO VICTORY





FUN-LINE
Mark Boden edged out his teammate Tim Kezman by the narrowest of margins on his way to the TA3 title.

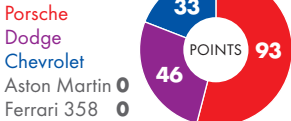
A FUN YEAR

2017 TA3 Champion: Mark Boden | WORDS Jeff Zurschmeide | IMAGES Chris Clark

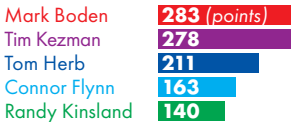
Mark Boden claimed the TA3 season championship driving the No. 46 Fall-Line Motorsports Porsche 911 GT3 Cup. Through the season, Boden claimed three wins and five second-place finishes, barely edging out his teammate Tim Kezman. Kezman earned three wins, two second-place results, and a third-place. Boden took the championship by just five points after losing a tire at the season finale at Daytona where Kezman got the win. “It’s been a fun year,” Boden noted at the conclusion of the Daytona race, “Thanks to Trans Am and all the great tracks we’ve been to and the great crew at Fall-Line. It’s been a lot of fun.”

TA3 BY THE NUMBERS

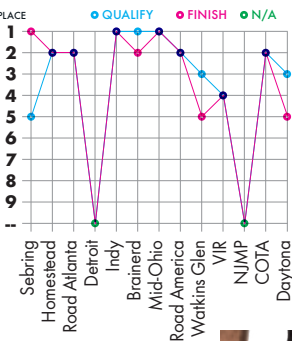
MANUFACTURERS’ CHAMPIONSHIP



DRIVERS’ CHAMPIONSHIP (top 5)



MARK BODEN’S ROAD TO VICTORY



DO IT ALL AGAIN

2017 TA4 Champion: Brian Kleeman

WORDS Jeff Zurschmeide | IMAGES Chris Clark

Brian Kleeman drove the No. 07 DWW Motorsports Ford Mustang to the TA4 championship in 2017, earning seven victories out of 13 races. No other driver took more than a single win. This was Kleeman's second year in TA4, having claimed third place in driver standings and the Rookie of the Year award in 2016.

"I have to thank some people because without them it wouldn't be possible," Kleeman remarked at the awards ceremony. "First and foremost to the crew at DWW Motorsports. Most importantly, thanks to my parents, and to the Trans

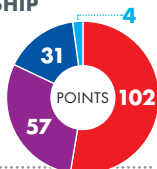
Am staff, fellow competitors, everybody who makes this possible. I really hope to be out here [in 2018] and do it all again."



TA4 BY THE NUMBERS

MANUFACTURERS' CHAMPIONSHIP

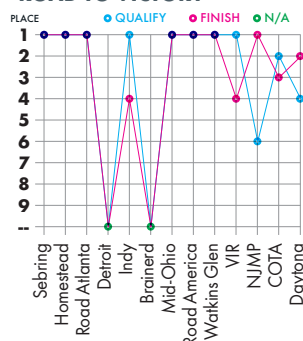
Ford
Chevrolet
Aston Martin
Maserati



DRIVERS' CHAMPIONSHIP (top 5)

Brian Kleeman	336 (points)
Todd Napieralski	297
J.R. Pesek	190
Chris Outzen	184
Steven Davison	168

BRIAN KELLEMAN'S ROAD TO VICTORY



SOPHOMORE SENSATION

Brian Kleeman dominated TA4, earning seven victories on his way to the title in only his second year in the class.



Seth DeDoes

WAY OUT WEST

Gregg Pickett shows he still has it, wrapping up the West Coast Trans Am TA title. Pickett has 18 series wins spanning five decades – and now a second title.

WEST COAST TRANS AM CHAMPIONSHIP

The West Coast series featured the full array of Trans Am classes, including TA, TA2, TA3, and TA4. While class competitions were limited from weekend to weekend, a few did stand above the rest and walked away as champions. In TA, Gregg Pickett took top honors with three podium finishes; in TA2, Shane Lewis collected a pair of wins to take the class title; Oli Thordarson took TA3 with a trio of second-place finishes; and Guy Dreier claimed the TA4 win with three straight class wins.



Seth DeDoes

FAMILY AFFAIR

Gregg Pickett brought the family along on his journey, and they all had a chance to bask in the glory.

SWEET VICTORY

Kyle Kirkwood had reason to celebrate after his clean sweep of the triple header Indianapolis Motor Speedway F4 weekend.





LIVING THE DREAM

SportsCar sits down with Kyle Kirkwood, winner of the 2017 SCCA Pro Racing Formula 4 United States Championship, to talk history, decisions, and what the future holds

WORDS Reece White
MAIN IMAGE SCCA Pro Racing

A motorsports veteran at 19 years of age, Kyle Kirkwood dominated on his way to the 2017 SCCA Pro Racing Formula 4 United States Championship powered by Honda title. First in points, eight poles, 10 fast laps, and nine wins set the stage for the racing-focused driver to continue his career. While he settles on his plans for the 2018 season, however, *SportsCar* caught up with Kirkwood at his home in Jupiter, Fla., to look back at the 2017 season and think briefly about the future.



SportsCar: Let's go way back to the beginning. How did you get started in racing?

Kyle Kirkwood: I got started when I was 4-years old in karting out here at my local track, Palm Beach International Raceway. My parents bought my two brothers and I a kart for Christmas just after I turned 5. My brothers never really took to it, and I was the only one who liked racing. I kept in it, and didn't really do much

for the first few years. Once I turned 8 or 9, I started winning races. I started cars in 2015, in F1600. I did all right with that, and I won my first-ever race, but we didn't have the funding to keep doing the entire season. 2016 was my first real car season, and I was able to go to the Team USA Scholarship that winter, and that's what kind of catapulted my career forward. That's a big reason I was able to do so well [in 2017].

SC: Thinking back to the winter of 2016, you had options. What made you decide on Formula 4 for 2017?

KK: I had probably two options, the Mazda Road to Indy and USF2000, or here with the F4 Championship powered by Honda. Honestly, I've always been a Honda driver, since 2012 in karting. I really like their program. I know the guys, and I've already developed a relationship

with them from the karting thing. I felt like this is where I needed to be. Knowing there was going to be 30 cars at every single event this year urged me to come back.

SC: With that decision out of the way, it was time to race. The opening weekend at Homestead didn't go to plan. What happened?

KK: I was in the deciding factor of things, deciding if I was going to do USF2000 or F4. I went



FRONT RUNNER

(LEFT) Racing at Indianapolis Motor Speedway was a dream come true for many F4 racers, but for Kyle Kirkwood (8), it also marked the beginning of what would become an unbelievable race season. (BELOW) With nine wins during the 2017 season, Kirkwood often found himself in front of the camera.



of bad weekends. We caught up in points very quickly. I just knew from there we had to keep our heads down and keep digging and winning races. We did so at [CTMP], but we struggled at Mid-Ohio in the first two races. It was weird, because it was wet and drying conditions at Mid-Ohio. It was hard to judge, so especially at a track like that we went with rain tires. People in the back of the field ended up putting on slicks and came roaring right by us at the end of the race. We had similar conditions at VIR, too.

SC: The two rain weekends at Mid-Ohio and Virginia International Raceway worked in your favor, overall, and the series headed to the first of two weekends at Circuit of the Americas, already in line to clinch the F4 championship. At what point do you start to focus on points?

KK: I mean, if you're winning races, you're winning in the points, and that's the way I look at it. I was told by many people that it's more important to win races than win a championship because that's where everyone is looking. We knew if we just kept our heads down and kept winning races, we'd end up really far ahead in the championship.

SC: But does that change in the middle of the race? Sure, you want to win, but does it factor in at all?

KK: For me, it doesn't really. I'm pretty confident with what position I can take. If I'm with somebody and it's possibly a dangerous situation, I'm not going to take it anyway. The points didn't really matter at the time; it was just about staying up front.

race sweep. Is that when things started to turn?

KK: That was the first weekend I was able to see Cape Motorsports' skills. As soon as we got there and we went out on the track the first time, I knew the car was absolutely perfect. I was told by a few people that they had never seen Cape Motorsports lose at Indianapolis Motor Speedway, so I had a bit of confidence going into the weekend. That helped for sure. We just kept getting faster and faster. The first race, we only won by a couple of seconds. The second race was eight seconds, and the third race was 12 seconds. I don't remember the exact margins, but we just kept pulling away.

SC: From there, the F4 series went to Canadian Tire Motorsports Park and you took three more wins, making it a six-win streak. What was your mindset at that point?

KK: At the time, I knew we just had to win as many races as possible. Luckily for us, Timo Reger ended up having a couple

to the UF2000 series test at Homestead, not knowing it was part of the testing ban for F4. I was at a track when I wasn't supposed to be, so I ended up getting 30 positions of penalties a month before the first event. That threw a curveball at me and I almost decided to go a different direction because of it.

But I still felt like we could make a comeback. I knew if we just kept our times good and stayed up front, we could

snake back through the top 10 easily. We ended up having a mechanical issue in the first race, so it wouldn't have mattered if I had a penalty or not. It was something out of our hands. The second and third races, we came through the field and it put us in a good position going forward.

SC: With a weekend under your belt, it was off to Indianapolis Motor Speedway, and a three-



Jeff Loewe

SC: You managed to lock down the championship with one full weekend to go. What were your feelings at that point?

KK: We clinched the championship after the first race [of the first race weekend at Circuit of the Americas]. It was a time of bliss, really. I knew we won the championship and had nothing more to do. We could just relax and have fun and not worry about anything. I've never really had that feeling before.

SC: The second trip to COTA was on the Formula 1 weekend. What was that experience like?

KK: I can't even explain it - it was something else. That was my first ever Formula 1 race, so to be able to see the teams and all the fans was incredible. Sitting on the front stretch, all the people on the left and right in the stadium seats, all the way into

Turn 1. The hill there was just filled with people. I actually looked to my left one time and saw Michael Andretti, Zak Brown, and Charlie Witting just standing on the pit wall waiting for the start. It was a really cool experience that had my heart racing because I knew how many people were watching. As I was driving, I could see myself on the big screens around the track. It was a bit distracting, but I really wanted to look at it!

SC: So what comes next for you and your career?

KK: I'm still very committed to what Honda has to provide. I really like the fact that they're pushing an F3 program [in North America], and I'm waiting to see what comes out of that. It's all going to come down to the next couple of months, and I haven't really made any decisions as of right now.



LAT

WINNING HAND

(ABOVE) Kyle Kirkwood followed his clean sweep at Indy with another sweep at CTMP one month later. (TOP) Following six straight wins spanning June and July, Kirkwood struggled during the first two races at Mid-Ohio, but still managed a victory during the weekend's final run to the checker.

SC: What does that process look like over the next few months?

KK: Right now, it's just figuring out which direction to go. Whether it's Europe and Formula Renault or F3, or here in the U.S. with F3, or back to the Mazda Road to Indy, I have to try and make up my mind, find a team, and go to sponsors and see what I can find in regard to funding. I'll only have about two months to do that. It's a good bit of time, but it's going to run out quickly. It's not like I'm off work now.

SC: What is the ultimate goal? If we look ahead 20 years, where do we see Kyle?

KK: Hopefully in Formula 1! I always want to be in racing, and help drivers the same way people have helped me. I'd love to own a team to help young drivers do that. I've always wanted to be in racing, I just love it. 🍷



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Toward the tail end of 2017's racing season, the rumor mill was in full swing: Was SCCA Pro Racing poised to announce a new professional open-wheel series on America's shores for the coming year? After all, the SCCA Pro Racing Formula 4 United States Championship Powered by Honda was barely finishing its second season, albeit an overwhelmingly successful season - but another series? What would the racecars look like? How powerful would they be? Would the series follow similar cost containment protocols as F4? As it turns out, our wait was not long.

In mid October at F4's final round at Circuit of the Americas - a weekend the series shared with Formula 1 - the covers were pulled off of SCCA Pro Racing's new venture: Formula 3. The car was shapely, sleek, impressive in stature, and boasted a cockpit halo that was impossible to ignore. It turns out, the rumors were true - but to thoroughly understand why SCCA Pro Racing was making such an announcement for the future of open-wheel racing in America, we had to look to the past.

"The FIA concept of F4 is to bring kids out of karts and into open-wheel cars," explains Steve Oseth, SCCA Pro Racing's Vice President and General Manager. "The impediment in the past has been the cost of getting cars, and the price to compete."

The costs, he says, have been prohibitive - and the growing price point is not limited to professional open-wheel racing series, either. "Formula F is interesting [to young racers coming from

karts] from a technology and a performance perspective, but the way the class has evolved in the United States, it's incredibly expensive," Oseth says. "If you were to compare new to new, a new FF today would be probably \$80,000 to \$85,000 to get the car on the track." In contrast, the price point for a Formula 4 car in the F4 U.S. Championship - motor and all, ready to race - is roughly \$52,600.

"This is something that, in and of itself, will bring people to the class - just the price of entry," Oseth says. "Couple that with the FIA's philosophy of price capping spare parts, trying to keep the overall cost to compete at a relatively economic level was the icing on the cake.

"[Racing] is not just the cost of entry, the real cost is the price to compete, and this is where F4 just knocks it out of the ballpark," he continues. "There isn't anywhere that you can enter into a championship like this for this kind of money. It is very, very cost effective."

When F4 U.S. launched in 2016, few - including the SCCA and SCCA Pro Racing - knew what to expect. Saying the initial road was rocky would be a kind metaphor, but F4 soon came into its own. "The first year of F4 [2016] was a little rough because it took us some time to get things going, but we averaged about 15 cars per event, which was about what I thought would be acceptable," Oseth recalls. "But [2017] really proved the point and showed everybody the validity of the series. If you

looked worldwide, we probably had the largest car count of any open-wheel series in the world. We averaged about 33 cars over the course of the year. Certainly, from an international F4 perspective, Germany and Italy - who have been in this the longest - averaged in the 20s, so it was also a very successful year from that standpoint."

F4's growth is continuing into the coming season with new teams and racers coming onboard, including notable karting team BENIK making the plunge with multiple cars.

"I don't know that we'll average 33 cars in 2018," Oseth admits, "but I certainly expect to be somewhere between 25 and 30."

One of the fundamental issues with F4 is that it's a transitional series. Per the FIA's rules, the F4 champion must leave the series, and anyone who competes for three full seasons must also move on. For 2016 F4 U.S. champ Cameron Das, this meant leaving North America and racing abroad; for 2017 F4 champ Kyle Kirkwood, his future is also uncertain as he hunts for a place to race (read

COMING

With the F4 U.S. Championship completing its second successful year of competition, SCCA Pro Racing looks to the future with its new open-wheel series

WORDS Philip Royle



more about him on pg. 30). And while this topic is one Oseth would like to investigate further in the coming years, for now his hands are full with F3 Americas.

"F3 Americas allows us to keep our kids in our system," Oseth explains. "The class is the same philosophy as F4, but it will be a much faster car so it will be more expensive to buy. The real question is, what will be the cost to compete, and the same guidelines that have made F4 successful we will hold for F3. I expect it to be a very economical series to run."

Part of the cost containment comes from utilizing many of the same partners that made F4 U.S. a success, including Honda, Onroak, and Pirelli. "It is still a stock, sealed motor," says Oseth. "It's the same Honda motor that's in the F4 car. In F4, we take the turbocharger off and in F3 we put it on. We're looking at 260-270hp in F3 [F4 caps at about 160hp]. The motor will be sealed and will still be stock, so the longevity should be every bit as good as what we're experiencing in F4 - FIA guidelines require a

minimum of 6,500 miles or 10,000 km between rebuilds."

It's these kinds of maintenance intervals, says Oseth, which are key to making a series like this successful. "It makes the racing more economical for the drivers, and it allows them to stay in the seat for more miles. That's what we want - we want kids in cars."

At the time of this writing, the 2018 F3 season had yet to be formally announced, but it was known that the series would debut on the April 27, 2018 weekend, alongside F4 at

Virginia International Raceway. For potential F3 car counts, Oseth is hoping for a repeat of F4's performance. "I'll be happy if we can get 15 to 18 cars on average throughout the 2018 season," he says. This isn't a number pulled from thin air - SCCA Pro Racing and Onroak, the chassis builder, currently have 35 letters of intent for the F3 car. "Now, those aren't car sales," Oseth is quick to point out, "but it does signify the amount of interest in the F3 car. It's very positive."

Regardless of F3's initial success, the series is set to break

TO AMERICA



THE NEXT GENERATION

Following in F4's successful footsteps, SCCA Pro Racing is launching F3 Americas in 2018. The Crawford Formula 3 chassis (MAIN and OPPOSITE) will utilize a cockpit halo for increased safety.



GRAND UNVEILING

Formula 3 was unveiled during the Oct. 20-22, 2017, race weekend at Circuit of the Americas (BELOW), where F4 was racing as a support series to Formula 1.



new ground as soon as a single car turns a wheel in competition. "The unique thing with F3 is this will be the first junior formula class that will run the halo," says Oseth. "There's a considerable amount of engineering that goes into that, and the way they have designed and built the tub, this will be an extremely safe car for kids to drive."

When pressed on what will follow the one-two combination of the SCCA Pro Racing F4 U.S. Championship and F3 Americas, Oseth steps back. "Let's walk before we run," he says. "Let's figure this out and in another year and a half or two years down the road we'll look at what we've got and see where to go." And that, undoubtedly, is a wise decision. Oseth, his SCCA Pro Racing team, and F4 and F3 partners have a lot on their plates for 2018, and they know their work is cut out for them - but they're up to the challenge. "We are very excited about bringing F3 to America, it is a significant advance in car and driver safety, and it is our goal to maintain our cost-to-compete threshold," he says, adding, "Racing is not exactly the most economical form of sport, but we can do things to make it more affordable for more people." 🍷



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LOOK AHEAD

(MAIN) The race started with a little jumble, but by the checker, P1 racer Alastair McEwan had lapped the Group 7 field. (RIGHT) Scott Rettich struggled early in the weekend but came back to win the 30 lap Group 11 FE race.

It was early November, so it was time for Atlanta Region's annual American Road Race of Champions at Road Atlanta. As usual, the folks behind SCCA's Atlanta Region did a great job of inviting a cross-section of racing groups to this annual rite of fall - and they nailed down sponsorship for the varied groups, too! As we've come to expect over the years, racers came from near and far to battle for the top step during the Nov. 3-5 weekend's ARRC races.

First up on Nov. 3 (Friday afternoon), was the Race Engineering Carolina Cup Pro Series. A 25-car field took the green flag, all battling for the top step in their respective classes - but everyone knew the overall winner would be named Weir in SRF3. The question was would it be Justin or Thomas Weir? At the checker, Justin squeezed out the win by 0.413sec. Thomas managed the fastest race lap, so both had bragging rights at the social that followed.

Saturday kicked off the Gran Turismo East ARRC Championship races, and there was great racing throughout the day. Group 1 was led by the fast Lotus Exige of David Brand. Perennial frontrunner Jim Kellogg was mired back in the middle of the field, leaving spectators to wonder if he could work out his problems by race time. Kellogg did, but he couldn't catch Brand's Lotus so he had to settle for second overall.

RACE OF CHAMPIONS

Despite the 2017 season coming to a close, Atlanta Region threw down with its annual racing spectacular, the American Road Race of Champions

WORDS Paul Brewer | IMAGES Clark McInnis





“Adam Romito schooled the field in qualifying ... but the rest of the field’s lap times were closely bunched”

Group 2 was primed to be a fantastic race as the ground-pounder V8s always put on a good show. Adam Romito schooled the field in qualifying by a couple of seconds, but the rest of the field’s lap times were

closely bunched - and then seemingly within 20 yards of the green flag, second-place qualifier Harry Hinkle and Tony Cook tangled, with both hitting the wall, causing a black flag all. Cook was out on the spot, but Hinkle managed to get going again after extensive repairs, costing him several laps. Romito took an easy win, but many of those in the middle of the pack were fighting tooth-and-nail for their positions.

Group 3 had a clean start with ITS pole winner Matt Reppert





CLOSE CALLS

(LEFT, TOP to BOTTOM) Steve Brooks (6) may have won the CF race but he had his mirrors full for the duration of the race. Group 12's open wheel race saw plenty of dicing, with drivers jockeying for space on the opening lap. (BELOW, TOP to BOTTOM) In Spec Miata, it was Chris Haldeman over the rest of the field, but at the checker the margin of victory was only 0.002sec. In the Big Bore Enduro Challenge, Randy Walker clinched the overall win with time to spare. Formula Vee racer Sherman Engler had his hands full racing alongside a pack of SRF3s and SRFs, but pulled off the class win. In Group 4, Andy Brumbaugh posted solid times and took a seemingly easy win in the 10-car FF field.



leading Willie Phee and David Spillman into the fast, sweeping Turn 1. Reppert pulled out a gap, but Phee and Spillman had a spirited race for second, finishing in that order. The ITA race, meanwhile, had a good dice with Theodore Thorp pulling out the class win over Kevin Koelemeyer.

Group 4 was the first open-wheel group to hit the track with CF, FF, and F5 – and while the weather was heating up, so was the competition. FF

“The F5 battle between winner Craig Laprade and George Bugg was certainly one to write home about”

pole winner Andy Brumbaugh made somewhat easy work of his win, but there were good battles for class wins in CF between Steve Brooks and Phil Kingham – and the F5 battle between winner Craig Laprade

MEET JENNY PARDIS, ATLANTA REGION'S CHIEF OF TIMING AND SCORING

Jenny Pardis got into SCCA racing as a kid when her new stepfather asked her to accompany him to something he liked to do on weekends. He told her she didn't have to go, but that she should try it once. As it turns out, that weekend trip was to the National Championship Runoffs at Road Atlanta. Jenny described it as, “the most wonderful thing I had ever seen – and I was hooked. I was a kid then, and I guess since I am still here, I am still a kid – just a really big one! I've been at it ever since.”

Jenny got into Timing and Scoring, as it was the only specialty she could do due to her age. When she got older she tried other specialties, but T&S is what she loved.

“Sports car racing people are a special breed of wacko,” Jenny smiles.

“When you look at what we give up to do this, and the fact that we keep at it year after year; it is a shared love, a pack, and that is what keeps us together. The cars are different, the events are different, but the people are still wonderful. This is what I do for pure joy.”

It's obvious that many participants at ARRC share Jenny's joy.

**GREEN, GREEN, GREEN!**

(ABOVE) Group 1 kicked off the racing action on Saturday with David Brand (left) taking the STU and overall win. (RIGHT) In Group 3, Matt Reppert was the class of the field, leading the pack to the checker and taking the ITS win by 30 seconds.



and George Bugg was certainly one to write home about.

Group 5 was comprised of the various Miata classes with a field numbering 33 cars. At the green, the field immediately bump-drafted and then fanned out three wide on the approach to Turn 1. Cooler heads prevailed and the field made it through the initial corner relatively unscathed - but then came Turn 5, where several cars exited the track, including Jake Bailey in the fastest of the SMSE cars. The safety car led the field until lap six while workers hurriedly cleaned the mess. But when the green finally flew once more, the racing was nip-and-tuck for the remainder of the event. Pole winner Paul Holton led the entire

race until Chris Halderman pulled off a pass at Turn 10 on the last lap only to have Holton try the over-under at Turn 12. At the checker, it was Halderman with the win by an amazing 0.002sec. Halderman, post race, said he had been able to conserve his tires while running in second and that gave him the edge he needed come the final charge. Holton, on the other hand, said this was the most fun at a race he had ever had. Indeed, a fantastic showing.

Group 6 was SRF, SRF3, and FV. The top five SRF3 drivers qualified within a one-second margin, so this was going to be a barnburner. At the green, polesitter Robeson Clay Russell pulled out to a healthy lead, but

“Chris Halderman pulled off a pass at Turn 10 on the last lap only to have Holton try the over-under at Turn 12”

the battle for second to fourth was fierce. On lap three, Russell was back in the clutches of the pack and then began to fade, finally pitting for good on lap nine. The Weir brothers, John Greene, and Jean-Luc Liverato then put on a spirited battle for the remainder of the race with Justin Weir pulling out the winning move on the final lap at Turn 10 - the margin of victory was 0.309sec!

The SRF race was fierce until

the final lap when leader Kurt Breiteringer was taken off at Turn 10 in a tangle with second-place runner Efren Ormaza. Breiteringer was stuck in the kitty litter but Ormaza managed to continue. In a post-race evaluation, stewards decided that Breiteringer would be named the winner and Ormaza would finish second.

Group 7 was the fast P1, P2, FE, FC, FM, and a single FB. Atlanta icon - come to think of it, racing icon - Jim Downing sat on pole, but Alastair McEwan jumped him at the start and led for the first half of the race. Downing couldn't truly use the downforce on his P1 car while trailing, but when Downing got the lead, he began to pull away - that is, until problems popped up and McEwan



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**FAST FIGHTS**

(ABOVE) Chuck Moran dusted the Formula Continental field, running alongside P1 and P2 cars. (RIGHT) Jim Downing's P1 race started strong, but issues dropped him down the finishing order.

once again took the point and held it until the end.

The FE battle was a great one early in the event between Sean Rayhall and Scott Rettich until Rettich faded to third in class behind Justin Gordon. Bailey Monette took the P2 win with Chuck Moran taking his FC to a class win and a strong third overall. The FM win went to Anthony Victor Seaber. There was also great racing throughout the pack, which kept this race exciting until the very end.

Saturday closed out with Group 10, the Pitboxes.com Big Bore Enduro Challenge. The five-car field took the green and pounded around the track with Randy Walker taking the overall win in his GTA Camaro.

The Saturday social and dinner featured the medal presentations for the Gran Turismo East ARRC Championship races. The bench racing was helped by ingestion of adult beverages and great food, and many workers received gifts from teams and sponsors during the traditional end-of-year drawing hosted by the Atlanta Region.

Sunday's proceedings kicked off with the American Pen Company Right Coast Formula F Series feature race. A full field of 19 FFs and CFs took the green flag and put on quite a show. David Petzko and Joel Haas took the top two positions overall and in FF. Phil Kingham and Steve Brooks finished a close third and fourth overall, the top two CF entries.



"[The field] took the green and pounded around the track with Randy Walker taking the overall win"

Next up was the Driven Racing Oil 100 FE Feature Race. Scott Rettich made up for not winning on Saturday by taking the top step on the podium. Mitch Egner and Paul Schneider grabbed second and third. Beyond the racing itself, judging by the varied geographic areas listed by the entries, the FE class is a hit.

The final event was the combined ECR and Race Engineering Carolina Cup Pro Series. As expected, an SRF3

**2018 PREVIEW:
FORMULA F'S 50TH
ANNIVERSARY
AT THE ARRC**

This year's Formula F ARRC race was a humdinger, yet it was only a preview of things to come. "We are making plans for an event to coincide with the 50th anniversary of Formula F," says Atlanta Region's Clark McInnis, noting that, "the Right Coast Formula F Series Feature Race on Sunday [at this year's ARRC] was a precursor to what spectators will witness in less than a year at Road Atlanta.

Details about the 2018 FF race at the ARRC are in the works, so keep an eye on Atlanta Region's website at www.atlatascra.org. Details will also appear in *SportsCar* as the event nears.



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**TO THE STRIPE**

(ABOVE) Group 2's ground pounders cautiously rolled to the green before unleashing a spectacular 20-lap showing. (RIGHT) In Spec Racer Ford Gen3, Justin Weir logged a "massive" 0.309sec margin of victory.



with James Libecco at the wheel took the overall win in the CCPS with a huge margin of victory - it's tough for tin-top IT cars to run with the SRF3 entries. The ECR race was

another matter, however, with the ITX entry of Jon Sewell taking the overall win.

And with that, the weekend's action came to an end. Atlanta Region somehow

"Atlanta Region somehow makes this traditional event better every year, and 2017 didn't fail to impress"

makes this traditional event better every year, and 2017 didn't fail to impress. If you haven't yet attended or competed in the ARRC, make plans now for next year. 📍

AMERICAN ROAD RACE OF CHAMPIONS | ROAD ATLANTA | Braselton, Ga. | Nov. 3-5, 2017**FRIDAY**

Carolina Cup Pro Series - SRF3: (2 starters) 1. Justin Weir 1:38.6; 2. Thomas Weir; **STL:** (3 starters) 1. Jon Sewell 1:41.9; 2. Robert Garrison; 3. Greg Eley; **SM:** (12 starters) 1. Michael Carter 1:44.8; 2. Spencer Rutherford; 3. Mike McSweeney; **SMSE:** (3 starters) 1. Quintin Cowart 1:50.3; 2. Bill Rolland; 3. Frederick Baker; **T4:** (1 starter) 1. Thomas Hart 1:44.3; **ITA:** (3 starters) 1. Aidan Hilliard 1:48.3; 2. Theodore Thorp; 3. Mark Seiler; **ITT:** (1 starter) 1. Paul Brewer 1:53.7.

SATURDAY

GT2: (3 starters) 1. Michael Attaway 1:34.973; 2. Richard Ruckh; 3. Tony Cook; **GTA:** (3 starters) 1. Randy Walker 1:33.457; 2. Jay Gomer; 3. Tony Cook; **SPO:** (3 starters) 1. Jeremy Romito 1:24.711; 2. Mark VanOrsdale 1:35.353; 3. Harry Hinkle; **SPU:** (1 starters) 1. Jim Kellogg 1:38.242;

STU: (2 starters) 1. David Brand 1:35.091; 2. Jason Osborne; **STL:** (4 starters) 1. Jon Sewell 1:42.181; 2. Randall Joe; 3. Mike Taylor; **T4:** (2 starters) 1. Thomas Hart 1:44.749; 2. Timothy Wise; **SM:** (29 starters) 1. Chris Haldeman 1:44.525; Paul Holton; 3. Blake Clements; **SMSE:** (4 starters) 1. Kevin Beaver 1:47.107; 2. Quintin Cowart; 3. Frederick Baker; **EP:** (1 starter) 1. Robert Garrison 1:45.316; **FP:** (2 starters) 1. Don Ahrens 1:42.718; 2. Richard P Anderson; **HP:** (4 starters) 1. Charles Fullgraf 1:54.056; 2. Patrick Harris; 3. David Lane;

FB: (1 starter) 1. Shane Prieto 31.364; **FC:** (5 starters) 1. Chuck Moran 1:26.323; 2. James Belay; 3. Rick Kirchner; **FE:** (12 starters) 1. Sean Rayhall 1:25.932; 2. Justin Gordon; 3. Scott Rettich; **FM:** (3 starters) 1. Anthony Victor Seaber 1:28.820; 2. Ty Young; 3. Court Dowis; **FF:** (10 starters) 1. Andy Brumbaugh 1:33.008; 2. Cliff Johnson; 3. David Petzko; **FV:** (5

starters) 1. Sherman Engler 1:46.636; 2. Chris Elwell; 3. James Vaseff; **F5:** (5 starters) 1. Craig Laprade 1:37.287; 2. George Bugg; 3. Mo Makki; **CF:** (11 starters) 1. Steve Brooks 1:33.775; 2. Phil Kingham; 3. Michael Rand; **P1:** (2 starters) 1. Alastair McEwan 1:21.922; 2. Jim Downing; **P2:** (2 starters) 1. Bailey Monette 1:27.383; 2. Tray Ayres; **SRF3:** (8 starters) 1. Justin Weir 1:36.469; 2. John Greene; 3. Jean-Luc Liverato; **SRF:** (3 starters) 1. Tora Bonnier 1:43.259; 2. Kurt Breiting; 3. Efen Ormaza; **ITO:** (1 starter) 1. David Daniel 1:36.526; **ITS:** (4 starters) 1. Matt Reppert 1:40.458; 2. Willie Phee; 3. David Spillman; **ITA:** (5 starters) 1. Theodore Thorp 1:44.272; 2. Kevin Koelmeier; 3. Ray Seller; **ITC:** (1 starter) 1. Will Perry 1:52.437; **ITX:** (2 starters) 1. Michael Kolf 1:51.467; 2. Mike Taylor; **ITT:** (1 starter) 1. Paul Brewer 1:53.817; **IT7:** (1 starter) 1. Gary Wilson 1:49.541.

SUNDAY

Carolina Cup Race - SM: (6 starters) 1. Mike McSweeney 1:46.404; 2. Kevin Beaver; 3. John McLendon; **ITX:** (3 starters) 1. Jon Sewell 1:38.230; 2. Steve Mosley; 3. Mike Taylor; **ITA:** 1. Clinton Ritchie II 1:48.918;

Big Bore Enduro Challenge - GT2: (1 starter) 1. Randy Walker 1:34.287; **GTA:** (2 starters) 1. Randy Walker 1:34.287; 2. Allan Kosloski; **ITO:** (2 starters) 1. William Wallace 1:43.825; 2. David Daniel;

Driven Race Oil Feature - FE: (16 starters) 1. Scott Rettich 1:26.916; 2. Mitch Egner; 3. Paul Schneider;

American Pen Company Right Coast Formula F Series - FF: (7 starters) 1. David Petzko 1:35.492; 2. Joel Haas; 3. Steve Roux; **CF:** (12 starters) 1. Phil Kingham 1:36.033; 2. Steve Brooks; 3. Michael Rand.

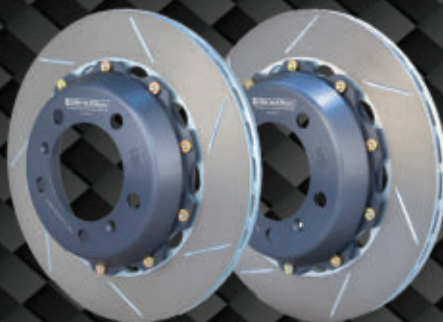
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PREPARING TO STOP

From your daily driver to your tow rig and racecar, proper brake pad preparation is key | WORDS Jason Isley | MAIN IMAGE Richard S. James

No matter what you drive or how you drive it, if you want to maximize your stopping power, then brake pad bedding is where it starts. "The pad transfer is key," explains Edwin Mangune of Hawk Performance. "Having the transfer layer on the

rotor gives you two like materials working together, which gives you the best braking."

In addition to the transfer layer, putting a heat cycle into the brake pad itself has a similar benefit as heat cycling a race tire - it helps align and

strengthen the bonds. "You need to get that one good heat cycle in there to help the binding materials," says Mangune.

But how do you properly bed-in new brake pads? The key is heat. In a road-going pad you need to manage the amount of

heat you initially put into it, enough to effectively create a transfer layer but not so much that you drive them to fade during the process.

Most brake pads for your daily driver will include a set of instructions, and it's important to



YOUR TURN

Confident brakes are vital on Club Racing cars, thus it's essential to ensure new brake pads are bed-in correctly. For road race cars, the bed-in process can be far more aggressive than on a street application.

follow them. "A lot of times with street pads people don't get them hot enough during the bed-in process," Mangune notes. "People will call me and tell me the pads are not working, so I have them send me a picture of the back of the pad. Because we have the powder coating on there, at the end of the bedding-in process the writing should be gone from the backing plate. When I see a pad and the part number is still visible on the back, I know they did not get enough heat in it. So then they try it again and get them up to the proper temperature range,

"A lot of times with street pads people don't get them hot enough during the bed-in process"

EDWIN MANGUNE



STOP MOTION

(ABOVE) Braking duration is generally short in autocross, making a pad's effectiveness that much more important.

and the response is they are the best pads ever."

Another byproduct of insufficient temperature during bed-in - which applies to race pads as well - is brake shudder. "If you don't get a pad hot enough, you can also get an

uneven pad transfer release, and then you end up with a high spot on the rotor that you can feel," says Mangune. "Someone will call me up and tell me they just got new pads and rotors and they bedded them in on their street car and the rotors are warped. Typically, this is an uneven transfer layer. If they take some sandpaper and clean up the rotor face and then repeat the bed-in, they should be good."

Fortunately, race-oriented brake pads are less finicky when it comes to the bed-in process simply because you stand little chance of overheating them. In fact, it's not unheard of to see people bedding-in new pads during a qualifying session. "As long as the pad can handle the temperature - and typically a race pad will - it's OK," says Mangune. "On our entry-level race pads, [the temperature] can be anywhere from zero to 1,000-degrees F, and then we have pads that will start from 400-degrees and go to 1,800-degrees, it really depends on the pad."

For the most part, if you treat new brake pads on your racecar like a fresh set of tires on the track, you are headed in the right direction. A reasonable out lap followed by a few progressively faster laps, and they should be hot enough to get a solid heat cycle and transfer layer laid down on the rotor. "Our DTC-70, is a high-torque, high-temperature pad; to bed those pads in you want to get them to 700 to 750-degrees," says Mangune. "After about four good laps, going a little harder each lap, they should have enough temperature. Let the car sit for 20 minutes so the pads can cool down, and then it's ready to go." 🚗

PAIRING UP

We know a proper transfer layer is essential to optimal brake pad performance, but what happens when it's time for new brake rotors? Some subscribe to the theory that new pads should only be bedded-in on a previously used rotor, and likewise, a new rotor should only be burnished with a set of already heat-cycled pads. But sometimes that's not in the cards.

According to Edwin Mangune of Hawk Performance, the most important part of the equation is the friction material itself. "If you are using two dissimilar pad friction materials then don't [use an old rotor with new brake pads]. The nice thing about [Hawk's] friction materials is they are all brothers. If you are going to switch up from a Hawk Blue 9012 to a DTC-60 on a used rotor you can do that, as long as it's a Hawk pad, they are all compatible."

The thing you want to avoid is cross contamination. If you are changing brands of brakes pads, or types of friction materials, it's a good idea to start with fresh brake rotors. If you find yourself in a position where you need to change both pads and rotors at the same time, Mangune emphasizes the important thing is to bed the pads in correctly - the rotors will fall in line.



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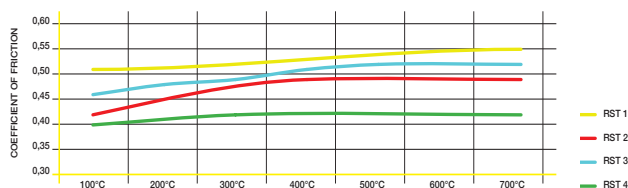
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Sydney Davis Yager

THE OTHER SIDE

(LEFT) The view is vastly different depending on which side of the fence you sit, but both workers and drivers have a common interest – fun with cars – and can learn a lot from each other. (BELOW) Club Racing Advisory Committees for categories such as Touring are looking for members – help the sport grow by volunteering.

MORE THAN DRIVING

The Club Racing Board's Chairman discovers there's more to the Club than Road Racing | **WORDS** Jim Wheeler, Chairman, Club Racing Board

The last several Road Racing columns I have penned have been about numbers – participation numbers, data numbers, letter numbers, and so on. So, to break from the norm, this season-ending column will be more about the feel of the SCCA as a whole based on the season we just completed.

Records were broken at the Tire Rack Solo National Championships and at the National Championship Runoffs at Indianapolis Motor Speedway. But the numbers were not as important as the individual experiences, and this coming season I intend to expand my SCCA experiences. In addition to racing the American Sedan, I have recently done several stints as a corner worker – it qualified me to buy a “Leaping Lizards” corner worker shirt.

My time on the corner has let me see both why we have such dedicated corner workers, and why we don't have more. My days working corners for Track Night in America at Heartland Park Topeka were some of the best, and one of the worst. When working

Turn 10 with my friend Mike McGinley, it was great. He knows more about Cobras, 'Vettes, and Camaros than I will ever know. It was very interesting to listen to him talk about what engines they came with, the suspensions, and more. I really enjoyed those days. One the other hand, the day I worked Turn 8 by myself and was infested with ticks and mosquitoes and had nobody to talk to, well, that was one of my worst SCCA experiences. The solution is to get more folks out to work corners and experience a great weekend spent with a friend or two – sounds simple, although I know it's not.

In 2017, I also worked a couple of Tire Rack Street Survival schools and drove in a RoadRally. 2018 will mark a return to those, and I'll try a few Solo and RallyCross events, too, expanding my horizons and experiencing more of the Club.

On the Club Racing Board side, the end of the racing season is when we look at the Advisory Committees. There have been several requests for resumes for new Advisory Committee members printed in



Jeff Loewe

Fastrack as of late. If you are interested in serving, please send in a resume. It is really a worthwhile way to spend time talking to other racers about how to improve – or at least not destroy – a class or classes that are important to you.

The new National Board of Directors is in place and two of the BoD's CRB liaisons, Bruce Lindstrand and Charlie Davis, have been joined by the newest BoD member, Jason Isley, from Area 11. Most recently, Jason spent several years on the Production Advisory Committee, although he's stepping aside with his transition to the Board of Directors. So, welcome to the insanity, Jason, and thank you Marcus Meredith for the past year as one of our liaisons.

Finally, I truly can't get through one of my columns without spouting some numbers, so here we go: We have another 300-plus letters in the system via www.crbsscca.com for our next couple of CRB meetings. We'll get through them, but feel free to send in your resume for an Advisory Committee and help! 🍷

THREE YEARS STRONG

FLYING LIZARD WINS 25 HOURS OF THUNDERHILL. AGAIN. #TEAMTOYO





LIGHT THE WAY
(MAIN) A small investment like upgrading the lighting package on your trailer could save you in the long run. (BELOW) The lights on the left are the new LED units – the far left unit turned out to be defective and was replaced at no cost, but it was still brighter than the incandescent bulbs on the right.

TURNING ON THE LIGHTS

Trailer taillights are of vital importance when towing to Solo events. Is it time you upgraded to LEDs? | **WORDS** Paul Brown | **MAIN IMAGE** Philip Royle

It wasn't many years ago that LED replacement bulbs were anything but adequate. Early automotive LEDs were awful, not even as bright as the incandescent bulbs they were destined to replace. They were barely adequate straight on, and at any angle they were practically invisible. Sure, they didn't draw much current, but they also didn't put out much light. Add to that a serious lack of durability, and LEDs were not a viable alternative. Fast-forward a few years and LED technology advanced significantly – manufacturers add more LED elements, each LED has better output, and durability improves. While this might not be news to those who have tried LED trailer bulbs in the last few years, those of us who tested LEDs early on will be happy to learn that this technology is now ready for primetime.

Someone recently asked me if the brake lights on my trailer were working. We checked, and they were, in fact, working – they were just barely visible in

daylight. This particular trailer was built with crimp-on wire-taps. That's a big step up from those push connectors, but still not very reliable, and vulnerable to corrosion.

This particular trailer was built with Bargman incandescent lights, and it turns out that there is a direct replacement for them available in an LED model. These replacements go for about \$50 apiece, but a \$100 investment to drastically reduce the likelihood of a rear-end collision seems like a good tradeoff.

I installed one of the new LED taillights on the trailer and compared it to the old incandescent light. The difference in visibility is immediately obvious – the LED taillight is quite visible in broad daylight. It's also visible from a much broader angle.

All in all, this is one of the simpler upgrades. I'll keep an eye on them, but I'm hopeful that they'll keep working for years. LEDs should have a lifetime many times longer than the incandescent they replace, and draw far less power while (in the modern



Paul Brown

“Early automotive LEDs were awful, not even as bright as the incandescent bulbs they were destined to replace”

ones) having a stronger light output. It's not a free lunch, though, as they still come at a premium price – but that's changing.

One unforeseen advantage to the LED – the remaining incandescent lights on the same circuit are now brighter since the taillight is drawing less current. There is an additional brake/turn light down low on my trailer, and when I stopped halfway through the installation to see the difference, it was clear the additional light that shared a circuit with the new LED taillight was much brighter than its counterpart on the other side.

Most new trailers are probably being built with LED lighting. For those older trailers, it is certainly worth considering an LED upgrade. 🟡



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HOW THE WIN WAS WEST

For a few teams, the chase for the 2017 RoadRally championship stayed west, heading to California after the USRRC | **WORDS** Rick Beattie

If the week that many teams took to travel to and enjoy the 2017 United States RoadRally Challenge in Alaska wasn't enough to scratch their RoadRally itch, a month later there was another opportunity on the West Coast with four more SCCA RoadRallies, held on consecutive weekends. For the team of Bruce Gezon and Bob Morseberg, it was an important win.

On Oct. 14-15, the committee composed of rallymaster and chairman Richard Wetzel, pre-checkers Andy and Judy Stocker, and J Toney doing double duty as safety steward and pre-checker, presented Carrera de Sierra and Golden West National Course Rallies. The headquarters for those events was in Rocklin, Calif., 30 minutes from downtown Sacramento.

Chuck Larouere, who finished third in Class E with Carl Staab, thought they were

both busy events with many things to look for based on the instructions and signs to watch for and observe on the roads. The roads themselves were "unbelievable," according to Larouere, "with mountains and mountain lakes" as part of the great scenery. The California wildfires were visible in just one spot, and teams did share the headquarters hotel with some firefighters.

The generals looked easy enough. MRD's were fixed for the events. Larouere thought the Note Instructions were used like the more typical lettered instructions.

The winners in each class were the same for both the Saturday and Sunday events. The first overall and first in Class E was won by Gezon and Morseberg with 325 points Saturday and 576 on Sunday. Class L was taken by Jeanne English and Karl Broberg with 1,186/1,028 points; and Class S winners



GOING PLACES

A great way to thaw out from the 2017 USRRC in Alaska, several competitors hit the West Coast for a series of late-season RoadRallies that took them from the beaches (TOP) to the Santa Monica Mountains (ABOVE).

Brian Duddy and Nelson Cheung finished with 1,176/1,234 points.

The wins for Gezon and Morseberg were good enough to give each of them a perfect 100 points for the 2017 National Course Championship. At this point, Gezon notes, "Highway Robbery was for fun, as was Future Shock."

Jeanne English presented Highway Robbery National Course Rally followed the next day by rallymaster Larry Scholnick's Future Shock Divisional GTA rally. Those two events were about 400 miles south, but five days gave teams plenty of time to enjoy getting there.

Highway Robbery has been an annual event for Cal Club and rallymaster Jeanne English for a long time. It was one of the USRRC events in 2011 and 2015.

This year, English ran the morning section of the course in the Santa Monica Mountains, an area she "has not gone to in many years," she says. "The route went across the mountains and back, including driving along the Pacific Coast Highway and Mulholland Highway."

This event was probably a lot of fun for Gezon and Morseberg who scored just 96 points for the Class E win. Class L was taken by Richard Wetzel and Andy Stocker with 711 points, while Jessica and J toney took Class S with 331.

The next day's Future Shock was less of a shock than last year. At least that was English's feeling from the contestants. Teams determined the correct route and answered questions about where they were. "The trickiness was in correctly interpreting the special instructions which were given at checkpoints," English explains.

High score wins on Future Shock, and Gezon and Morseberg made it a perfect week winning Class E with 75 points. There were no Class L competitors, but Class S is worth a deeper look.

Steve and Sheila Friedman took first in that class with 55 points. English took note that it was a mother and son team with the son driving and mom "navigating, since she was the one who used to run gimmick rallies back in the '70s; son was in the back seat while mom and dad ran the rally." The son is in his 40s now.

English says she "had a great time doing this again after so many years and wants to do more."

And that, you could say, is how the win was west. 🍷

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DREAM SEASON

For 21-year-old Club racer Connor Solis, the 2017 season was the stuff of dreams – and 2018 could be even better

WORDS James Heine | MAIN IMAGE James Heine

There's little doubt that 2017 was a good year for 21-year-old San Francisco Region SRF racer Connor Solis. Not only did he participate in the 2017 National Championship Runoffs at Indianapolis Motor Speedway – where he finished seventh in a tough 50-car field – he also captured top SRF honors in both the San Francisco Region and Northern Pacific Division standings, racking up 13 West Coast wins along the way. Also, he was named SCCA's San Francisco Region Club Racing Rookie of the Year at the Region's annual awards banquet on Veterans' Day.

"The 2017 season was a dream come true," Solis says, "not only to have a car that finished all the races I entered but also to be able to win all 13 [West Coast] races I competed in, and setting the track record at my home track, Laguna Seca."

Making that dream even better was his trip to the Runoffs. "What stands out most for me in 2017 was the opportunity to be part of, and race, the SCCA National Runoffs at the Indianapolis Motor Speedway," he says. "With no practice, having to dive right into qualifying and finishing seventh was my greatest memory and my biggest achievement of the season."

We first met Solis in the media center at Indy during Runoffs qualifying. Like many drivers, it was his inaugural experience with Indy and its road course, and he and his team, he explained, were struggling a bit with setup because, unlike the West Coast tracks with which he was familiar, Indianapolis proved bereft of ups and downs, hills and off-camber turns.

"Our qualifying has had some little problems here and there," he explained at the time. "Going through the corners, we're sliding a bit; so, we don't have as much grip as we need. But for the last qualifying session, we put a new set of tires on – we haven't been running new tires – we changed



JUMP IN

Connor Solis (LEFT) didn't hesitate during his first season of SCCA Club Racing, jumping into the deep end and competing in the 2017 Runoffs at Indianapolis Motor Speedway (BELOW) where he finished seventh in Spec Racer Ford.

Jeff Loewe



the setup a bit, and we actually picked up a few positions."

Solis eventually qualified 11th in the SRF race and then finished seventh.

"Coming into the 2017 season, my goal was to run all the races in the San Francisco Region and hope to be competitive," he says. "I quickly learned how fast and competitive the Spec Racer drivers were on the track, and what great people they are off the track."

The support from other drivers, Solis says, was incredible and unexpected. "I could not have had the season I did without them," he notes. Ditto for his family and his sponsors. "I am fortunate to have my family in my corner. My parents and brothers have all made sacrifices to help me achieve my goals on and off the track. I have also had support from a few sponsors. I can't thank Zamp helmets, August Briggs Winery, Healdsburg Distilleries, Air Unlimited, and AccelRaceTek enough for what they have done for me."

Being connected with AccelRaceTek was especially fortunate, Solis says.

"They provided a very dependable car and gave me an opportunity not

"My parents and brothers have all made sacrifices to help me achieve my goals"
CONNOR SOLIS

only to be a driver but pit crew and driver coach, too. Seeing how the team ran, reviewing data, and being part of the decision-making process on setup was a true learning experience."

While 2017 was his inaugural year with the SCCA, Solis, as one might expect, is no stranger to motorsports. "I have been interested in racing my entire life," he explains. "My brother, Kenneth, started racing karts when I was a year old; so, I have grown up at the track. I remember when he would pull off the track; I would pull him out of his kart and sit in it while my dad pushed me back to the pit area."

In the beginning, he adds, "karting was a critical part of racing, and it has helped me gain the experience necessary to be competitive at the SCCA level.

Solis' karting experience, which

now extends to 16 years, includes wins at major sprint and road-racing tracks such as Thunderhill, Laguna Seca, and Sonoma, as well as an impressive 13 championships. "Kart racing keeps me sharp," he says matter-of-factly.

What do his friends, and even his family, think about his focus on racing? One word probably describes their assessment, Solis says: "Obsessed."

Away from motorsports - if one can say he is ever completely away from racing - Solis is an automotive-technology student at Monterey Peninsula College in Monterey, Calif., a driver coach for Hooked on Driving, a high-performance, non-competitive driver-training and track-day organization, and an employee of Harbor Freight Tools. Down the line, Solis says he hopes to merge his work, school, and racing life into a full-time career in motorsports.

"My plans are to finish college and get a degree in Automotive Technology," he says. "My ultimate goal is to make a career in motorsports and compete at the professional level."

For the near term - the 2018 season, to be exact - Solis has his eye set firmly on another trip to the Runoffs. "Qualifying for the SCCA National Runoffs at Sonoma - my favorite track - is a must," he says. "Also, I hope to do some open-wheel racing, and I'm looking to be part of a team at the professional level."

Before we part, Solis has a final observation. "One thing I would like to touch on is the absolute support of the SCCA volunteer workers and the Club members that we all receive. I was fortunate enough to be part of the SCCA National Championship Runoffs at Indianapolis Motor Speedway, and I witnessed first-hand the great work of all the volunteers from all over the country, and what an incredible job they did."

Amen to that. ☺



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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 VIRginia Int'l Raceway, Va. (Southeast and Northeast Conference)
Jun 8-10 Charlotte Motor Speedway, N.C.
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Apr 28-29 Heartland Park Topeka, Kan.
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Aug 10-11 Pitt Race/Steel Cities

Aug 11-12 NJMP/South Jersey

Sep 1-3 Summit Point/Washington DC

Sep 8-9 Palmer Motorsports Park/New England

Sep 15-16 * Watkins Glen/Finger Lakes

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Sep 29-30 Nelson Ledges/Mahoning Valley

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Mar 10-11 # Florida Region

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Mar 24-25 # Carolina Motorsports

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Apr 21-22 # Homestead/Florida

Apr 28-29 # Roebbling Road/Buccaneer

May 5-6 # Daytona Int'l Speedway/

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May 5-6 # VIRginia Int'l Raceway/North

Carolina

May 19-20 # Homestead/Florida

Jun 9-10 Sebring/Central Florida

Jun 23-24 Homestead/Florida

Jun 30-Jul 1 Roebbling 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 # Roebbling 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

Apr 21-22 Ro* Blackhawk Farms/

Chicago

May 26-27 Ro* Brainerd/Land 'O Lakes

Jul 14-15 Ro* Blackhawk/Milwaukee

Aug 18-19 Ro* Road America/Chicago

Aug 25-26 Ro* Brainerd/Land 'O Lakes

Chicago TBD

Land 'O Lakes TBD

Milwaukee (262) 241-8371

GREATLAKES greatlakes-scca.org

May 19-20 Ro* Gingerman Raceway/

SBR, DET, WOR

Jun 9-10 Ro* Nelson Ledges/Neohio

Jun 23-24 Ro* Grattan/Western

Michigan

Jul 14-15 Ro* Mid-Ohio/Ohio Valley

Aug 4-5 Ro* Mid-Ohio/Cincinnati

Oct 13-14 Ro* Mid-Ohio/Ohio Valley

Cincinnati (330) 460-6706

Neohio (216) 390-8420

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Western Michigan (517) 889-1117



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

Area 13: **JIM WEIDENBAUM**

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



Chris Clark



DE Baer

CLUB RACING

WHAT U.S. Majors Tour
WHEN March 17-18, 2018
WHERE Rosamond, Calif.
 The Southern Conference of the U.S. Majors Tour hits Willow Springs in mid March with competitors prepping for this year's Runoffs at Sonoma Raceway.

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
Jan 27-28 MSR Cresson/Texas
Dec 8-9 Ro* NOLA Motorsports Park/
 Houston
 Houston TBD
 Texas TBD

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 norpacacca.org
Mar 16-18 Ro Mazda Raceway/San Francisco
Apr 14-15 Ro* Portland International Raceway/Oregon
Apr 28-29 Ro* Thunderhill/San Francisco
Jun 1-3 Ro* Mazda Raceway/San Francisco
Jun 9-10 Ro* Portland International Raceway/Oregon
Jun 29-Jul 1 Ro* Sonoma Raceway/San Francisco
Jul 27-29 Ro* Mazda Raceway/San Francisco
Aug 10-12 Ro (triple) Portland Int'l Raceway/Oregon
Sep 1-2 Ro* Thunderhill/San Francisco
Oct 27-28 Thunderhill/San Francisco
 Oregon (503) 730-9007
 San Francisco (530) 934-4455

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
NORTHEAST nediv.org
Mar 24-25 Summit Point/Washington DC
Mar 24-25 NJMP/South Jersey
Apr 20-21 Thompson Speedway/New England
 New England (508) 561-2188
 South Jersey (609) 784-5316
 Washington DC (301) 572-7444

CLUB RACING

WHAT Hoosier Super Tour
WHEN Feb. 2-4, 2018
WHERE Austin, Texas
 The second round of the Hoosier Super Tour takes place in early February at the infamous Circuit of the Americas in Austin, Texas.



Jay Bonvador

SOUTHEAST sedivsracing.org
Apr 14-15 Daytona International Speedway/Central Florida
Jul 21-22 Sebring/Central Florida
 Central Florida (407) 415-8714
CENTRAL cendiv-scca.org
Apr 20-21 Blackhawk Farms/Chicago
 Chicago TBD
SOUTHWEST sowdivscca.org
Jan 27-28 MSR Cresson/Texas
 Texas TBD
NORTHERN PACIFIC norpacacca.org
Feb 16-18 Thunderhill/San Francisco
Apr 13 Portland International Raceway/
 Oregon
 Oregon (503) 285-4449
 San Francisco (530) 934-4455

SOUTHERN PACIFIC
Feb 17-18 Buttonwillow Raceway Park/
 Cal Club
 Cal Club (661) 304-9382

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 (888) 604-1766 amgacademy.com
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 (800) 511-7606 racenow.com
BIR Performance Driving School
 (866) 511-7606 birperformance.com
Bob Bondurant School
 (800) 842-7223 bondurant.com
Bridgestone Racing Academy
 (905) 983-1114 race2000.com
MSR Houston
 (281) 369-0677 msrhouston.com
Pettiford's Go 4 It Racing Schools
 (303) 666-4113 go4itservices.com
Porsche Sport Driving School
 (888) 204-7474 porschedriving.com
Simraceway Performance Driving Center
 (800) 733-0345
simracewaydrivingschool.com

Spring Mountain Advanced Driving School
 (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
Lucas Oil School of Racing
 (561) 200-7223 lucasraceschool.com
Pettiford's Go 4 It Racing Schools
 (303) 666-4113 go4itservices.com
Pro Drive Racing School
 (503) 285-4449 prodrive.net
Proformance Racing School
 (253) 630-5130
proformanceracingschool.com
Simraceway Performance Driving Center
 (800) 733-0345
simracewaydrivingschool.com
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 (888) 722-3220
allenberggracingschools.com
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(248) 623-0070 waterfordhills.com**TIME TRIALS****NORTHEAST** nediv.org**Mar 9-10 PDX/CT** Summit Point/
Washington DC**Mar 24-25 NJMP/South Jersey****Apr 7-8 PDX** Summit Point/Washington DC**May 26-27 TT** Summit Point Raceway/
Blue Mountain**Jun 1 PDX NJMP/South Jersey****Jun 23-24 HC** Reading, Pa./Blue
Mountain**Jul 21-22 PDX/CT** Summit Point/
Washington DC**Aug 4-5 HC** Flintstone, Md./Steel Cities**Aug 10 PDX NJMP/South Jersey****Aug 18-19 HC** Reading, Pa./Blue
Mountain**Aug 26-27 PDX/CT** Summit Point/
Washington DC**Sep 1-2 TT** Summit Point/Steel Cities**Sep 21 PDX NJMP/South Jersey****Oct 19 PDX NJMP/South Jersey****Oct 13-14 PDX/CT** Summit Point/
Washington DC**Blue Mountain** (215) 234-0518**South Jersey** (609) 784-5316**Steel Cities (HC)** (301) 729-2407**Steel Cities (TT)** (412) 771-2277**Washington DC** (301) 572-7444**SOUTHEAST** sedivacing.org**Feb 17-18** Roebing Road/Buccaneer**Mar 18 PDX** Road Atlanta/Atlanta**Apr 7-8 TT** Talladega Grad Prix/
Alabama, Tennessee**Apr 14-15 PDX** Daytona International
Speedway/Central Florida**Apr 21-22 PDX** Homestead/Florida**May 4 PDX** Daytona Int'l Speedway/
Central Florida**May 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 Florida**Aug 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 Florida**Oct 6-7 PDX/TT** Talladega Grand Prix/
Alabama, Tennessee Valley**Nov 4 PDX** Road Atlanta/Atlanta**Nov 17-18 PDX/TT** Roebing Road/
Buccaneer**Alabama, 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**CENTRAL** cendiv-scca.org**Jul 16 PDX/CT** Blackhawk/Chicago**Chicago** (847) 729-2211**GREATLAKES** greatlakes-scca.org**Aug 3 PDX** Mid-Ohio/Cincinnati**Oct 12 PDX** Mid-Ohio/Ohio Valley**Cincinnati** (330) 460-6706**Ohio Valley** (614) 735-7561**MIDWEST** midiv.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

SOUTHWEST sowdivscca.org**Jan 27-28 CT** MSR Cresson/Texas**May 25 PDX** MSR Houston/Houston**Aug 31 PDX** MSR Houston/Houston
Houston TBD**Texas** TBD**ROCKY MOUNTAIN** coloradoscca.org**May 5-6 PDX/CT/CRE** La Junta

Raceway/Continental Divide

May 26-27 PDX Pueblo Motorsports

Park/Continental Divide

Jul 7-8 PDX High Plains Raceway/
Colorado**Aug 25-26 PDX** High Plains Raceway/
Colorado**Sep 29-30 PDX/CT/CRE** La Junta
Raceway/Continental Divide**Colorado** amstine45@gmail.com**Continental Divide**
amstine45@gmail.com

Perry Bennett

AUTOCROSS**WHAT** CAM Challenge**WHEN** From now to September**WHERE** Coast to coastThe 2018 CAM Challenge
schedule should be available
by the time you read this. Head
to www.scca.com/solo.

Perry Bennett

AUTOCROSS**WHAT** Regional and National Solo**WHEN** All year long**WHERE** EverywhereWith 2018 in full swing, it's time to
get out of the paddock and onto the
Solo pad. Autocross events are taking
place right now, and they're near you!**NORTHERN PACIFIC** norpacscca.org**Apr 15 CT** Portland International

Raceway/Oregon

Jun 9 TT Thunderhill/San Francisco**Jun 10 CT** Portland International

Raceway/Oregon

Aug 12 CT Portland International

Raceway/Oregon

Aug 18 TT Thunderhill/Reno**Sep 22 TT** Thunderhill/Reno**Oregon** (503) 730-9007**Reno** (775) 450-1393**SOUTHERN PACIFIC****Feb 17-18 CT** Buttonwillow Raceway
Park/Cal Club**Jun 9-10 CT** Buttonwillow Raceway
Park/Cal Club**Sep 1-2 TT** Buttonwillow Raceway Park/
Cal Club**Nov 3-4 CT** Buttonwillow Raceway Park/
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55-YEAR MEMBERS

Douglas A. Innes	11/1/1962	Detroit
James A. Keane	11/1/1962	San Francisco

50-YEAR MEMBERS

E. Paul Dickinson	11/1/1967	Steel Cities
Lester Fahlgren	11/1/1967	Chicago
Rebecca Fast	11/1/1967	Ohio Valley
Judy Fiala	11/1/1967	Central Florida
David L. Guinn	11/1/1967	Wichita
Fred L. McKinney	11/1/1967	North Carolina
Ronald Rosenmerkel	11/1/1967	Milwaukee

45-YEAR MEMBERS

Rod Bean	11/1/1972	Cal Club
James Bishop	11/1/1972	Cal Club
O.D. Terry Davis	11/1/1972	Southern Indiana
Jan. Downey	11/1/1972	Western Michigan
John M. Freeman	11/1/1972	Southern Indiana
Roger Allan French	11/1/1972	New England
John R. Goetzman	11/1/1972	Atlanta
Lynne R. Griffiths	11/1/1972	Oregon
Howard David Harris	11/1/1972	Chicago
Grove W. Hoover II	11/1/1972	San Francisco
Robert J. Horansky	11/1/1972	Buccaneer
Martin E. Hulick	11/1/1972	Philadelphia
Tom Huxtable	11/1/1972	Wichita
Richard Janusz	11/1/1972	Ohio Valley
Joe E. Johnson	11/1/1972	Houston
William J. Kasmer	11/1/1972	Mahoning Valley
Gerald L. Lamb	11/1/1972	Milwaukee
C. Lindsay Lowe	11/1/1972	Central Florida
Mark H. Mann	11/1/1972	Chicago
Richard L. May	11/1/1972	Central Carolinas
Richard A. Roberson	11/1/1972	Cincinnati
Richard E. Ryan	11/1/1972	Chicago
Faye A. Ryan	11/1/1972	Chicago
G.H. Sharp	11/1/1972	Central Carolinas
Simone H. Smiljanic	11/1/1972	Cincinnati
Mike Spencer	11/1/1972	Atlanta
Bob Strange	11/1/1972	Texas
Fred Thomas	11/1/1972	Des Moines Valley
Deane Todd	11/1/1972	St Louis
Richard A. Walsh	11/1/1972	Mohawk Hudson
Leslie Thomas Whitfield	11/1/1972	Blackhawk Valley
Victor Yarosh	11/1/1972	Northern New Jersey

40-YEAR MEMBERS

John W. Ayres	11/1/1977	Central Carolinas
Robert J. Barone	11/1/1977	New England
Francis M. Carroll	11/1/1977	Washington DC
Alfred Wayne Daniels	11/1/1977	Washington DC
Stephen J. Demeter	11/1/1977	Western Ohio
Daniel V. Grace	11/1/1977	New England
George Morris Hamm	11/1/1977	Lone Star
Ellen Honsperger	11/1/1977	Northwestern Ohio
Karl J. Honsperger	11/1/1977	Northwestern Ohio
Robert John Kelley	11/1/1977	Cal Club
Henry L. Krolikowski	11/1/1977	Detroit
David William O'Leary	11/1/1977	Steel Cities
Scott Quaile	11/1/1977	New York
Kerry Lee Rauch	11/1/1977	Cal Club

Susan Salsburg	11/1/1977	South Jersey
Vada May Strattan	11/1/1977	Northeast Oklahoma
Scott Clayton Strattan	11/1/1977	Northeast Oklahoma
Paula J. Taylor	11/1/1977	Lone Star
Al Wicht	11/1/1977	Central Florida
Andrew Williams	11/1/1977	New England

35-YEAR MEMBERS

Kenneth Baker	11/30/1982	Texas
Thomas Prescott Blinn	11/30/1982	New England
Kenneth S. Gordon	11/30/1982	Atlanta
Elliott Harvey	11/12/1982	Central Florida
Jill M. Holliday	11/30/1982	Ohio Valley
Robert S. Jacobsen	11/30/1982	Oregon
Joe Kent	11/30/1982	Atlanta
Karen Kent	11/30/1982	Atlanta
Sally Messenger	11/29/1982	Colorado
Ken Mollenauer	11/11/1982	San Francisco
Dick Patullo	11/12/1982	New England
Paul F. Quiniff	11/29/1982	Chicago
Bruce R. Silver	11/9/1982	San Francisco
Rock M. Webb	11/11/1982	South Carolina

30-YEAR MEMBERS

David G. Beghtel	11/30/1987	Fort Wayne
Jeffrey M. Bikle	11/23/1987	South Texas Border
Philip R. Clarke	11/6/1987	San Diego
Michael S. Crowe	11/30/1987	Central Florida
Tom Duncan	11/4/1987	San Francisco
Robert M. Farr	11/1/1987	Columbus Sports Car
Club		
Alton D. Fryer III	11/30/1987	Washington DC
Eric B. Henderson	11/23/1987	Houston
Steven D. Hoffman	11/11/1987	Washington DC
Tim S. Jorgensen	11/23/1987	Oregon
Kathleen E. Marinangel	11/23/1987	Chicago
Ray Marsh	11/24/1987	Atlanta
Chuck McAbee	11/17/1987	Buccaneer
Richard McClosky	11/4/1987	San Francisco
Lou Anna Osborne	11/17/1987	Texas
Bonita Udell	11/23/1987	St Louis
Charles R. Udell	11/23/1987	St Louis
Craig Vogeley	11/24/1987	Central Florida

25-YEAR MEMBERS

Tordy Acker	11/4/1992	Cal Club
Tordy J. Acker	11/4/1992	Cal Club
Jennifer L. Baldwin	11/18/1992	Delta
Matthew Harper	11/30/1992	Central Carolinas
Audrey Henderson	11/30/1992	Houston
Jess Hewitt	11/30/1992	Houston
Andrew J. Jasin	11/17/1992	Neohio
Elizabeth Kulach	11/18/1992	Tennessee
Matthew W. Leicester	11/10/1992	Colorado
Matthew McFadden	11/4/1992	Cal Club
Phyllis Nelson	11/30/1992	St Louis
Kevin Rogers	11/17/1992	San Francisco
Janet L. Schmidt	11/6/1992	Kansas City
John W. Stewart	11/17/1992	New York
Mark J. Subak	11/6/1992	Central Florida
John L. Tirrell	11/17/1992	New England
Gerald B. Wilkerson	11/10/1992	Northwestern Ohio
Charles M. Williams	11/20/1992	Philadelphia

SOLO

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Mar 16-18 South Georgia Motorsports Park, Ga.
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

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

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 Meadowslands 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/DIVISIONAL

Mar 3 Desert Sands, National Course, Tucson, Ariz.
Mar 4 Foothills Tour, National Tour, Tucson, Ariz.
Mar 24 March Lion, National Course, Vineland, N.J.
Mar 25 March Lamb, National Tour, Vineland, N.J.
Apr 28 Steel Haul, National Course, Monroeville, Pa.
Apr 28 Steel Haul, National Tour, Monroeville, Pa.
Apr 29 Laurel Run, National Tour, Monroeville, Pa.
Jun 9 Roads Scholar, National Course, Madison, Wis.
Jun 10 Roads Scholar, Divisional Course, Madison, Wis.
Jul 7 Hoosier Crossroad, National Course, Indianapolis, Ind.
Jul 7 Hoosier Crossroad, National Tour, Indianapolis, Ind.
Jul 8 TBD, Divisional Tour, Indianapolis, Ind.
Sep 15 Oktoberally, National Course, La Crosse, Wis.
Sep 16 Badger Trails, National Tour, La Crosse, Wis.
Oct 4 Tulips By Night, USRRC Divisional Tour, Columbia, Ill.
Oct 5 Kaskaskia Trails, USRRC National Course, Columbia, Ill.
Oct 6 Le Petit Rallye du Rocher, USRRC National Tour, Columbia, Ill.
Oct 7 Monopoly Redux, USRRC Divisional GTA, Columbia Ill.
Nov 10 Highway Robbery, National Course, Los Angeles, Calif.
Nov 11 Turkey Shock, Divisional GTA, Los Angeles, Calif.

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

SOUTHERN PACIFIC

Feb 17 Tuscon SCCA RallyCross #1/ Arizona Border, AS Rally Group
Mar 17 Tuscon SCCA RallyCross #2/ Arizona Border, AS Rally Group
Apr 21 SCCA RallyCross #3/Arizona Border, AS Rally Group
Sep 15 SCCA RallyCross #4/Arizona Border, AS Rally Group
Oct 20 Tuscon SCCA RallyCross #5/ Arizona Border, AS Rally Group
Nov 10 Tuscon SCCA RallyCross #6/ Arizona Border, AS Rally Group
Arizona Border, AS Rally Group
shadbolt@hairpinracing.com



Rupert Berrington

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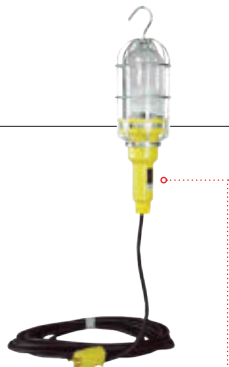
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NEW PRODUCTS



COMP CAMS BILLET VALVE COVERS

Comp Cams' new Billet Valve Covers for GM LS engines clear all types of valve train components including shaft mount rocker systems and provides for internal valve spring oiling. The new billet aluminum valve covers feature OE-style gaskets and hardware for superior sealing, a .16AN oil fill port for easy filling, a breather location for dry-sump oiling systems, and internal baffling for an optional 3/8-inch breather/vent line. compcams.com



LARSON ELECTRONICS LED DROP LIGHT

The Larson Electronics 10 watt colored LED inspection light produces 1,050 lumens, nearly three times the amount of foot candles in standard incandescent lamps, with less than a tenth of the electricity usage. The LED lights used in this lamp have the familiar qualities of similar incandescent models but provide cooler operation as well as better light quality and light color. larsonelectronics.com



ACT MAZDA MX-5 CLUTCH KIT

Advanced Clutch Technology has released a range of new upgrade clutch kits for the 2016-'17 Mazda MX-5. These new clutch kits include a heavy-duty pressure plate, choice of clutch disc, Streetlite flywheel, release bearing, pilot bearing, and alignment tool. The heavy-duty pressure plate incorporates hardened diaphragm fingers for decreased wear and a 40-percent increase in clamping force. advancedclutch.com

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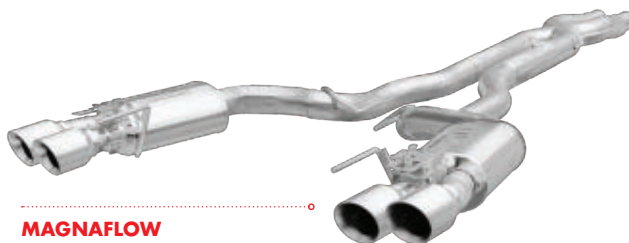
HOWELL THROTTLE BODY INJECTION KIT

Howell EFI offers its new TBI conversion kit designed to provide almost universal coverage. The kit features a remanufactured GM throttle body appropriate for the specified engine size, and is designed to operate for engines with or without ECM controlled ignition. The kit includes the ECM, fuel pump, sensors, components, and wiring harnesses. howellefi.com



MSD RELAY BLOCK

Clean up your wiring with an MSD Solid State Relay Block. This module takes the place of four standard relays and eliminates unsightly wiring. Four independent channels can be activated using either power or ground. Each channel is capable of handling up to 20 amps of continuous current providing up to 80 amps of power. msdperformance.com



MAGNAFLOW MUSTANG GT EXHAUST

MagnaFlow's new exhaust systems for the 2018 Mustang GT add a smooth, deep tone while increasing exhaust flow and power. These stainless steel bolt-on kits are available in both cat-back and axle-back configurations, have been engineered for maximum performance with dyno proven results, and reduce backpressure while maintaining a rich, powerful performance tone. magnaflow.com

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

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RAPID PUMP® 4 TON HEAVY DUTY STEEL FLOOR JACK

• Weighs 105 lbs.

SAVE \$70

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ITEM 60706 62319 68056 shown

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BANNER MODEL: B650

181143092

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EARTHQUAKE XT **SUPER COUPON**

1/2" COMPOSITE PRO EXTREME TORQUE AIR IMPACT WRENCH

• Weighs 4.4 lbs.

1190 TORQUE FT. LBS. BOLT BREAKAWAY

NOW \$129.99

Customer Rating **★★★★★**

ITEM 62891

COMPARE TO \$524.95

SNAP-ON MODEL: MG725

SAVE \$394

18115707

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FREE **SUPER COUPON**

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6 PIECE SCREWDRIVER SET

• Magnetic Tips
• Ergonomic Handles

COMPARE TO \$79.99

HUSKY MODEL: 20210003

ITEM 47770/62583 62728/62570 shown

LIFETIME WARRANTY

18111343

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U.S. GENERAL **SUPER COUPON**

30" 5 DRAWER TOOL CART

• 8100 cu. in. of storage
• 704 lb. capacity
• Weighs 120 lbs.

NOW \$159.99

Customer Rating **★★★★★**

SAVE \$90

COMPARE TO \$1,150

SNAP-ON MODEL: KRC33AP80

ITEM 64059/64060 64061/64127/69397/63308/95272 shown

18117021

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PITTSBURGH Automotive **SUPER COUPON**

2 TON CAPACITY FOLDABLE SHOP CRANE

• Boom extends from 41" to 61-3/4"
• Crane height adjusts from 73-5/8" to 89"

SAVE \$60

NOW \$179.99

Customer Rating **★★★★★**

ITEM 60388/69514 shown

COMPARE TO \$239.99

18119421

LIMIT 3 - Coupon valid through 4/26/18*

HaulMaster **SUPER COUPON**

TRIPLE BALL TRAILER HITCH

SAVE 60%

Customer Rating **★★★★★**

NOW \$19.99

COMPARE TO \$49.99

REESE MODEL: 7068833

ITEM 61914

18128643

LIMIT 5 - Coupon valid through 4/26/18*

PREDATOR **SUPER COUPON**

6.5 HP (212 CC) OHV HORIZONTAL SHAFT GAS ENGINE

SAVE \$230

Customer Rating **★★★★★**

NOW \$99.99

ITEM 60363/69730

ITEM 69727 shown CALIFORNIA ONLY

COMPARE TO \$329.99

HONDA MODEL: GX200UT2X2

18232047

LIMIT 4 - Coupon valid through 4/26/18*

CHICAGO Electric **SUPER COUPON**

6" VARIABLE SPEED DUAL ACTION POLISHER

Customer Rating **★★★★★**

NOW \$54.99

SAVE \$64

COMPARE TO PORTER-CABLE \$119

MODEL: 7424XP

ITEM 62403 62862/69924 shown

18155714

LIMIT 5 - Coupon valid through 4/26/18*

HaulMaster **SUPER COUPON**

STEP STOOL/WORKING PLATFORM

• 350 lb. capacity

SAVE 65%

NOW \$19.99

Customer Rating **★★★★★**

ITEM 62515 66911 shown

COMPARE TO \$57.55

GPL MODEL: H-21

18157338

LIMIT 4 - Coupon valid through 4/26/18*

BADLAND Battle Tested **SUPER COUPON**

3500 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE

Customer Rating **★★★★★**

NOW \$109.99

SAVE \$330

ITEM 61383/61604 61257 shown

COMPARE TO \$439.99

WARN MODEL: WAR90350

18174455

LIMIT 5 - Coupon valid through 4/26/18*

CENTRAL PNEUMATIC **SUPER COUPON**

1/4" AIR ANGLE DIE GRINDER

SAVE 80%

Customer Rating **★★★★★**

NOW \$9.99

ITEM 69945/62439 32046 shown

COMPARE TO \$49.98

HUSKY MODEL: H4230C

18176482

LIMIT 7 - Coupon valid through 4/26/18*

PITTSBURGH Automotive **SUPER COUPON**

ATV/LAWN MOWER LIFT

• 300 lb. capacity
• Weighs 72.5 lbs.

SAVE \$100

NOW \$179.99

Customer Rating **★★★★★**

COMPARE TO PRO LIFT \$179.99

MODEL: T-5350B

ITEM 60395/62325 62493/61523 shown

18179181

LIMIT 5 - Coupon valid through 4/26/18*

PITTSBURGH **SUPER COUPON**

9 PIECE, 1/4", 3/8" AND 1/2" DRIVE WOBBLE SOCKET EXTENSION SET

LIFETIME WARRANTY

NOW \$9.99

SAVE 50%

Customer Rating **★★★★★**

ITEM 61278/67971 shown

COMPARE TO \$19.99

KLUTCH MODEL: 40033

18181669

LIMIT 8 - Coupon valid through 4/26/18*

CENTRAL PNEUMATIC **SUPER COUPON**

6 GALLON, 1.5 HP, 150 PSI PROFESSIONAL OIL-FREE AIR COMPRESSOR

SAVE \$70

Air delivery: 2.5 CFM 90 PSI, 3.4 CFM 40 PSI

Customer Rating **★★★★★**

NOW \$99.99

COMPARE TO PORTER-CABLE \$169.99

MODEL: C2002

ITEM 68149/62380/62511/62894/67696 shown

18183863

LIMIT 5 - Coupon valid through 4/26/18*

HaulMaster **SUPER COUPON**

18" x 12" MOVER'S DOLLY

• 1000 lb. capacity

SAVE 51%

NOW \$17.99

Customer Rating **★★★★★**

COMPARE TO BUFFALO TOOLS \$16.43

MODEL: HOFDOLLY

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

18193446

LIMIT 5 - Coupon valid through 4/26/18*

COVER PRO **SUPER COUPON**

10 FT. x 17 FT. PORTABLE GARAGE

SAVE \$100

Customer Rating **★★★★★**

NOW \$169.99

COMPARE TO SHELTER LOGIC \$270

MODEL: 76377

ITEM 62859/63055 62860 shown

18206960

LIMIT 5 - Coupon valid through 4/26/18*

HaulMaster **SUPER COUPON**

3/8" x 14 FT., GRADE 43 TOWING CHAIN

SAVE 69%

NOW \$19.99

Customer Rating **★★★★★**

• 5400 lb. capacity

ITEM 60658/97711 shown

COMPARE TO MIBRO \$64.99

MODEL: 426920

18225004

LIMIT 4 - Coupon valid through 4/26/18*

WARRIOR **SUPER COUPON**

3 PIECE TITANIUM HIGH SPEED STEEL STEP BITS

Customer Rating **★★★★★**

SAVE 85%

NOW \$8.99

• Drill 28 hole sizes from 1/8" to 3/4"

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IRWIN MODEL: 1550APKSM

ITEM 69087/60379/91616 shown

18213935

LIMIT 5 - Coupon valid through 4/26/18*

PORTLAND **SUPER COUPON**

1750 PSI ELECTRIC PRESSURE WASHER

• 1.3 GPM
• Adjustable spray nozzle

Customer Rating **★★★★★**

SAVE \$99

NOW \$179.99

COMPARE TO BRIGGS & STRATTON \$179.99

MODEL: 20050

ITEM 63255/63254 shown

18221208

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

KIDS THESE DAYS...

At age 19, I was a bit of a mess. In college, I'd failed out of my first declared major and was frantically hunting for another major that would utilize all of my existing credits and keep to my four-year escape plan. I was a certifiable car nut and an ex-NASCAR fan, but I was also still a year away from discovering autocross and the SCCA, so I knew very little from hands-on experience. Truthfully, I had no vision of my future, and my life was, for the most part, consumed by the day-to-day minutia of being a 19-year-old in college. I was, you could say, the polar opposite of the 2017 F4 United States Championship powered by Honda winner Kyle Kirkwood.

Unlike me at his age, Kyle – as the interview on pg. 30 indicates – seems to have his head screwed on correctly. Kyle's plans involve, well, a plan. A daring plan, I should add, but a plan nonetheless. His goal was an open-wheel motorsports championship; he made a plan and stuck with it to the end. My goal at his age was graduation at any cost and I was willing to take whatever roads befell me in order to get there. I chose the path of least resistance; Kyle chose planning, determination, and execution.

Following graduation, I packed up my belongings and moved across the country with a friend. Why? I don't really know. My plan was also as well thought out as my graduation route. I had no job, work prospects, or place to live. In one of my first job interviews, the person asked me what I ultimately wanted to do. I stammered. I quickly blurted out an answer that was cliché beyond belief – it wasn't what I wanted to do nor was it something the interviewer wanted to hear. I might as well have said I wanted to be the president or go to space. Kyle, on the other hand, when asked a similar question about what comes next, produced a legitimate response – one that indicates

thought and experience. "I have to try and make up my mind, find a team, and go to sponsors and see what I can find in regard to funding," he said in the interview. "I'll only have about two months to do that. It's a good bit of time, but it's going to run out quickly. It's not like I'm off work now."

I constantly hear concerns voiced throughout the motorsports industry that kids these days don't care about cars, that Millennials want everything handed to them, that the world of racing is bleak because of it. Perhaps this is true. But maybe those who *are* interested in motorsports are more determined than you or I ever were. Maybe some of today's kids are actually driven to perform, and they're using everything they have access to in order to educate themselves and plan their own path – after all, unlike many of us, they're growing up with access to the world's knowledge database in their pocket, and many know how to use it.

I suspect, like with 2016's F4 U.S. Championship winner Cameron Das, this isn't the last we'll hear of Kyle Kirkwood. And, with the launch of F3 in the U.S. in 2018, I wouldn't be surprised to see more like Kyle and Cameron emerge, plans in hand, ready to take on the world. I also won't be surprised when they blow right by me. ☺

READY FOR ANYTHING
People often talk about the next generation of kids and motorsports in a negative way, but as long as people like Kyle Kirkwood (ABOVE) are around, we might not have too much to worry about.



FROM THE ARCHIVES

10 YEARS AGO... FEBRUARY 2008



- RallyCross celebrated its first National Championship event, which took place at Motorsport Park Hastings in Nebraska, attracting 50 competitors.
- Readers debated a topic that was hot at the time: supplementing racetrack flaggers with lights.

25 YEARS AGO... FEBRUARY 1993



- The 1992 SCCA Pro Rally Championship was reviewed, celebrating outstanding season performances by Tim O'Neil, Peter Cunningham, and more.
- Tony Ave clinched the 1992 Olds Pro Series title – a feat he accomplished after transitioning from snowmobiles.

50 YEARS AGO... FEBRUARY 1968



- A survey of SCCA's 16,000 members revealed members were, on average, 33 years old, 70% were married, 16.7% considered themselves into hi fi, 20.3% smoked pipes, and the membership's median household income was \$14,500.



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