

SPORTSCAR

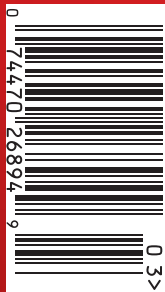


THE FINAL YARD

For racer Fred White, getting to the Runoffs was its own victory



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Andy McDermid
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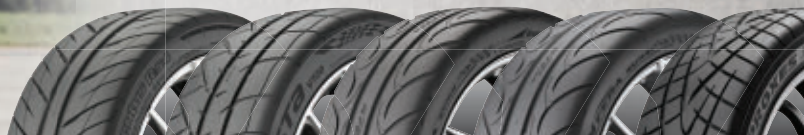
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g-Force Rival S
g-Force Rival S 1.5

BRIDGESTONE
Potenza RE-71R

DUNLOP
Direzza ZII
Star Spec

DUNLOP
Direzza ZIII

FALKEN
Azenis RT615K+



Hankook
Ventus R-S4

KUMHO TIRE
Ecsta V720

NEXEN
N FERA SUR4

NEXEN
N FERA SUR4G

TOYO TIRES
Proxes R1R

R-COMPOUND TIRES



BF Goodrich
g-Force R1
g-Force R1 S

Hankook
Ventus Z214
C51 med./C71 soft

Hoosier
A7 & R7
Racing Radial

Hoosier
D.O.T. Radial
Wet H20

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matte grey, titanium mirror
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Advanti DST Storm S2
black, bronze
15



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bright silver, black (17-18),
black w/mach lip (17)
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gold (17-18), special brilliant coating (15)
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Enkei Racing NT03RR
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17 18



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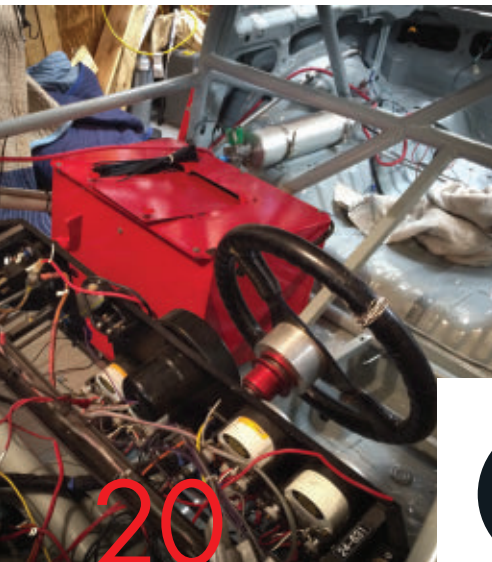
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SPORTSCAR

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**MAKING HISTORY**

SCCA racing legend Dan Gurney lines up on the front row during the Race of Champions at Brands Hatch in his Eagle T1G. While not an F1 race, the Race of Champions was run using F1 rules. This race set the stage for the June 1967 Belgian Grand Prix where Gurney became the first American to win an F1 race in a car of his own design.

DATE March 12, 1967

LOCATION Kent, England

WHAT Race of Champions

PHOTOGRAPHER LAT / Ron Easton

WANTED: SOLO NATS COURSE DESIGNERS

The Solo Events Board is seeking qualified members interested in designing courses for the 2018 Tire Rack Solo National Championships in Lincoln, Neb. Interested parties should submit their qualifications at soloeventsboard.com.



Rupert Berrington

CHECKERED FLAG: DAN GURNEY

On Jan. 14, 2018, Dan Gurney, who was inducted into the SCCA Hall of Fame in 2014, passed away. The son of a Metropolitan Opera star in New York, a move as a teenager to Riverside, Calif., set him on a path to becoming a legendary sports car driver.

Like many drivers in the 1950s, Gurney started with SCCA Club races. He soon became a world-renowned driver, constructor, and team owner, competing at the highest levels of motorsport. On the international scene, in ways he was the definitive “overnight

success.” As *Sports Illustrated* reported in 1959, “Dan Gurney, an obscure club driver 16 months ago, has joined the Ferrari sports car team.” Stunningly, but two years later in 1961, he tied British great Stirling Moss for third in the F1 Championship.

Gurney excelled in sports cars, grand prix cars, on road courses, and ovals, and in June 1967, Gurney took a historic victory in the Belgian Grand Prix, becoming the only American to ever win an F1 race in a car of his own design.

He was the first to claim victories

in all four major categories of motorsports; F1, International Sports Cars, Indy cars, and NASCAR. He scored wins in SCCA Trans Am, SCCA Can-Am, and international championship races including the endurance classics at the Nürburgring, Daytona, Sebring, and Le Mans. And at times cars from his All American Racers shop have dominated in both IMSA and IndyCar.

Gurney was also an innovator, and at the 1968 German Grand Prix became the first driver ever to use a full-face helmet in Grand Prix racing, and was the first to do so at Indy. In 1971,

he developed the Gurney Flap (wickerbill), an aerodynamic innovation that has been adopted by automobile racing and aviation throughout the world. He was also instrumental in launching the rear-engine revolution in Indianapolis in 1963.

His innovations weren't only in the field of things technological. A week before his historic win in the Belgian Grand Prix, he took a surprise victory with A.J. Foyt at 24 Hours of Le Mans, where Gurney famously began the now-familiar winner's tradition of spraying champagne from the podium. 🍾



LAT



LAT

HISTORY MAKER

Dan Gurney was one of racing's greats. His start with SCCA laid the groundwork for an amazing professional career spanning everything from NASCAR to Can-Am to Formula 1 (TOP and RIGHT), driving for numerous racing legends including Carroll Shelby (ABOVE).





Perry Bennett

TIRE RACK IS BACK

Continuing its longstanding tradition of supporting SCCA and SCCA Autocross, Tire Rack has returned with its sponsorship of the National Solo program for 2018. In addition, Tire Rack will also continue to be heavily involved with the Track Night in America program, which allows enthusiasts to test the SCCA waters in a pressure-free environment.



Rick Corvino

Eric Prill Earns RRDC Mark Donohue Award

2017 F Production Runoffs Champion Eric Prill has been named the 47th recipient of the RRDC Mark Donohue Award. This unique award is presented annually by the Road Racing Drivers Club for outstanding performance, competitiveness, and sportsmanship during National Championship Runoffs. Prill's victory at Indianapolis Motor Speedway by far met all requirements for this award.

In his 16th attempt to win the Runoffs, Prill pulled off his first victory driving his FP MaxtonsFight.org/JPM/Hoosier Mazda Miata. The win gave him his seventh Runoffs podium finish, along with four runner-up and two third-place finishes from 2009-'16.

Qualifying on the pole of the 42-car field, Prill was passed for the lead in Turn 1, but quickly regained it and was ahead by five seconds when a full-course caution flag flew on lap seven. With nine-time National Champion Joe Huffaker on his heels, Prill made quick work of the restart to hold the lead. A second full-course caution came on lap 12, again evaporating Prill's lead. Executing another excellent restart, he watched

the second-to-fourth-place racers battle for the podium behind him as he claimed the win.

The award is named for Mark Donohue, who won his first SCCA National Championship in the E Production class in 1961 and then went on to become one of America's greatest racing drivers. He won the Indy 500, the Can-Am Championship, three Trans-Am Championships, and the IROC Championship.

"I've spent my entire life around racing, and knew about Mark Donohue at a young age," Prill says. "My dad actually worked for American Motors in the 1970s, so the Penske Javelin was an iconic car in our house. Years ago, I read *The Unfair Advantage* and I think it made my program better. I understand his significance in both SCCA and motorsports history. It's very humbling to be honored with the award bearing his name."

Prill, who serves as the Vice President and COO of SCCA, was presented the award at the annual RRDC members' dinner at the Rolex 24 At Daytona on January 24. 📍



Rick Corvino

NUMBER ONE

Following 15 previous attempts, Eric Prill finally captured Runoffs gold in 2017. That victory also earned him the RRDC's prestigious Mark Donohue Award.

THE WORKERS MADE IT HAPPEN

In our 2017 USRRC coverage that appeared in the January issue of *SportsCar*, we inadvertently neglected to credit three of the event's checkpoint workers who came out to support the event. Our apologies – and thanks for their hard work – goes out to Brad Generous as well as Kevin and Faith Hamilton (shown).



Philip Royce



Jay Bonvillian

THE PAYOUT

Picking the right equipment pays dividends in SCCA Road Racing.

Contingency offerings announced for SCCA Road Racing

More than a dozen top-tier partners have pledged support for 2018 SCCA U.S. Majors Tour and Regional competitors through contingency sponsorship programs. The group of corporate partners includes automakers, tire manufacturers, and other companies that make and sell motorsports-related items.

A complete listing as well as details and instructions about how to register for each of these programs are available at the SCCA contingency web page under the Road Racing link on scca.com. It is the responsibility of each competitor to make sure they are in compliance with each program for which they would like to enroll, and registration in a previous season's program will not carry over into 2018. 🚫

2018 HOOSIER SUPER TOUR AND U.S. MAJORS TOUR CONTINGENCY

Hawk Performance

Top three finishers paid; first-place finisher receives product certificate up to **\$100**

Honda Performance Development

Top three finishers paid; first-place finisher receives a maximum of **\$1,000** depending on class

Chevrolet

Top three B-Spec finishers paid; first-place finisher receives up to **\$750**

Summit Racing Equipment

First to third, plus 10th paid; first-place finisher receives up to a **\$75** product certificate

Ford Performance

Top three finishers paid; first-place finisher receives up to **\$700**

Goodyear Tire

Top two race finishers; first-place finisher receives up to **two tires**

Hoosier Racing Tire

Payout depends on class and series; Spec Miata race winner receives up to **four tires**, other classes up to **two tires** per race win

Carbotech Performance Brakes

Top three finishers paid; first-place finisher receives up to **\$100** product certificate

G-LOC Brakes

Top two finishers paid; first-place finisher receives up to **\$100** product certificate

Mazda

Top five finishers paid; first-place finisher receives up to **\$750**

Mini USA

Top three finishers paid; first-place finisher receives up to **\$500**

Nissan Motorsports

Top three finishers paid; first-place finisher receives up to **\$500**

OS Giken

Top four finishers paid; first-place finisher receives up to **\$100** product certificate

Toyota Racing Development

First-place finisher receives up to **\$800**

2018 REGIONAL ROAD RACING CONTINGENCY

Hoosier Racing Tire

Top two Spec Miata finishers paid; first-place finisher receives up to **two tires**

Mazda

Top four in Divisional Championships paid; first place receives up to **\$750**

Mini USA

Top three finishers paid; first place receives up to **\$500**, Divisional champion receives up to **\$1,250**

Toyota Racing Development

First-place race finisher receives up to **\$300**

SCHROEDER NAMED TRANS AM CHIEF STEWARD

Dorsey Schroeder has been named Chief Steward of the Trans Am Series presented by Pirelli for the upcoming 2018 season. The appointment marks a reunion between the two parties; Schroeder campaigned in Trans Am from 1989-'99, capturing 17 victories and 52 top-five finishes across 81 starts and still stands seventh all-time in TA class victories. Included in that tally is Schroeder's 1989 season, a dominant six-win performance that saw him named Series champion.

"The timing is finally right to return to Trans Am," says Schroeder. "There have been discussions over the years about getting involved with Trans Am, and it's finally come together. It's exciting to return to Trans Am – the Series is doing a great job bringing in new talent to the sport while maintaining its heritage. Trans Am has always been important to me, and my championship is probably what I'm still best known for."

Aside from his Trans Am experience, Schroeder competed in IROC, IMSA, ARCA, SCCA, and Grand-Am as well as NASCAR Cup and Trucks. Schroeder joins Trans Am after a stint as Race Director for Pirelli World Challenge, a position he held from late 2015 to the conclusion of the 2017 season.

Schroeder will assume leadership of a race control previously led by Wally Dallenbach Jr., who departed Trans Am following the close of the 2017 season due to time conflicts. 🚫



John W. Winch

ROLLAN CLINCHES \$100K SCHOLARSHIP

Selin Rollan, runner-up finisher during the 2017 Spec Miata Runoffs race, has claimed a \$100,000 Mazda scholarship to race in the 2018 Battery Tender Global MX-5 Cup series. "It was tough competition for sure," says the Florida Region member of Mazda's Road to 24 Shootout.

2018 RUNOFFS CONFIGURATION UNVEILED

The 2018 SCCA National Championship Runoffs will use the traditional 12-turn, 2.52-mile course layout when it visits Sonoma Raceway on Oct. 16-21. The configuration is the same one that made Sonoma a favorite of drivers, starting with the venue's first-ever race, an SCCA enduro held Dec. 1, 1968. Recent years have seen the addition of the Chute, utilized by NASCAR, and modifications to the end of the Esses and Turn 11, used by IndyCar and motorcycles.

"SCCA has a rich history at Sonoma Raceway, and so it makes sense to use the course that has made it a destination for decades," SCCA Vice President and COO Eric Prill says.

The 55th running of the SCCA Runoffs will again crown National Champions in 28 separate classes. The event is preceded with three days of testing on Oct. 13-15, with qualifying running Tuesday, Oct. 16, through Thursday, Oct. 18, followed by three days of racing, Friday, Oct. 19 to Sunday, Oct. 21.

The Runoffs has evolved into

A FAVORITE
The course configuration for the 2018 Runoffs at Sonoma Raceway will feature the traditional 2.52-mile circuit.

what is now commonly agreed to be the pinnacle of American motorsports. Since 1964, the SCCA has crowned Road Racing's National Champions at the winner-take-all, single race Runoffs format through dozens of separate races

over three days. As host of the 55th Runoffs in 2018, Sonoma Raceway will become just the third California track to host the SCCA's National Championship, joining Riverside International Raceway and Mazda Raceway Laguna Seca. 📍



John W. Winch

FORMULA ENTERPRISES GETS NEW ENGINE

The Board of Directors has approved a new Runoffs-eligible Formula Enterprises 2 (FE2) class, which will run alongside Formula Enterprises (FE) cars at all 2018 and 2019 SCCA U.S. Majors Tour events,

MOTORING
Starting in 2018, Formula Enterprises will span two classes with two different engines.

but will be scored as an individual class.

Creation of the new class centers around the need for a new drivetrain. Currently, FE cars are powered by a 2.3-liter engine; however, SCCA Enterprises President Robey Clark notes that replacement parts for that powerplant have become scarce.

To address the situation, SCCA Enterprises is introducing a new Mazda 2.0-liter MZR motor for FE cars. Upgrading to the 2.0-liter MZR engine, available for delivery by February 2018, will result in a car being classed as FE2. Those using the old 2.3-liter engine can continue to do so for the next two years as Runoffs-eligible FE cars and can compete at U.S. Majors Tour events. The goal, however, is to have all chassis upgraded to FE2 specs by 2020, at which point the original FE class will be designated for Regional competition only. This transition is similar to Spec Racer Ford's switch

from a 1.9-liter Ford engine to the 1.6-liter Gen 3.

Along with the new FE2 engine, SCCA Enterprises is introducing a new 6-speed SADEV transaxle gearbox that will be an option for FE and FE2 cars, as well as Enterprises Sports Racers. The new gearbox serves both the FE and FE2 cars as an upgrade to the current Elite Gearbox. SCCA Enterprises and SADEV partnered to retrofit the very popular and durable SL75 transaxle so that the FE family of suspension geometry and parts remain unchanged. The SADEV transaxle gearbox is currently available to racers and includes no-lift shift and auto-blip capabilities.

For the purpose of Runoffs participation in 2018, FE drivers can campaign 2.3-liter cars during the year and have those races transfer to the FE2 class as long as the 2.0-liter engine has been installed prior to Runoffs qualifying in October at Sonoma Raceway. 📍

TRACK NIGHT OFFERS \$50K GRANT

Track Night in America Driven by Tire Rack has experienced incredible growth in its first three years, and to give back to the SCCA, Track Night is offering a \$50,000 Region Development Grant. While the grant application deadline has already passed, we will bring you information about the recipients in coming issues.



Clark McInnis



Michael Duval

SCCA HIRES DIRECTOR OF REGION DEVELOPMENT

Chris Robbins has been hired as the new SCCA Director of Region Development, where he will lead both the Region Development and Member Services departments. In his new role, Robbins will focus on helping SCCA Regions grow by developing and deploying an effective mix of membership acquisition, membership service and training, and program creation as part of an overall development plan for Regions. He will work closely with the SCCA staff, Regional leadership, and member services to provide Regions with effective growth strategies.

Robbins previously worked at Southwest Airlines where he served as a Customer Service Senior Manager, as well as a Curriculum Development Senior Manager and Senior Program Lead at Southwest Airlines University. He was part of the original leadership team focused on centralizing training for Southwest Airlines, provided leadership for a team of curriculum designers and developers, and managed customer service/hospitality training.

Joining the SCCA in 2007, Robbins is a member of the Texas Region where, among other things, he served from 2012-'14 as the Region's Membership Chair. 📍

IT'S GOLDEN
Atlanta Region's 2019 ARRC will feature a Formula F 50th anniversary celebration.



Clark McInnis

Right Coast Formula F Series, Road Atlanta, and the ARRC

The Right Coast Formula F Series is a grassroots effort that grew out of a special Formula Fest event held at Summit Point Raceway in 2013. The drivers enjoyed the single class (FF/CFF only) race group enough to support an initiative to create a series of three to four such events each race season. The 2014 season saw the DUFFUS (Da Unofficial Formula F United States) race series compete in three race events and, in 2015, the series organized four such events. In 2016, the series adopted the name Right Coast Formula F Series (RCFFS) and staged a six-race

series, and 2017 saw RCFFS promote a six-event series. With six weekends at great tracks scheduled again for 2018, including the finale at Atlanta Region's American Road Race of Champions (ARRC) at Road Atlanta, RCFFS heads into its fifth season with increased enthusiasm and entrant support.

In 2017, the organizers of the RCFFS approached Atlanta Region to see if they could find room in the ARRC schedule for an FF/CFF race group as part of the normal ARRC event. Atlanta Region asked that Right Coast bring

at least 18 drivers to the event, and the series instead delivered a strong field of 22 FF and CFF racers.

This 2017 event was just the first of three Right Coast and Atlanta Region collaborations. Atlanta Region has invited the Right Coast series to return to the ARRC at Road Atlanta in 2018 for its season finale, which will be the prelude to the 50th anniversary of Formula F in the U.S.

In addition, Road Atlanta and Right Coast are partnering to organize the 50th anniversary of Formula F in the U.S. in November 2019. The organizers of the 50th include Right Coast instigator and longtime FF racer Joe Marcinski as well as Mike Rand, who was half of the team that organized the legendary 40th anniversary of Formula F at Road America in 2009. That event saw 200-plus FF cars and drivers attend. That will be a hard act to follow and the goals are more modest, but the planning process is already well underway and it is expected that this will be another extraordinary event for Formula F, Club Formula F, and Vintage FF drivers.

For more information, head to www.rcffs.org and stay tuned for more about the 50th. 📍

MEMBERSHIP DRIVE CONTEST

For complete details on the SCCA Membership Drive Contest, log in to ams.scca.com and look under "Forms."

MEMBERSHIP DRIVE REFERRAL LEADERS FOR DECEMBER 2017

NAME	REF	REGION
Brian Ghidinelli	71	San Francisco
Gayle Jardine	53	Cal Club
Gal Mesika	32	Washington DC
Richard Meyers	25	Detroit
Karen McCoy	19	Oregon
Darren Gunn	16	Central Florida
Justin Batten	14	Tennessee
John Zuccarelli	14	Florida

2,250 additional members have at least one referral.

REGION LEADERS

(Category based on 2016 year-end membership)

JUMBO REGIONS (800+):

REGION	GROWTH
Texas	5.6%
Northwest	5.3%
Washington DC	3.1%

LARGE REGIONS (401-799):

Kansas City	16.5%
Indianapolis	8.7%
Cincinnati	2.7%

MEDIUM REGIONS (200-400):

Susquehanna	35.2%
Nebraska	11.6%
Northwestern Ohio	8.3%

SMALL REGIONS (<200):

Tennessee Valley	65.3%
Chattanooga	32.5%
Ozark Mountain	17.9%

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Subé Sports

On Jan. 4, a Racing Memo was issued by the SCCA Board of Directors postponing a number of changes that were listed in the January edition of *Fastrack*. Weight adjustments and intake restrictor changes for a number of classes were delayed from Jan. 1 until March. These changes and other updates can be found in the February edition of *Fastrack*.



D.E. Baer



LEE HILL

CHAIRMAN, SCCA BOARD OF DIRECTORS

CONSTRUCTIVE PARTNERSHIP

Constructive Partnership - does this describe the relationship your Region or program has with the SCCA National Office? It should - and if it doesn't, then why not? We are an extremely diverse and decentralized organization with 100-plus Regions run almost entirely by volunteers with a national organization that consists of a paid professional staff plus a large number of volunteers providing nationwide support for Regions and programs - think CRB, SEB, Court of Appeals, Exec Stewards, and so on.

The National Board of Directors absolutely understands that for the national Club to thrive, the Regions must also be able to prosper. SCCA's President and CEO Mike Cobb understands that, too - his often repeated mantra for the SCCA staff ("we serve the members and those who serve the members") clearly demonstrates that understanding - as does the 2018 budget he presented to the Board for approval. That budget includes

a significant investment in human capital focused squarely on adding value to Regions and members.

Those of you who were able to attend the SCCA National Convention in Las Vegas in late January saw Mike's strategic framework presentation - and most of you

should be aware that Chris Robbins has joined the SCCA National Staff in the role of Director of Region Development. Chris's hire - and the reorganization of portions of the staff - demonstrates the commitment we are making toward helping the Regions grow. Not by telling them what to do, but by providing resources dedicated to improved training and member service at all levels.

Back to Constructive Partnership - I understand that some might believe that the SCCA National Office is out of touch and out of step with the needs of the Regions. We are trying very hard to rectify that - but partnership is a two-way street and the National Staff cannot do this by themselves. It will take open minds and some amount of willingness to try something new on the part of Region officials to make this work. This is also not something that will happen overnight. There is a tremendous amount of inertia in an organization of this size and complexity - and getting it to move in a different direction is going to take both time and effort by all involved.

We've put our money where our mouth is, and we have the leadership team in place to make this happen, but they need your support to succeed. 🍷

"There is a tremendous amount of inertia in an organization of this size and complexity"

REBRANDING MOTORSPORT OFFERINGS

Recently, SCCA's Board of Directors approved rebranding efforts for a group of activities existing between autocross and road racing, activities that occur on closed courses but do not involve door-to-door competition. This group of activities, which were once all bundled under the Time Trials banner, now each have a separate identity within the Club. The decision to rebrand - made after receiving input from the Divisional Time Trials Committee and members of the SCCA National Staff - is meant to clarify SCCA programs and follows in the footsteps of similar efforts conducted earlier in 2017 rebranding Solo as SCCA Autocross and Club Racing as SCCA Road Racing.

Moving forward, all non-wheel-to-wheel, on-track, competitive, timed events will be branded as Time Trials (TT) while non-competitive events will be branded as Track Events (TE); Hillclimbs remain unchanged. This rebranding, however, does not impact how Divisions or Regions run programs.

An additional goal for rebranding is to make it easier for those unfamiliar with motorsports to better comprehend certain activities and feel more comfortable engaging in those activities through Regional events. 🍷



D.E. Baer

NEW NAME, SAME GAME

Now, all non-competitive on-track action will be called Track Events.



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The 2017 Honda Civic Si in professional racing trim has been added to Touring 2. Featuring a long list of HPD performance-related upgrades; the Civic Si is expected to perform at a much higher level than its road going counterparts. HPD Racing Line members can source parts via hpd.honda.com/racing-line.



Courtesy: Honda

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MIKE COBB

PRESIDENT & CEO, SCCA INC.

MISSION ~~IM~~POSSIBLE!

As you read this we are just returning from a very successful 2018 SCCA National Convention where we spent significant time discussing our path forward as an organization. To this end, one of the concepts shared at the convention is an updated mission statement or declaration of our organization's core purpose:

"We exist to fuel a safe, fun, and exciting motorsports experience for auto enthusiasts."

But as you know, any mission or declaration of purpose is only as strong as the organization's collective commitment to fulfilling it. For this simple expression to really take root across the organization, each of us as members, staff, Region leadership, event chiefs or stewards, volunteers, and drivers, etc., will have to do our individual part to "deliver the promise." And, for everyone to do their part successfully, we must also be aligned on the key components of this mission statement, so here's a quick breakdown.

SAFE | A towering strength of the SCCA is our proven ability to sanction, run, steward, and operate safely all the various types of motorsports activities we deliver. From amateur and professional road racing to Track Night in America events, RallyCross, Solo, RoadRally and the rest; safety is job one when delivering a true SCCA experience and is a core competency of our Club.

FUN | While we are committed to doing all we can to provide safe motorsports events/venues for all who enter, we are equally committed to creating an overall experience that is fun, engaging, and social. As we do this, we need to keep in mind that the way I define fun through a motorsports lens might be different from yours - and that's OK! If everyone was "just like me" in this Club, the breadth of activities we support would be limited and not as appealing to many who just want to have *#funwithcars*!

EXCITING | Related to the above, we want to do all we can to ensure the SCCA experience is exciting no matter how you choose to participate with the Club. Most of the time we equate excitement with the notion of winning - and that is certainly an important experience across the SCCA. But to many, excitement might be defined by just getting their street car on track or taking in the beautiful scenery of Alaska as they participate in a RoadRally. Everyone will define excitement from their own perspective.

EXPERIENCE | To bring SCCA into the 21st century, we need to remove access barriers and improve ease of entry. We need to treat entrants like customers and provide products they want in an easy and entertaining way. All component parts of the overall SCCA experience - the one-on-one interactions with each other, positive energy conveyed while we steward or run events, the digital experience we provide - help shape the overall SCCA experience, and every single component is important.

ENTHUSIASTS | Across the SCCA, we have many tribes. Some of us are competitive drivers, some are event leaders or Region leaders, and others came for the cars but stayed for the people. But all of us are enthusiasts, and part of our declared mission going forward is to convert as many enthusiasts as we can into actual participants who become active members.

We exist to fuel a safe, fun, and exciting motorsports experience for auto enthusiasts. I believe that if we do our part individually and collectively across the organization, we will begin to see this declaration of purpose come to life. If we all choose to accept this assignment, we can make this **Mission Possible!**

I look forward to working with you across 2018! 🍀



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GET OUT

Since this issue of *SportsCar* is in many ways “safety” in theme, let’s think about it in my column, too. I have never paid a lot of attention to this – something I hate to admit. I just want to race, and I have to follow the rules to be allowed to do so. Thank goodness for the rules! If not for

“Yes, it’s when, not if, you hit something. Run long enough, and it’s just a part of the sport. Risk. Be prepared”

requirements, at least when I was starting out, I believe I’d have been like those SCCA racers in the Club’s first decade, just taping up the headlights, folding down the windshield, and flooring it down Main Street in Watkins Glen. My dad was there as a spectator, not a driver – he is too sensible. It’s another sign there was some genetic mutation that caused my maniacal urge to actually leap into the fray.

Some thoughts on keeping this fun from killing us: As Pat DiNatale, my esteemed former World Challenge chief steward, said at every driver’s meeting, “This is a dangerous sport” – then the

green flag waved and the mayhem began once again anyway. And we keep coming back for more.

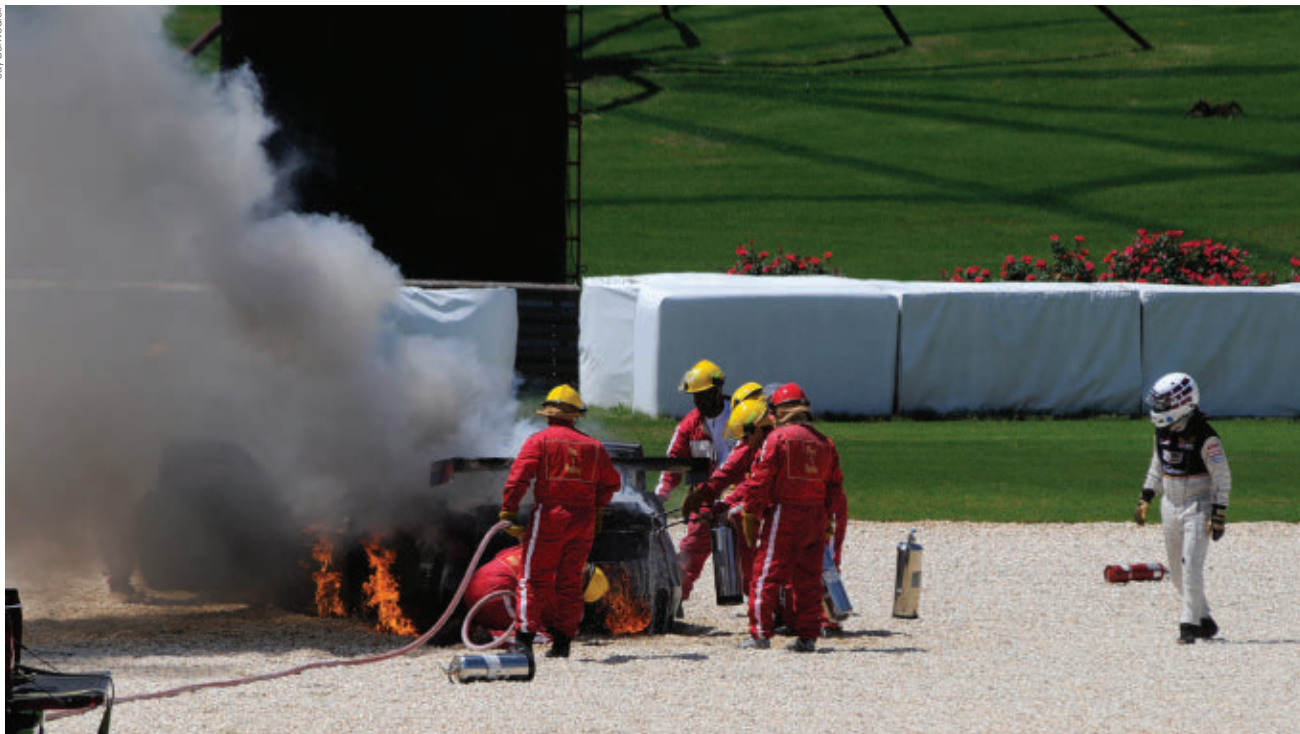
* Your lap belt is the foundation of the harness. Always tighten the lap belt first, not the shoulders, as often happens among the less experienced. Low and across the hips, which in the case of many of my good friends out there means below most of that big belly hanging out. Compress that fat as much as you can stand, because that’s what’s gonna happen *when* you crash. Yes, it’s *when*, not *if*, you hit something. Run long enough, and it’s just a part of the sport. Risk. Be prepared.

* Practice getting out in a hurry. Blind. This is another tip I owe to the World Challenge series. They began to require a timed exit test, although I have since added the close-your-eyes part. Have you ever tried this? The fatter and older you are, the more important it is, I’m not afraid to say, for your sake. World Challenge gave us 15 seconds. Can you get out of your racecar in 15 seconds or less, all by yourself? Have you even considered this? Why? *Fire!*

* If your car is on fire, *get out!* I am saying this because I just watched a video of a highly responsible (but misinformed) driver stop in a car on fire and wait for the safety workers and truck to arrive. I know he was trying to do the right thing, that he remembered being commanded never to get out of a racecar on track, but...if on fire, get out, now!

So, here is the racecar escape drill, done strapped tightly into your car in full gear, just as if you were driving on track:

1. Blindfold or close your eyes
2. Fire system on
3. Master electric power switch off
4. Neutral or clutch in (if moving, stop)
5. Then seat belt release
6. Remove steering wheel
7. Release window net
8. Open door
9. Exit, unassisted
10. Worry about radio, cool suit hoses, and helmet breathers later



All of the above should be done in 15 seconds, folks. Imagine what fire feels like; a big-fireball-worst-case-scenario blaze! I saw Charles Espenlaub's melted and bubbled face shield from his Big One, when a driveshaft broke and cut a fuel tank in half. He was pretty much OK, but what if he had no face shield? Even if you don't wear it down in your tin-top car, always attach it to the helmet so you can knock it down if you need it. And you know what he told me was his strongest impression from the whole experience? The pain! Even though he was not badly burned (thanks to wearing all the safety gear all the time), heat still hurts. And great pain is a little distracting, ya know?

Want more details about the 10-step process listed above?

1. Where there's fire, there's smoke, that's why you are doing this test eyes wide shut, so to speak. You probably won't be able to see. A lesson from my personal record of fire.
2. The order above works to stop or slow the fire first.

3. Batteries power fuel pumps, often pouring onto the problem. I saw a driver exit a Viper at Sebring on TV. Headlights were still on. Flames billowing. Fuel pump was likely still pouring it on. Poor car completely incinerated.

4. Second lesson from my personal Big One, clutch in. If the engine is turning, it is pumping oil, likely also onto the problem. Stop near a corner worker or fire station if you can, and find out where they are before the race. If your car is on fire, get out. I know, right?

5. Seat belt release; find it blind, know how to work it.

6. Same with the steering wheel. Skip it if you can slither like an octopus. I can. Saves time. "Think 15 seconds."

7. Window nets can be tough, often under tension that stretches the net, often a welded-on old seatbelt clip that takes a strong push - a pet peeve of mine. Make it easy to break free.

8. Where's that door handle, if equipped? It's probably behind the now-draping window net. Might be just some saggy wire loop pull. It's

usually in that black hole behind door bars, another great reason to practice this. Also, be aware that you often have the option of going out the other side.

9. Does your wife/high-dollar crew/paddock teammate always help you in and out? Well, they aren't in Turn 5, are they? You gotta be able to do this alone.

10. Don't waste time with radio, helmet breather, and cool suit connections. Because we have to be free to move about a bit, most times there is plenty of slack and stretch, so you'll be able to get out and get feet on the ground first, then undo anything still hanging on. Most of these connections will easily pull apart, one way or another, as a motivated human leaps from a blistering fire.

Practice, practice, practice! Just like, "If you spin, both feet in," get it into your autonomous subconscious. I know safety is boring and doesn't make us faster, but make it your first priority because when we need it, it's too late to get ready - and we need to make all the races to win a championship. 🚫

EXIT STRATEGY

Johnny O'Connell looks on as the safety crew attacks the fire engulfing the car in which he was piloting only moments before. Proper safety gear, and practicing an exit plan, may give you the precious seconds needed to keep you safe.

RUNOFFS DREAM

For Fred White, competing at the Runoffs was a dream two decades in the making.



The evening before I left for 2017 National Championship Runoffs at Indianapolis Motor Speedway this past September, Donna and I had Chinese food. When we finished, we opened the fortune cookies. Mine said: "Your Ingenuity and Imagination Will Get Results." I read that as "Hard Work and Persistence." I took it as a good omen.

This fortune cookie got me thinking about the journey that was about to unfold, and as I thought, I realized this was a path I'd started down some 20 years earlier as crew chief for my best friend at the Runoffs during the event's stint at Mid-Ohio. Back then, I said to myself, "Someday I'm going to drive in the Runoffs." That "someday" was about to happen.

My journey really kicked into overdrive in 2012, when I found a donor chassis with a lot of the parts I needed to convert my Honda CRX from ITC to H Production. I raced the car in ITC for the last time at Atlanta Region's ARRC races in 2012, and then began the conversion. Little did I know how much time, money, and frustration the process would require.

MAKING IT

Finally

H Production racer Fred White recalls his long and winding road to Indianapolis and the 2017 National Championship Runoffs

WORDS Fred White | IMAGE Jay Bonvouloir



Two-and-a-half years passed.

On Aug. 21, 2015, the car finally made it to the track in its new HP configuration during New England Region's aptly named "New Beginnings" weekend at Palmer Motorsports Park. The car drove well, but there was a long way to go. I spent the winter working on little things to make it better and capable of qualifying for the 2016 SCCA

Runoffs at Mid-Ohio. Not to ruin the surprise, but I didn't succeed that year.

That's not to say the 2016 racing season was a loss. I qualified for the Runoffs and along the way won the NEDiv Championship, NARRC, NERRC, and the NYSRRC. I was very please. And, with all of that in the bag, it was time to install the good engine and transmission and see what I could do

at the Mid-Ohio Runoffs. The motor went in, I went to the dyno – and the whole thing promptly blew up just four weeks before the Runoffs. I could have put the old engine and transmission back in and driven around at the back of the pack, but I took it as a sign. I was determined to do this better the following year. I was not going to miss Indy.



“Back then, I said to myself, someday I’m going to drive in the Runoffs. That someday was about to happen”

Over the winter I had a real engine built (as opposed to having it assembled by yours truly), but I decided the plan should stay true to that of the previous year – qualify on the old setup, be done by June, and then install bodywork and the real race engine and transmission.

The 2017 season began much

the same as 2016, but I had made one improvement to the car by installing a shorter shifter. When muscle memory took over in the heat of battle from 20 years driving Hondas, I made the infamous second-to-first money shift and the engine rocketed to 10,000rpm. Four pistons, 12 valves, two rods, and the head

were instantly turned into junk. Now what do I do?

The good part about driving the same make and model for as long as I have is I’ve got parts. All right, I’m a Honda hoarder. It turned out, I had everything I needed except the head (my other head was at the shop for my Runoffs motor build), but a



Images Courtesy Fred White

THE MONEY SHIFT

(FAR LEFT) Fred White found success along his path to the Runoffs, but he also found heartbreak on more than one occasion. (LEFT) A "money shift" killed an engine early in the 2017 season. (BELOW) As with any new racecar setup, White spent a lot of time working the kinks out of his H Production CRX, like patching an oil leak at Pocono. (BOTTOM RIGHT) In preparation for the 2017 Runoffs, White stripped his car down to the tub and treated it to a fresh coat of paint. (BOTTOM LEFT) On his road to the Runoffs, White experienced a series of engine troubles, with at least two motors failing on the dyno.



few e-mails later and with the help of some friends I had a head on the way. Three weeks after I blew it up, I'm on my way to Pocono for the Memorial Day U.S. Majors Tour.

Being careful with my shifting, this time I blew the sandwich plate off the back of the engine, dumping quart upon quart of Mobil 1 in



SPARE PARTS

Thanks to Fred White's extensive collection of Honda parts, even a set of bent valves couldn't keep him from Indianapolis Motor Speedway.

the corner coming off the infield during lap two of qualifying. To the other racers in my group that day: You're welcome.

I got it fixed (once again, with the help of friends) and got out for the afternoon race. I finished fifth and sixth out of eight in the races - the car ran well and wasn't too slow. I was pretty happy.

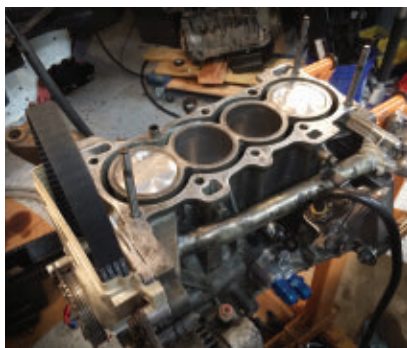


Images Courtesy Fred White



KEEP AT IT

(TOP) It took Fred White some two-and-a-half years to make the transition from Improved Touring to Production, and it would be another two years before his car would see a Runoffs race. (ABOVE and RIGHT) The dyno witnessed two engine failures, but White was not deterred.



“The good part about driving the same make and model for as long as I have is I’ve got [spare] parts”

At this point, I had one Regional and one Majors race weekend under my belt and it was the last week of May. I needed to get either two more Majors or a Majors and a Regional in before July to stay on plan. Yikes!

Long story short, I opted for back-to-back race weekends, hitting the Lime Rock Park Divisional and the Watkins Glen Hoosier Super Tour in quick succession. Sure, I had one “minor” issue where the trailer departed the tow vehicle en route to the track (lesson learned: Always check that you’re hitched up correctly before hitting the road), but with a lot of luck, there was no damage and nobody got hurt. Best of all, the racing both

weekends went well and I qualified for a spot in the Runoffs at Indy! Time to get ready.

The plan was to take the whole car apart, send the chassis to be made pretty, install the Runoffs engine and transmission, reinstall everything else, pray it all works, head to the dyno, test the car at a track, then go to Indy. Simple. And really, it all started off well. The taking apart portion went swimmingly (I had the chassis to the body shop in two weeks), I got the chassis back in two weeks, and the new engine was on its way to me. The plan really seemed to be coming together.

Putting everything back together even went well, albeit taking longer than anticipated. Then came the moment of truth: would the engine fire up. Yes! I was feeling pretty good! What could possibly go wrong?

All that was left was the dyno session followed by a shakedown run. But in preparation for the dyno pulls, a rapping noise materialized

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FINALLY

Perseverance paid off when Fred White loaded up (ABOVE) and made the trek to Indy for his first time as a Runoffs competitor (TOP and RIGHT).



“But in preparation for the dyno pulls, a rapping noise materialized followed by smoke exiting the breather”

followed by smoke exiting the breather. Oh no, not again. Yes, four weeks from the Runoffs and I blew another engine - a really good engine this time. That happened at 10 a.m., and by 3 p.m. the engine was out and on the engine stand. The crank and two rods were burnt; the block was unusable. It seems at some point I oil starved the engine and spun two rod bearings - now what? I called the engine builder and we developed a plan.

Remember how I said I was a hoarder? I had a block and crank that measured out nearly perfect, two rods from 2016's blow up, two rods from the 2017 motor, and the same pistons. Within a week I bolted the head

back on and towed back to the dyno. I was a bit worried, sure, but the session went great and the motor produced the numbers I had been expecting. Finally!

Still on the to-do list was a shakedown of the entire car. The first track session was to make sure everything was bolted together correctly - all went well. The second session I started the same way - until on the fifth lap going into Turn 1 I had no control of the gearbox. Seriously?

It turns out, a shift linkage bolt had fallen out - a simple fix. Driving home, I thought about the failure and realized that was the one bolt on the car I hadn't touched during the rebuild. Glad it happened there instead of at Indy. Lesson learned here: Nut and bolting the car means doing all of them.

So here it is - the Runoffs is here, again, but this time I'm actually going! I have a great fortune cookie experience to kick off the adventure! The journey



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Jeff Loewe

MAKING THE RUN

Fred White thought he had a top 20 car, and just maybe a shot at the top 10. Maybe there is something to those fortune cookies after all.

begins at 5 a.m. on Friday, Sept. 22, pulling into Runoffs registration at Indianapolis Motor Speedway at 11 a.m the following day.

Now, it should be noted that I've been to the Speedway a few times - a visit and van ride around the track on my way to the Tire Rack Solo National Championships as well as the first Formula 1 race, but this is different. I'm really going to drive my racecar on the track at Indianapolis Motor Speedway - the track that every driver (professional and amateur) wants to have on their resume. Honestly, I'm surprised when I didn't cry as I pulled into the facility.

Getting on the track the next morning, I manage to put the awe aside and go into race mode. It's just another track, right? In reality it is - but it isn't. Sometimes sitting on grid it's hard to keep from becoming emotional.

I came to the track pretty sure

I had a top 20 H Production car out of the 46 entries, and I thought I could be top 15 and maybe, just maybe, I could crack the top 10. Well, practice and qualifying goes well and I'm able to chop off time in all of the sessions, qualifying 12th. This is as much as I could have hoped for! I couldn't be happier! They'll know I was here!

At this point, it's Thursday afternoon and I'm done on track until Sunday at 4:45 p.m. - the last race of the 2017 Runoffs. *Do you know how long that is to wait?* I need things to do.

Luckily, the Runoffs isn't just about racing - it's about family, friends, and fun. Think of it as a party with thousands of your best buddies. From a welcome party to manufacturer hospitality to Region parties to worker awards to the Production party, every evening there has something going on. But despite having plenty to do, I still find myself with time to spare. I decide to go

"Getting on the track the next morning, I manage to put the awe aside and go into race mode"

over every little thing on the car, polishing and decaling it up because sitting 12th, I'm close enough to potentially win some contingency. During the weekend, we also watch a lot of great racing. Then, suddenly, it's time to head to the grid. That snuck up!

I head to grid way too early in order to talk with other competitors and collect my thoughts. When I strap in and am ready to roll, it finally hits me: You're about to race for an SCCA National Championship at Indianapolis Motor Speedway. It's a very special moment, just me in the car waiting for the signal to go. Then, it's race time.

Looking back, it was like any other race. I was going to have to

take chances, keep it clean, and try to get to the front. But it wasn't *any* race - it was the Runoffs.

The start went well. Having to dive to the inside to make sure I got through Turn 1 unscathed, I lost a few places but gained them back quickly and began climbing to the battle for a spot in the top 10. At one point, five of us were dicing for eighth through 12th, and in the mix were two past National Champions - I was in good company. My group came upon lap traffic about halfway through the race and I seemed to always get the worst of it, but that's how it sometimes goes, and I fell back to 11th.

I couldn't catch anyone and no one was challenging me - until the last turn of the last lap. The fourth- and fifth-place cars tangled in the final corner and one of them was still sitting in the grass as I drove by to take the checkered flags. And there it was, a 10th-place finish! What a way to end an adventure. 🍪

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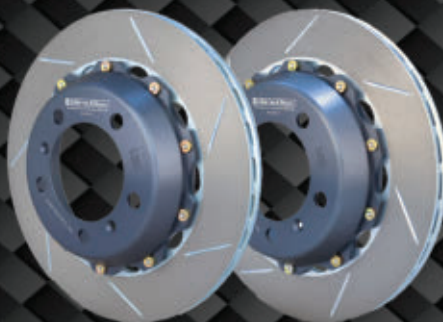
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SPEC'ING SUCCESS

Could Solo Spec Coupe be to SCCA Autocross what Spec Miata is to Road Racing? If so, autocross is about to get seriously fun

WORDS Jason Isley | IMAGES Courtesy Subaru

There was a time in the 1990s where autocross courses were littered with variants of Chrysler's Neon. Driven in large part by a very healthy contingency program, autocross competition was fierce and the fields were deep with talent. The potential for an evolution of this platform was the first time a spec autocross class had come to the surface. "I remember first discussing [a spec autocross class] about 20 years ago when the Neon was running its course," recalls Howard Duncan, SCCA Senior Director of Rally/Solo. At that time, Chrysler was kicking around many ideas, even potentially developing an aftermarket kit for road racing cars, says Duncan. "We talked about it at that time, but it went away when [Chrysler] dropped the Neon," he says. Today, we're no longer talking about Neons, but the concept of a spec Solo class is finally coming to fruition.

A NEW DIRECTION

The Solo Spec Class combines the sporty Subaru BRZ (LEFT) and Scion FR-S with an affordable suspension kit and tight rule set, providing close competition. (RIGHT) The four-seat layout of the "twins" makes them practical for daily use and weekend fun.





Rupert Eberington



Mark Weber

THE PLACE TO BE

(ABOVE) In the mid 1990s, the Neon was a staple of ProSolo and National Solo competition, with those classes drawing top-level talent and fierce competition. (RIGHT) Spec Miata is one of the most popular road racing classes today.

Even though the idea of a spec autocross class came, at the time, based on the success of manufacturer-driven programs that were also a hit with drivers at the pointy end of the field, the idea was also to help newer drivers with a lower barrier to entry for building a competitive car. "The idea was to create a package where people could compete at the Regional level without selling their soul to do it; and know that it comes down to the driver - not the latest and greatest car and parts," says Duncan.

A few years back, the idea of a spec autocross class surfaced once more, but it simply wasn't the right time. "It had been hanging there for a while," says Duncan. "[Several years ago] somebody came up to me and said something about the Scion FR-S/ Subaru BRZ twins, and that triggered the idea again," says Duncan. "But a variety

of things were going on at the time and the idea once again got put on the shelf."

But with recent interest from the Solo Events Board, the spec class idea finally got a chance to take shape. "The SEB Chairman Brian Connors came to me about a year ago and said, 'I know this has been kicked around - what would we need to do to make this go forward?' That pushed it into the realm of starting to work on the idea to see if we could make it play out."

Wanting to pick a popular, sporty, but still utilitarian car, the decision was made to go after the FR-S/BRZ. "We started to focus on the 'twins' because the car had been around for four years at that point, so there were now used versions, and the 2017 model was going to be different enough to create a break," Duncan explains of how the process began. "I've

"I've been interested in [a spec Solo class] for some time, seeing the success of Spec Miata"

HOWARD DUNCAN

been interested in it for some time, seeing the success of Spec Miata, but in the back of my mind for this to be successful in Solo, the car had to have more general day-to-day usage capability than a Miata does."

Still wanting to keep the cars civilized, Duncan turned to Woody Rogers and Trent Harvey at Tire Rack for help with what would become the spec suspension kit for this experimental class. "We immediately thought of Tire Rack as our partner in this because they have expanded product offerings beyond wheels and tires to suspension and other stuff," says Duncan. "In working with

Tire Rack, I saw that we could create a package that would be more fun to drive than a totally stock car, but not bone jarring."

While best known for its wheels and tires, the team at Tire Rack has become well versed in suspension over the years, having built a number of competitive autocross cars utilizing products sold via Tire Rack. "Howard presented his vision for a new Solo spec class in early 2017," says Trent Harvey, Brand Manager of Suspension and Brakes at Tire Rack. "The FT86 platform has proven to be extremely popular with the SCCA Solo competitors on both the National and Regional level due to its great combination of low-cost, exceptional handling, and the ability to haul everything a competitor might need for a weekend Solo event. Howard requested our input for a spec



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Courtesy Toyota

MILD TO WILD

The spec suspension kit developed and offered by Tire Rack should help transform the 2013-'16 Scion FR-S and Subaru BRZ into a cone-carving machine, while still keeping it civilized enough for your daily commute.

suspension package that would retain the ability to comfortably drive the car long distances while also offering more adjustability and performance than the Solo Street class allowances. An additional goal was to limit the cost of modifications well below the current costs to prep a Nationally competitive Street Touring Xtreme car."

In short order, a range of parts were considered, but it did not take long for Tire Rack to develop what would ultimately become the first spec suspension kit for autocross, utilizing components from Eibach, Koni, and SPC.

"Koni and Eibach are longtime supporters of the SCCA with a proven track record of providing quality performance parts at a great value," says Harvey. "Tire Rack has a longstanding relationship with these suppliers as well, and we felt confident they would meet the needs of Solo competitors.

"Once the green light was given by the SCCA field staff,

member Robert Christmas installed the parts on his FR-S for initial testing," Harvey explains. "The actual test took place in early August at the Tire Rack test facility in South Bend, Ind. Robert and I both drove the car, recording tire temps as we progressed through a series of adjustments. We were pleased to find the FR-S's chassis responded well to the range of adjustment provided by the spec suspension package. Most importantly, the car was fun to drive on course and retained great road manners on the street."

With more than 50 of the spec suspension packages shipped as of January 2018, the future is looking bright for this new class, dubbed SCCA's Spec Solo Coupe, or SSC. It has already been fully embraced by the Tire Rack ProSolo series, and if the groundswell of interest continues it could very well become a full National class and crown champions at the 2018 Tire Rack Solo National Championships.

"We have made it a championship class in ProSolo, and extended the Ladies classes to include L4 specifically for SSCL," Duncan says. "I would be a little surprised if there wasn't a National Champion in SSC in 2018, but we will have to wait and see how many [spec suspension kits] are really sold at that time."

That said, Duncan notes that the true tale of the Spec Solo Coupe class will come at the local level. "My expectation is that the Regional level will really determine how successful this class is," he says.

But it's one thing to look at the new Spec Solo Coupe class academically, and it's quite another to get your hands dirty and build a car - so that's exactly what we're going to do. In the coming issues, expect to see us rip into one of the "twins," attach the necessary go-fast spec suspension kit, and have a couple of past Solo National Champs wring the car for all it's worth. 📍

GET YOUR KIT

Having a spec class removes much of the guesswork in building a car capable of winning, and having a single point of sale makes sourcing those parts even easier. Starting with a 2013-'16 Scion FR-S or Subaru BRZ, a visit to tirerack.com will yield all you need. "The Spec Suspension parts are available to current SCCA members on tirerack.com for \$1,767," says Trent Harvey of Tire Rack. "This represents a discount of \$221 and Tire Rack covers the freight to your door.

"To make finding the SSC spec parts as easy as possible, Tire Rack has added the Solo Spec Coupe to our vehicle model lookup menu on tirerack.com. Selecting this model will filter your options to SSC class legal parts only."

Additionally, you will be able to find a selection of reasonably priced wheels meeting the class specifications, as well as tires.

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CUTTING THROUGH



Protecting your hearing goes way beyond shoving foam in your ears

WORDS Richard S. James

SCCA members have spent enough time around racecars to know they're loud. You've likely shouted to friends and colleagues at the racetrack or autocross course to overcome the noise of the cars. Road racers and their crews know they have to turn up the volume on their radios when GT cars are on track. What should also be obvious is that if you're going to spend time around racecars, an individual should protect his or her hearing. Surprisingly, that doesn't always seem to occur to people, but while the resulting hearing damage may not be felt

THE NOISE



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LAT / Photosampler

THE RIGHT FIT

Hearing protection comes in many shapes and sizes, from basic foam plugs (BELOW) to more complex units that include filters (LEFT), which cancel out loud noises but still allowing hearing. Proper fit is just as important as the plugs themselves, so make sure to follow the instructions for whatever product you use.

Options for protecting your hearing are numerous. There are the passive headphone-type earmuffs, which are usually the go-to solution for crew using radios at the track, there are the basic foam plugs, and there's the one-size-fits-all silicone plugs, some of which offer filters intended to cancel out the loud noises but still allow for hearing. Flinn, though, suggests what she says is a better solution.

"Most people reach for the foamies, the little piece-of-foam earplugs," she says. "I am really glad that they at least do something for themselves. But whose ear canals are perfectly cylindrical? I would say a good portion of the population doesn't insert them properly. And it's

"Hearing loss is painless, happens slowly over a long period of time, and becomes a permanent type of damage to the sensory cells within the inner workings of your ear," says L. Dawn Flinn, a licensed and certified audiologist and principal of EAR everything, Inc., a company specializing in hearing protection. "It is also 100 percent preventable if we educate ourselves on the available products designed to protect us. Hearing loss does not have to be an inevitable affliction for every motorsport fan or employee. Be that as it may, you only get one chance to save your sense of hearing.

"Noise-induced hearing loss shows up in a very specific pattern," she explains. "It takes away your consonant discrimination. It makes listening in group situations or with background noise more difficult,

because the background noise masks your brain's ability to hear those soft, discriminating features of speech."

Hearing loss is cumulative. That means you don't have to spend all day around noise for it to have an effect. Multiple short episodes of exposure can carry the same risk. Not only does hearing loss lead to reduced quality of life, Johns-Hopkins researchers found that declines in thinking skills happen faster in those with hearing loss.

Some effects, though, are immediate, even if they aren't recognized as stemming from inadequate hearing protection. Studies have shown a connection between loud noises and disorientation and fatigue. In other words, foregoing hearing protection may make you underperform as a driver or crewmember.

"Hearing loss does not have to be an inevitable affliction for every motorsport fan"
L. DAWN FLINN





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LAT / Lesley Ann Miller

not just the number on the side of the package; it's not just a [Noise Reduction Rating] value. If it doesn't fit your ear, you're not going to get the protection you deserve."

EAR Everything is one of several companies that creates custom-molded silicone ear plugs and ear buds. They come in several flavors, from wired to Bluetooth, from solid silicone to ear buds with passive filters. Once an ear impression is made, you can order multiples of the same type, or different types, without

"Complete isolation may overprotect you and not allow you to participate"

L. DAWN FLINN

having to repeat the process.

The goal is not just to protect one's hearing and shut out the noise, because people still need to hear at the track - from the noises the car is making to conversations between the driver and crew and even what the PA announcer is saying; it's

all important. "We have passive hearing protectors with filters in them that allow you to hear speech and the tone of the engine and the tools you're using. When you're using an air gun, if there's something not right with that air gun, you have to hear it. Complete isolation may overprotect you and not allow you to participate in what you need to be doing effectively," Flinn says.

Better, noise-blocking ear buds have another advantage over basic ones if you're listening to a radio - a driver or

OUCH!

Protecting your hearing doesn't have to be a difficult or painful task. There are a number of products on the market that can protect your hearing while still allowing for effective communication.

crewmember can hear the person on the other end much more clearly at a lower volume. Not only does this make someone less likely to misunderstand, it also helps further slow down hearing loss.

"A driver doesn't necessarily care that he is saving his hearing," Flinn notes. "He wants to hear his radio. He needs to hear what the spotter or crew chief or race control is saying to him. You can't have effective communication in the presence of noise without effective hearing protection. If I create an earpiece for you and it creates a seal separating the sound on the outside from what you're trying to listen to on the inside, you don't require a ton of volume to overpower what's sneaking around the thing you put in your ear."

Obviously Flinn believes she makes a good ear impression, but if you're not in Indianapolis or at one of the tracks she or her team travels to, getting that done is a bit more difficult. Fortunately, there are other companies that produce similar products, or she says you can go to an audiologist for an ear impression that can be sent to her company to make plugs or buds. One way or the other, though, protecting your hearing is important.

"You can go to the Driver's Schools and they'll tell you what the Snell number on your helmet needs to be, they'll show you what gloves to get or what Nomex firesuit," she observes, "but no one talks about your hearing and communication. Even if the hearing protection is simply a byproduct of improving the communication, it's an improvement." 🍎

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CRUNCH TIME

Multi-time SCCA National Champion Andy McDermid talks racecar safety – a topic he learned even more about during the 2017 Runoffs

WORDS Andy McDermid, as told to Reece White | IMAGE Jeff Loewe

Not going all out on safety doesn't pay dividends. There's no pay value in it. Generally, the safer you make the car, the tougher it is, and the faster it is. I think I've always been focused on the safety equipment. We really do pay attention to this stuff. You get what you pay for.

I'm a heavier driver, and having mediocre belts never made a whole lot of sense to me. Buying the cheapest belts just seems like a good way to get into the windshield. You also probably can't spend too much on a helmet and safety restraints. If you're running Club stuff, you probably don't need a

\$4,000 top-of-the line helmet but, on the other hand, a solid helmet that's worthwhile probably will cost you a grand and it's worth every cent.

Head and neck restraints are just as important. I'm a HANS guy, because that's where I started. Unfortunately, I've had a chance to prove its effectiveness a

couple of times, so I'm a firm believer at this point.

We build our roll cages in-house. I'm a Ford technician during the day, and all the guys who help me with the car are my friends – we do this as our hobby. We have our own tubing vendors, but it's our design. We follow the specs of the GCR, but



BUILT RIGHT

Many racers put an emphasis on what makes the car faster, but placing extra effort into what makes the car safer can pay off in the long run.

we use different cage examples from other places. We take a lot of cues from sanctioning bodies that run full body cars and cages. We look at the Australian V8 Supercars and get some ideas there. NASCAR really isn't that helpful for us because that's a tube chassis car - although it would be a useful reference in a

GT1 car. For our American Sedan car, it's more British Touring Car, World Rally, and anybody else who runs a full-bodied car that puts a cage inside of it.

I can't say enough about my fabricator, Rich Young. He draws the cage out and knows what affects what - he's a pipe-fitter welder for a living, and a good one.

We sit down with a blank sheet of paper and Rich's ideas when we get a car. We sit down with the rules and say, 'This is what we want to do to make the car tough.' Obviously, you're looking for performance, but the safer you make it the faster it's going to go.

It's all about triangulating all of your welds for the car. That's really

the big issue, and he's an absolute wizard at that. He shows me what he's doing, and I couldn't even dream of some of it. We have other people who are associated with the team who are really big league. They look at our car and they all say this guy is great - don't change a thing. That's how we build our cages.



I've rolled two cars that he's made cages in, plus a couple of odds and ends, like the 2016 Runoffs at Mid-Ohio. Then there was the accident at the 2017 Runoffs at Indianapolis. At Indy, I was going through a sweeping turn on the backside of the course, and evidently there was a GT2 car – a well-meaning guy, I've driven around him before. It

was just a complete misplay. He steered into my path thinking there was somebody coming down the other side of him. He clipped me, which sent me spinning into the wall going about 120mph.

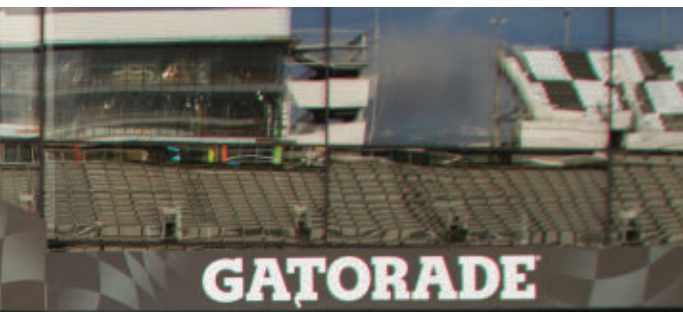
My Mustang took a driver's side impact. The car spun all the way to the inside wall and came to a rest. It knocked the wind out

of me and tore me up a bit. It was pretty unpleasant, to be honest. I'm still getting back under full steam at this point, even now.

The HANS Device – I'm thrilled that's a rule now because that thing was an absolute godsend for me. I had a really big bruise on my upper left chest from the left side of the HANS Device where it was holding onto my head as

opposed to letting it hit the wall or the net, or just going out of the car. It was a really violent hit.

The head and neck restraint did me a great amount of good, but the seat we were running didn't have enough lateral support. It was a good seat, it was a \$1,000 seat, made out of carbon fiber; it didn't break and the mounting was perfect, but it



Rick Corvino



didn't hold me in as well as I thought it would. We're going to be seat shopping, looking for more lateral support in the seat. The sides of the seat need to come forward more. I got kind of shoved out between the seat and the belts, which allowed me to contact the side of the cage, and that bruised me up pretty bad.

After the accident, we headed

back to the shop and put the car in the air, then we plum bobbed the primary section of the car. There was no cage migration at all, no rocker migration, no roof migration. Obviously, however, there was heavy sheet metal damage. The left front had caved in the shock tower. It was kind of an odd thing where it caved the shock tower, pushing it into the

MOVING ON

With many years of racing, and many championships to his credit (LEFT, 2015), one of the most important lessons Andy McDermid has learned is when it's time to retire a chassis after an incident (BELOW, 2016).



Jay Bonvouloir

car when the engine was getting thrown back against it - it ripped the engine right out of the car. The engine mounts were torn, and we run a solid mount. It was some serious stuff.

For others going racing, first and foremost, read the rules. That sounds simplistic, but if one is to read the rules over and over again until it's ingrained in your head, it gives you some perspective. The guys who wrote the cage rules in the SCCA did so based on a lot of experience. That said, the cage rules aren't perfect.

When it comes to cage building, you're not looking to exploit the rules; you want to be on top of what the car needs to be. But you're also looking to make the car as safe as you can make it. The rules are worried about safety, but the great byproduct of the rules is that generally the closer you follow the rules, the safer your car is, and the more car you have to adjust. Which, of course, means it goes faster.

If you don't have someone to build your cage in house, which most people don't, you need to get with someone who's an established cage builder. If you're racing American Sedan, who is the primary cage builder in the class? Go find out who that is.

I recommend if someone

is getting into racing and making plans to go to the front of the class, buy a National Championship car in the class you're interested in because the cage is going to be right, I guarantee it. If you want to build one, get with the person who seems to be the primary or dominant cage builder in the class. If you're getting beat by somebody, go use their guy - that's the bottom line.

Whenever I'm talking to anybody and they haven't built a racecar before, I ask them questions. Have you got the spec fuel cell for the class? And your fire suppression, you don't want to skip there - if guys are like, I don't want to put in a system any bigger than the rule states, I tell them they want a giant one.

We're going to replace the body tub in my American Sedan Mustang for 2018 because of the three incidents it's had. We had an incident at Mid-Ohio before the 2016 Runoffs where a GT1 car parked in the backside of Turn 1 and I ended up collecting him on the start and ripped one of the wheels off my car. We did some serious damage to it then. We got that fixed and then we had the Runoffs incident with Mr. Sloe. Then Indy happened. The body tub has been fixed a few times, and it's done. Being smart enough to realize when it's time to cut your losses and move on is key.

Looking at the whole perspective, having ruined a bunch of cars, rolled them and all of that, when you're in the throes of something, you want to make sure you have the best there is when it comes to safety. I've been there, done that, and have been glad we didn't take the easy route. ☺



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READY TO RACE

For 20-year-old Tyler Brown, racing is in his future, but that doesn't necessarily mean only behind the wheel

WORDS James Heine | MAIN IMAGE Hilary Frank

Many of the young men and women who appear in this column aspire to a career in motorsports as a driver, whether at the grassroots level or as an up-and-coming young professional. Milwaukee Region's Tyler Brown, 20, has a similar goal, but the road he hopes to follow doesn't necessarily involve slipping on a fire suit and buckling himself into a racecar every weekend during a racing season. "Of course, I will always hope to be able to drive myself with the SCCA and other amateur racing clubs," Brown says, "but I would rather pursue a career behind the pit wall than behind the wheel. Auto manufacturers like Mazda and Chevrolet have great motorsports-development teams that I aspire to be part of some day."

To reach that goal, Brown is pursuing a mechanical-engineering degree at the Milwaukee School of Engineering, where he is a Dean's List junior and a

member - and treasurer - of the school's SAE BAJA club, which is busy building an off-road vehicle for SAE competition later this year.

"I would love a career in the sport that I love," Brown says, "and being a part of a motorsports-development team sounds like something that would fit me well."

There is another aspect to Brown's goals for himself, too. In addition to becoming part of an elite team of engineers for an auto manufacturer, Brown would someday like to helm his own race prep shop. In fact, Brown has a modest start on that goal already. It's called Sneaky Moose LLC, a small race prep and service operation he debuted in 2017.

"Right now, I mainly work on our three racecars, but I have also been taking on cars from other Spec Miata drivers here and there," Brown says.



Mark Weber





REACHING OUT

While Tyler Brown's family, as with many SCCA families, has been around motorsports for a long time, that's not always the case with his friends and acquaintances, Brown notes. Many, he observes, "do not really know much about racing at all, although some of my close friends do come [to the track] and enjoy it."

For his friends who are in the dark, so to speak, about motorsports and the SCCA, Brown says he wishes he could "get them closer to the action, or take them along for a ride-along, so they could feel the adrenaline rush that it is." To that end, he and his dad "have an open invitation for their

friends to come to the track," Brown says.

Because there are so many distractions today, getting someone to the track can be a challenge even if that person has expressed an interest, Brown notes, but once there, it's often an eye-opening experience.

"It's sometimes a culture shock that people like us do what we do, and that there are so many of us," he says. "People genuinely seem to have a new level of respect for racing after they come to the track. So, primarily, we just try to get the people to come and check it out. We offer an open invitation and go from there."

"It has helped put me on
the path of the career
I wish to pursue"

TYLER BROWN

Creating Sneaky Moose and beginning to work on customer cars has been a good learning experience, Brown believes. "It's helped me with valuable life skills," he says.

Brown says the genesis of Sneaky Moose can be found in a proposal his dad, Tom, also a Milwaukee Region Spec Miata driver, made to him after the 2015 racing season. Build me a new Spec Miata racecar, the senior Brown said, and you can race my old one.

Tyler Brown accepted, naturally.

"In 2012, the team my dad was running with, Advanced Autosports, started to let me do some small work on their cars, including washing windshields and cleaning the cars," Brown explains. "This eventually turned into a summer and weekend job that over the next few years allowed me to learn a great deal about cars and mechanic work, not only by working at the shop, but also by traveling to all the local tracks, as well as to tracks many states away."

So, over the course of four months during the winter of 2015 and '16, Brown set about building his dad a new racecar. The donor car was a 2002 Mazda Miata street car with more than 100,000 miles on its odometer that Tom Brown acquired in December 2015 from an owner in Michigan. The street-to-racecar conversion was a success, Brown adds, noting that he also now has rebuilt the 1999 Spec Miata his dad raced before the advent of the '02 car.

"It's the one I'm allowed to race," Brown says of the 1999 Miata.

Actually, he adds, before being turned into his dad's racecar in 2013, the '99 was his own daily driver, having acquired it while he worked at Advanced Autosports. "It was the first car I bought," Brown explains.

"I thought it would be great to have a street car that was the same as the racecars I was wrenching on."

What was the result of all this Spec Miata wrenching, building, tuning, and

SUITED UP

Tyler Brown has learned a lot about racing in only a few years, with his skills extending beyond the driver's seat.

racing? "I have reached the point that I am now able to run with my dad on track, which to me is something that I cannot explain how special it is," Brown says. "I have been looking up to him my entire life. I have always wanted to be like him some day, and now being able to run on track side-by-side against him is the most spectacular thing to me."

To wit: In a tough SM field at the June Sprints last year, the younger Brown finished ninth on both Saturday and Sunday to his dad's eighth- and 10th-place finishes. Ditto for the 2017 Super Cat Majors at Road America. Brown recorded seventh- and fourth-place finishes over the two days of the weekend; dad, Tom, recorded sixth-place finishes both days.

This year, Brown's schedule has included the January Homestead-Miami Majors, where he wrenched for his dad, which he also will do at the NOLA Super Tour March 3-4 and at the Road Atlanta Majors on March 17-18. By summer, Brown adds, when the Northern Conference Majors at Blackhawk Farms and Road America light up the calendar, he will be behind the wheel also, in addition to turning wrenches.

For his understanding of the craft involved in preparing racecars, Brown credits the opportunities offered to him by the staff at Advanced Autosports.

"Dave Wheeler, Ann O'Malley, Andrew Trujillo, Ben Merwin, Brian Zellner, and Bob Pisarek have taught me pretty much everything I know today about working on racecars," he says. "I owe a lot to them, and the opportunity they gave me to work alongside them as a young teenager will never be forgotten. It has helped put me on the path of the career I wish to pursue."

Credit, he adds, needs to go to his family, too, and especially his dad, who introduced him to road racing and the SCCA, in part through the June Sprints. "My dad and I have created a special bond that we will forever cherish. It has come from all the aspects of our racing careers that we have shared; from traveling together, watching race videos together, watching professional races, and racing against each other. He has been the most influential person in my racing career and my life, and I will never be able to thank him enough." 🍷



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CLOSE TO THE ACTION

Kevin Coulter's experience with the SCCA began like it has with so many others: A friend invited him to the track. Today, Coulter is a Nationally licensed Steward who has worked everything from Regional races to the Runoffs.

over the years. It has been such a privilege to do this work."

Prior to becoming a Steward he worked both as a Flagger for a dozen years, along with Rescue for some events. He worked numerous spotlight events: The Montreal Grand Prix; the 24 Hours of Sebring twice; and IndyCar races at Road America, Long Beach, Laguna Seca, and Detroit, to name a few. As a Steward he has only missed one Runoffs since 2007. He and his family are all in. "This is our outlet, I'm lucky they all enjoy it as well," he says.

Kevin was in his mid-30s when he was asked to join the Stewards training program. He'd been active in the Chicago Region Competition Committee and, as someone with expertise from the computer world, he led the rollout of the transponder technology for the Region. His viewpoints and opinions were well respected. He says that the job reminds him in some ways of being a flagger. "You have to think ahead," he notes. "You have to have a plan. It is all about the 'what-ifs'. Some of the Stewarding roles have the luxury of time to reflect and consider, but the Operating Steward does not."

Kevin sat in that chair one year at the June Sprints when the proverbial fertilizer hit the generator. "At the green, for the first pack of a split start for an FA/FM/FC race, I saw the undersides of two tubs, then I lost sight of the cars," he recalls. "We had another 30 cars in the second pack coming up the hill about to take their green flag. We went red immediately." Kevin says you have to act and let your training take over. "You feel it later on, when things slow down."

One of things he relishes about the Stewarding role is that you don't do the same job every weekend. They rotate the tasks so each event involves a different set of responsibilities.

THE RIGHT CALLS

For Chicago Region Steward Kevin Coulter, planning and learning are keys to success | **WORDS** James Kearney | **IMAGE** Courtesy

Kevin Coulter is not the only SCCA walk-on to experience trial by fire, but his was indelible. He'd grown up going to oval tracks, as his dad raced stock cars in the early 1960s. After college and out in the world, Jim Davis, a co-worker who was also a flagger, coaxed him into going along with him to Road America to see what road racing was all about. The 1990 IMSA event included some serious high-speed machinery. "It was the first time I'd seen a road course of any kind. I worked Turn 1 and Rich Ryan handed me a blue flag. He told me to wave it if a GTP car got next to a Camel Lights car and to wave it if the

Nissan GTP got close to anything," he recalls with a chuckle. All manner of extraordinary vehicles screamed by Kevin's flag station at warp speed that weekend. "I was just so close to the action, I'll never forget it."

Kevin says he is a classic example of someone who came for the cars but stayed for the people. "I've been so fortunate to meet and work with the most wonderful people imaginable. This has become my family's hobby - it is what we do," he says. Since 1991, he has only missed one June Sprints at Road America. "My relationship with the Club has deepened and evolved

"Our role is not to be the bad guys but to ensure that the competition is fair and safe for everyone," he points out. "That can involve making some tough calls. At the first event where I was a Steward in training, Ken Patterson came up to me and said, 'Read the book, know the book, but don't interpret the book.' And that is what I try to do everyday I'm at a racetrack." Competition is all about competing interests. Sometimes what appears to be a slam-dunk is not. A question came up about whether a part on an [American Sedan] car was OEM. Because of some less than clear language in the book, what was thought to take 20 minutes took four-and-a-half hours. "I learn something every day I go to a racetrack."

There are some qualities Kevin says are necessary for the Stewarding job. "You look for someone who is a good listener. You want them to be open-minded. They have to have the ability to get to a decision efficiently. And they can't take the easy way out. They have to be willing to get to the bottom of it."

"My relationship with the Club has deepened and evolved over the years"

KEVIN COULTER

Kevin has been on SOM [Stewards of the Meeting] committees at the Runoffs that have reviewed incidents that affected the National Championship. Some have left the results the way the cars crossed the line, while others altered the results, taking away a championship "It was gut-wrenching," he says. "We hate to affect a National Championship but it was the right call, in our opinion. I always encourage drivers to appeal our decisions. I want to be right, but I want the right thing to happen for the right reason. I have great confidence in our court process."

Kevin says he was blown away when he received the SCCA Worker of the Year Award for Stewarding during the 2017 Runoffs at Indy. "It was magnificently cool. Some drivers forget that it is the Runoffs for the workers, too. How can you not enjoy a week where you get to work in Gasoline Alley and you get an award like this to boot?" 📍

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Steve Gauding	Central Florida
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Peter Morrison	New England
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Richard E. Fedler	Milwaukee
John W. Hammond	Atlanta
Josh Lanners	San Francisco
Scott Lindberg	Milwaukee
Ellen Lowery	Cal Club
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Diane M. O'Connor	N New Jersey
James A. Rose	Washington DC
Kevin G. Crain	Central Florida
Christy Graham	Cincinnati
Mark Biamonte	North Carolina
Carol Clemens	Detroit
Gregory Derk	Florida
Basil (Butch) F. O'Connor	N New Jersey
Diane Tedeschi	Ohio Valley
Raymond L. Barker	Wichita
Penelope R. Coy	Cal Club
Melanie C. Crain	Central Florida
Anna Neave Crissman	North Carolina
Lynnette Markowicz	South Bend
Russell E. Matthews	North Carolina
Gregory McDermott	Washington DC
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Betsy Speed	Central Carolinas
Patricia A. Van Epps	Florida
Jeff R. Banker	Atlanta
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Dennis Chalfont	Cal Club
Todd Cohen	Blue Ridge
Dean Croucher	Finger Lakes
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Ann Marie Stinehelfer	Colorado
Graham P. Taylor	Washington DC
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Theodore J. Hardesty	Ohio Valley
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Jeffrey Niess	Oregon
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Dale Shoemaker	Las Vegas
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20-29 DAYS

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Sharon Dee West	Land O'Lakes
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A.J. Tyler Schramm	Atlanta
Judy M. Davis	North Carolina
Michael A. Henry	Atlanta
Gayle Jardine	Cal Club
Dustin Stevenson	Atlanta
Deb Hamilton	Ohio Valley
Anne Kumor	Milwaukee
Donna-Jane Thielke	Milwaukee
Terri L. Zane	South Jersey

30-39 DAYS

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Neil Harmon	Central Florida
Jeffrey T. Hutzelman	Steel Cities
Rosa Lee Smart	Houston
Thomas McLeod	Washington DC
Marilyn Freeman	New England
Scott Henk	Washington DC
James (Jeb) T. Bucher	Ohio Valley
William Scott Stewart	Misery Bay

40+ DAYS

Paula Hawthorne	Steel Cities
Bob Ricker	Florida
David Rodman	New England
Russell Gardner	Washington DC
Neil Harmon	Central Florida
Jeffrey T. Hutzelman	Steel Cities
Rosa Lee Smart	Houston
Thomas McLeod	Washington DC
Marilyn Freeman	New England
Scott Henk	Washington DC
James (Jeb) T. Bucher	Ohio Valley
William Scott Stewart	Misery Bay

SCCA's Volunteer Incentive Program allows volunteers to obtain membership discounts based on the number of days they volunteer each membership year. This is a list of members who have volunteered 12 or more days prior to their membership renewal. Updated lists will appear quarterly in *SportsCar*.

THE JOURNEY

Being on the Club Racing Board is not easy, but as CRB Chairman Jim Wheeler enters his final year, he discovers there's plenty of good in there, too

WORDS Jim Wheeler, Chairman, Club Racing Board | MAIN IMAGE Jeff Loewe

When the CRB's Chairman at the time Bob Dowie asked me in 2009 to move up from the American Sedan Advisory Committee to the CRB, I was a little hesitant, but not as much as I was a year later when he asked if I would take over as the chairman. I accepted under the condition that he would make me vice-chair for a year so I could really see what the job entailed. In January 2012, Bob had finished out his 10 years and I started what would become the first of eight years as chairman.

Since accepting the chairman position, I have had a number of interesting interactions with the racing members of this Club, including being yelled at by the great Joe Aquilante in the Runoff pits at Mid-Ohio for the CRB's error in allowing the monster Viper in T1. Either in person or on social media, our mistakes have been brought to our attention with gusto. There have been some miscues, indeed, but given the volume of letters and requests, I'm pretty happy with our success-to-failure rate.

On the flip side, on the tow back from the Laguna Seca Runoffs in 2014, fate and glitches put Tom Aquilante and me on the same stretch of interstate together out in the middle of nowhere. We had a nice cell phone conversation for a half hour or so. Of course, it was about racing.

I've had dinner with racing legend Roger Penske and had the pleasure of spending thousands of hours with a list of wonderful SCCA members whom I might otherwise never have met. From SCCA past staffer Terry Ozment teaching me so much about how the Club really works, to Dennis Dean (the rock star of all stewards) and Mike Cobb, SCCA's new President, I post my thanks. I have spent

"This CRB also invented the non-traditional Driver's School, which was a boon to drivers"

countless hours just talking with them about this sport I love. I could fill pages with the names of really great scrutineers, F&C workers, Stewards of the Meet, CoA members, and more who have worked with me and the other CRB members at all of the Runoffs. It has been a real pleasure for me.

Working for the Board of Directors has been - how should I put this - entertaining. With 13 diverse individuals, all successful in their own sphere, coming together to help chart the course for Club Racing, it's not surprising that there have been a few bumps along the way - but some bumps turned into great relationships. I was warned that past Area 4 Director Steve Harris could be hard, but he turned out to be one of my go-to guys on the Board of Directors. Steve's only mantra was to get it right. He and Bryan McCarthy will both be missed, as they passed far too soon.

Of course, my only focus has been on Club Racing, while the Board of Directors has to deal with insurance, budgets, Solo, Rally, RallyCross, risk management, and all of the other Lego pieces that make up the SCCA. For 2018, the CRB has three BoD liaisons: Bruce Lindstrand is in his last year on the Board, Jason Isley is in his first, and Marcus Meridith is a returning BoD member. They will attend the CRB calls and act as our voices with the BoD.

During my time on the CRB, we have worked through the demise of the Showroom Stock classes and their incorporation into Touring. Super





Dennis Wood

A ERA OF CHANGE

During the time Jim Wheeler has been on the Club Racing Board, SCCA Road Racing has seen the reclassification of Showroom Stock (MAIN) into the more popular Touring category, the creation of the tuner-friendly Super Touring Under and Super Touring Lite classes (LEFT), and the reimagining of C and D Sports Racing into Prototype 1 and 2 (BELOW).



Rupert Berrington



Touring Under and Super Touring Light were invented and have become two of our most popular classes. SRF has become SRF3 and Sports Racers have been consolidated into P1 and P2. Most of this happened during a period when that BoD's focus was on trying to manage the number of National/Majors classes. That is to say, reduce the number of classes.

This CRB also invented the non-traditional Driver's School, which was a boon to drivers in Regions that could not afford to put on schools. It does not seem to have harmed those Regions that had a strong Driver's School program, leaving enough new drivers to continue to support a traditional school.

As I write this, the CRB's January call is tonight and we have an even 100 letters in the log. We will probably have more by call time, as there are a couple of hundred on the committee pages, some of which may be moved up for our consideration. In 2018, we will have multiple face-to-face CRB meetings, including an all-day meeting at the SCCA National convention in Las Vegas, a mid-year Kansas City meeting, and then we'll hold our final CRB gathering at the PRI Show at the end of the year; this will be my final meeting.

I can definitely say that being on the CRB is the best job in the SCCA, and despite the ups and downs of the position, it's not without sadness that my stint comes to an end. 🍷



PLAYING IT SAFE
(LEFT) A wall of cones can help clear up a potentially dangerous situation. Drivers may hit the cones, but at least they won't exit the course. (BELOW) Course workers will often witness course degradation first – if you see something, say something.

SAFETY IS THE KEY

For a successful and prosperous autocross program, safety is essential – and you are key to making it happen | **WORDS** Paul Brown | **IMAGES** Rupert Berrington

It could be said that the National Aeronautics and Space Administration has a history of accepting unsafe situations as the norm. Case in point: O-rings on booster rockets with numerous observed non-catastrophic failures led to an acceptance of those failures and an assumption that this was the worst case scenario. As we all know, this was the wrong decision. But what does this have to do with the SCCA? Perhaps it's a learning opportunity.

What we don't want to do is emulate an approach that assumes worst case scenarios won't occur. If we have an unsafe situation that gets repeated yet we always manage to slink away without a problem, that doesn't mean the situation is safe. What it means is that eventually the safety issue will come to a head and, if we are lucky, the consequence will only be minor. If we aren't lucky, someone might get hurt.

To fight these scenarios, the Club has a Solo Safety Steward (SSS) program that is quite effective. If it weren't, we wouldn't have an autocross program and you'd be reading a magazine about growing petunias or traveling to pinochle tournaments.

So, why is the SSS program effective? Someone is responsible for safety – that is key. Second, the program is knowledge based, not just a bunch of numbers and a list of rules.

Unless what you are trying to make safe is a trivially simple task, it's just about impossible to write enough rules to make it truly safe. Should the rules all be written down, the volume of said rules would very quickly become unmanageable and difficult to learn.

Another reason the SSS program has been effective is that it has some teeth to it – the official SSS at any event has the power to shut down an event if he or she feels there is a safety issue that isn't being adequately addressed. To date, that has not happened, but the fact that the SSS has that power means that any significant concerns are not ignored. And finally, we, as a Club, are pretty good at learning from our mistakes, which helps to avoid repeated issues (see the rollover section of the rulebook for an example of that).

So, we are at an autocross event and a car spins, coming dangerously close to a light pole. Nobody thinks too much about it, but a second car spins in the same spot – again, with no damage to anything other than an ego. This might be a good time to take a look at the course design. Changing a course in the middle of an event can be a hassle, but it's a whole lot better than having an incident.

Second scenario: A car gets lost on course, heading toward spectators or an overlapping



part of the course. "Dude, we'll send a navigator with you next run," someone says to the driver. Same thing happens to multiple non-novice drivers. Perhaps this is a time to add a wall of pointer cones that don't actually change the course but instead improve the visuals? Believe it or not, we've had this happen at the Tire Rack Solo National Championships more than once – with expertly designed courses. It incurs a few minutes of down time, but the result is more than worth the delay.

Last scenario, and one that is not nearly as rare as we might wish: The surface starts breaking up. The Solo National Championships may be the poster child for this one. The course breakup can cause a number of safety problems, like rubble becoming flying objects or the flying rocks opening up an oil pan. The crater where the rubble is coming from can be its own safety problem, either threatening suspension parts or triggering a rollover. Again, a little downtime quickly avoids a dangerous situation.

Let us not ignore those warning signs. If we've got cars getting close to fixed objects or each other, or a pothole is forming, speak up. Solo Safety Stewards are paying attention, but they can't be everywhere – chances are, you're on the frontlines and witnessing the potential danger firsthand, so let them know. 🟡

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AT THE OUTMARKER

RoadRally Board Chairperson Rich Biretta looks back at six years on the RRB

WORDS Rick Beattie | MAIN IMAGE Rick Beattie

With the start of 2018, Rich Biretta ended his six years on the RoadRally Board, almost all of that time as the Chair. During that time, Biretta used his rally experience and leadership skills to move the RoadRally Board onto a professional route.

As Biretta explains, "I was active in rallying in high school and college from 1969 to 1976 in the Detroit area. When I joined the RRB in January 2012, I had [been] very active in rallying, running events in Kansas, Oklahoma, and Michigan since 2004 and had been following the SCCA RoadRally efforts closely, so I was familiar with the state of the sport in 2012. I was struck by the small but very expert community

of rallyists at the National level but disappointed in the lack of work being done in developing and promoting the events at the entry level of the sport."

That familiarity shaped his role as a RoadRally Board member, and very soon chair, "as having a dual focus: re-growing the sport of rallying at the local Region level while preserving and administrating the National RoadRally championship program," he says.

Biretta assumed the position of RoadRally Board Chair in July 2012. At that time, the rally Board's struggles with organizing the program had become the focus of the SCCA National Board of Directors. Biretta started with "basic blocking and tackling for running



Daryl Scott

ON THE ROAD
(ABOVE) Rich Biretta has spent the last six years on the RoadRally Board, helping make numerous improvements to the sport during that time.

a Board." He reorganized the monthly meetings by first making sure the agenda was distributed at least a few days in advance, running the meetings to cover the entire scope and committing to the next month's agenda any items that couldn't be completed.

To handle the basic administration and minutiae of the National program rules and organization, the RoadRally Board formed the National Events Committee (NEC), as a subcommittee reporting to it.

Those changes, however, were not what Biretta considered most critical. When he first joined the Board he "was surprised to learn we didn't have a lot of metrics on where the program was." Information like

size of the program, the number of Regions participating, and so on, was not available. Bireta changed that in the first month of being the Chair.

"For the past six years I've published an annual participation report - the trends are in the right direction," he says. "Last year we had over 3,200 competitors in 118 events. While this is down from 2016 levels, it is fully 10 percent larger than 2015. One of the surprising statistics to me is that we had events in 39 of the [more than 110] SCCA Regions in 2017, up from 33. That means that one-third of SCCA Regions had a rally program last year. I don't think your average SCCA member knows that."

Many people contributed to the effort over those six years, but there were contributions from three distinct areas of SCCA Bireta wanted to single out. "[Two of the SCCA Board of Directors] liaisons during my term deserve special mention: Terry Hanushek and Lee Hill. Terry and Lee provided more than mere liaison duties during their terms. They were actively involved in providing advice, leadership, and guidance during the RRB meetings and privately to me.

"I have had several individuals who have provided me with their opinions, advice, and leg work on specific tasks, but they have asked to do so anonymously," he continues. "They know who they are and they should know I've appreciated their contributions more than words can express.

"Cheryl Babbe of the Arctic Alaska initiated and continues to publish the RoadRally eNewsletter each month. This is a great avenue for getting the word out about our sport and tying the entire rally community together."

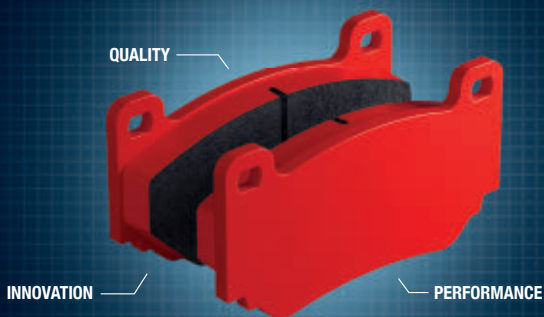
Bireta's hope for the future RoadRally Board is straightforward. "Focusing on growing our sport has been, and should remain, the highest priority for the RRB. The formula for achieving this growth has three prongs: making it easy, making it visible, and making it happen. The largest inhibitor in establishing a new rally program is identifying an individual or group of individuals who are willing to invest the time and energy into putting on events that will draw new entrants. The RRB can remove inhibitors and provide training and guidance, but without these feet on the street, we won't see Regions establishing new rally programs." 📍

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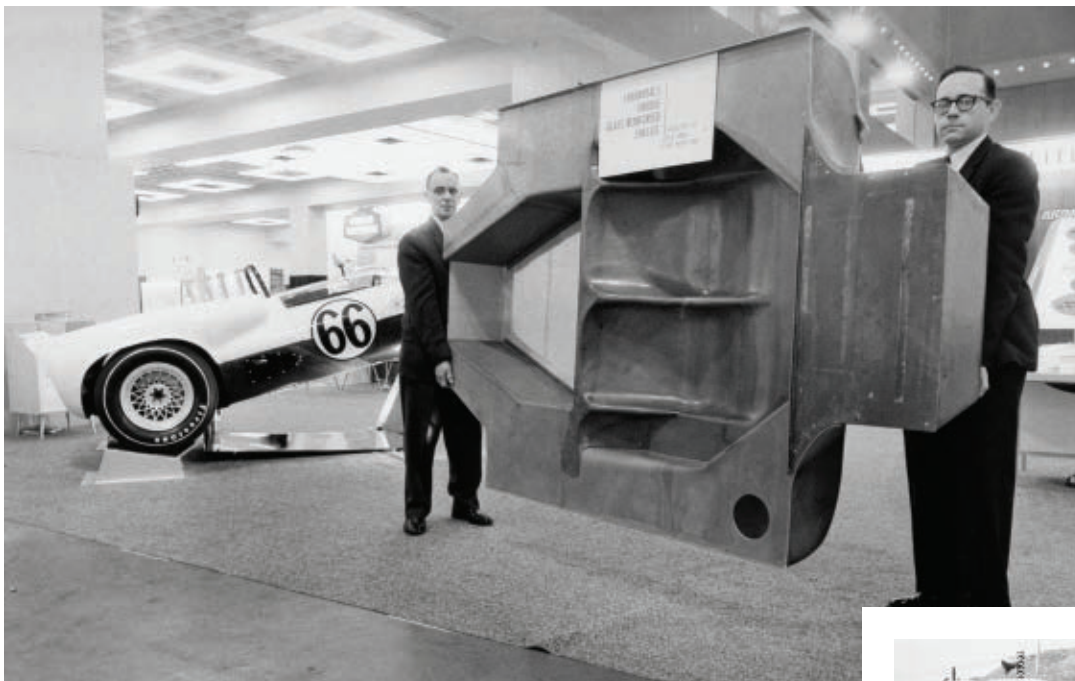


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HIDDEN GEMS

The SCCA Archives have already turned up a number of amazing finds, like this photo of two men holding up the lightweight Chaparral 2 chassis (LEFT) as well as photos of Peter Brock's Shelby Coupe on its first day of testing at Riverside International Raceway (BELOW).



FINDING HISTORY

SCCA's Archives tell a story of design and engineering innovation, yet the process of uncovering our past is only just beginning

WORDS Jeff Jacobs, Vice President, SCCA Foundation | **MAIN IMAGE** SCCA Archives

Everyone expected the SCCA Archives to hold a wealth of information about past race results, membership records, and maybe even some old race photos and trophies. Meanwhile, the article that appeared in the January edition of *SportsCar* about the Archives told a different story - it revealed the amazing collection of Region newsletters that are now sorted, catalogued, and properly stored for future reference. The latest revelation about SCCA's Archives is the fascinating history it holds about the role the SCCA and its members played in the advancement of automotive design and engineering.

Take for example this press release dated June 28, 1965, from Union Carbide Corporation celebrating the "first successful all-plastic chassis" following a victory that shocked the sports car world. SCCA Hall of Fame member Jim Hall and his co-driver Hap Sharp shattered the qualifying record set by Ferrari the year prior by nearly nine seconds in their lightweight Chevy-powered Chaparral 2, turning lap times under three minutes at Sebring for the first time in history. Despite a 30-minute downpour with 50mph winds that

flooded the track with just three hours to go, Hall and Sharp persevered to take the win.

"Jim Hall's Chaparral sports-racing car - winner of the grueling 12-hour Sebring event, considered by many experts to be equal to 100,000 miles of ordinary driving - is the first successful car to be built on an all-plastic frame," the press release explains. "The fiberglass-reinforced epoxy chassis (fabricated by PlasTrend, Fort Worth, Texas) weighs less than 100lbs." The company announcement goes on to laud the advantages of the "molded plastic construction" and notes the Chaparral racing success at subsequent races - a season in which they won 16 races in 22 starts.

SCCA Archives technician Joe Cali at the International Motor Racing Research Center in Watkins Glen, N.Y., discovered the press release and a photo of two men holding up a Chaparral 2 chassis at a Union Carbide exhibit in a demonstration of its light weight. Joe, along with fellow technician Rick Hughey and head archivist Jenny Ambrose, are turning up more examples of SCCA-related design and engineering every day.

Another recent example is a great photo

of Peter Brock's Shelby Daytona Coupe on the first days of testing at Riverside, Calif., on Feb. 4, 1964. Another SCCA Hall of Fame member, Brock's innovative design produced an additional 15mph over the prior Cobra roadster as well as 25 percent better fuel economy. These innovations would ultimately lead to the 1964 Le Mans GT class win by Dan Gurney and Bob Bondurant, among numerous other victories for the cars.

In addition to supporting the cataloguing and preservation of the Archives, the SCCA Foundation provides support to the next generation of young designers and engineers through its support of the Formula SAE program. Foundation funding provides for awards to recognize the top performing SAE teams and mentors. Donations to the Foundation not only help with the preservation of SCCA's history, but ensures that our young members will continue to be the industry leaders into the future - hopefully inspired by the stories uncovered by the great work being done by the team at the IMRRC.

For more information about the SCCA Foundation or to make a donation, go to www.sccafoundation.com. 📍



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scca.com

BUSINESS CLASSIFIEDS

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

MINIMUM BILLING: \$120

*Contact ad department for exact measurements prior to submission.

TO PLACE BUSINESS CLASSIFIED:
CONTACT OUR AD DEPARTMENT

Nicole Szawlowski
 (949) 417-6722
 Nicole@racer.com

PERSONAL CLASSIFIEDS

50 words	1 x	\$39	+photo \$64
50 words	2 x	\$54	+photo \$100
50 words	3 x	\$73	+photo \$134
50 words	4 x	\$86	+photo \$164

MINIMUM BILLING: \$39
MAXIMUM WORDS: 50

NEXT AVAILABLE ISSUES:**MAY 2018**

SCCA's Best Drivers

Reserve space by: February 23

Materials due: March 11

Mails: March 26

TO PLACE PERSONAL CLASSIFIED:

Call (949) 417-6713, or e-mail classifieds@racer.com

PERSONAL CLASSIFIED CATEGORIES

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

2013 RADICAL SR-3 RS > high downforce kit. 1,340cc Hayabusa motor and full-sequential gearshift system with steering wheel-mounted paddle shifters. Fantastic car. Looks and runs great. Maintained by Team Stradale at Autobahn Country Club. \$57,000. **Contact: (407) 492-3500**

**FORMULA FORD RACECAR WDF3 >**

1971 Palliser-Winkelmann Formula Ford racecar WDF3, steel tube frame chassis, 1.6L Kent motor, 2 sets of wheels (8 total wheels), complete fiberglass body, last ran in 11/06, CSRG logbook, 2 binders. \$12.5k OBO. **Contact: Henry (559) 790-5815**

23 PRODUCTION BASED | GT ▼

AS CAMARO > Professionally built iron head 305, Tremec transmission, GM rear with new 3.73 gears and Moser axles. Ground Control Advance Design double-adjustable shocks. Three sets of wheels, new Hoosier rains, two sets Hoosier slicks with one race each. Lots of spares. \$15,000. **Contact: Boyd Lear (620) 272-4509 or boylear79@gmail.com**



1989 MAZDA RX7 > 13B rotary. Wins in ITS and EP. Ready to race. Current log book. Great car for parent/child. Both can race. 4 sets of rims, spare transmission, rear-end and many other parts. \$12,000. **Contact: boat1@sccost.net or text (843) 222-8899**

23 PRODUCTION BASED | GT ▼

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

**MINI COOPER B-SPEC RACECAR >**

under 10k miles on 2011 chassis. Two sets of wheels, rains, dependable racecar. \$15,000, no trades. **Wes Holliday (304) 343-2277/email: wes@suddenlink.net**

**AMERICAN SEDAN CHEVY**

CAMARO > Two-time Runoffs podium, four-time SoPac Division National Champion, many track records, 454hp, \$5k exhaust, carbon fiber dash, data acquisition, custom Kodiak wheels, Ford 9-inch with four limited-slip rear-end ratios, Ohlins single/double adjustable shocks, three fiberglass hood styles, many spares. **Contact: Bill (949) 415-8630 or asedan@pacbell.net**



1963 ALFA 1,600 SPIDER > Twin cam Alfa 1,570cc engine with twin Weber 40 DCOE carbs, race headers and exhaust system. Electronic ignition system and engine oil cooler with Accusump oil system. Alfa posi-traction rear-end, four-wheel disc brakes with drilled and slotted rotors. \$44,500. **Contact: Doug Skeen at (760) 598-5887**

23 PRODUCTION BASED | GT ▼

1969 AUSTIN MINI COOPER MKII > This car built on Nov. 22, 1968, has been upgraded beyond "S" specifications. Sporting a potent engine bored out to 1,340cc with state of the art internals and improved suspension. Less than 100 miles on fresh engine! \$39,500. **Contact: Doug Skeen at (760) 598-5887**



C5 GT2/ST2 > Pictures/parts at GT2vette.com. One of most sorted C5 (or C6, C7) GT2/ST2 cars ever. Never finished off podium/dnf'd. Fresh, driven four times last two years, extras, only needs gas to deliver a class win. Trailer rigged for car (easiest loading ever) and delivery available. **Contact: Jim at (561) 307-0885**



2009 CHEVY IMPALA ROAD COURSE > Last raced in 2009 NASCAR Nationwide event. Rebuilt for next race but never ran. Available as a roller or can complete it with NASCAR Cup 840hp engine, dog ring transmission and other components to make it a Porsche, BMW killer. \$9,800. **Contact: gfr9696@gmail.com or genefeltonrestorations.com**

28 SERVICES ▼

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

CALENDAR

SPORTS CAR CLUB OF AMERICA **MARCH 2018**
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU

MEMBER BENEFITS

The number and variety of special offers available under the SCCA Benefits Program continue to grow. These partners offer the following advantages to members:



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



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



U.S. Bank's SCCA Visa Signature Card offer of a \$100 statement credit with your first purchase.



CHOICE HOTELS INTERNATIONAL

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



Hertz offers savings of up to 15 percent for current SCCA members.

For a full description of all the special offers included in the Member Benefits program, plus links to participating companies, go to www.scca.com and check out the Member Benefits link under the "About SCCA" tab.



TRANS AM gotransam.com
Mar 2-4 Sebring Int'l Raceway, Fla.
Mar 29-31 Road Atlanta, Ga.
Apr 13-15 Homestead-Miami Speedway, Fla.
Jun 1-3 Detroit Belle Isle, Mich. (TA2)
Jun 15-17 Indianapolis Motor Speedway, Ind.
Aug 3-5 Pittsburgh International Race Complex, Pa. (TA, TA3, TA4)
Aug 9-11 Mid-Ohio Sports Car Course, Ohio
Aug 23-25 Road America, Wis.
Sep 7-9 Watkins Glen International, N.Y.
Sep 21 VIRginia International Raceway, Va.
Nov 1-3 Circuit of the Americas, Texas
Nov 9-11 Daytona International Speedway, Fla.

TRANS AM WEST COAST C'SHIP
Apr 6-8 Auto Club Speedway, Calif.
Jun 1-3 Sonoma Raceway, Calif.
Jun 15-17 Indianapolis Motor Speedway, Ind.
Jul 27-29 Portland Int'l Raceway, Ore.
Nov 1-3 Circuit of the Americas, Texas



FORMULA 4 f4us championship.com
Apr 27-29 VIRginia International Raceway, Va.
May 10-12 Road Atlanta, Ga.
Jun 28-Jul 1 Mid-Ohio Sports Car Course, Ohio
Aug 3-5 Pittsburgh International Race Complex
Sep 14-16 New Jersey Motorsports Park, N.J.
Oct 19-21 Circuit of the Americas, Texas



FORMULA 3
f3americas.com
 2018 schedule coming soon



ROAD RACING
 Date Track/Region
 Phone numbers are for region registrars



HOOISIER SUPER TOUR
scca.com/supertour
Feb 2-4 Circuit of the Americas, Texas
Mar 3-4 NOLA Motorsports Park, La.
Apr 7-8 Hallett Motor Racing Circuit, Okla.
Apr 13-15 VIRginial Int'l Raceway, Va.
Apr 27-29 Buttonwillow Rcw Park, Calif.
May 19-20 Portland Int'l Raceway, Ore.
Jun 1-3 Mid-Ohio Sports Car Course, Ohio
Jun 15-17 Road America, Wis.
June 22-24 Watkins Glen Int'l, N.Y.



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

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

SOUTHEAST CONFERENCE
Mar 3-4 NOLA Motorsports Park, La. (Southeast and Southern Conference)
Mar 17-18 Road Atlanta, Ga.
Apr 13-15 VIRginial Int'l Raceway, Va. (Southeast and Northeast Conference)
Jun 8-10 Charlotte Motor Speedway, N.C.
Jun 29-Jul 1 Roebing Road Raceway, Ga.

MID-STATES CONFERENCE

Apr 7-8 Hallett Motor Racing Circuit, Okla. (Mid-States and Southern Conference)
Apr 21-22 Heartland Park Topeka, Kan.
May 19-20 Iowa Speedway, Iowa
May 26-27 Pueblo Mtrspts Park, Colo.
Jul 7-8 High Plains Raceway, Colo.
Aug 25-26 High Plains Raceway, Colo.

SOUTHERN CONFERENCE

Feb 2-4 Circuit of the Americas, Texas
Mar 3-4 NOLA Motorsports Park, La. (Southeast and Southern Conference)
Apr 7-8 Hallett Motor Racing Circuit, Okla. (Southern and Mid-States Conference)
May 26-27 Motor Speedway Resort Houston, Texas

WESTERN CONFERENCE

Mar 17-18 Willow Springs Raceway, Calif.
Apr 7-8 Thunderhill Raceway Park, Calif.
Apr 27-29 Buttonwillow Rcw Park, Calif.
May 19-20 Portland Int'l Raceway, Ore.
May 26-27 Pacific Raceways, Wash.
Jun 29-Jul 1 Sonoma Raceway, Calif.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Oct 16-21, 2018 Sonoma Raceway, Calif.

DIVISIONAL/REGIONAL

NORTHEAST nediv.org

Apr 14-15 Summit Point/Washington DC
Mar 25 NJMP/South Jersey
May 5-6 Palmer Motorsports Park/New England
May 26-27 New Hampshire Motor Speedway/New England
Jun 2-3 NJMP/South Jersey
Jun 15-16 Lime Rock Park/New England
Jun 16-17 Summit Point/Washington DC
Jul 7-8 Ro Watkins Glen/Glen
Jul 28-29 Summit Point/Washington DC
Aug 4-5 New Hampshire Motor Speedway/New England
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
Sep 22-23 NJMP/South Jersey
Sep 29-30 Nelson Ledges/Mahoning Valley
Oct 5-6 Thompson Speedway Motorsports Park/New England
Oct 6-7 Summit Point/Washington DC
Oct 19-20 # NJMP/South Jersey
Oct 21 NJMP/South Jersey
Finger Lakes (585) 328-2167
Glen (607) 739-2953
Mahoning Valley (330) 418-3328
New England (508) 561-2188
South Jersey (609) 784-5316
Steel Cities (412) 831-0361
Washington DC (301) 572-7444

PRO RACING

WHAT Trans Am Series
WHEN March 2-4, 2018

WHERE Sebring, Fla.
 Trans Am's 2018 season kicks off at the historic Sebring International Raceway. Last year, battles that took place here set the stage for the year to come.



Chris Clark



Mark Weber

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 Secretary **TERE PULLIAM**
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 Main: (785) 357-7222
 6620 SE Dwight St., Topeka, KS 66619
www.sccapro.com

Vice President/General Manager
STEVE OSETH

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Phone: (303) 693-2111
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 Centennial, CO 80112
www.scca-e.com

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

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

ROAD RACING

WHAT Hoosier Super Tour

WHEN March 3-4, 2018

WHERE Avondale, La.

The third weekend in SCCA's 20-race Hoosier Super Tour series takes place at NOLA Motorsports Park.

SOUTHEAST sedivrracing.org

Feb 10-11 Sebring/Central Florida

Mar 10-11 # Florida Region

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

Mar 24-25 # Carolina Motorsports Park/South Carolina

Apr 21-22 # Homestead/Florida

Apr 28-29 # Roebing Road/Buccaneer

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

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 Roebing 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 # Roebing 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

Sep 8-9 Ro* Blackhawk/Chicago

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

Ohio Valley (330) 460-6706

SBR, DET, WOR (937) 550-3287

Western Michigan (517) 889-1117

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

Dec 8-9 Ro* NOLA Motorsports Park/
 Houston

Houston 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

Continental Divide

amstine45@gmail.com

All dates/events subject to change

* = Double Event

= Enduro

CR = Course Rally

CT = Club Trial

HC = Hill Climb

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class

NC = National Course

NT = National Tour

PDX = Performance Driving Experience

r = Restricted

Ro = Runoffs qualifier

RT = Regional Tour

SR = Social Rally

TT = Track Trial

v = Vintage

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

FOR CHANGES

Club Racing (785) 232-7229

Solo, RoadRally (785) 232-7656

RallyCross (785) 357-7259

NORTHERN PACIFIC norpacscca.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

SCCA HAPPENINGS

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

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

SOUTHEAST

sediv-racing.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

NORTHERN PACIFIC

norpac-scca.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

SCCA ACCREDITED SCHOOLS FULL COMPETITION LEVEL

AMG Driving Academy
(888) 604-1766 amgacademy.com
Bertil Roos Racing School
(800) 511-7606 racenow.com
BIR Performance Driving School
(866) 511-7606 birperformance.com
Bob Bondurant School
(800) 842-7223 bondurant.com
Bridgestone Racing Academy
(905) 983-1114 race2000.com
MSR Houston
(281) 369-0677 msrhouston.com
Pettiford's Go 4 It Racing Schools
(303) 666-4113 go4itservices.com
Porsche Sport Driving School
(888) 204-7474 porschedriving.com
Simraceway Performance Driving Center
(800) 733-0345
simracewaydrivingschool.com
Spring Mountain Advanced Driving School
(800) 391-6891
springmountainmotorsports.com
NOVICE PERMIT / SCHOOL AND EVENT CREDIT
Bertil Roos Racing School
(800) 722-3669 racenow.com
Bob Bondurant School
(800) 842-7223 bondurant.com

Bridgestone Racing Academy
(905) 983-1114 race2000.com
Lucas Oil School of Racing
(561) 200-7223 lucasraceschool.com
Pettiford's Go 4 It Racing Schools
(303) 666-4113 go4itservices.com
Pro Drive Racing School
(253) 285-4449 prodrive.net
ProFormance Racing School
(253) 630-5130
proformanceracingschool.com
Simraceway Performance Driving Center
(800) 733-0345
simracewaydrivingschool.com
NOVICE PERMIT / SCHOOL CREDIT
Allen Berg Racing School
(888) 722-3220
allenbergdrivingschools.com
Bobby Cee's Racer's Edge High Performance Driving School
(562) 714-1799
bobbysteersracersege.com
Danny McKeever's Fast Lane Racing School
(888) 948-4888 raceschool.com
Demonte Motorsports
(631) 482-8875
demontemotorsports.com
EXR - Exotics Racing Series
(702) 802-5662 exrseries.com
LevelUp Racing School
(920) 838-6612
levelupracingschool.com
Pro Drive Racing School
(503) 285-4449 prodrive.net

Sports Car Driving Experience
(800) 453-5506
corvetteracingschool.com
Spring Mountain Advanced Driving School
(800) 391-6891
springmountainmotorsports.com
Thompson Speedway Motorsports Park
(877) 226-7223 theracingschool.com
Waterford Hills Road Racing Inc.
(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 sedivrracing.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

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/Cal Club
Cal Club (661) 304-9382

SOLO

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

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

Perry Bennett



PROSOLO

WHAT Tire Rack ProSolo Series
WHEN March 9-11, 2018
WHERE Lehigh Acres, Fla.
 The Tire Rack ProSolo National Series kicks off at Buckingham Field, with the side-by-side battles heating up throughout the year.

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 Meadowlands Sports Complex, N.J.
May 24-26 Lincoln Airpark, Neb.
Jun 1-3 Mineral Wells Airport, Texas
Jun 15-17 Toledo Express Airport, Ohio
Jul 20-22 Hampton Mills Old Lumber Yard, Wash.

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ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

Mario Leao	2/1/1953	Overseas
David B. Coggins	2/1/1953	Life Members

60-YEAR MEMBERS

William Green	2/1/1958	Glen
Roland Heacox	2/1/1958	Mohawk Hudson
Sophia M. Payton	2/1/1958	Indianapolis

55-YEAR MEMBERS

Terry Allard	2/1/1968	Colorado
R. Gavey Bean	2/1/1968	North Carolina
Gayle Franklin	2/1/1968	Oklahoma
Ron Franklin	2/1/1968	Oklahoma
Kip Laughlin	2/1/1968	Washington DC
Robert H. Rosen	2/1/1968	Washington DC
Tom L. Simpson	2/1/1968	Central Illinois
Dave Weitzenhof	2/1/1968	Neohio

45-YEAR MEMBERS

Barbara L. Archer	2/1/1973	Oregon
Ronnie P. Chuck	2/1/1973	San Francisco
James J. Goughary	2/1/1973	New England
John S. Henderson	2/1/1973	Central Carolinas
John W. Lampley	2/1/1973	Central Carolinas
David J. Manley	2/1/1973	Philadelphia
Alfred M. Sanzari	2/1/1973	New York
John C. Sheridan	2/1/1973	Mohawk Hudson
Frederic D. Thierbach	2/1/1973	Chicago
Patricia A. Turley	2/1/1973	Detroit
James C. Whitaker	2/1/1973	San Francisco
Bill J. Young	2/1/1973	Arizona

40-YEAR MEMBERS

Paul T. Abbott	2/1/1978	Florida
Dorothy A. Brookman	2/1/1978	San Francisco
Christos D. Cartsonas	2/1/1978	San Francisco
Jerry Casini	2/1/1978	San Francisco
Richard L. Cole	2/1/1978	Detroit
Jeffrey F. Jackson	2/1/1978	Southern Indiana
Douglas S. Jewett	2/1/1978	Atlanta
Ricke D. Katko	2/1/1978	Central Florida
John Peter Montano	2/1/1978	San Francisco
Gary D. Moser	2/1/1978	Southern Illinois
Lenore Panas	2/1/1978	Northern New Jersey
J. Dane Pitarresi	2/1/1978	Oregon
David Price	2/1/1978	Oregon
Beverly J. Sattler	2/1/1978	Arizona
David Schnoerr	2/1/1978	Florida
Nelda F. Snow	2/1/1978	Cal Club
Vivian Stegall	2/1/1978	San Francisco
Kathleen Wenzel	2/1/1978	Blackhawk Valley
Estus White III	2/1/1978	Central Carolinas
Thomas A. Williams	2/1/1978	Gulf Coast

35-YEAR MEMBERS

John Anderson	2/25/1983	Central Florida
Robert Brooks	2/28/1983	Cal Club
Lawrence D. Crowley	2/28/1983	New England
Charles (Chris) C. Dvorak	2/28/1983	Chicago
Bret Frank	2/15/1983	Cincinnati
Leslie Jefferies	2/28/1983	Atlanta
Erik J. Kassig	2/22/1983	Indianapolis
Greg Lapinski	2/15/1983	Oregon
Amanda Lawrence	2/15/1983	Northeast Oklahoma
Raymond C. Lecuyer	2/28/1983	Blackhawk Valley
Patricia Lybarger	2/28/1983	Blackhawk Valley
Aaron S. Miller	2/15/1983	Detroit
Andrew Pilgrim	2/15/1983	Texas
Robert Roumimper	2/15/1983	San Francisco
Nellie S. Stoddard	2/15/1983	Dixie
Jim Whitaker	2/28/1983	Northwest
Denise Wieman	2/22/1983	Des Moines Valley
Stanley Earl Wilson	2/15/1983	New York

30-YEAR MEMBERS

Dean Bedford	2/1/1948	Detroit
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25-YEAR MEMBERS

Catherine S. Abbott	2/17/1993	Florida
Ken Anderson	2/16/1993	Washington DC
Chris John Bene	2/9/1993	Chicago
Charles A. Canepa	2/9/1993	San Francisco
Kenneth J. De Nault	2/3/1993	Des Moines Valley
Ronald de Vogel	2/19/1993	San Francisco
James H. Desenberg	2/9/1993	South Bend
Ann DeVogel	2/19/1993	San Francisco
John Draneas	2/17/1993	Oregon
Judy E. Eddy	2/17/1993	Colorado
Robert Gendron	2/12/1993	Central Florida
Keith Gillespie	2/17/1993	Arizona
Richard Hayes	2/25/1993	Colorado
Dale S. Hoag	2/16/1993	San Francisco
Mike Hope	2/25/1993	Central Carolinas
Robert Kelly	2/11/1993	Chicago
Jeanne Kelly	2/11/1993	Chicago
Joel Ladoniczki	2/25/1993	Central Florida
Linda Ladoniczki	2/25/1993	Central Florida
Ted Lewis	2/19/1993	Arizona
James Little	2/5/1993	Central Florida
Catherine LoDuca	2/19/1993	New York
Stephen Carl Middendorff	2/16/1993	Oregon
Michael H. Murray	2/5/1993	San Francisco
Steven D. Powers	2/19/1993	Arizona
Stephen J. Rose	2/19/1993	Land O'Lakes
William Hugh Thumel	2/3/1993	North Carolina
Ann Tucker	2/26/1993	Mid South
Kris Tvedt	2/10/1993	Arizona Border
John A. Weisberg	2/24/1993	Finger Lakes
Greg Woelke	2/10/1993	San Diego

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, USRRR Divisional Tour, Columbia, Ill.
Oct 5 Kaskaskia Trails, USRRR National Course, Columbia, Ill.
Oct 6 Le Petit Rallye du Rocher, USRRR National Tour, Columbia, Ill.
Oct 7 Monopoly Redux, USRRR Divisional GTA, Columbia Ill.
Nov 10 Highway Robbery, National Course, Los Angeles, Calif.
Nov 11 Turkey Shock, Divisional GTA, Los Angeles, Calif.

REGIONAL

Find events near you at

www.scca.com/roadrally

RALLYCROSS

DIRTFISH NATIONAL CHALLENGE

2018 schedule to be announced

DIRTFISH NATIONAL C'SHIP

Oct 12-14, 2018 National Balloon Classic, Indianapolis, 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

Find more events near you at

www.scca.com/rallycross

ROADRALLY

WHAT National RoadRally**WHEN** March 3-4, 2018**WHERE** Tucson, Ariz.

RoadRally competitors will depend on Tucson as the National RoadRally series kicks into gear.

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

Apr 20-22 Crows Landing, Calif.**Jun 1-3** Mineral Wells Airport, Texas**Aug 10-12** Grissom Aeroplex, Ind.**Aug 31-Sep 2** CAM Invitational, Lincoln Airpark, Neb.

REGIONAL

Find events near you at

www.scca.com/solo

Philip Royce



THE HEAT & SOUND AUTHORITY

PROTECTIVE LINE SLEEVING

Beat the Heat Before It Beats You!

What kind of problems are created by engine heat?

When engines create power, they also create heat. Under-hood components such as wiring, cables, lines and hoses are susceptible to the harmful and damaging effects of heat that can break down mechanisms prematurely. And it's not just heat. Moisture, oil, dirt, road and track grime are other environmental factors that can cause damage.

Why should I protect my under-hood components?

Protecting a vehicle's electrical wiring, coolant hoses and other lines is vital to the overall performance and operation of any vehicle. This protection is a relatively inexpensive preventive measure compared to the parts and labor costs of replacement. It can be as simple as covering the hose or line with products specifically designed to protect them from the heat and other damage.



With so many different components doing different things, how do I know which sleeve to use?

DEI offers over a dozen affordable and highly effective cable, hose and line protection solutions. From insulating to reflecting damaging heat, there are several effective options that feature flexibility, different temperature ratings and are light weight. Installation is easy with sleeving that simply wraps around wiring, secures with hook and loop closure or slides over.

How do they work?

Utilizing different types of braided glass and basalt base

material, the various styles of DEI sleeves/shrouds protect components such as wiring, cables, hoses, fuel/oil/brake/transmission lines-even speedometer cables. They work by reflecting heat away or insulating from heat, in turn, protecting critical components from thermal damage. Depending on your needs, some sleeves

can protect up to 1800°F direct heat and

2500°F radiant.

These coverings also protect from cold, moisture, oil, dirt, road and track grime.

What kind of DEI products would you recommend?

Choose from the popular selling DEI Heat Sheath™, the highly abrasion-resistant EXO™ Series Sleeve with its



Protection for spark plug wires to prevent burning and cracking

stainless-steel outer covering, the new Vapor Block™ fuel line sleeve or the extremely light-weight, racing application, Ultra 47™ Sheath.

DEI has the correct wire, cable, hose and line solution to protect you from potential under-hood, heat-related problems later, when you least expect them.

For more from Design Engineering, Inc., go to DesignEngineering.com/TechCorner

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With over 65 years of sports and leisure insurance expertise, K&K protects motorsports organizations with coverage designed for your unique needs. And when claims occur, our colleagues are here to respond quickly and effectively.

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NEW PRODUCTS



DEI VAPOR BLOCK

DEI Vapor Block Fuel Line Sleeve provides an easy, sensible, and low-cost solution to prevent rough idling and difficult starting caused by vapor lock. Designed to greatly reduce heat in the line to keep the fuel cooler and below boiling, the DEI Vapor Block Line Sleeve installs easily with a split design and adhesive flap.

designengineering.com



SOUNDSTREAM VRCP-65

The Soundstream VRCP-65 is a SmartSense Touchscreen full multi-media car entertainment center that includes Apple CarPlay, Android PhoneLink and is SiriusXM-Ready. Other key features offered with this unit include a rear-view camera input with manual and auto trigger, Bluetooth 4.0 hands-free wireless connectivity, USB audio/video playback, and a wireless direct select remote control. soundstream.com



RACEPAK VANTAGE CL1 DATA KIT

Racepak has expanded the capabilities of its recently released Vantage CL1 data kit to include track day and autocross functionality. The kit is geared specifically for automotive use with an OBD-II and/or standard tach signal pick up cable as an option. Racepak's D3 app converts a mobile phone into onboard instrumentation, data logger, and cloud-connected device, all while receiving sensor data via Bluetooth from the Vantage CL1 data box. racepak.com

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FOR RACERS



FAST ENGINE TRANSPLANT KIT

Fast has assembled an easy-to-install engine control package for Ford Coyote engine transplants. Ideal for anyone wanting to swap a modern Ford Coyote engine into a classic muscle car or street rod, the Fast Engine Transplant Kit includes a fully tunable XFI Sportsman ECU, XIM ignition module, Valve Timing Control module, complete engine wire harness, and a Coyote-specific Big Mouth LT 87mm cable-driven throttle body. fuelairspark.com



BAJA DESIGNS XL80 LIGHT SYSTEM

Baja Designs has gone a step further to brighten the trail in the off-road lighting market with the introduction of its new XL80 LED light system rated at 9,500 lumens. The XL80 features a best-in-class, optically engineered, high-powered LED and reflector assembly, delivering greater visibility and brightness for a safer driver experience and maximum trail coverage, all in a single light.

bajadesigns.com



MACHINED INTEGRATIONS MIATA WHEEL BEARING GREASER TOOL

Machined Integrations LLC, a leader in wheel bearing grease tools, has extended its patent-pending product line with the Mazda Miata Wheel Bearing Greaser Tool. This bearing grease tool saves the user maintenance time, allowing the Miata bearings to remain in the hub during greasing while properly maintaining the grease levels.

machinedintegrations.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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PITTSBURGH **MOTORCYCLES** **SUPER COUPON**

Customer Rating **★★★★★**

1000 LB. CAPACITY MOTORCYCLE LIFT

- Diamond plate steel platform and ramp
- Lift range: 7" - 29-1/2"

NOW \$299.99 ~~\$429.99~~

COMPARE TO **\$799.99** **SAVE \$500** DIRECT-LIFT MODEL: 873100

ITEM 69904 68892 shown

88051862

LIMIT 4 - Coupon valid through 5/30/18*

CENTRAL PNEUMATIC **SUPER COUPON** Customer Rating **★★★★★**

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

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

NOW \$149.99 ~~\$169.99~~

COMPARE TO **\$219** **SAVE \$69** HUSKY MODEL: C201H

ITEM 69091/61454 62803/63635/67847 shown

88052666

LIMIT 5 - Coupon valid through 5/30/18*

SUPER COUPON

FREE WITH ANY PURCHASE

PITTSBURGH **LIFETIME WARRANTY**

1" x 25 FT. TAPE MEASURE

COMPARE TO **\$6.98** KOMELON MODEL: L4925HV

ITEM 69080 69030/69031 shown

88049116

Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 5/30/18, while supplies last. Limit 1 FREE TAP per customer per day.

SUPER COUPON

20% OFF ANY SINGLE ITEM

88044471

LIMIT 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discounts, coupons or any of the following items or brands: Inside Track Club membership, Extended Service Plan, gift card, open box item, 3 day Parking Lot Sale item, comparison, floor price, sales, case milk, storage cabinets, chests or carts, Isares, Wheelers, welders, Admiral, Ames, Baxer, Cobra, CoverPro, Daytons, Earthquake, Fischer, Hercules, Home Depot, Ingersoll Rand, Predator, Ridgid, Viking, Vortex, Zurich. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 5/30/18.

PITTSBURGH **1" SELLING JACKS IN AMERICA** **SUPER COUPON**

RAPID PUMP® 3 TON LOW PROFILE HEAVY DUTY STEEL FLOOR JACK

- Weights 73 lbs.

Customer Rating **★★★★★**

NOW \$79.99 ~~\$97.99~~

COMPARE TO **\$149.98** **SAVE \$69** HUSKY MODEL: HJ00120

ITEM 62326/61282 61253 shown

88058865

LIMIT 4 - Coupon valid through 5/30/18*

PITTSBURGH **1 TON CAPACITY FOLDABLE SHOP CRANE** **SUPER COUPON**

Customer Rating **★★★★★**

- Boom extends from 36-1/4" to 50-1/4"
- Crane height adjusts from 82" to 94"

NOW \$99.99 ~~\$179.99~~

COMPARE TO **\$179.99** **SAVE \$80**

ITEM 69512 61858/69445 shown

88063364

LIMIT 3 - Coupon valid through 5/30/18*

COVER PRO **SUPER COUPON**

Customer Rating **★★★★★**

10 FT. x 20 FT. PORTABLE CAR CANOPY

NOW \$99.99 ~~\$129.99~~

COMPARE TO **\$205.99** **SAVE \$106** SHELTER LOGIC MODEL: 23522

ITEM 63054 62858 shown

88063955

LIMIT 5 - Coupon valid through 5/30/18*

PITTSBURGH **VEHICLE POSITIONING DOLLY** **SUPER COUPON**

Customer Rating **★★★★★**

NOW \$69.99 ~~\$89.99~~

- 1250 lb. capacity

COMPARE TO **\$269** **SAVE \$199** GOJAK MODEL: 5211

ITEM 62234/61917 shown

88064708

LIMIT 5 - Coupon valid through 5/30/18*

BADLAND **12,000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE** **SUPER COUPON**

Customer Rating **★★★★★**

- Weights 86.4 lbs.
- 21" L x 10-1/8" H

NOW \$299.99 ~~\$399.99~~

COMPARE TO **\$699.99** **SAVE \$400** WARN MODEL: 56467

ITEM 64046 64045/63770 shown

88112217

LIMIT 8 - Coupon valid through 5/30/18*

HaulMaster **12 VOLT MAGNETIC TOWING LIGHT KIT** **SUPER COUPON**

Customer Rating **★★★★★**

NOW \$99.99 ~~\$189.99~~

COMPARE TO **\$33.59** **SAVE 70%** OPTRONICS MODEL: TL21RK

ITEM 63100

88065522

LIMIT 7 - Coupon valid through 5/30/18*

EARTHQUAKE XT **1/2" COMPOSITE PRO EXTREME TORQUE AIR IMPACT WRENCH** **SUPER COUPON**

Customer Rating **★★★★★**

1190 TORQUE FT. LBS. BOLT BREAKAWAY

NOW \$129.99 ~~\$149.99~~

- Weights 4.4 lbs.

COMPARE TO **\$524.95** **SAVE \$394** SNAP-ON MODEL: M6725

ITEM 62891

88113792

LIMIT 5 - Coupon valid through 5/30/18*

HaulMaster **72" x 80" MOVING BLANKET** **SUPER COUPON**

Customer Rating **★★★★★**

NOW \$59.99 ~~\$89.99~~

COMPARE TO **\$199.99** **SAVE 70%** BLUE HAWK MODEL: 77280

ITEM 69505/62418/66537 shown

88072165

LIMIT 7 - Coupon valid through 5/30/18*

drillmaster **4-1/2" ANGLE GRINDER** **SUPER COUPON**

Customer Rating **★★★★★**

NOW \$99.99 ~~\$149.99~~

COMPARE TO **\$2580** **SAVE 61%** PERFORMAX MODEL: 9115-4

ITEM 69645/60625 shown

88076836

LIMIT 8 - Coupon valid through 5/30/18*

CHICAGO **12" SLIDING COMPOUND DOUBLE-BEVEL MITER SAW** **SUPER COUPON**

Customer Rating **★★★★★**

NOW \$129.99 ~~\$194.99~~

- Laser guide

COMPARE TO **\$299** **SAVE \$169** KOBALT MODEL: SM805SLW

ITEM 61969/61970 69684 shown

88084725

LIMIT 5 - Coupon valid through 5/30/18*

WARRIOR **29 PIECE TITANIUM DRILL BIT SET** **SUPER COUPON**

Customer Rating **★★★★★**

NOW \$99.99 ~~\$179.99~~

COMPARE TO **\$60** **SAVE 83%** DEWALT MODEL: DW1369

ITEM 62281/61637 shown

88090555

LIMIT 6 - Coupon valid through 5/30/18*

YUKON **46" MOBILE WORKBENCH WITH SOLID WOOD TOP** **SUPER COUPON**

Customer Rating **★★★★★**

NOW \$239.99 ~~\$269.99~~

- 15,704 cu. in. of storage
- 1200 lb. capacity

COMPARE TO **\$30** **SAVE \$30**

ITEM 64023 64012 shown

88116231

LIMIT 4 - Coupon valid through 5/30/18*

PORTLAND **1750 PSI ELECTRIC PRESSURE WASHER** **SUPER COUPON**

Customer Rating **★★★★★**

- 1.3 GPM
- Adjustable spray nozzle

NOW \$79.99 ~~\$99.99~~

COMPARE TO **\$179.93** **SAVE \$99** BRIGGS & STRATTON MODEL: 20800

ITEM 63255/63254 shown

88117082

LIMIT 5 - Coupon valid through 5/30/18*

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

Customer Rating **★★★★★**

NOW \$99.99 ~~\$149.99~~

COMPARE TO **\$199.99** **SAVE 50%** KLUTCH MODEL: 40033

ITEM 61278/67971 shown

88103943

LIMIT 7 - Coupon valid through 5/30/18*

PITTSBURGH **PNEUMATIC ADJUSTABLE ROLLER SEAT** **SUPER COUPON**

Customer Rating **★★★★★**

- 300 lb. capacity

NOW \$199.99 ~~\$259.99~~

COMPARE TO **\$64.99** **SAVE 69%** DURALAST MODEL: TR6201C

ITEM 61160/61896 63456/46319 shown

88117187

LIMIT 5 - Coupon valid through 5/30/18*

CENTRAL PNEUMATIC **20 OZ. GRAVITY FEED SPRAY GUN** **SUPER COUPON**

Customer Rating **★★★★★**

NOW \$99.99 ~~\$159.99~~

COMPARE TO **\$49.98** **SAVE 80%** KOBALT MODEL: SG-FA880Z

ITEM 67181/62300/47016 shown

88111889

LIMIT 3 - Coupon valid through 5/30/18*

*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 5/30/18.

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

HIS STORY IS OUR STORY

Things are funny, they say, until they happen to you. So, as our journey into the 2018 competition season begins, I'd like to offer a heartfelt thanks to this month's cover subject Fred White for allowing us to share the story of his two-year-long journey to the 2017 SCCA National Championship Runoffs. While his path to SCCA's pinnacle Road Racing event was wrought with frustratingly recursive setbacks, I'm honored that he has permitted us a glimpse into his journey for all to read.

Perhaps the reason Fred's story resonates so much with me - and why I believe you'll enjoy his tale, too - is that while his story might be extreme, a version of it has happened to me, to you, and to probably everyone you race with. For me, Fred's 2016 racing season was a more extreme version of my 2017. Last year, my racing began with a literal bang as my motor detonated half a lap into race one. With ample late-night wrenching and the sweet-talking of my engine builder, I managed to make the following race that took place just over a



BUSTED
Races don't always end the way you hoped. While I managed to finish this race on three tires, the damage to the car sidelined my 2017 Runoffs attempt.

month later, but my season continued to spiral out of control, finishing with a wheel failure and a racetrack excursion that resulted in the mowing of a lot of the race facility's weeds with my front bumper. I really wanted to race at the Indy Runoffs, but it was not to be.

This isn't the first time my season has either come to a premature end - or nearly done so. In 2015, the year my SCCA Road Racing season ended atop the Runoffs

podium, my season actually unspectacularly petered out a few months prior to the Runoffs when the car I was racing had to be returned to the owner. That year, I had all but given up on racing at the Runoffs until I received a call one month before the big race at Daytona with a lead on a new car.

And these are just my stories. Every racer I've known has had a tough season - the expression "that's racing" was not coined by accident. At some point, we all throw up our hands and exclaim, "That's racing," for whatever poor circumstances have befallen us. But, as the expression states, this *is* racing, and after the initial frustration settles, then comes the next part: rebuilding.

This is why Fred White's story on pg. 20 is one you'll love to read as much as I did. His story is genuine; it's my story, it's your story, it's every racer's story. The truth is, his story is not entertaining because it happened to someone else - it's entertaining because some version of it has happened to us all. We feel his pain and celebrate in his rising from the ashes. His success is, in some way, all of our successes. It's hard not to be proud.

That said, I'm glad I've never blown that many motors in one year. 🍷

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FROM THE ARCHIVES

10 YEARS AGO...
MARCH 2008



- The annual safety wear buyer's guide filled four pages with small font charts covering nearly every racing suit and helmet. Today, those charts are unnecessary thanks to a superior web experience.
- Our popular *Ghost Tracks* series visited the Northeast.

25 YEARS AGO...
MARCH 1993



- *Fastrack News* listed a number of CRB letters that were not recommended, including a request to make IT a National class and an allowance to remove glass from doors in IT.
- A Sebring National race report showed Randy Pobst and David Daugherty battle in SSC.

50 YEARS AGO...
MARCH 1968



- Minutes from the 1967 SCCA Convention included a listing of new mandatory items for racers, like shoulder harnesses and fireproof driving suits. "Safety is also good business," the Board stated, noting the Club's insurance rates should decrease.

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WLD-20



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