

SPORTSCAR



THE ENTHUSIAST

Anthony Porta's journey from rookie to autocross champ to avid volunteer



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15 16 17 18

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17 18



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17 18

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15 16

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17 18

sparco



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17 18



CONTENTS

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THE AUDIT BUREAU MEMBER
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FEATURES

- 20 THE ENTHUSIAST**
Anthony Porta is far more than a Solo National Champion
- 28 FULL HOUSE**
The 2018 SCCA National Convention overflowed with enthusiasm
- 36 PROJECT SOLO SPEC COUPE**
We dive into Solo's new SSC class with a hands-on build
- 42 GOING FASTER**
Top drivers share their secrets to speed on the Solo course
- 46 TUNING UP**
Take data analysis from the pits to the track in real time



DEPARTMENTS

- 6 SCCA MOMENT**
SCCA workers pull an all-nighter
- 8 FROM THE PRESIDENT**
SCCA President and CEO Mike Cobb
- 10 CLUB LIFE**
News from around SCCA and the world
- 18 POBST POSITION**
Racing Champ Randy Pobst speaks
- 52 FRONT LINE**
Celebrating our stellar workers
- 54 FIRST GEAR**
Up-and-coming young members
- 58 INSIDE SCCA**
 - 58 CLUB RACING**
From CRB Chairman Jim Wheeler
 - 59 SOLO**
Inside the world of Solo with Paul Brown
 - 60 ROADRALLY**
Rick Beattie explains RoadRally
 - 56 SCCA FOUNDATION**
By Jeff Jacobs, the Foundation's VP
- 62 MARKETPLACE**
You want it, someone has it
- 68 CARS FOR SALE**
Your next racecar is here!
- 70 CALENDAR**
Thousands of events you need to attend
- 76 TOY BOX**
Essential tools, accessories, and gear
- 78 CONTACT PATCH**
The editor's brain makes strange connections

COVER PHOTOGRAPHY Sean Rice



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A DAY'S WORK

The Rolex 24 at Daytona is staffed in large part by SCCA workers. At this year's event, Turn 6 was manned by (from left to right) Chris Buccola (Chicago Region), Tim Martin (CFR), SCCA Board of Directors Chairman Lee Hill (CFR), G.H. Jones (NCR), Cork Cameron (NCR), Mo Overstreet (WDCR), Walt Miller (CFR), SCCA President and CEO Mike Cobb (Texas Region), Mike Stiller (WDCR), Jorma Takala (CFR), and Terry Murphy (MMS, Canadian).

DATE Jan. 27-28, 2018

LOCATION Daytona International Speedway, Daytona Beach, Fla.

WHAT Turn 6 SCCA workers at the 2018 Rolex 24 at Daytona

PHOTOGRAPHER Harry, the Turn 6 security guard



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SHOWING THE WAY

In last month's issue, I shared the SCCA mission statement that we reviewed and discussed at the recent 2018 SCCA National Convention and Leadership Conference held in Las Vegas. That conference was attended by almost 500 SCCA leaders from across the country - one of the largest SCCA Conventions in recent history. This year's event focused on strong leadership development since we are working collectively as an organization to develop our next line of leadership. In order to help reinforce this focus, we talked about a leadership mantra made popular by author John Maxwell, which goes like this:

*"A leader is one who knows the way, goes the way,
and shows the way."* **JOHN MAXWELL**

We also inducted several new members into the SCCA Hall of Fame at the SCCA National Convention. These individuals have made significant contributions not only to the Sports Car Club of America, but also to the world of motorsports worldwide. This year's inductees included William C. Bradshaw, Peter Cunningham, Janet Guthrie, August Pabst, Dave Stremming, Loren Pearson, Bob Sharp, and Dr. Dick Thompson (all of whom you can learn more about in this very issue). As part of the Hall of Fame ceremony, we also took a moment to recognize the passing of Dan Gurney, a 2014 SCCA Hall of Fame inductee. And, as all of this was happening, something occurred to me: not only have these individuals contributed greatly to who and what we are today as an organization - in many respects *we are who we are, and where we are*, because they *showed us the way* forward. This idea was reinforced as I listened to wave after wave of accomplishments and contributions from this year's Hall of Fame inductees, and as I thought about the many contributions of Dan Sexton Gurney.

So, what leadership lesson did I learn - or re-learn - from these legends across the course of our Hall of Fame celebration?

1. If you want to achieve something in life, in business, or in this Club, you must first define what you want to accomplish - let's call this our Mission.
2. We need to do all that we can, individually and collectively, as an aligned team, leveraging the strength, skills, and support of others across the Club to achieve the Mission.
3. To be truly effective, we must serve first while leading others as we show the way forward.

Even if I did not know these inductees personally, they were heroes and an inspiration to many. They showed the way forward as drivers, engineers, team owners, or barrier breakers and were greatly respected, even by their competitors. As I listened to their stories, or as friends and family members recounted them for us, all I could think was: what a life, what a legacy, and what an inspiration!

Mr. Maxwell's leadership mantra is illustrated in the way our inductees "showed up in life." They are some of the best examples of leadership in motorsports, and their way of knowing, going, and showing the way is very applicable to all of us in the SCCA, myself included. I hope you might find something inspiring in this mantra or in the actions of our legendary leaders from the SCCA Hall of Fame as well.

Let me know what you learned from these legends or from this year's SCCA National Convention by e-mailing me at president@scca.com.

I'll see you on course! 🏁

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2018 SOLO NATIONAL CHAMPIONSHIPS RUN DAYS

The run days for the 46th annual Tire Rack Solo National Championships have been posted on the Nationals page at scca.com. As a note, every class except JA and JB is a swap of days from 2017. STH took the place of STF, and SSC was inserted into Thursday/Friday. The 2018 Solo National Championships will be held Sept. 4-7 at Lincoln Airpark in Lincoln, Neb.



Rupert Berrington



VIRginia International Raceway to host 2019 Runoffs

The location of the 2019 SCCA National Championship Runoffs has been announced, with the historic event visiting beautiful VIRginia International Raceway (VIR) in Alton, Va., on Oct. 8-13. This will be the very first time the Runoffs has been held at the sprawling venue located near the border of Virginia and North Carolina.

"We're thrilled to take amateur

racing's most prestigious event to one of the most beautiful and challenging racetracks in the country, returning it to the Eastern United States for the first time since 2015," says Eric Prill, SCCA Vice President and COO. "The VIR visit continues SCCA's current practice of moving the Runoffs to different locations around the country each year. And, with the amazing track, facility, and

backdrop VIR offers, we're sure the Runoffs will be a must-attend for our entire membership and racing fans alike in 2019, as well as a fantastic way to cap SCCA's 75th anniversary year."

Recognized as one of *Car and Driver* magazine's top six road courses in the nation, VIR draws thousands of spectators each year for some of the best road racing in the country. Its uphill

Esses and sharp elevation changes not only make it a fan and driver favorite, but VIR has also received international acclaim and rave reviews as one of the most exciting road courses in all of motorsports.

Connie Nyholm, VIR's Owner and CEO, notes that the track first opened in 1957 as one of the country's first permanent road racing circuits. Recognizing



PUMP THE BRAKES

The Solo Events Board is seeking member input with regard to anti-lock brakes in the Prepared category. The current proposal would add 250lbs to cars with non-OE or modified ABS braking systems. Interested members can provide feedback at sebscca.com.



RUNNING VIR

Virginia International Raceway is a favorite among racers due to its high-speed straights, challenging turns, and dramatic elevation changes.



IT PAYS TO PLAY

Soloist can reap rewards in 2018.

2018 TIRE RACK PROSOLO AND SOLO TOUR CONTINGENCIES ANNOUNCED

From Toyota to Hawk to OS Giken and beyond, numerous companies have pledged support for 2018 Tire Rack SCCA ProSolo and Solo Championship Tour competitors through contingency sponsorship programs. Generous programs such as these enable many SCCA members to continue to compete at the high level required to become National Champions.

A complete rundown of contingencies can be viewed under the autocross link of scca.com's "Programs" menu. Many opportunities require preregistration with SCCA and/or with the sponsoring company. It is the responsibility of each competitor to make sure they are in compliance with each program for which they would like to enroll. ☺

2018 TIRE RACK SOLO CHAMPIONSHIP TOUR AND MATCH TOUR CONTINGENCY PARTNERS

HAWK PERFORMANCE

All classes:
1st, \$100 certificate; 2nd, \$75 certificate; 3rd, \$50 certificate

BRIDGESTONE

Select classes:
1st, \$200; 2nd, \$150; 3rd, \$100

FALKEN TIRE

SSC and SSCL:
1st, \$300; 2nd, \$200; 3rd-\$100

BFGOODRICH TIRES

Select classes:
1st, 2 tires; 2nd, 1 tire

HOOSIER RACING TIRE

Select classes:
1st, 2 tires; 2nd, 1 tire

MAZDA NORTH AMERICAN OPERATIONS

Select classes:
1st, \$250; 2nd, \$150; 3rd, \$130; 4th, \$120; 5th, \$110; 6th, \$100

MINI USA

Select classes:
1st, \$250; 2nd, \$100; 3rd-\$50

2018 TIRE RACK PROSOLO CONTINGENCY PARTNERS

HAWK PERFORMANCE

(All classes) per event/class:
1st, \$100 product credit; 2nd, \$75 product credit; 3rd, \$50 product credit; per event/Super, Ladies, Bonus Challenge: \$100 product credit

HONDA PERFORMANCE DEVELOPMENT

(Select classes) per event/class:
1st, \$100; 2nd-\$50; 3rd, \$25; yearend points/class and Challenge: 1st, \$250 HPD product certificate

FALKEN TIRE

(Select classes) per event/class:
1st, \$300; 2nd, \$200; 3rd, \$100

BFGOODRICH TIRES

(Select classes) per event/class:
1st, 2 tires; 2nd, 1 tire; per event/Challenge (Super and Ladies): 1st, 2 tires; 2nd, 1 tire; yearend points/class: 1st, 2 tires; 2nd, 1 tire

HOOSIER RACING TIRE

(Select classes) per event/class:
1st, 2 tires; 2nd, 1 tire; per event/Challenge: 1st, 2 tires; 2nd, 1 tire; ProSolo Finale/class and Challenge: 1st, 4 tires; 2nd, 2 tires; yearend points/class champion: 1st, 4 tires; yearend points/Super Challenge: 1st, 4 tires

MAZDA NORTH AMERICAN OPERATIONS

(All classes) 1st, \$250; 2nd, \$150; 3rd, \$130; 4th, \$120; 5th, \$110; 6th-\$100; Challenges (Super, Bonus, Ladies): 1st, \$300; 2nd, \$200; point championship: 1st, \$800; 2nd-\$500; 3rd, \$250; additional payouts for points championship, competitor bonus and Women's Initiative bonus

MINI USA

(Select classes) per event/class:
1st, \$250; 2nd, \$100; 3rd, \$50; yearend points/class: 1st, \$1,000

OS GIKEN

(Select classes) per event/class:
1st, \$150 product credit plus hat/shirt; 2nd, \$100 product certificate plus hat/shirt; 3rd, free hat/shirt

TOYOTA/TRD

(All classes) per event/eligible class:
1st, \$200; yearend points/class champion: 1st, \$1,000; yearend points/Challenge champion: 1st, \$1,000

greatness, the 3.27-mile track - which will be used for the Runoffs - has remained exactly the same since, with the only change being widening some places to offer safer run-off room.

Today, the venue plays host to the Hoosier Racing Tire SCCA Super Tour, IMSA WeatherTech SportsCar Championship, and Pirelli World Challenge. ☺

Nexen Solo Rookie of the Year: Mark Dudek

On his first trip to Lincoln Airpark for the 2017 Tire Rack Solo National Championships, Mark Dudek strapped into a Street Touring Roadster Mazda Miata and claimed sixth place. In light of this achievement, he has been awarded the 2017 Nexen Solo

Rookie of the Year honors - and with it a free set of Nexen N Fera SUR4G tires.

Dudek gained experience in a BMW Z4 running with the New England Region. After making his first trip out to Nationals himself, co-driver and car owner William Koscieln

pressed Dudek into teaming up to make a proper run at the 2017 Nationals.

"No way! Why? How?" That was Dudek's response upon being informed of his selection as the Nexen Rookie of the Year. "That is awesome. Totally unexpected," he added. ☺

SOLO SPEC TIRE

The Falken Azenis RT615K+ has been selected as the spec tire for the new Solo Spec Coupe class. "We are excited to be named the spec tire for the new Solo Spec Coupe class," says Falken's Jonathon Bradford. "Falken has a long-standing tenure in motorsports and we look forward to helping the class grow with both seasoned solo participants and first timers."



Philip Royce

McCELVEY PRESENTED WITH SOLO DRIVER OF THE YEAR AWARD

The SCCA Solo Driver of the Year, chosen by the Solo Events Board from nominations submitted by the membership at large, is awarded to the competitor who has demonstrated exceptional skill or has overcome major obstacles to produce an outstanding performance at the Tire Rack SCCA Solo National Championships.

A Solo Championship demands focus and precision over two days. However, there are plenty of distractions during Solo Nationals. This year, one immense distraction impacted several competitors: Hurricane Harvey. The storm's two-day rampage along the Gulf Coast displaced families and flooded homes, almost keeping McCelvey from making the trip to Lincoln, Neb. But with Harvey's flood waters receding from their home, McCelvey's wife, Laurie, convinced him to pack up and head to Lincoln Airpark.

There, a tall task awaited in the C Street class. Through Thursday, McCelvey battled cone penalties to earn the slimmest, 0.002sec lead. On Friday, he extended that slim margin by an astonishing 1.295sec, thus securing the victory. 🏆



Jon Kroewicz

ON TIME
Along with a rebranding, the Time Trials program will host its first National event.

Announced: Time Trial Nationals

Unveiled during the 2018 SCCA National Convention was the creation of a new Time Trial Nationals event. Scheduled to take place Sept. 28-30, 2018, at NCM Motorsports Park in Bowling Green, Ky., the Time Trial (TT) Nationals will open with multiple lapping sessions for testing and practice, or can be used for participants to earn their TT novice license permit.

"If you've never participated in a TT event before, people can

come out Friday and earn a TT novice permit. That will let them compete the rest of the weekend and, if everything goes well, receive an SCCA TT license by the end of the weekend," explains Heyward Wagner, SCCA's Director of Marketing and Experiential Programs.

The second day of TT Nationals will open with 20-minute seeding sessions used to determine run groups and orders, followed by a

traditional time attack in the afternoon where drivers get one warm-up lap, and then have a single lap to post their best time.

For the final day of TT Nationals, NCM Motorsports Park will be divided into sections for point-to-point runs. Each competitor will have multiple chances to put down their best time on the shortened segments of track.

Announcement of the TT Nationals comes on the heels of the recent rebranding of 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 SCCA. Moving forward, all on-track, competitive, non-wheel-to-wheel timed events will be branded as Time Trials (TT). Non-competitive events will be branded as Track Events (TE). Hillclimbs remain unchanged. 🏆

DirtFish RallyCross National Challenge Program

Changes are ahead in 2018 for DirtFish SCCA RallyCross National Challenge events. According to Howard Duncan, SCCA's Senior Director of Rally/Solo, the National Challenge model will transform to a Region/Division-operated program with SCCA National Office support.

"This year, the RallyCross Board and National Office plan to select three established, successful RallyCross weekends to be National Challenge events, and possibly select one additional event to be added to the National Challenge schedule," says Duncan. "The goal will be to have between three and five



Rupert Berrington

IN CONTROL
In 2018, select Regions will steer National RallyCross.

events each year distributed across the country."

The one additional event in 2018, according to Duncan, will go to a Region interested in developing and advancing their local RallyCross program to a National level.

National Challenge events

will still mimic the RallyCross National Championship. However, under the new guidelines, there will be room for organizers to insert local "flavor" to an event, with the objective being to allow for some experimentation of new concepts or procedures. 🏆

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FV LOOKS TOWARD 2019

The Club Racing Board recommended the addition of disc brakes to Formula Vee for the 2019 competition season in the February 2018 edition of *Fastrack*. Section 9.1.1.4.D. of the General Competition Rules will include guidelines for the brakes, and the delayed implementation date should make it easy for anyone wanting to take advantage of the allowance to do so.



Mark Weber

TRACK NIGHT BOASTS EXTENSIVE 2018 CALENDAR

Over the last three years, more than 10,000 automotive enthusiasts have driven their cars on real racetracks around the country thanks to SCCA Track Night in America Driven by Tire Rack. That dream continues with the release of Track Night's 2018 season.

More than 30 circuits this year are scheduled to host Track Night events. The 2018 program will make first-ever visits to Auto Club Speedway, Dominion Raceway, La Junta Raceway, and New Hampshire Motor Speedway.

Track Night in America is a non-competitive, no-stress, entertaining, easy, and inexpensive way for nearly anyone who loves cars or motorsports to get on a real racecourse in their own vehicle during weeknights. All that's required is that participants be at least 18 years old with a valid driver's license and have access to an approved helmet and street car in good working condition.

The price to participate is usually no more than \$150 per event, although some special events and certain tracks may be a bit more. No previous on-track experience or SCCA membership is required, with drivers participating in the Advanced, Intermediate, or KONI Novice Experience group, with each participant receiving three



Clark McInnis

BACK ON TRACK

An extensive list of new and returning venues await Track Night participants in 2018.

20-minute sessions on course plus feedback from SCCA driver coaches on site. Admission is free for people who want to watch the fun, and leisurely circuit parade laps are provided for all Track Night guests.

The Track Night calendar is updated during the season as additional dates and venues are obtained, so check out tracknightinamerica.com for the latest information. 📍

COWLEY CLAIMS 2017 PRESIDENT'S CUP



Philip Royce

First presented in 1954 by President Dwight D. Eisenhower, the President's Cup is awarded to the SCCA driver demonstrating ability, competitiveness, and success at the SCCA National Championship Runoffs. Previously awarded to drivers such as Roger Penske, Skip Barber, Bobby Rahal, Jim Hall, and Paul Newman, this year's recipient is Formula F driver Matthew Cowley.

Cowley adds his name to the list due to his exciting performance at Indianapolis Motor Speedway during the 2017 SCCA National Championship Runoffs. There, Cowley started third, but he outlasted a

gaggle of other young competitors for a Formula F National Championship.

Only 19-years old at the time, Cowley, driving the No. 80 Team Pelfrey/Gap Guard Mygale FF/Honda, crossed the stripe just 0.659sec in front of the second-place driver in his very first Runoffs appearance.

After receiving the President's Cup trophy during the 2018 SCCA Hall of Fame and Awards banquet that closed the 2018 SCCA National Convention in Las Vegas, Cowley said, "I'm really honored and humbled to receive such a prestigious award. Thank you to the SCCA for giving drivers like me a road to follow their dreams." 📍



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SCCA UNDERGOES STAFFING CHANGES

There have been a number of staffing changes at the SCCA National Office in Topeka, Kan., with multiple people changing roles, as well as some new-hires. "These staffing changes at the National Office reflect the desire to focus our leadership on growing the Club and providing great service to our members," says Mike Cobb, SCCA President and CEO.



HOOSIER SHOP MANUAL VIDEO SERIES

Participation options can be varied, confusing, and daunting for newcomers - be it road racing, autocross, RallyCross, RoadRally, or another SCCA activity, the immense complexity of motorsports itself sometimes acts as a barrier to entry. But thanks to support from Hoosier Racing Tire, the SCCA is producing the Hoosier Shop Manual series, a set of videos taking a quick look at some of the ways Club members have fun with cars. Each short video, which can be viewed at scca.com, provides a glimpse into a competition activity and a specific way to get involved.

Mike Cobb, SCCA President and CEO, says the videos are being created to help automotive enthusiasts gain a better grasp of the SCCA member experience. The first set of videos focus on specific car classes across the Club.

"We want SCCA Regions to use these Hoosier Shop Manual videos as a tool for explaining just what this Club is all about and what we offer to those who want to have fun with cars," Cobb says. "I'm sure many current Club members have experienced a time when they've tried to explain the SCCA lifestyle to someone outside the Club and it just becomes a little confusing. With these videos, Regions now have an online destination where prospective members can learn more from those actually taking part in specific SCCA motorsport pursuits." 📍

Rick Corvine



RUNOFFS CHAMP JOINS F4

The 2017 Formula F Runoffs Champion Matt Cowley has confirmed his transition from Club competitor to the professional ranks with a move to SCCA Pro Racing's Formula 4 United States Championship Powered by Honda. The announcement came shortly after Cowley completed a successful test with the newly formed F4 U.S. three-car team at MSR Houston. "I am really

excited to join the F4 U.S. grid with Century Auto Racing," British racer Cowley says. "The series offers great competition with consistently large grid sizes, and extremely close racing."

While Century Auto Racing and Cowley are new to the F4 U.S. field, their winning track record together began in 2017 with Formula Race Promotion's F1600 Championship. Under

Geoff Bushor, the owner and operator of Century Auto Racing and Team Pelfrey, Cowley claimed his first national title in the United States driving a Honda-powered F1600. The crescendo to his 2017 season with Bushor was during the SCCA National Championship Runoffs at Indianapolis Motor Speedway, earning a national title in his first Runoffs attempt. 📍

MEMBER OF EXCELLENCE

Ron and Monica Shaw of the Des Moines Valley Region have been awarded the 2017 Member of Excellence Award. Members of the SCCA since 1991, the Shaws have been an integral part of racing in the Midwest Division for many years. Without them, some events simply would not have been possible. They have volunteered as corner workers, race chairs, flag chiefs, course marshals, communicators, worker coordinators, and more. Often traveling many, many miles for Club Racing weekends, the pair has even arranged their business hours around

Club events, showing a level of passion that is very rare.

The SCCA Member of Excellence award, chosen by the SCCA Board of Directors, is presented to volunteers who show the greatest commitment to SCCA motorsport activities during the previous 12 months. And, while it's an honor to receive the recognition, the prize is pretty awesome, too. Winners are provided up to \$5,000, funded with a 20-year private endowment by an anonymous SCCA member, to attend any motorsport event in the world. 📍



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COASTING TO BETTER LAP TIMES

Myth buster: Should a racer always be on either the brake or on the gas, never coasting? My answer? Revealed in the words that follow, inspired by an article I saw about the Corso Pilota Ferrari driver's school, and instructions quoted from my longtime racing friend Anthony Lazzaro. He coached using no brakes at the proper point, and no throttle or pedals, just roll into the corner off the gas.

"Regular readers of this rambling missive will recognize my standard fundamentals: Smooth is fast"

For that article's author, Art, this was an epiphany. A highly experienced automotive journalist, he'd always been led to believe it was gas or brake, all pedals, all the time. I have heard this concept taught many times. I just watched an in-car video from a friend I've never met demonstrating it enthusiastically, like this: *braaaaaake-on, gas-off, gas-on, gas-off, gas-on, gassssss!* "I have to do it to keep from spinning out," he said in response to my advice to wait longer and go to the

power only once. Not so much, fellow speed freak, read on.

Regular readers of this rambling missive will recognize my standard fundamentals: Smooth is fast because it fills the friction circle, using all the tire grip all the time. Slow down into a corner - braking less and cornering more - until you know you can make the apex. Then ease open the throttle, accelerating more and cornering less, tracking out until you're at the edge of the road heading for the next turn.

"But," you ponder, "isn't coasting along off the pedals a waste?" Well, fact is, some corners are long enough that if you brake all the way until you know you'll make the apex then you'll be going too dang slow. But if you go immediately from the brake to the gas, it'll be too soon, because you still need to turn a bit more, and going to the gas moves weight where? Class? Off the steering tires. Right! Well done!

So, what's a future champion to do? The only way to keep the tires at their maximum friction is to release the brake early enough to continue to carry speed, but off the gas, too. Coast. But I dislike that word - it implies nothing is happening. Do it right and plenty of braking still is

occurring. As I wrote in a past column, "...the brake zone doesn't end with the brakes." This is one thing that separates the winners from the 0.2sec off losers. Winners keep that outside front at the very limit of traction all the way until pointed at the apex, by carrying big entry speed while off the gas.

My term for this effect? Trailing throttle. An engine decelerating from high revs has a lot of braking force all by itself. So, this "coasting" is in fact braking also. It transfers weight forward just like a nice trail brake; adding grip and helping the car turn.

Trailing throttle is most effective in the front-wheel-drive world. These backward cars turn better off throttle than they do on. Except in rare cases, front-drive can only understeer under power due to the weight transfer off of the steering tires combined with the driving force to those same tires, adding slip angle, causing them to slide more and more as power is rolled on. Power understeer is OK if you have apexed late enough to release the steering - and best of all, it is very controllable and stable.

Autocrossers know that power understeer is really fast in slaloms



and offsets because the side-to-side tosses tend to break the rear loose, but that balances very well with power to the front. A front-drive under power can really explode from a slalom!

Some corner examples from around the country that can benefit from your trailing throttle: Daytona, Turn 1 (a long, late apex) and Turn 4 (the West Horseshoe); Lime Rock, Turn 1; Mid-Ohio, Carousel and Keyhole; High Plains Raceway, Turn 2; Utah Motorsports Campus, Turns 9 and 23; Laguna Seca, Turns 2 and 9; Willow Springs, the infamous Turn 9; and Circuit of the Americas, stadium-section Turn 15. What do they all have in common? No, don't just sit and wait for me to tell you, you tell *me*.

OK, got it?

They're not necessarily slow corners, but long ones, and mostly decreasing radius, meaning they get tighter. It takes a long time to aim at the apex. It's a long time before a well-balanced car can begin to accelerate.

With that balance comment, I rub a little salt into an old wound. Many drivers, some very successful and talented (too talented, I might say,

because they can drive around less-than-optimal setups), have always gone to the power too soon, pretty much everywhere, and tune around this error by setting their chassis up to over-rotate. They set it up to kick the tail out when they turn in. Now it makes sense to jam the gas immediately, set some weight on those rear tires to get them to grab. All's well until after the apex, if the driver is good enough to dance the oversteer into the apex (that fatal talent to which I referred). After the apex, our drift-driver attempts to add power and build speed, and the rears need more load to handle the horsepower twisting the tires (rear-drive), but much of that load was already laid back there at turn-in with the immediate stab of the gas pedal. A chassis that is too loose while cornering cannot put power down as well because the rears are already overworked. The driver has to wait to apply forward thrust. Furthermore, it only gets worse as the rear tires take abuse. This succinctly describes my somewhat painful pro racing seasons in 2001, '05, and '14, and I blame most of it on teammates who were just too darned good at dancing with oversteer.

"A chassis that is too loose while cornering cannot put power down as well because the rears are already overworked"

Two of these cars were Porsche 911s, hefting extreme rear weight-bias. The light front ends of the cars make them very receptive to trail braking and trailing throttle at the right time and place. This is a deep, dark secret to speed in the iconic 911: keep the weight forward way into the turn and set it up with enough off-throttle stability to accomplish that without oversteer.

So, the myth buster? No! You do *not* have to be on the gas or the brake all of the time. And many times you *must* not. Autocrossers, with your tight turns, this goes double for you. When the corner has a long entry and tightens up and has a lot of direction change, use a light trail brake as long as you can, then release it and carry speed off throttle, using trailing throttle deceleration (coasting), until you see you will make the apex. Then ease onto the throttle one time, and hold or squeeze down from there. This is smooth, this is fast, and busts the myth! 🚦

BALANCING ACT

Want to hear something crazy? Sometimes you don't need to be on the gas or the brake. A perfect example of this is Turn 2 at Laguna Seca (ABOVE).

“There need to be volunteers; it’s all about the volunteers,”

Anthony Porta expounds roughly an hour into our conversation about how he came to be involved with the SCCA. “I don’t think it works without volunteers. I know what worker’s comp insurance costs; I know what it costs to hire somebody. Volunteers make it happen. Without volunteers, there

would be no Solo.” This is far from lip service, and it didn’t take an hour of our conversation for me to realize this. Yes, Anthony is a car enthusiast – and an intense one at that – but he also fully realizes the fact that the Club, both on the Regional and National level, wouldn’t, no *couldn’t*, exist without everyone pitching in to help.

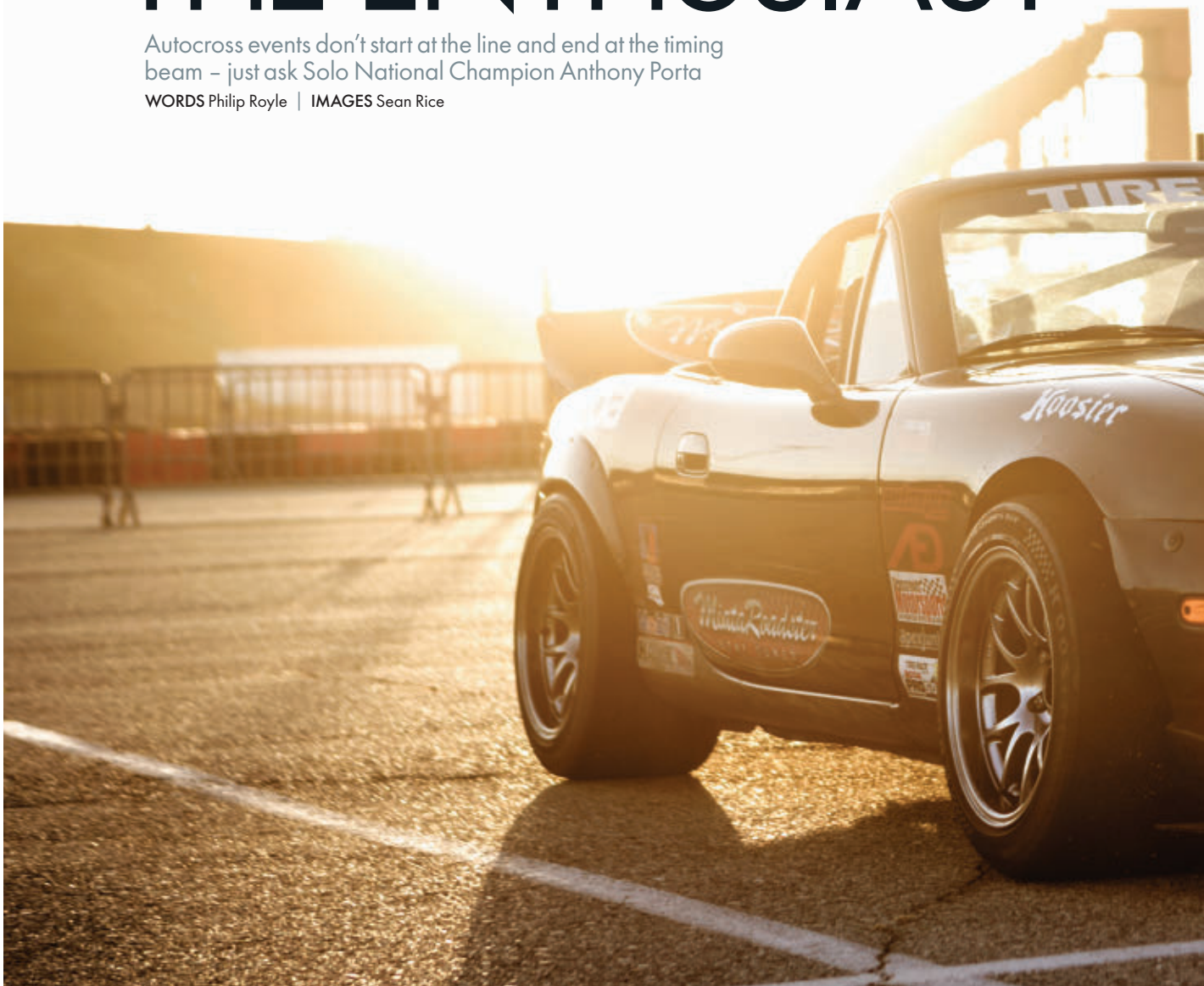
Anthony’s journey didn’t start with

cars or motorsports, however. Early on, he explains, he was more of an off-roader. “I grew up going through the Boy Scouts program, we’d always go camping or backpacking, and the scoutmaster had an old CJ-7. Going off-roading was always fun, and it was the first place I ever drove a stick. From junior high to high school it was all about off-roading.”

THE ENTHUSIAST

Autocross events don’t start at the line and end at the timing beam – just ask Solo National Champion Anthony Porta

WORDS Philip Royle | IMAGES Sean Rice



That came to an end in high school when a friend acquired a first generation RX-7. "The first time he took me for a drive in that I thought, this is what a car can do! I'd never been in anything like that or experienced real cornering g-force. I was shocked. It was overwhelming. When I look back, he was going at half the pace you'd go at an autocross,

but it was too much, too fast - and it was very exciting."

Anthony dumped his truck for an old BMW 5-Series, then another car came along. "As soon as my friend got a Miata and I went for a drive in something that was so light and fun, it got even more engaging," Anthony reveals of the path that led him to the SCCA in the early 2000s. "That's

when it goes from car enjoyment to car crazy - it became more emotional and more involved, and I had to buy a Miata.

"I was out driving one night and some people suggested that I try autocross. They said if you like being engaged and you don't want to go to the track, it's really inexpensive and safe - just go out and try it."



**ON SITE**

(ABOVE) On any given Southern Pacific Division autocross weekend, Anthony Porta plays multiple roles, from competitor to Cal Club Solo treasurer to SoPac's Solo Development Coordinator. (RIGHT) As a Solo Safety Steward, Anthony keeps busy on site.



Anthony purchased a Mazdaspeed Miata, the same one he owns today; in fact, it's the same one that took him to a B Street Prepared Solo National Championship trophy in 2016. Under Anthony's ownership, the car has also claimed two more National Championships, one with Steve O'Blenes behind the wheel and the other with Jodi Fordahl. But back to Anthony finding the sport.

"I went to a few autocrosses and found out I really liked it," he says. "But when I first went out to an event, I had a guy take the car for a spin - he was six or eight seconds faster than me and he'd never driven my car before. I mean, I knew about racing and the racing line, but not specific stuff to Solo, and it was shocking how far ahead of me he was - and then there was the space to

first place. And this was just locally, not nationally."

Early on in ownership, Anthony had plans for his Mazdaspeed Miata, but those mods placed the car in BSP. "I wanted to be competitive, but I knew I wasn't going to be competitive, at least initially," he admits. "I wanted to know what it would take to get there. How much would tires get me? How much would suspension get me? What would it take to get me from where I am to where I want to be."

Combining the thrill of driving different Solo course configurations with the desire to build a better car was irresistible. "I love that there was lots of stuff happening all the time and it was new every time," he says. "I like puzzles, I like rock climbing, I like variety. Give me the variety pack of cereal - I'll eat a different cereal every day and be happy."

"What would it take to get me from where I am to where I want to be?"

ANTHONY PORTA

Following a break from the mid 2000s to 2012, Anthony returned to autocross, this time taking note of one very specific change in Cal Club Region's Solo program. "There used to be so many people at an event, I can see now there was a lot of stress running the event, and people weren't as patient as they are today," he says. "[In 2002], they had to say, 'This is the way it is, take it or leave it.' But when I came back [in 2012], people were more inviting; there was more structure. There was a novice program with Leonard Cachola as the novice

coordinator for the Region; I recognized him from when I was racing before, so I latched on to him.

"Having that person to talk to filled in the details, like with a novice course walk - that was never offered when I started. That person could help show me around, help me through registration, and help me through tech [and] to understand the rules. That's when it began to become more serious."

Anthony's desire to better himself as a driver was now stronger than ever, with him running a few events co-driving with Bill Schenker in CSP and then eventually teaming up with O'Blenes in Anthony's BSP Miata. "There were so many things I thought were impossible that I did because of Steve," he says. "We were changing things [on the car] all the time - at

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every event I did something different. We joked at the banquet last year that Steve is the person most likely to do an alignment in grid. We're between runs changing ride height, changing springs, just - wow! This is what it can be!"

But in the background, something else was happening. Cal Club's Solo program operates with a series of smaller

clubs taking turns hosting each event, and Anthony had offered to help. "They were revitalizing one of the clubs and they ended up inviting me to a dinner," he says. "I had no idea about all the stuff that goes along with Solo."

It began with the organizers needing help with various positions, and Anthony was happy to oblige. "It took some

time to find the various positions I enjoyed, but I really like working on the computer, so I like the Timing and Scoring stuff, and I like being out on course to see what lines people are taking - it keeps me busy. My wife Lauren likes being the time recorder - she needs to be constantly busy. I think every person has a volunteer position meant for them."

"My courses were terrible; all the elements were too close together"

ANTHONY PORTA

As he showed up at more events, he wanted to become more involved. He also wanted to see some event changes, and



he knew that volunteering was the way to make that happen, but he also saw others in need. "I saw the people who I was racing with always showing up and getting tired, always volunteering for the same position and always looking for someone to step up. Course designers are hard to find, and though I'd never designed a course, I enjoy puzzles."

Anthony worked with Tom Berry and a few others to create courses but, as he says, "My courses were terrible; all the elements were too close together. However, people's patience and my willingness to get better helped change that."

Anthony also became a Solo Safety Steward. "That came about because at one

KEEPING BUSY

An average Sunday for Anthony involves spending time with his wife Lauren (BELOW), offering a hand at the registration table (BELOW MIDDLE), and preparing for his own runs (BOTTOM).





WORK HARD, PLAY HARD

Anthony takes his volunteering roles as seriously as he takes autocross competition. But despite winning the BSP National Championship in 2016, he still feels like he's got unfinished business in the class.

event there was a Solo Safety Steward who couldn't run because there was no other Solo Safety Steward on site. Everyone had either let their license lapse or they were out for another reason. This person, who was there all weekend - all day Saturday and Sunday - normally races, but couldn't run because there was no other Safety Steward who could take over for five minutes while he took his runs. That's when I volunteered. I saw that, and that's not OK. We're all volunteers and anyone who volunteers should be able to race.

"So, it went from locally volunteering for positions in my run group to volunteering for positions in the event. I then started listening to the Board calls and seeing things at a higher level. It was a slow creep," he laughs.

In addition to being a Solo Safety Steward, Anthony is currently the treasurer for Cal Club Solo and has recently become SoPac's Solo Development Coordinator.

"Eric Clements asked if I wanted to take over from him as the SoPac Solo Development Coordinator under Raleigh Boreen, so, hopefully, I'm going to get around to a little bit more of the area; a little Las Vegas, a little Arizona, a little Hawaii," he says.

While it's early days in his Solo Development Coordinator role, it's easy to see that Anthony is excited to be part of the program. "It's supplying more support to the Regions and trying to get them resources they need. Areas that have problems obtaining sites, there's a lot of information that Raleigh has available...

"I don't think all Regions are using all of the tools that are available online"
ANTHONY PORTA

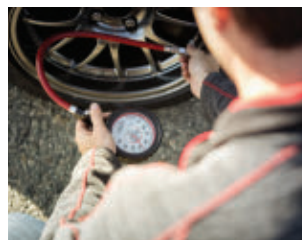
he knows how we overcome all of the site's concerns."

Beyond that, to Anthony, attracting volunteers comes down to making things as easy as possible. "I don't think all Regions are using all of the tools that are available online," he says. "Some Regions, for example, can file their sanctions and audits online. This makes the volunteer positions easier, and when it's easier, people are more likely to volunteer."

And this was no incidental statement for Anthony - it's something he's put a lot of

thought into. "How can we make positions easier and less time consuming?" he asks. "Because the easier and less time consuming something is, the more likely you are to get someone to volunteer."

Before we parted ways, the 2016 Solo National Champion, someone who splits his time between balancing family life, his job instructing at the Porsche Experience Center Los Angeles, and his recent gig as an Evo school instructor - someone who obviously loves competition and wants to continue to autocross no matter what - wraps up our conversation with one simple statement: "I want to autocross, and I want others to autocross," he says. "And, because I want to see it happen, I'm happy to volunteer to make it happen." 📍





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FULL HOUSE

The 2018 SCCA National Convention was, to say the least, successful, promising to usher in a new era for the Club

WORDS Staff | IMAGES Philip Royle and John Burchardt



TALKING POINTS

(LEFT) This was Mike Cobb's first SCCA National Convention as the Club's President and CEO. His approach was one of enthusiasm and honesty, which seemed to hit a note with the 480-plus attendees. (BELOW) The Women's Initiative seminar exceeded capacity. More information about this program will be released this year.



It was like the rooms shrunk. Really, it was impossible, and we all knew it, but even before the official entry count for this year's SCCA National Convention was announced on Saturday, attendees knew something was different this year. The rooms that in years past have offered ample seating, were overflowing this time. Town halls were often standing room only, and the seminar where Velma Boreen, Linda Duncan, and Tara Johns unveiled the much-anticipated Women's Initiative saw attendees spilling out the door. Oh, yes, this year was a success - and it succeeded on more levels than just attendance.

2018 marks the first year of the National Convention with Mike Cobb heading the Club as SCCA's President and CEO, and it would be an understatement to say he capitalized on the palpable excitement the 480-plus attendees brought. "Today," Mike Cobb began during Friday morning's Leadership Summit Kickoff, "we're going to talk a lot about leadership. Everybody in this room is a leader in this organization. So first off, thank you. Second, I'm not up here preaching to you - that is not my intent. But my charge as President and CEO is to help all of us cast a vision that, hopefully, we can all align, support, and execute."

During the half hour that followed, Cobb put forth a vision that, he noted, was far from the culmination of a closed-door brainstorming session. "These thoughts were not created by a team of one," he pointed out. "It was sourced by folks who are staff, folks who are Region leaders, folks who are racers, folks who are volunteers - folks who are, at the end of the day, members."



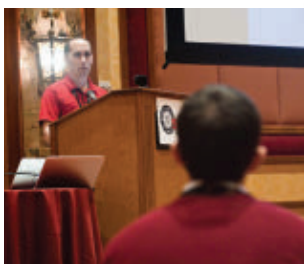
Cobb's presentation was packed with both content and energy, with him sorting through generational changes, experiential trends, motorsports statistics, and more with a welcome presentational ease. By the end of his session, as he handed the microphone over to SCCA's newest hire, the Club's Director of Region Development Chris Robbins, the room was notably energized. That energy, stayed throughout the Convention, too - it wasn't a rarity to overhear people in the halls speaking about great breakout sessions or ideas they'd discussed with leaders from another Region.

It would be fruitless to try to recount all of the sessions that took place at the National Convention, and luckily, we don't have to here. If you login at www.scca.com and click the "File Cabinet" button, every session presentation is available for download.

What isn't available for download yet, but will be in the coming months, is SCCA's audited financial statement. Preliminary numbers were presented during Thursday afternoon's Annual Meeting that, despite some struggles from SCCA Pro Racing (albeit with a bright F4 United States Championship and F3 Americas future) the

**GETTING ANSWERS**

(Counter-clockwise from LEFT) SCCA's Brian Harmer discusses plans for the 2018 Solo Nationals during the SEB Town Hall. Chris Robbins, SCCA's Director of Region Development, discusses the ins and outs of successful leadership. The CRB's Kevin Fandozzi answers Scotty White's Touring-category concerns. MotorsportReg's Brian Ghidinelli discusses registration solutions.

**TAKE NOTE**

(ABOVE) Note pads were abundant as members jotted down pertinent information.

overall financial health of the Club is strong, with SCCA turning a nice profit in 2017. Once audited financials are available, a notice will appear in *SportsCar* and complete documents will be available to all members under the "File Cabinet" link on scca.com.

More than 60 sessions later, Saturday evening wrapped with the annual Hall of Fame and Awards Banquet, a recap appearing in this Convention coverage.

Also at the Convention, the SCCA Board of Directors took a notable step back, placing Mike Cobb in the leadership limelight. To that end, Lee Hill, SCCA's Board of Directors Chairman, has penned a column for *SportsCar*'s Convention coverage, discussing the role of Cobb and the Board going forward:

The Chairman's View

They say that what happens in Vegas stays in Vegas - though I sure hope that's not true for the 480-some attendees at the 2018 SCCA National Convention, because the upbeat, enthusiastic mood that was everywhere at the South Point Hotel, Casino & Spa really needs to be brought to all members of our Club. Granted that my experience with SCCA conventions only goes back 10 years or so, but this was certainly the best that I've ever attended.

For starters, attendance was up by almost 100 - and when SCCA President and CEO Mike Cobb asked for a show of hands of convention first timers at the Thursday evening town hall, a truly impressive number of hands went up. For a volunteer organization like ours, nothing is more important than getting new recruits into leadership positions and it is really encouraging to see this kind of growth in convention attendance as well as some of our younger members stepping up to the plate. It was really great to see standing room only at so many of the presentations. Having a house full of attentive, engaged listeners really makes the time and effort of preparing material feel worthwhile. That kind of session energizes everyone involved and motivates others to share their expertise next time around.

I left Las Vegas feeling like we had laid the foundation for real growth going forward. Which brings me to the role of the Board of Directors - I'm aware that many members believe that the Board "runs the Club," and the Board has often been accused of (and dabbled in) micro-management. Honestly, with our oversight responsibilities in the rules making process (CRB, SEB, and so on) it is easy to see why. The reality is, the Board has only two primary functions. The first is to select, and then partner with, the SCCA President to direct the organization; the second is to review and approve the annual budget prepared by the SCCA President and Club staff.

I realize that many felt we were unduly deliberate in the process that led to the hiring of Mike Cobb - but I think the results support the process choices we made. One of the key requirements that we've communicated clearly to Mike is that he is the leader of the entire organization, not just the home office in Topeka. We all - the Board and Mike - understand that for SCCA to thrive, our Regions must also thrive. Note that I said "leader" not "boss" or any synonym thereof. A leader leads - he or she does not just tell people what to do. And, in a Region-oriented membership organization like SCCA, the ability to lead is especially critical.

Nothing demonstrates better that Mike understands that message than his decision to hire Chris Robbins as SCCA's Director of Region Development. For those who don't know Chris, he comes to us from Southwest Airlines where he was a key part of that airline's consolidated training organization known as Southwest University. He has a very strong background in training, motivating, and customer service and is a perfect fit for the part (as well as being a hardcore autocrosser and SCCA member).

I'm also going to suggest that now that we have a strong leadership team on board, it's time for the Board of Directors to lower its public profile a bit and confine itself to communications about governance, elections, and Board activities, with the occasional piece on Club direction at the 50,000 foot level, while Mike takes the lead on monthly communications via *SportsCar*.

- Lee Hill, Chairman, SCCA Board of Directors



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2018 SCCA HALL OF FAME

Eight persons who have made noteworthy contributions to the SCCA and the world of motorsports became official members of the SCCA Hall of Fame during Saturday evening's Awards Banquet that closed the 2018 SCCA National Convention.

The SCCA Hall of Fame was created in 2004 to preserve, protect, and record the history and accomplishments of the Club by acknowledging those members who have made a significant impact on the development of the SCCA, be it through service to the national organization, achievements in national competition, bringing national recognition to SCCA, or a combination of these factors. Nominations were submitted to, and reviewed by, the Hall of Fame Nomination and Selection Committees before the inductees were chosen.



WILLIAM C. BRADSHAW

William Bradshaw joined the SCCA in 1964. His incredible gifts of time and effort, across multiple programs, benefited generations and will continue to help members for decades to come. As a competitor, he participated in RoadRally, stage rally, and road racing, but found his calling helping other Club members, tirelessly working trackside, staging rallies, and in board meetings shaping the organization.

Through the years, Bradshaw helped by inspecting tracks, as a pit marshal, directing traffic on grid, or as a Steward, including time spent as Executive Steward for the Northeast Division and Assistant Chief Steward for the SCCA Runoffs at Road Atlanta and Road America. His work trackside even took him beyond the SCCA - to multiple Formula 1 Grand Prix events at Watkins Glen. As a Regional board member, Bradshaw served as by-laws chairman, membership chairman, Assistant Regional Executive, and Regional Executive. As testimony to the impact of his character and contributions, when Bradshaw decided to add to his SCCA plate by running for Area 10 Director, it was discovered that he did not reside in the Division. But Bradshaw was so beloved that Central Pennsylvania Region ceded the county he was living in to Glen Region and forever redefined the border between two areas.

Although his hours spent organizing and volunteering were formidable, it is in his efforts for safety that Bradshaw may have the most lasting impact. As a steward, he focused on driver safety by gathering statistics on incidents, analyzing that data on incidents, and outcomes, and using them to create risk management profiles. These data and analysis methods helped form the current Safety Steward Model still instrumental today.

Bradshaw's commitment to safety also extended into supporting and promoting the recognition of Emergency Services as a separate, unique specialty, an effort that resulted in the creation of a standalone license for Emergency Services.



PETER CUNNINGHAM

The racing bug bit Peter Cunningham after a happenstance meeting with a Porsche driver in an apartment parking lot. The driver told him about autocrossing and that it could be done in one's own car. An excited Cunningham entered his first autocross in his SAAB 99, won the event, and the groundwork was set for him to go head over heels into the motorsports world. He autocrossed every weekend that year and, as he did, found more competition and more challenges - each pushing him to do more and work harder.

Along the way, Cunningham built the resume of a renaissance driver, with success across series and formats. Cunningham found himself behind the wheel in ice racing, blasting through the woods on stage rally, and had his SCCA National Competition License fast-tracked by winning his first two Regional events.

It was ice racing that launched Cunningham into his most visible achievement - his partnership with Honda. After some success, he was able to convince Honda to give him a well-used road racing car for a series. With it, he beat Honda's factory team and won the drivers' and manufacturers' championship. That led to a relationship that has grown to one of the longest partnerships in motorsports - 31 years of RealTime Racing and Honda/Acura.

Cunningham has championships on ice, dirt and asphalt, even winning in trucks as part of the Shellzone Truck Guard Racetruck Championship. He has won the SCCA Solo National Championships, is a two-time United States Endurance Championship winner, is a Pro Rally champion, and is a 10-time SCCA Pro Racing Drivers' Champion. He is also the career leader in every major statistical category in World Challenge, and in 1998, he won the GT3 class at the Rolex 24 Hours of Daytona.



JANET GUTHRIE

After college, Janet Guthrie bought a Jaguar XK 120 M Coupe. It was while daily driving that car she discovered gymkhanas and then hillclimbs, and became involved in the SCCA. While competing, she found the faster she went, the happier she was. This quest for more speed led her, in 1963, to earn her SCCA racing license.

Like many SCCA racers, Guthrie worked on the cars herself - including rebuilding her own engines, towing her own car to the races, and enlisting volunteer crew to help along the way. She transitioned to professional racecar driver, got a dealer sponsorship, and turned a new Toyota Celica into a racecar for the Two-Five Challenge series. In 1973, she won the North Atlantic Road Racing Championship in that car.

In 1976, her SCCA championship and two Sebring 12-hour class wins helped get her noticed by IndyCar team owner Rolla Vollstedt. Guthrie broke barriers and stifled skepticism by becoming the first woman to pass the Indy 500 rookie test, this only five years after women were first allowed into the garage area at all. In 1977, she became the first woman to compete in the Indy 500.

A year later, looking to improve on her chances, Guthrie formed and managed her own IndyCar team. Twice that year at Indy she had the fastest practice time of the day and finished ninth in the 500 - a best finish for a woman, which would stand for 27 years.

Guthrie also branched into stock car racing. In 1976, she was the first woman to compete in a NASCAR super-speedway race at Charlotte. In 1977, she was the top finishing rookie and first woman to drive the Daytona 500.

Her impact on the world of sports has been put on display and has been awarded time and again. Her Indy 500 driver's suit and helmet are in the collection of the Smithsonian Institution, and her Daytona 500 suit and helmet reside at the NASCAR Hall of Fame.



AUGUST PABST

"Augie" Pabst attended his first race at the Janesville, Wis., airport, in the 1950s where he decided he wanted to race. Not long after that, he turned 21, bought a Triumph TR3, and drove in his first race at the State Fair Park in Milwaukee. Over the next several years, Pabst progressed from the TR3 to an AC Bristol, and then eventually bought a Ferrari Testarossa in 1958. It was with the Ferrari he began to have more success.

He teamed with such esteemed names as Roger Penske and Briggs Cunningham, competing with legendary names such as Carroll Shelby, Bob Holbert, Jim Hall, Bob Sharp, Stirling Moss, and Dan Gurney, all while driving iconic cars like the Scarab, Maserati, Ferrari 250 GTO, Ferrari 250 LM, Corvette Gran Sport, Chaparral, McLaren, and Ford GT40. He raced and won across the country, including 24 feature events, 15 of them majors and many coming at the Road America 500. In 1959, he won the USAC Road Racing title. In 1960, he won the SCCA B Modified National Championship.

A fun-loving soul, Pabst will forever be associated with events resulting in a rental car at the bottom of the pool at the Mark Thomas Inn at Monterey, Calif. Although off-track antics certainly make some of the best stories, it was his fight for the professional landscape of sports car racing which had some of the greatest impact.

For those efforts behind the wheel and helping form policy, Pabst won the 1960 Competition Press Driver of the Year Award, the Bob Akin award from the Road Racing Drivers Club, and has been inducted into the Motorsports Hall of Fame of America.



Courtesy SCCA

DAVE STREMMING AND LOREN PEARSON

In 1994, the Solo National Championships were looking for a new home. In the fall of that year, Topeka's Forbes Field was suggested as an alternative venue, and SCCA Solo organizers set up a meeting with Forbes Field airport president Dave Stremming (ABOVE) and local SCCA representative Loren Pearson (BELOW). What resulted was an 11-year partnership that changed the future of Solo in profound ways.

Pearson was a cheerleader for SCCA and the Topeka area. While Stremming had every reason to say "no" to the use of Forbes Field for a motorsports event, he saw the potential of it being a benefit to the local community. Stremming convinced the airport board to make an investment in the Solo Nationals because it would be good for Topeka.

Once the airport board was onboard, Stremming and Pearson teamed up to garner support from regional and state government officials, the visitors' bureau, local media, and local businesses. It quickly became apparent that while Salina had been a great home for the event for many years, something special was brewing in Topeka and the event could move to the next level, which it most certainly has over the following decades.

An example of the dedication Stremming and Pearson showed to the Solo Nationals program took place the week of Sept. 11, 2001, after the terrorist attacks on the United States. The attacks occurred just minutes after Solo Nationals began, and the Air National Guard needed to secure the Forbes Field runways.



Pearson and Stremming were not only instrumental in helping to evacuate the site, but were also responsible for the Club's return to the venue later in the week to complete Solo Nationals.

2018 SCCA HALL OF FAME

Continued...



Courtesy Nissan

BOB SHARP

Bob Sharp's racecars have been collected by celebrities, shaped the world of sports car racing, and built careers. In 1960, Sharp raced his daily driver Austin-Healey Bugeye Sprite while attending college before moving up to a G Production Sprite. In the never-ending quest for speed, Sharp found his way into a Lotus Seven for a couple of seasons.

While he was searching for the right car and the right direction, so was the SCCA. The early 1960s saw the Club change from being strictly amateur to allowing professional aspects into the sport, including paid drivers and sponsorship. These changes would open doors for Sharp and helped set the course for SCCA and road racing in the United States.

Sharp didn't have the money to get a flashy car, but what he lacked in funds, he made up for in business skills. New SCCA rules allowing sponsorship enabled Sharp to use connections to pitch a Datsun dealership his philosophy that fielding winning racecars would help sales, and so was born an effort to race a new "Fairlady" in SCCA competition.

The effort started in the back of a dealership, moved to Sharp's own used car-turned Datsun dealership, and soon expanded to a standalone racing facility with full factory support. The results led to 35 years of iconic No. 33 red-white-and-blue Datsuns and Nissans competing, and a relationship that helped set the mold for manufacturer and race team partnerships.

Along the way, Sharp volunteered his time on SCCA's Competition Board and Classification Committee, was named as a competition consultant for Datsun, captured six SCCA National Championships in three different classes, and won the IMSA GTU title - all behind the wheel of Datsuns.

Sharp stopped driving in 1976, but his team would be the springboard from which several drivers would make their mark on motorsports, including SCCA Hall of famer Jim Fitzgerald, sports car stars Sam Posey and Elliott Forbes-Robinson, actor Tom Cruise, and Bob's son, Indy and sports car champion Scott Sharp. But of the people who raced with Bob, a special relationship stands out that began in 1972 when Lime Rock owner Jim Haynes asked Bob to take a man for a publicity ride around the track. That man was actor and future SCCA Hall of Fame member Paul Newman.



Courtesy SCCA

DR. DICK THOMPSON

Dr. Dick Thompson - known as the "Flying Dentist" - helped usher in iconic cars like the Chevrolet Corvette, the Shelby Daytona Cobra and the Ford GT40 alongside legendary drivers including Dan Gurney and Jacky Ickx. His motorsports career started in 1952 when he went racing in an MG TD street car. His 1954 SCCA National Championship behind the wheel of a Porsche caught the attention of General Motors executives, which led to Thompson driving Corvettes for much of his career. As part of the Corvette team, Thompson's driving success would build the iconic stature of the Corvette in American automobile history.

While most of his success came while behind the wheel of Corvettes, the list of cars he competed in reads like that of the most amazing concourse list or high-end automobile auction. During his racing years he spent time behind the wheel of Ford GT40s, Shelby Cobras, Shelby Daytonas, Shelby GT500, Masaratis, the Ferrari 250 GTO, and even a Turbine-powered Howmet.

He raced across the world, along the way capturing eight SCCA National Championships and wins at the 12 Hours of Sebring, 24 Hours of Le Mans, and the 1000km of Spa. In endurance racing, his teammates included SCCA Hall of Fame members Phil Hill, Briggs Cunningham, John Fitch, Augie Pabst, Roger Penske, Dan Gurney, and Mark Donohue.

WOOLF BARNATO AWARD

Carol and Dave Deborde were presented with the Woolf Barnato Award with past winners on stage.



AWARDS

Woolf Barnato Award: Carol & Dave Deborde, Reno Region

David Morrell Memorial Award: Jerry Wannarka, Lone Star Region

TOM BURKE AWARDS

Small Regions: Chattanooga Region, Beth Cox, RE

Medium Regions: Glen Region, Ed Zebrowski, RE

Large Regions: Kansas City Region, Chris Kern, RE

Jumbo Regions: Washington DC Region, Paul Anderson, RE

REGION OF THE YEAR AWARDS

Small Regions: Tennessee Valley Region, Steven Conrad, RE

Medium Regions: Susquehanna Region, Kristen Poole, RE

Large Regions: Indianapolis Region, Chris Brake, RE

Jumbo Regions: Central Carolinas Region, Brian Gause, RE

SOLO

Driver of the Year: Daniel McCelvey (1), Houston Region

Nexen Rookie of the Year: Mark Dudek, New England Region

CLUB RACING

President's Cup: Matthew Cowley (2), Central Florida Region

John McGill Award: Chris Kern (3), Kansas City Region

RALLYCROSS

Dirty Cup: Jim Rowland (4), Ozark Mountain Region

Regional Achievement: Hawaii Region

Divisional Achievement: Northeast Division

ROADRALLY

Robert V. Ridges Award: Rich Bireta, Kansas Region

Regional Achievement: Finger Lakes Region

Divisional Achievement: Great Lakes Division



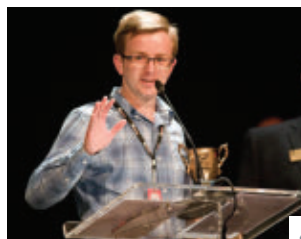
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RED CARPET

Leading to Saturday evening's Hall of Fame banquet was a red carpet fun photo op...



BUILD IT UP

With the 2013 Scion FR-S on the lift at FR Sport, car owner Richard Hayter went to work swapping parts to convert the car from D Street to Solo Spec Coupe trim.

Did you read our article on SCCA's Solo Spec Coupe (SSC) in last month's issue or read about it online? Our guess is a number of you did, and also got pumped to run in the new class, since sales of the SSC suspension kit quickly surpassed initial expectations. Like many of you, we couldn't help but get sucked in by Solo's first spec class, and we decided to dig in and build a car.

Putting our feelers out, we found D Street (DS) competitor and past Solo Champ Richard Hayter was very interested in converting his 2013 Scion FR-S to SSC trim, so a partnership was quickly formed. "A Spec class where everyone is using the same car, tires, and equipment is extremely appealing from a no excuses, just drive point of view," Hayter explains of what drew him to the class.

The DS FR-S is not Hayter's first experience with the platform, having previously built a Subaru BRZ for Street Touring Xtreme. The SSC class bridges a large gap between Street and Street Touring, and does so at a potentially large cost savings. "Having previously built an STX twin, I knew I did not want, nor could afford, to go to that extreme again," says Hayter. "It's great fun racing, but not so much a great daily driver."

With a car lined up for our build, we sourced our SSC suspension kit from Tire Rack. Priced at \$1,767 shipped, the kit includes pretty much everything you need to convert a 2013-'16 FR-S or BRZ for the class.





PROJECT SOLO SPEC COUPE

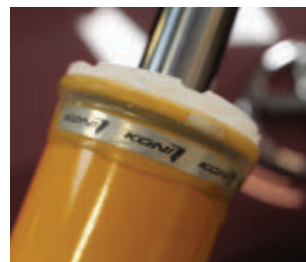
PART 1: We dive into the Solo Spec Coupe class with a hands-on build

WORDS & IMAGES Jason Isley



GREATER THAN THE SUM

(LEFT) Our Solo Spec Coupe suspension kit sourced from Tire Rack includes all of the pieces needed to transform a 2013-'16 Scion FR-S or Subaru BRZ for SCCA's first spec autocross class. We also took the opportunity to source a set of TR Motor Sports FF10 wheels from Tire Rack. (BELOW) A set of sealed Koni dampers allow for suspending tuning, while keeping cost in check. (BOTTOM) With Eibach springs installed on Koni struts, a set of SPC eccentric bolts allowed for more front camber adjustment.



In the kit, an Eibach Pro-Kit Plus includes the required springs, which nicely lower the car and increase spring rates over stock for improved handling. Additionally, replacement front and rear swaybars, which are adjustable, further allow the driver to fine tune the handling. "Our Pro-Kit lowers the FRS/BRZ one inch in the front and rear with a progressively wound 25- to 40-percent increase in rate over the factory springs," says Mark Krumme of Eibach. "The anti-roll kit offers an increase in bar diameter as well as fine tuning through two-way adjustability. The front bar is a 25mm tubular bar with a 256-percent increase on the holes furthest from the center of the bar and 317-percent increase in the holes closest. The rear bar delivers a 100-percent increase at the furthest and a 200-percent [increase] on the closest settings."

The kit also includes components from SPC, which allow additional front camber, as well as a full range of adjustment to rear camber and toe - which is lacking in stock trim.

One unique piece to the kit is the Koni Sport dampers, which were built with performance

driving in mind. "When we first did the development for the FT86, long before we knew SSC was going to exist, we knew that this car was going to be expected to live in the autocross community," says Lee Grimes of Koni. "So, when we did the actual development for the car, we had autocross in mind to begin with. We developed it to be driven on the street in full soft, and have that 100-percent adjustment range up from there for your personal tuning. It was intended to be autocross friendly."

Koni was approached by Tire Rack to develop a cost-effective, performance-oriented damper package for SSC, and since the Koni Sport for this platform was engineered with performance driving in mind, it was already a good fit. To help control cost and ensure equal competition, Koni developed a program from which it could use a production-based damper. "Every Koni shock is dyno tested at the factory; they have a baseline they have to meet," says Grimes. "When we get [the SSC shocks] at Koni USA we dyno test them to a tighter tolerance than the normal production, to make sure these are better matched than a



normal off-the-shelf situation. When they meet the more refined standard, we do the tamperproof seal.

"There are about seven steps these shocks go through before they become SSC shocks," Grimes explains. "We use a tamperproof sticker we previously had used in an oval track series, and are putting other hidden markers in place, so we will see if someone has worked on the shock."

The SSC program is currently consuming the bulk of the FT86 platform shocks being built by Koni at its Holland manufacturing center, but future plans should streamline the process, aiding turnaround time and helping control production costs. "We are getting probably 80-plus percent of these shocks that Koni Holland is making," says Grimes.

"Everything that comes into the country we are immediately testing for SSC use. We are trying to keep the cost down; we want to keep it as cheap and consistent as we can. Eventually, we will have them coming out [of Holland] labeled SSC instead of Sport. They will be doing the testing at the factory, and then we will seal them, this will help speed up the process."

No matter what trim or state the car you start with, the process for building an SSC car is largely the same, and it's a project that can easily be completed in an afternoon in your driveway with a basic set of hand tools, less a few specialty items. You will need access to a coil spring compressor and potentially a ball joint separator, both of which can be sourced easily or rented.

In our case, we opted to take advantage of a fully equipped shop when FR Sport graciously offered the use of the bay at its Fountain Valley, Calif., retail outlet. FR Sport also has a state-of-the-art alignment rack, something we knew we would need once the installation was done, as well as tire changing equipment.

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GET SET

(LEFT) FR Sport's Mark DeShon went to work dialing in the alignment once installation was complete. With a lowered stance and ample adjustment, the desired amount of negative camber was easily obtained. (BELOW) Installation of the new SPC rear lower control arm is much easier if you start with the outer end (pictured) and work your way toward the center of the car. (BOTTOM) Removing the subassembly that connects the front swaybar to the chassis makes this otherwise miserable task a snap.



With the FR-S on the lift, we made quick work of the front swaybar swap. Dropping the subassembly that secures the swaybar to the chassis makes the process much easier. In DS trim, the car already sported an adjustable swaybar and adjustable end links, but they would give way to the Eibach unit and OE end links. Similarly, the car already carried a set of standard Koni Sports dampers, which gave way to the SSC sealed units shod with Eibach springs.

Of note is, that when installing the front dampers, the SPC alignment bolts go in the lower strut mount, while the upper gets filled with a 14mm OE bolt. If you are starting with a completely stock car you may need to source a 14mm strut bolt separately, as the standard part is a 16mm unit - the smaller bolt is authorized for alignment adjustment in the factory shop manual.

The rear toe link installation requires minor manipulation of the parking brake cable, which is easier if you release the parking brake to reduce tension. A ball joint separator may be needed to remove the OE part; in our case, a few blows with a hammer did the job.

New rear lower control arms offer a range of camber adjustment that was lacking in stock trim. Due to the angle of the bushing installed in the rear knuckle, the assembly process is easier if you start with the outer attachment point and work your way toward the rear subframe.

Some users have reported issues when attempting to attach the swaybar end links to the rear Eibach swaybar on its softest setting, but this was easily avoided by waiting to fully tighten down all of the installation hardware until all of the new parts were fitted.

Because the car was previously used in DS competition, it was already fitted with a number of components that could be utilized in SSC. The drop-in replacement air filter, Hawk HP+ brake pads, and a Tanabe exhaust system were retained, saving a good bit of time.

The final piece of the puzzle was the wheel and tire package. The Falken Azenis 615K+ was chosen as the spec tire for the class; sized in at 225/45-17 and priced at a very reasonable \$113.78 each at Tire Rack. The 615K+ offers a great balance of performance and value.



"The only thing left to do now is get the car on course for a little test and tune, which we hope to share next month"

We had FR Sport wrap the 615K+ around a set of TR Motor Sports FF10 wheels, which meet class specs, and can be sourced at Tire Rack for \$169 a wheel. Our set was one of the last batches offered in the +45mm offset, so we will run 5mm spacers to maximize strut-to-tire clearance for dialing in camber. Future TR Motor Sports FF10 wheels will come with an SSC maximum +40mm offset.

All told, the installation process took about three hours, helped in large part by the well-equipped service bay at FR Sport. With all the parts fitted, the FR-S was rolled across the shop where Mark DeShon, Production Manager at FR Sport, worked his magic on the alignment rack.

What should have been a quick and easy alignment job for DeShon may have been hindered by some shoddy installation work on our part. This can happen when the two people working on either side of the rear suspension fail to communicate, installing items like eccentric washers that set the camber opposite to one another. This is also when it was discovered the 14mm bolts should have been used in the front struts rather than the 16mm units. Note to self: read the instructions next time.

Once DeShon addressed those oversights, the setup began to take shape. Thanks to the wide range of adjustment offered by the SPC alignment products included in the SSC kit, ample camber and toe is easily obtained.

The only thing left to do now is get the car on course for a little test and tune, which we hope to share next month. 📍



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GOING FASTER

Three autocrossers at the top of their game reveal their secrets to speed on the Solo course | WORDS Reece White | MAIN IMAGE Rupert Berrington

From the front of the field to the back, in the SCCA Autocross program, everyone's goal is the same: go a little bit faster. It's truly the name of the game, no matter how fast (or slow) you may be. But as you look at the top of the results sheet - then gingerly flip the page to find your name - remember that even the cream of the crop

probably started on that second page of results. Luckily, SCCA's fastest autocrossers are a particularly friendly bunch, and we've found they're all willing to share the secrets they learned in their drive to go faster.

The first universal tip is to take a driver's school, no matter your skill level. Programs like the Tire Rack Starting Line School are a

great way to get a different perspective on your driving, typically with other top drivers as your coach - this simple trick worked for John Vitamvas. The 2017 D Street Prepared champion took eight years to crack the top five at the Tire Rack Solo National Championships, but once he did, he has stayed there for five of the past six years.

Taking a driving school allowed him to understand that age-old truism in autocross - look ahead.

"Look ahead" is tops on the list for a reason, but it also, at times, seems to be something that gets bandied around with no real meaning. It's not enough to just look ahead, but rather to understand what it is you should be focusing on.



BEST PRACTICES

No matter the car or class, tips from top drivers will help you unlock speed. John Hunter (BELOW) is a big fan of co-driving with someone fast, someone who will push you. Like Hunter, John Vitamvas (BOTTOM and LEFT) sees the value in a skilled co-driver, but also emphasizes the knack of knowing how far ahead to look on course.

"I would look ahead and look halfway through the course, and get lost in the stuff that was close by"

JOHN VITAMVAS

Perry Bennett



Rupert Berrington

"I would look ahead and look halfway through the course, and get lost in the stuff that was close by," Vitamvas admits. "I didn't have a problem with looking ahead, I had a problem with looking too far ahead."

But a co-drive with Sam Strano, who he met when Strano was an instructor in the school, pulled the message together for Vitamvas. "We rode together on the practice course, and it was a run that was pretty good," Vitamvas explains. "He said, 'You're a skier, right? When you ski, do you look at the trees? So why are you looking at the cones?' I don't know why I never thought about that before - it was so obvious."

That light-bulb moment gave Vitamvas the tools he needed, but his real improvement came when he began co-driving with other competitive drivers.

"Someone who is pushing you, but always trying to help you," Vitamvas says. "I think for some people, that's intimidating. Maybe they don't want to get beat in their own car. I didn't really care about that, I just wanted to be faster."

"Driving with them, and riding with each other when we can and doing data and video, and talking through how we're going to attack the course - that's the thing that, this past year, got me those last few tenths."

John Hunter, a 10-time trophy winner at the Solo National Championships and the 2013 C Street Prepared champ, agrees, and drove with two-time jacket winner Matt McCabe in that gold medal season.

"I knew he would push me as a driver," Hunter says. "On top of that, we have a slightly different driving style. That worked, because we could learn from each other. One of the things we used to do was ride with each other. That last time we did that, after we got done with our runs, I said 'How did you do that?' He said to me, 'That's exactly what I was thinking.' We rode with each other, and were both in awe



at how the other drove a corner.”

Hunter also recommends spreading your focus around a variety of car types to really improve overall skill level. “I realized halfway through one season that my car wasn’t going to be ready for Nationals,” Hunter says. “I started going to local events and just asking people, can I co-drive with you? Luckily, a lot of people knew me by then, but each time I went I picked a different drivetrain. I did front-wheel, then all-wheel, and then rear-wheel drive. After that, I went street tires to race tires. What I learned was there

were a lot of things to take from each combination to put it in your toolbox.”

Two-time A Modified National Champion Marshall Grice recommends dating a member of the Berry family to improve your autocross skills. While that comment is made very tongue-in-cheek, this method did allow Grice to begin his career driving with nine-time National Champion Tom Berry and compare notes with seven-time National Champion (and now Grice’s wife), Christine. (It should also be noted that the Berry family has been very generous

with offering seat time in their cars – dating is not required.)

“I was a very aggressive driver starting out, particularly with the pedals,” Grice says. “Hard and late braking followed by slamming on the gas; it was slow, but fun. I could get within two seconds of Tom’s times pretty consistently, but that was all I could do – I had hit a plateau. If I overdrove a corner entry, I would slam on the brakes, or if I overdrove a corner exit I would snap off the gas, really just provoking the car at the absolute worst time.

“The best way I would describe it is to not be binary

with the pedals and to really focus on what your feet are doing. A five percent change in throttle or a slight dab of brakes can be a huge change when the car is at the limit.”

Key advice came from three-time Solo National Champion, professional road racer, and amateur sunglass model Tom O’Gorman. It’s easy to forget, but O’Gorman hasn’t always been the favorite to take home the biggest trophy. Though the talent has always been there, it took him five tries to learn what it took to move to the top in the largest stage in



Rupert Berrington

TAKE IT EASY

For Tom O’Gorman (BELOW, right), reminding himself to have fun has paid dividends on the Solo course. Marshall Grice (BOTTOM and LEFT) has found speed by smoothing out his inputs.

“What I learned was not to take it so seriously, and have fun on every single run”

TOM O’GORMAN

Perry Bennett



Rupert Berrington

autocross. And what it took was an adjustment in approach.

“I learned through focusing on National events, maturing as a driver, and understanding my driving style as well that driving as fast as possible on every single run doesn’t necessarily give the best result,” O’Gorman says. “Sometimes it was great, but sometimes it was really disappointing.

“The first run is your chance to look at the course and see where it goes,” he continues. “That’s your opportunity to get a run in where the time doesn’t matter, but everything you do on

that run sets you up for the rest of the day. If you go out and find the course and don’t make any big mistakes in car control or get lost, it doesn’t matter what the lap time is, it’s going to set you up to succeed for the next two, four, six runs. If you go on the first run and get lost, you’re behind the eight ball. It’s the mental game of not putting yourself behind on the first run so that you can build on that platform rather than throw yourself off.”

For O’Gorman, there’s one last key to success on the Solo course, and it’s one we have to

admit is our favorite. “When I started pro racing and went back to the parking lot, I was there because it was social and for the enjoyment, and because I love it,” O’Gorman reveals. “I haven’t felt pressure at autocross ever since then. What I learned was not to take it so seriously, and have fun on every single run. Remind yourself of that even at the start line: This is going to be a blast! I’m about to go and tear my car up; this is going to be fun! I’m not lying when I say I’ve been a better autocrosser since I’ve taken that attitude.” 🍷

TUNING UP

Data analysis and driver coaching starts in the pits, but it shouldn't end there | WORDS Jason Isley | IMAGE Jeff Loewe

In the search for speed, data systems have become the norm. From CAN and OBD-II based systems that pull seemingly endless channels of data to standalone compact units and even smart phone apps, there is a data device for every driver and every budget. As racers know, though, while gathering data is easy, putting that data to use is another subject. Luckily, there are a few tricks to the trade.

For the weekend warrior, picking a few specific items in the data can pay dividends between track sessions. "RPM, speed, and throttle will be in just about every OBD-II [and] CAN data set," says Lawson Mollica of AEM Performance Electronics. "So, generally speaking, these are the three that will be most beneficial. Of course, this is most helpful when it is integrated with GPS so that you can [generate a] track map and then apply those channels to a physical map to evaluate what the driver is doing."

Now armed with data, the next step is putting it to use. It's no secret that driver coaches are very helpful. While most work with a driving coach has traditionally been done between on-track sessions, in-car communications have advanced to a point where a driving coach can help a racer realize these improvements in real time, on track. "If a coach

"RPM, speed, and throttle will be in just about every OBD-II [and] CAN data set"
LAWSON MOLLICA

doesn't have a communications system, they have to watch for a number of laps, wait for the car to come into the pits, and then tell the driver what they are doing wrong, and then the racer goes back out and tries it again," says Toto Lassally of Speedcom Communications, pointing out that this process burns up a lot of time at the track. "Being able to talk to the driver from different corners allows you to better utilize track time and correct problems a lot quicker because you can do it in real time."

When it comes to driver coaching communications there are different ways to accomplish the task, depending on the environment and your goals. "There are two different things," says Lassally. "There is radio communication that allows communication between the pits and the car, and there are intercom systems that allow live communication between driver and coach in the car."

At track events or schools where an instructor may ride along, the intercom systems helps the duo communicate effectively, making much better

use of the time on track. "We have new driver coaching intercoms that run on four double AA batteries, or you can plug it into the lighter - it comes with all the gear you need," says Lassally. "It allows the driver and instructor to talk back and forth, so the instructor can be giving pointers and instructions to the driver. Even in a street car with the windows down and a helmet on, with the noise of the car it can be hard to talk, as a result the intercoms are becoming very popular for in-car coaching."

In situations where in-car coaching is not available, a radio can be a very effective tool. "The coaches usually stand at different corners so they can watch how a student approaches the corner, how they enter a corner, where they are picking up the throttle, where they are braking," Lassally explains. "They watch the habits from the outside and can relay information to the driver; they can give instruction in real time and suggest changes."

Beyond driver coaching, radios can be a good tool to help drivers keep their head in the game. "I use them all the time, not only as a coach but also as a driver, to stay focused up on the wheel," says Shawn Sampson of Sampson Racing Communications. "What I personally like is that a spotter can help with traffic when it comes to a perfect passing area

TALK IT OUT

From Trans Am to SCCA Road Racing, data analysis between track sessions is all but de rigueur. No matter the size of your team or your budget, there's a solution for you.





or working the traffic to keep faster, less experienced drivers off your bumper.”

While older radio setups might have left both the driver and crew struggling to understand

one another, today’s systems offer the ability to communicate clearly and effectively even in very noisy racecars. “One of the biggest improvements has been the use of digital radios, which

offer 100 percent communication at all times so a conversation can be had at any point on the track,” says Sampson.

Few commodities in racing are more valuable than seat time, so

making the best use of testing requires having the right tools for the job – and, it turns out, data systems, driver coaches, and radio setups might just be the trick to putting you on the podium. 📡



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MXM – NEW FOR 2018

The new MXM is a compact dashlogger with a configurable graphic liquid crystal display, integral high speed GPS, three-axis accelerometer, gyro, and magnetometer, four analog inputs, two digital inputs, two digital outputs, and WiFi, plus features a multicolor LED shift array and alarms. Unmatched ECU support is standard. A powerful dashlogger that offers great value.



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It's a lap timer – and so much more. An integral high speed GPS receiver provides automatic lap timing, predictive lap timing, sector timing, track maps, vehicle speed, and more. New LEDs allow for real time plus-or-minus or shift lights and the unit features WiFi download. The SOLO DL adds an ECU connection making for the best-valued full-fledged data logger available anywhere.



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RACEPAK D3 APP

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LAP DATA DISPLAY

Upon completion of a track outing, the D3 app automatically presents all lap time data, along with rpm and temperature data, to the driver, providing immediate review of the driver's performance.

	Time	RPM MIN	RPM MAX	Temp MIN	Temp MAX
1		10025	5772	131	110
2	1:15.843	10711	6101	144	124
3	0:58.210	10842	6106	153	147
4	0:56.467	10403	5418	160	155
5	0:57.126	11440	6266	165	163
6	0:56.352	11320	6422	170	166
7	0:56.381	11365	6379	170	164

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Unlike traditional data systems, the D3 app provides an easy to use, intuitive interface utilizing the familiar pinch/swipe of mobile devices. Most important is the exclusive 3D track map, providing an incredibly simple method of spotting areas for driver improvement and lower lap times.



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RADIUM P16 LONG TRACK SYSTEM

Packed full of features, this is a great entry-level system for the amateur racer. The P-16 radios come with a quick-rate charger, lithium-ion battery pack, and operates at 4 watts in the 450-470 MHz frequency range. The system includes a noise-cancelling headset with M101 noise-cancelling mic, as well as an M101



noise-cancelling mic helmet wiring kit and pro ear buds for the driver. All in-car wiring is Motorola two-pin compatible so you can upgrade to Motorola digital radios in the future.

2-MPI COACHING INTERCOM

SPEEDCOM introduces its new 2-MPI coaching intercom. This intercom can operate from your car's 12-volt system or four AA batteries. It features independent volume control for the driver and driver coach, plus an audio output that you can patch into your video system to record the conversation in real time. Also available are single ear/mic kits that slip into any helmet that is not pre wired (sold separately).



MOTOROLA CP200D DIGITAL LONG TRACK SYSTEM

SPEEDCOM's CP200D Digital Long Track System uses Motorolas Mototrbo DMR digital radio technology, which gives crystal clear communications around any circuit in North America without having to use base stations or repeater systems. Coupled with the included Speedcom RT in-helmet microphone, all background noise from the car is cancelled out for crystal clear communications.



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**SPREAD THE WORD**

(LEFT) At the SCCA National Convention, Glen Thielke presented a data seminar to a packed house, offering an opportunity for officials and competitors to better understand the program.

He'd dash from the Number 2 flag station to the pits to install the small data acquisition devices in the cars about to hit the track. Glen would return to his station and be back in the pits in time to remove boxes once the session ended.

He says when he worked the Runoffs at Mid-Ohio in 2016, the joke was that on day one he had a Regional license, on day two he was the Regional Administrator, on day three he had a National license, and by day four he was the National Administrator. For that event he had one part-time helper and they collected over 1,000 laps of data from eight classes working with an average of eight cars per class. Needless to say, they were busy.

To each driver whose vehicle has been selected to carry a data box, Glen explains that his role is to install and remove the box to give the CRB and the appropriate Advisory Committees information, enabling them to make intelligent decisions about performance groupings. Glen also tries to inform all drivers that data will be gathered at certain events. "We don't want to surprise people," Glen says. "We make every effort to get the word out. We see that it is announced in the Supplemental Regulations and we try to post a list at registration."

He notes that some classes, for example B-Spec, have been particularly welcoming to carrying data boxes. "They want to establish a strong class and they are very interested in achieving parity among the various cars in their group."

One concern drivers may have is the security of the data. "We understand that competitors don't want their data shared with other competitors," Glen notes, "and we take every step to see that it is properly handled and kept confidential. Information is downloaded into my laptop alone. It will be transferred solely to the SCCA SharePoint website to be viewed by those who will analyze it."

Currently, Glen does some 95 percent of the analysis, although he hopes to soon train more people.

DEFINING A SPECIALTY

Race Data Technician Glen Thielke's Mission: Fair Competition Adjustments Through Data-Driven Decisions | **WORDS** James Kearney | **MAIN IMAGE** Philip Royle

He is often referred to as "The Data Guy," and no, he's not out to get you. Glen Thielke is the first person to ever receive a Worker of the Year Award as a Race Data Technician. He is at the forefront of a Club initiative to use data acquisition to assess the need for competition adjustments among racecars in SCCA Road Racing competition, but like anything new, not everyone is immediately on board. Luckily, Glen's well-rounded experience in the Club is a big plus in defusing any fears that arise.

In the past, Glen has been a driver, a flagger, a licensing chairman, and a member of the competition board. Consequently, he's sensitive to all involved and is proceeding thoughtfully as "The Data Guy" under the close supervision of the Club Racing Board. His hard work is playing a key role in maintaining a level playing field out on the track.

Glen and his wife Donna live in Rubicon, Wis., about an hour from Road America. He says they are "retreads" because they

started with the Club back in 1982, took a break for a few years, and returned in 2011, lured back in part by the National Championship Runoffs being hosted at Road America. Upon reenlisting, they crewed for some friends and then took up F&C duties. It wasn't until he read an article in the August 2015 issue of *SportsCar* that his new world was revealed. Jim Wheeler, the chairman of the CRB, had written an article proposing a new specialty: Race Data Technician.

The job, it turned out, would be to help the CRB deal with the many requests it received for competition adjustments among racecars, using data acquisition to monitor various racecars. Glen was intrigued. "I've always been a numbers geek," he admits. "I was an engineer involved with manufacturing and doing data-based analysis of quality control and productivity. I responded to the article and I have sort of inherited the specialty."

He made his debut at Road America in July 2016 and was still also doing F&C work.

GROWING CREW

The Race Data Technician specialty is growing, with Glen Thielke (kneeling) being joined by Data Techs Jeff Reglin (left) and Glen's wife Donna at the 2017 Runoffs.



drivers may be able to carry more speed into a corner, but the focus is on what the car can do, and steady state numbers are much more pertinent.

For 2018, Glen and Donna (who also has a Race Data Technician license in addition to a F&C license), will be doing some serious traveling as they will hit eight of the 10 Hoosier SCCA Super Tour weekends across the country, and in the process they are gaining ground in establishing an identity for the new specialty. Glen also made two presentations at the 2018 SCCA National Convention in January and distributed a draft of an operations manual. A major goal now is to recruit more people.

Currently, there are but 20 licensed Race Data Technicians, but the SCCA is looking to connect with collegiate SAE clubs to deepen the pool. Not everyone need come to the track, either. "We have one young man in California who is very talented in analyzing data, but his commitments thus far prevent him from attending the race in person." There is also a need for helpers at the track who may or may not also be involved in the analysis process.

Glen's hard work was recognized at the 2017 Runoffs where it was announced he was the recipient of the Race Data Technician Worker of the Year. "I was extremely surprised to receive the Worker of the Year Award at Indy," he admits. "I wasn't sure we would quite yet be recognized as a specialty. Up until very recently we have been a subset of Tech, but more and more folks can now sign up to work as a Race Data Technician. This award confirms to me that we are getting somewhere." Then he emits a rueful chuckle as he admits, "This project is a bit bigger than I thought it would be."

But not one to bask in the limelight of the success of his award, Glen quickly turned our interview into a chance to promote the specialty. "If anyone is interested in becoming a Data Tech, please contact me at techdata@scca.com," he requested. 📍

Once the analysis is completed, the report goes out to the SharePoint site where the reports are accessible to Club Racing Board members and to Advisory Committee members for their respective class. The competitor is never identified by name in the data files and coded time differentials are used, not actual lap times. The goal is to compare the performance of cars, not drivers, so that appropriate competition adjustments can be made, usually in the form of weight or restrictor adjustments.

Still, data gathering for the CRB's use can be a touchy subject. Glen notes that early on, a helper wearing a Mazda t-shirt appeared on the grid to install a device in a Honda and it didn't go well. Now, all Race Data Technicians wear a blue vest with "Data Tech" emblazoned on it and they carry a special SCCA photo ID card. Another concern of some competitors is that the data box will be used as evidence for a technical violation of some kind. But Glen says that it has been made clear from the outset that the results will never be used against a driver to establish a compliance violation. Data collected is never used to discipline a driver.

From a logistical standpoint, mounting the data boxes requires some consideration. "Each car presents its own challenge," Glen notes. Production cars are the easiest, and the strong magnets on the AiM Solo data boxes doubled with strategically placed duct tape, takes care of the job. Some classes such as P1, P2, and FB are supposed to have mounting brackets in place to accept the boxes, but those brackets are not always there. Formula cars and sports racers present more of an issue due to lack of space and, in those cases, the insertion usually takes place in the competitor's paddock area, not the grid.

As with many worker responsibilities, a high degree of organization is required. "The same data box may go into four different cars on a given day," he notes. "Careful logging of when the box was in what car is critical." The job can also be

"The competitor is never identified by name in the data files and coded time differentials are used, not actual lap times"

tough on shoe leather. At a COTA event, he and his co-worker each logged seven miles in one day.

After the data has been assembled, Glen writes a report - a process that can take up to four hours each - and he strives to keep the reports as simple as possible, often including a "how to read the report" section.

"It is easy to get too complicated," he admits. "I use a lot of graphs and pictures. The non-engineer can easily become overwhelmed and confused by large amounts of information."

Glen's mantra is "data-driven decisions," and he wants to have an appropriate number of samples from each car tested. "We will never act on a sample of one," he says. They study acceleration rates, both in high-speed and low-speed situations. Top speed and braking capability is tracked. In assessing cornering performance, Data Technicians look at mid-corner performance data, as steady state cornering reveals what lateral g-forces the platform can produce. Some

**DEVELOPMENT TIME**

Jameson Savage (LEFT, with wife Marie) is gaining experience behind the wheel of his GT-Lite Toyota Corolla (RIGHT), but plans to transition to a Nissan Sentra this year. He also has his eyes set on the 2019 Runoffs.

or if I need help in GTL. I can't begin to explain how important he's been, and how big a part he's played in getting me on the track."

As for Zekert, he is delighted with Savage's interest in road racing and GTL. "Jay was a perfect candidate for GT-Lite," Zekert observes. "He already had a three-generation support system in place - his family - and he was enthusiastic about getting the Corolla out of the warehouse and making it a better GT-Lite racer."

For 2018 mid-year, the Corolla will be replaced by a Nissan Sentra acquired in the off-season, Savage adds, with an eye toward having the car in top tune for the 2019 SCCA Runoffs.

"I'm doing a light year this year so that, hopefully, I'll go to the Runoffs in 2019," Savage says. "This year is going to be a development year. I'll run a lot of test days and do two or three races, probably at Grattan and Mid-Ohio."

Part of the reason also for a "light year" in 2018 is Savage's continued focus on his education and his job, where, by the way, he's busy offering technology support to a half-dozen different schools in western Michigan.

"If it turns on, I'm in charge of supporting it in some way," he says.

Regarding his education, his long-term goal is an engineering degree. "I'm going for my general credits right now," he explains. "I would like to go into mechanical engineering with an undergrad degree in green energy."

While becoming a racecar driver is the fulfillment of a dream he's had as long as he can remember, taking that step also has offered an education of its own. "What I didn't realize until I started driving is that a race weekend is so much more than just driving the cars," he says. "At best, you are only driving the car for an hour each day. For me, the rest of the time spent at the track is why I continue to come back, and why I think what we do in SCCA is so special."

That "rest of the time" Savage adds, is the SCCA's family atmosphere and the great friends you make along the way.

His favorite part about driving is the craft

THE ATMOSPHERE

For 24-year-old Jameson Savage, the best race weekends are not always what he expected | **WORDS** James Heine | **MAIN IMAGE** Liesa Savage

As the product of a quintessentially racing-focused SCCA family, among Jameson "Jay" Savage's earliest memories are those of racecars and racetracks. Growing up, says the 2017 Great Lakes Division GT-Lite champion and Western Michigan Region member, there was always a picture of his grandfather's E Production Lotus Europa on the wall, and when he was about 3 or 4 years old, his dad began building his own Lotus Europa.

"I have pictures of my three siblings and me, and then my three cousins, my dad's brother's kids, all of us washing the car in grandpa's driveway, basically doing as much

as 5- and 4- and 3-year-old kids can do," explains Savage, now 24. "Ever since then, I've wanted to be at the track."

A student at Grand Rapids Community College and a field technician for the Ottawa Area Intermediate School District, Savage began his own racing career just two years ago when, with the help of his grandfather plus GT-Lite racer and advocate Peter Zekert, he acquired a GTL Toyota Corolla.

"Peter found the Corolla for me in Illinois, and my grandpa and I hopped in his truck and, with a trailer, went and picked it up," Savage recalls. "Ever since then, Peter has been my point man for questions about GTL,



"Jay is a perfect fit for GT-Lite, and in 10 to 20 years he'll be helping another generation"

PETER ZEKERT

that goes into planning a pass - and the rush that occurs when it works properly, Savage adds. "From the SCCA, I have learned to respect driving and not take it for granted. I find myself being more cautious on the road and on the track."

What constitutes a good weekend at the track? Savage has a straightforward answer for that question. "When you don't want to leave," he replies. "I have had weekends where all you want to do is put the car in the trailer and be done. I've also had weekends where the car doesn't go in the trailer by itself, and you have to push it in the trailer. But sometimes the weekends where you have to manually put the car in the trailer are more fun than the weekends you put the car in the trailer under its own power. There's a lot that goes into that - who's at the track, if it rains all weekend - but, in general, a good weekend for me is when you're leaving the track either not wanting to leave or not wanting to wait until you can come back. The car being in one piece helps."

This season, Savage will not be the only young family member racing in the Great Lakes Division. You can add his younger sister, Holly, 22, to the list of competition license holders. "She's going to do the Driver's School at Waterford Hills; so, she'll get her Novice Permit and she'll be driving Bob Weber's yellow Sprite. We're looking forward to having her on the track and being part of it with all of us."

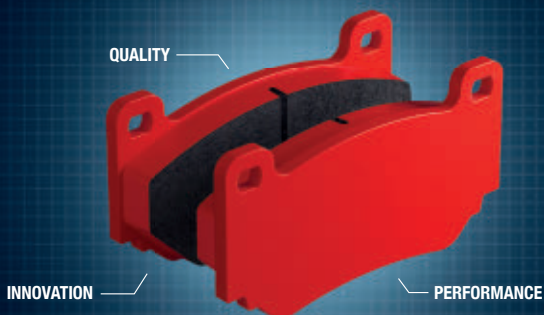
To Zekert, we'll leave the last word about Savage. "Jay is a perfect fit for GT-Lite, and in 10 to 20 years he'll be helping another generation." 🍷

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OUR STORY

From women racers (BELOW) to Navy helicopter pilot Fred Keyser (LEFT), the SCCA Archives hold a wealth of knowledge and offer a glimpse of the wide range of people who have been members.



ARCHIVING OUR HISTORY

Pro and amateur driver records are being preserved by the thousands in

SCCA's Archives | **WORDS** Jeff Jacobs, Vice Chairman, SCCA Foundation | **IMAGES** Courtesy SCCA Archives

In February 1982, SCCA member number 35,400 sent in his application to have his National racing license renewed. The member hand wrote four races into the section reciting the prior year's events, satisfying the minimum participation requirements. He first listed a second-place finish in the September 1981 Can-Am race at Mosport. Next, he listed a fourth-place finish in the November 1981 Can-Am race in Las Vegas. The fourth entry on the list was a fifth-place finish in the July 1981 Six-Hours of Watkins Glen. An impressive enough list, but the third entry modestly tucked in between the others was perhaps most notable: "1/81 Daytona 24 Hrs., Porsche 935, 1st."

Prior to ever winning his first IndyCar race, like every other SCCA member in the country, Bobby Rahal dutifully filled out by hand his competition license renewal. One might think that winning the 24 Hours of Daytona might be the first - and perhaps the only necessary - qualifying race one would put on their license renewal form. Rahal had co-driven the No. 9 Garretson Racing/Style Auto Porsche 935 K3 with Bob Garretson and Brian Redman to victory at Daytona that year.

Rahal's license renewal application is preserved in the SCCA Archives at the International Motor Racing Research Center in Watkins Glen along with more than 400 cubic feet of drivers' files with applications for

Regional and National licenses and renewals for thousands of drivers. The archive encompasses files for many well-known drivers such as Chip Ganassi and Butch Leitzinger - even NFL great Walter Payton's June 1988 racing license application is among the collection. It also documents the careers of SCCA Hall of Famers like Janet Guthrie and Bob Henderson.

But primarily, the collection contains numerous files of amateur Club drivers who made up the core of SCCA's membership over time. Browsing through the records, one would find the 1971 renewal application of Lou Pavesi, an airline captain from San Francisco, who planned that year to race a McLaren/Chevrolet in the L&M Championship. Or a 1973 license renewal application from Fred Keyser, a Navy helicopter pilot stationed in Key West, Fla., who had previously scored a first-place finish in EP in the 1965 Southeast Championship in his 1958 Porsche Speedster.

The SCCA Archives records frequently include a Novice Permit and logbook with a photograph of the driver, a list of races in which the driver participated, and information about the completion of Driver's Schools. Even more interesting, the SCCA requested that drivers fill out a "driver profile" for use for publicity and media inquiries. Those profiles contain additional information about a driver's racing record,

sponsors, car models and classes, profession, hobbies, and other details. Occasionally, the files contain photographs of racecars.

Drivers also were required to submit physical examination forms to provide proof of their fitness for the rigorous physical demands of racing. All medical records in the archive are restricted to ensure confidentiality and compliance with HIPAA protections. Only the drivers themselves, with proof of identification, can access or copy medical information in the files.

Indeed, the SCCA Archives document the careers of thousands of SCCA drivers from occasional Club racers to those who went on to the professional ranks. The collection tells the story of an amazing diversity of drivers who have participated in SCCA Regional and National racing from the 1950s to the 1990s, but none of it would be possible without the help of Archivist Jenny Ambrose along with SCCA Archives technicians Joe Cali and Rick Hughey at the International Motor Racing Research Center working on behalf of the SCCA Foundation. Thanks to their hard work, files like these are now arranged and shelved alphabetically by surname. And now, the thousands of racer's files that survived the relocations of SCCA's National Offices or purges of office files have become an important part of the permanent SCCA Archives. 📍



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**WHAT'S TO COME**

A number of topics covered by the Club Racing Board at the SCCA National Convention are longterm projects, such as the implementation of optional disc brakes in Formula Vee (LEFT) and a multi-year program that looks at how to build modern Prototype cars (BELOW) for SCCA Road Racing.

BUILDING THE FUTURE

From the SCCA National Convention to working with universities, the Club Racing Board has been busy

WORDS Jim Wheeler, Chairman, Club Racing Board | **IMAGES** Dave Green

Although the current SCCA Road Racing season is well underway and the Club Racing Board presented most of its final recommended rule changes to the Board of Directors at the 2018 SCCA National Convention this past January, we still see more than 200 letters in the letter log system. At this point, any additional rules changes will be for the 2019 season. But speaking of the SCCA National Convention, let's look at some of what the CRB was involved with there.

The CRB town hall was lively, most notably with recent adjustments made to Touring 2 cars being discussed - and the conversation ultimately showed how complex performance adjustments can be. The Touring Advisory Committee and the CRB had clipped a couple of cars at the fast end of the class in an attempt to level the playing field; the view presented by a member in the town hall was that we had actually affected 60 percent of the field. While I haven't confirmed the math, both statements might be true, but if, in fact, it was 60 percent of the field, that probably means those cars were the ones most competitors felt stood the best shot of winning T2 - that's why everyone was racing them. Our hope is the adjustments

will result in a more diverse field and, ultimately, more competitors in the class.

The two data acquisition sessions at the convention were well attended and there was considerable feedback, some of which will be incorporated this season. Race Data Technician Glen Thielke spoke to packed rooms on both days, and by the time you read this, he and other Race Data Technicians will be hard at work gathering data from key events during the season.

The final bit of convention news relates to Formula Vee. The topic of optional disc brakes in Formula Vee has been a hot one, with various proposals being considered over time. At the convention, the Board of Directors was presented with a proposal to move the optional FV disc brakes allowance forward, and the rule passed, taking effect beginning in the 2019 competition season. This should allow FV competitors who wish to move to disc brakes enough time to build a brake kit and test their setup long before the racing actually begins.

Beyond the convention, the Touring 1 Ad Hoc committee, working with the CRB and the Touring Advisory Committee, are developing a simplified Touring 1 rule set for 2019. The rules will focus on creating



mainstream T1 spec lines that are simple and straightforward, and it will allow adders for higher prep levels. In fact, the recommendation may already be out by the time this column prints.

Finally, the CRB is often asked for help by members, manufacturers, schools, and universities in understanding how to build cars that are compliant with our detailed rules. Currently, the CRB is working with Rick Harris, SCCA's Road Racing Technical Manager, to help the Indiana University-Purdue University Indianapolis (IUPUI), in a multiyear program to build a car for the Prototype 2 class. CRB liaison David Arken is working with Rick Harris and Andy Borne, IUPUI's Program Director of Motorsports Engineering, to understand a class where the basic rule is, if the rules do not say "you can't do something," then you can innovate and do whatever you think will work. This type of rule, in P1 and P2, makes for a challenging educational experience. The SCCA sees it as a way to reach people who are interested in motorsports as an engineering exercise, and I can't wait to see what happens - after all, this is the same IUPUI team that put a car on the F Production podium at the 2017 Runoffs. 🏆

GOING PRO(SOLO)

A look ahead to the 2018 Tire Rack ProSolo National Series season

WORDS Paul Brown | MAIN IMAGE Perry Bennett

Tire Rack ProSolo National Series rules are mostly evolutionary, and that continues to hold true into 2018. Other than some notable personnel changes to the traveling staff, operational changes this year are minimal. But that doesn't mean we should be blasé about keeping up with the rules.

As always, the Indexes have been tweaked. With a faster A Modified class exactly matched in improvements by B Modified, the rest of the Indexes get "easier" to varying degrees. The big changes this year, however, have to do with the classes being offered. A number of classes find themselves in Bump classes at every event - that's no way to run a railroad.

The race tire classes will remain as they have - R1 and R2 will be Index classes made up of all the Modified and Prepared category vehicles. Ladies classes will also be Index classes - it'll be the three classes we've had for a while, plus a new addition. In the hope that the new Solo Spec Coupe (SSC) class will

be exceptionally successful, L4 will be the first ProSolo Ladies class made up of a single Solo class. If that does not pan out, they have an obvious bump destination in L3.

On the Open side, SSC will enter as its own class. Classes that have a recent history of success will remain individual classes, which includes SS, AS, BS, CS, ES, FS, and HS from the Street category; SSR (despite a radically Regional success rate); STS, STX, STU, and STR from Street Touring; and KM from Modified.

In addition to R1, R2, and the CAM class, other Index classes will now include S1 (consisting of all Street Modified cars); S2 (consisting of SSP, ASP, BSP, and CSP from Street Prepared); S3 (consisting of DSP, ESP, FSP, and STP, the remaining Street Prepared classes); and S4 (DS, GS, and STH).

Formula Junior will continue as before. Bump classes will still be available when necessary, but the hope is that the above combinations will make considerable progress



PACK THEM IN
New Index classes should help alleviate the need for Bump classes, with cars like the DSP BMW (ABOVE) going into S3. Flourishing classes, such as STR (BELOW), will stand on their own.

in making Bump a rarity. Ideally, we won't witness the very odd mixtures of cars in the Bump class that we've seen in the recent past.

These classes and combinations of classes are intended to minimize the effects of course dependency, though with indexing that can't be completely avoided. Obviously, the groupings will be evaluated each year since nothing in Solo is static. The hope is that these new groupings will offer good competition, will make the five car minimums at most events, and Bump classes will become unusual.

How will the 2018 season work out? With the ProSolo season kicking off around the time you read this, we won't have to wait long to find out. 🍷



2018 TIRE RACK PROSOLO NATIONAL SERIES SCHEDULE	
DATE	LOCATION
March 9-11	Buckingham Field, Lehigh Acres, Fla.
March 23-25	Auto Club Speedway, Fontana, Calif.
April 20-22	Crows Landing, Crows Landing, Calif.
April 27-29	Arkansas Aeroplex, Blythville, Ark.
March 4-6	New Meadowlands Sports Complex, East Rutherford, N.J.
May 24-26	Lincoln Airpark, Lincoln, Neb.
Jun 1-3	Mineral Wells, Mineral Wells, Texas
June 15-17	Toledo Express Airport, Swanton, Ohio
July 20-22	Hampton Mills Old Lumber Yard, Packwood, Wash.
Aug. 3-5	Oscoda-Wurtsmith Airport, Oscoda Twp, Mich.
Aug. 31-2	Lincoln Airpark, Lincoln, Neb.

**BRING THE HEAT**

Son of Sno* saw plenty of competition, with Jeff and Nic Boris (LEFT) clinching the Class E win in their Ford Focus. (BELOW) Adam Spieszny and Piotr Roszczenko took Class L honors.

DOS EQUIS

The Son of Sno* Drift XX kicked off Detroit's 2018 RoadRally season with a slick event | **WORDS** Rick Beattie | **MAIN IMAGE** Scott Harvey

To Son of Sno* Drift XX rallymaster Scott Harvey, "It doesn't seem like it's been 20 years." Two decades later, perfect weather - "two inches of snow, which was preceded by sleet and freezing rain" - proved to 18 teams that Detroit Region's first rally of the year fit the title.

Prior to the contestants starting the Jan. 13 rally (which started and ended at Aubree's Pizzeria & Grill in South Lyon, Mich.), the lead car and "course opening" duties performed by Harvey found the roads "extremely challenging," he notes. They were challenging enough, in fact, that he was considering instituting the slower, emergency speeds.

Road crews beginning to spread sand in the turns convinced him not to make the change. The total scores were not especially high, but the rare zeros proved the course was difficult.

Battling the very icy road conditions, teams went through Hell (Michigan) and back for their class wins. Jeff Boris has been "running most of the Detroit Region rallies since 2012," Jeff Boris says, and thinks he's run all of the Son of Sno*'s since then with his son, Nic. "I really enjoy the additional challenge the weather can add to the event," he says.

Nic Boris thought his "dad should have mentioned that he has been both running and organizing rallies in Michigan since the 1970s."

They first ran together on the 1994 Press On Regardless. This year they finished first in Class E and first overall with 23 points for the 18 legs in their Nitrous Blue Ford Focus.

Adam Spieszny and his navigator Piotr Roszczenko picked up their first Class L win "because we were the only competitors in Class L," they joked. They switched to Class L because the Richta app they use is no longer permitted in Class S, and finished with a score of 124 points, which was also good for fourth overall.

In spite of a few changed leg scores and the need to rework one instruction, "The rally is always well organized," says Spieszny. With "unpredictable weather conditions and challenging roads, competing in Son of Sno* Drift is always a challenge for both of us."

Finishing one place behind Spieszny and Roszczenko with 163 points and fifth overall were Class S winners Richard Worden and navigator Richard Robinette.

Worden believes that he and Robinette "started running Detroit Region rallies in 1997. I had just purchased a SAAB 900 and took the plunge figuring it was going to get dirty sometime anyway. By the end of that first rally, even the roof had a thick coat of mud."

They have run Son of Sno* Drift "maybe a half dozen times," says Worden. This year they were in a silver Audi TT Quattro.



Brian Thorpe

Worden thinks a lot of Harvey as a rallymaster. "He chooses good hilly, curvy, back roads for the course, runs it in the winter so the driving is somewhat challenging, sets appropriate speeds considering the surroundings, and he does a good job attracting larger fields than most of the other rallies we've run in the Midwest." Their final incentive to enter the rally on the day we signed up, he explains, "was a prediction for six to eight inches of snow on rally day."

Eight cars entered in novice Class N with the teams of Levi Godin and John Houghton finishing first with 456 points, good for ninth overall.

Tom Woodside, assisted by Bruce Fisher, performed the safety pre-check. Harvey, "Presented Bruce with the Son of Sno* Award this year for his help at my rally, but also for what he has done for many years to promote our sport."

Scores were displayed on the flat screen television and awards soon followed. Harvey notes that, "We were barely into our second beer when scores were considered final."

Son of Sno* Drift XX began Detroit Region's 2018 rally season. It was the second SCCA rally this year; Jeanne English's First Friday Nighter started off the year on Jan. 5. 🍷

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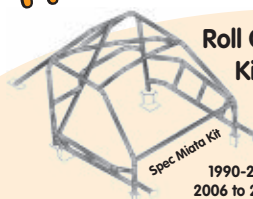
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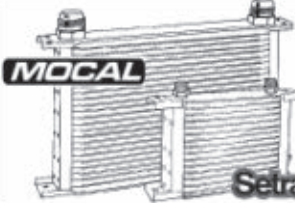

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GT-3 NISSAN 240SX > This car could win the 2018 Runoffs at its home track, Sears Point. \$35,000 - Includes 2 motors, 3 sets of wheels, carbon fiber body spares, 24' Haulmark enclosed trailer plus more. Visit: www.motorsportauctions.com/index.php?a=2&b=35604 for complete details and photos. **Contact: Chuck McKinney at (510) 812-1140 or chuck@amtmetals.com**

23 PRODUCTION BASED | GT ▼

WEAVER TRANS AM/GT-1 CORVETTE > Retiring - everything must go. Prettiest rig & car at the track: show quality Kenworth, "Cup" motor by PME; numerous track records; prepped & race-ready; enough spares to build another car; accepting offers. \$200,000/OBO. **Contact: (707) 765-0153 or brempfer@sonic.net**



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**



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**



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- 27 STREET CARS
- 28 SERVICES
- 29 ENGINES | PARTS
- 30 OTHER

ADVERTISER INDEX

AEM	15
Buccaneer Region	75
DBA	57
EMI	75
G-Force	57
Harbor Freight Tools	77
HMS Motorsport	31
Intercomp Racing	23
K&K Insurance	61
Kinsler	61
MAXXIS	72
Motovicity	17
Pagid Racing	55
Racelogic	41
RaceQuip	13
RACER	69
Sampson Racing	61
SCCA	51
Speedcom	39
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Summit Racing	27
Tire Rack	2, 3, 5
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CALENDAR

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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.

PRO RACING



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 f4uschampionship.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

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



FORMULA 3
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2018 schedule coming soon

ROAD RACING



Date Track/Region
Phone numbers are for region registrars



HOOSIER 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 VIRginia 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.



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NORTHEAST CONFERENCE
Apr 13-15 VIRginia Int'l Raceway, Va.
Apr 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 VIRginia Int'l Raceway, Va. (Southeast and Northeast Conference)
Jun 8-10 Charlotte Motor Speedway, N.C.
Jun 29-Jul 1 Roebeling 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 Motorsports Park, Colo.
Jul 7-8 High Plains Raceway, Colo.
Aug 25-26 High Plains Raceway, Colo.

SOUTHERN CONFERENCE

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

WESTERN CONFERENCE

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) 328-2617
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

SOUTHEAST sedivacing.org

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 # Roebeling 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 Roebeling 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 # Roebeling 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
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South Carolina (704) 575-5960

CENTRAL cendiv-scca.org

Apr 21-22 Ro* Blackhawk Farms/Chicago
May 26-27 Ro* Brainerd/Land 'O Lakes
Jun 30-Jul 1 Ro Brainerd Int'l Raceway/
 Land 'O Lakes/Milwaukee
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
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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
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 Neohio (216) 390-2856
 Ohio Valley (330) 460-6706
 SBR, DET, WOR (937) 550-3287
 Western Michigan (517) 889-1117

MIDWEST midiv.org

Jun 2-3 Ro* Gateway/St. Louis
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)
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 NeOkla, Okla, Wichita (918) 744-6392
 St. Louis TBD

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
amstine45@gmail.com

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

SOUTHERN PACIFIC

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**

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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.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 norpacscca.org

Apr 13 Portland International Raceway/
 Oregon
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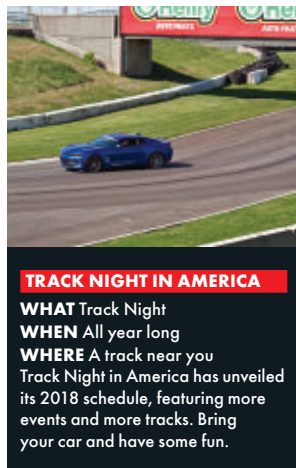
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Mar 9-10 PDX/CT Summit Point/
 Washington DC

Mar 24-25 NJMP/South Jersey

Apr 7-8 PDX/CT Summit Point/
 Washington DC

May 26-27 TT Summit Point Raceway/
 Blue Mountain

Jun 1 PDX NJMP/South Jersey

Jun 9-10 HC Spring Weatherly/NEPA

Jun 23-24 HC Reading, Pa./Blue Mountain

Jul 7-8 HC Giants Despair/NEPA

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 18-19 PDX/CT Summit Point/
 Washington DC

Sep 1-2 TT Summit Point/Steel Cities

Sep 15 HC Spring Weatherly/NEPA

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

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NEPA (Weatherly) (570) 654-0560

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(314) 223-3850; calbin@scca.com

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(281) 324-6664; dhelman@scca.com

Area 8: **ARNIE COLEMAN**

(719) 931-8281; acoleman@scca.com

Area 9: **CHARLIE DAVIS**

(650) 740-7898; cdavis@scca.com

Area 10: **EARL HURLBUT**

(585) 993-3119; ehurlbut@scca.com

Area 11: **JASON ISLEY**

(951) 741-6501; jisley@scca.com

Area 12: **TERE PULLIAM**

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

Area 13: **JIM WEIDENBAUM**

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

SCCA HAPPENINGS

SOUTHEAST sedivrracing.org

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

Apr 26 PDX Milwaukee Mile/Milwaukee
May 17 PDX Milwaukee Mile/Milwaukee
May 25 PDX Autobahn Country Club/
 Chicago
Jun 1 PDX Autobahn Country Club/
 Chicago
Jun 21 PDX Milwaukee Mile/Milwaukee
Jul 7-8 PDX Autobahn Country Club/
 Chicago
Jul 16 PDX/CT Blackhawk/Chicago
Aug 3 PDX Autobahn Country Club/
 Chicago
Aug 7 PDX/TT Road America/Milwaukee
Sep 13 PDX Milwaukee Mile/Milwaukee
Sep 16 PDX Autobahn Country Club/
 Chicago
Oct 5 PDX Road America/Milwaukee
Oct 13 PDX/TT Milwaukee Mile/
 Milwaukee
Chicago (847) 729-2211
Milwaukee (262) 573-7375
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
Jun 2-3 PDX/CT Gateway/St. Louis
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

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 Rcw/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
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

TRACK NIGHT IN AMERICA

Mar 6 Palm Beach Int'l Raceway, Fla.
Mar 27 Memphis Int'l Raceway, Tenn.
Apr 9 Atlanta Motorsports Park, Ga.
Apr 10 MotorSport Ranch, Texas
Apr 10 Palm Beach Int'l Raceway, Fla.
Apr 11 Harris Hill Raceway, Texas
Apr 12 NOLA Motorsports Park, La.
Apr 12 Charlotte Motor Speedway, N.C.
Apr 12 Ridge Motorsports Park, Wash.
Apr 13 Portland Int'l Raceway, Ore.
Apr 18 Pocono Raceway, Pa.
Apr 19 Thunderhill Raceway Park, Calif.
Apr 19 Dominion Raceway, Va.
Apr 20 Wild Horse Pass, Ariz.
Apr 20 Heartland Motorsports Park, Kan.
Apr 24 Memphis Int'l Raceway, Tenn.
Apr 24 Roebing Road Raceway, Ga.
Apr 24 Thompson Speedway, Conn.
Apr 25 NJMP, N.J.
Apr 25 Road Atlanta, Ga.
Apr 26 Pittsburgh Int'l Race Complex, Pa.
Apr 26 Buttonwillow Raceway, Calif.
Apr 27 Willow Springs Raceway, Calif.
May 2 Charlotte Motor Speedway, N.C.
May 3 Blackhawk Farms, Ill.
May 3 Palmer Motorsports Park, Mass.
May 4 La Junta Raceway, Colo.
May 8 MotorSport Ranch, Texas
May 8 Atlanta Motorsports Park, Ga.
May 8 Palm Beach Int'l Raceway, Fla.
May 9 Harris Hill Raceway, Texas
May 10 Pocono Raceway, Pa.
Apr 11 Wild Horse Pass, Ariz.
May 10 NOLA Motorsports Park, La.
May 15 Dakota County Tech College
 Driver Training Facility, Minn.
May 15 Thompson Speedway, Conn.



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May 16 Ridge Motorsports Park, Wash.
May 16 Roebing Road Raceway, Ga.
May 17 Dominion Raceway, Va.
May 18 Portland Int'l Raceway, Ore.
May 18 GingerMan Raceway, Mich.
May 22 NJMP, N.J.
May 22 Memphis Int'l Raceway, Tenn.
May 23 Pittsburgh Int'l Race Complex, Pa.
May 24 Thunderhill Raceway Park, Calif.
May 24 Lime Rock Park, Conn.
May 25 Pacific Raceways, Wash.
May 25 New Hampshire Motor Speedway, N.H.
May 31 Heartland Motorsports Park, Kan.
Jun 5 MotorSport Ranch, Texas
Jun 5 Palm Beach Int'l Raceway, Fla.
Jun 5 Palmer Motorsports Park, Mass.
Jun 6 Dakota County Tech College Driver Training Facility, Minn.
Jun 6 Harris Hill Raceway, Texas
Jun 6 High Plains Raceway, Colo.
Jun 7 Ridge Motorsports Park, Wash.
Jun 7 Atlanta Motorsports Park, Ga.
Jun 8 Portland Int'l Raceway, Ore.
Jun 8 Charlotte Motor Speedway, N.C.
Jun 12 NOLA Motorsports Park, La.
Jun 13 Pacific Raceways, Wash.
Jun 14 Thunderhill Raceway Park, Calif.
Jun 14 Pocono Raceway, Pa.
Jun 14 Lime Rock Park, Conn.
Jun 16 Auto Club Speedway, Calif.
Jun 19 Thompson Speedway, Conn.
Jun 19 Blackhawk Farms, Ill.
Jun 19 Pittsburgh Int'l Race Complex, Pa.
Jun 20 NJMP, N.J.
Jun 20 GingerMan Raceway, Mich.
Jun 21 Dominion Raceway, Va.
Jun 26 Memphis Int'l Raceway, Tenn.
Jun 28 Palmer Motorsports Park, Mass.

Jun 28 Heartland Motorsports Park, Kan.
Jul 5 Thompson Speedway, Conn.
Jul 10 Dakota County Tech College Driver Training Facility, Minn.
Jul 10 Pittsburgh Int'l Race Complex, Pa.
Jul 11 High Plains Raceway, Colo.
Jul 11 Charlotte Motor Speedway, N.C.
Jul 12 Thunderhill Raceway Park, Calif.
Jul 12 Pocono Raceway, Pa.
Jul 12 Atlanta Motorsports Park, Ga.
Jul 17 Palmer Motorsports Park, Mass.
Jul 19 Heartland Motorsports Park, Kan.
Jul 19 NJMP, N.J.
Jul 24 Thompson Speedway, Conn.
Jul 24 Ridge Motorsports Park, Wash.
Jul 24 Blackhawk Farms, Ill.
Jul 25 GingerMan Raceway, Mich.
Jul 26 Dominion Raceway, Va.
Aug 2 Pittsburgh Int'l Race Complex, Pa.
Aug 3 Dakota County Tech College Driver Training Facility, Minn.
Aug 3 New Hampshire Motor Speedway, N.H.
Aug 8 Ridge Motorsports Park, Wash.
Aug 9 Palmer Motorsports Park, Mass.
Aug 10 Portland Int'l Raceway, Ore.
Aug 14 NJMP, N.J.
Aug 14 Thompson Speedway, Conn.
Aug 15 High Plains Raceway, Colo.
Aug 16 Thunderhill Raceway Park, Calif.
Aug 16 Heartland Motorsports Park, Kan.
Aug 28 Pocono Raceway, Pa.
Aug 21 Carolina Motorsports Park, S.C.
Aug 22 GingerMan Raceway, Mich.
Aug 22 Atlanta Motorsports Park, Ga.
Aug 23 Blackhawk Farms, Ill.
Aug 25 Auto Club Speedway, Calif.
Sep 6 Palmer Motorsports Park, Mass.
Sep 11 NJMP, N.J.

Sep 12 High Plains Raceway, Colo.
Sep 12 Pittsburgh Int'l Race Complex, Pa.
Sep 13 Ridge Motorsports Park, Wash.
Sep 13 Thunderhill Raceway Park, Calif.
Sep 17 Pocono Raceway, Pa.
Sep 18 MotorSport Ranch, Texas
Sep 18 Thompson Speedway, Conn.
Sep 18 Palm Beach Int'l Raceway, Fla.
Sep 18 Carolina Motorsports Park, S.C.
Sep 19 Harris Hill Raceway, Texas
Sep 19 Atlanta Motorsports Park, Ga.
Sep 20 NOLA Motorsports Park, La.
Sep 20 Heartland Motorsports Park, Kan.
Oct 4 Thompson Speedway, Conn.
Oct 9 Palm Beach Int'l Raceway, Fla.
Oct 11 Heartland Motorsports Park, Kan.
Nov 6 Palm Beach Int'l Raceway, Fla.
Dec 4 Palm Beach Int'l Raceway, Fla.

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
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 Meadows Sports Complex, N.J.
May 24-26 Lincoln Airpark, Neb.
Jun 1-3 Mineral Wells Airport, Texas
Jun 15-17 Toledo Express Airport, Ohio
Jul 20-22 Hampton Mills Old Lumber Yard, Wash.
Aug 3-6 Oscoda-Wurtsmith Airport, Mich.
Aug 31-Sep 2 Lincoln Airpark, Neb.

TIRE RACK® MATCH TOUR

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

CAM CHALLENGE

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.

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ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

60-YEAR MEMBERS

Anatoly A. Arutunoff	3/1/1958	Northeast Oklahoma
Richard Gilmartin	3/6/1958	New England
Roger E. Many	3/1/1958	Cincinnati

55-YEAR MEMBERS

James T. Bennett	3/1/1963	Neohio
Ronald C. Jesberger	3/1/1963	New York

50-YEAR MEMBERS

Philip R. Currin	3/5/1968	Central Florida
Martin M. Fogel	3/1/1968	San Francisco
Carl M. Heuer	3/1/1968	Las Vegas
Richard Knoblauch	3/1/1968	Washington DC
Lynn R. Kromminga	3/1/1968	Des Moines Valley
Jerry K. Miller	3/1/1968	Nebraska
Peter Nielsen	3/1/1968	Glen

45-YEAR MEMBERS

Kathleen Arken	3/10/1973	San Francisco
Bruce Howard Bettinger	3/1/1973	Wichita
David E. Calafato	3/1/1973	Northern New Jersey
Douglas N. Cummings	3/1/1973	Cal Club
Lorne D. Fritz	3/1/1973	NE Pennsylvania
James A. Gutowski	3/1/1973	Northern New Jersey
Bruce Hagopian	3/1/1973	San Francisco
Sam Halkias	3/1/1973	Ohio Valley
Lee Miller	3/1/1973	Indianapolis
Alan Naber	3/1/1973	St Louis
Nicolas I. Neilsen	3/1/1973	San Francisco
Roger T. Nuttall	3/1/1973	San Francisco
Christine E. Syfert	3/1/1973	Detroit
Gerald R. Tack	3/1/1973	Detroit
Stephen H. Thomason	3/1/1973	Land O'Lakes
Charlie Stolz	3/1/1973	San Francisco

40-YEAR MEMBERS

Howard (Duck) Allen	3/1/1978	Oregon
Garwood L. Anderson II	3/1/1978	Colorado
Paula J. Baker	3/1/1978	Reno
Harold D. Belizaire	3/1/1978	Neohio
Thomas M. Betz	3/1/1978	Southern Indiana
Roberto Luiz Boffi	3/1/1978	Detroit
Karl E. Broberg	3/1/1978	Arizona Border
Michael A. Cyphert	3/1/1978	Neohio
Charlie Davis	3/1/1978	San Francisco
Judy M. Dean	3/1/1978	Glen
Rod Folia	3/1/1978	New England
Charles Dennis Gabriel	3/1/1978	North Carolina
Marvin A. Hodges	3/7/1978	Houston
Paul W. Neal	3/1/1978	Gulf Coast
Ross D. Olney	3/1/1978	Cal Club
Wayne G. Reuter	3/1/1978	Northwest
Sharon Shira Reuter	3/1/1978	Northwest
John H. Rudder	3/1/1978	Nebraska
Steve Sargis	3/1/1978	Blackhawk Valley
Dale William Silver	3/1/1978	Western Ohio
David Leroy Simerly	3/1/1978	San Francisco
Marc Simmons	3/1/1978	Finger Lakes
Kevin M. Smith	3/1/1978	Colorado
Samantha J. Stoker	3/1/1978	San Francisco
Dean J. Stoker	3/1/1978	San Francisco
Fay Teal	3/1/1978	South Jersey
Paul Charles Vollmar	3/1/1978	Susquehanna
Grant Wilcox	3/1/1978	Detroit

35-YEAR MEMBERS

Al Abersson	3/25/1983	Atlanta
Dennis J. Bay	3/28/1983	Detroit
Albert W. Chan	3/28/1983	Detroit
Darryl DesMarteau	3/21/1983	Central Carolinas
James Richard Frank	3/21/1983	Washington DC
William Kevin Galey	3/21/1983	Cal Club
Frank J. Garbutt	3/21/1983	Steel Cities
Jonathan Goodale	3/28/1983	Colorado
Brian Green	3/21/1983	New England
Michael F. Jones	3/23/1983	South Bend
Mark L. Kennedy	3/28/1983	Central Florida
Neil B. MacArthur	3/28/1983	New England
Jane Newbury	3/24/1983	San Francisco
Chuck Waller	3/28/1983	Southwest Louisiana

30-YEAR MEMBERS

Frederick Semple	3/22/1988	Oregon
Lynn Aavang	3/28/1988	Arizona
Robert W. Anderson	3/30/1988	Chicago
Scott Biersteker	3/14/1988	Chicago
William H. Black	3/24/1988	North Carolina
Allison Bondie	3/21/1988	Detroit
John R. Brooks	3/29/1988	Central Florida
Craig Conway	3/22/1988	Central Florida
Gregory A. Creamer	3/31/1988	Milwaukee
Anna K. Devillers	3/28/1988	Glen
Michael B. Eidlin	3/30/1988	Northwest
Paul Fernandez	3/9/1988	Detroit
David F. Free	3/22/1988	Philadelphia
Sam Goins	3/23/1988	Cincinnati
Thomas F. Hasslinger	3/17/1988	San Diego
Susan F. Herald	3/14/1988	Steel Cities
Steve Himmelsbach	3/23/1988	Blue Mountain
Marina Kraft	3/22/1988	Des Moines Valley
Bruce Kromminga	3/22/1988	Washington DC
Raymond J. Maliszewski	3/22/1988	South Jersey
Gerard T. Martinez	3/18/1988	Chicago
Tim Meek	3/8/1988	Atlanta
Timothy P. Minor	3/22/1988	Blue Ridge
Richard I. Mitchell	3/23/1988	Atlanta
Wayne Anthony Nicolette	3/22/1988	Washington DC
Dave Onyschuk	3/18/1988	Chicago
Jane Langenfeld Pfeffer	3/17/1988	Milwaukee
C. Skip Pfeffer	3/17/1988	Milwaukee
Nanetta L. Phillips	3/13/1988	Houston
Richard Reed	3/22/1988	Northwest
Neal Ryan	3/23/1988	San Francisco
Todd Schneider	3/18/1988	Land O'Lakes
David A. Schradly	3/31/1988	San Francisco
Pudson Scott	3/31/1988	Central Kentucky
Peter C. Sorace	3/22/1988	Neohio
Steve Stadel	3/7/1988	Blackhawk Valley
John Steinmetz	3/29/1988	New England
Arlene L. Stream	3/14/1988	Des Moines Valley
Caleb T. Stream	3/14/1988	Colorado
Kenneth G. Taylor	3/9/1988	Central Florida
Carol Uller	3/23/1988	Cincinnati
Mark L. Utecht	3/30/1988	Land O'Lakes
Mary M. Hollis Utecht	3/30/1988	Land O'Lakes
Thomas F. Wallace	3/31/1988	Detroit
Karl Weber	3/8/1988	New England
Claudia Wolfson	3/30/1988	Washington DC
Richard S. Yanus	3/17/1988	Neohio
John S. Yarosz	3/8/1988	NE Pennsylvania
Stephen Young	3/7/1988	San Francisco
Edward Zabinski	3/23/1988	Atlanta

25-YEAR MEMBERS

David A. Ball	3/10/1993	Atlanta
Arnold K. Beebe	3/30/1993	Mohawk Hudson
D.J. Brabec	3/31/1993	Chicago
Philip Brabec	3/31/1993	Chicago
William O. Bradford Jr	3/5/1993	Central Carolinas
Christina L. Brands	3/24/1993	Oregon
Robert P. Brands	3/24/1993	Oregon
Sara J. Brookfield	3/31/1993	North Carolina
Robert O. Carpenter	3/31/1993	Eastern Tennessee
Stephen D. Chisholm	3/12/1993	Washington DC
Richard W. Egge	3/4/1993	Atlanta
Mitchell R. Ferguson	3/19/1993	Atlanta
Richard Fitzgerald	3/19/1993	Washington DC
Joseph Foglia	3/29/1993	Northern New Jersey
Rex Franklin	3/16/1993	Central New York
Kim P. Gibson	3/5/1993	Land O'Lakes
Letah L. Graff	3/26/1993	Mohawk Hudson
Alex Groves	3/30/1993	Utah
Ron Jensen	3/24/1993	Texas
Christopher A. Lorenz	3/12/1993	St Louis
Wade McBride	3/25/1993	Texas
Diane F. Prokopf	3/31/1993	Southern Illinois
Lynn Ritchie	3/30/1993	Northwestern Ohio
Connie Ritchie	3/30/1993	Northwestern Ohio
Tristan D. Smith	3/4/1993	Atlanta
Brooke Stadel	3/5/1993	Blackhawk Valley
Jason Stine	3/16/1993	Glen
Keith R. Verges	3/16/1993	Texas
Judith L. Warren	3/5/1993	Washington DC
Nancy A. Krzyzewski	3/9/1993	South Bend
James M. Krzyzewski	3/9/1993	South Bend

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.

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RALLYCROSS

DIRTFISH NATIONAL CHALLENGE

2018 schedule to be announced

DIRTFISH NATIONAL C'SHIP

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

REGIONAL

SOUTHERN PACIFIC

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

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NEW PRODUCTS



FORGELINE CARBON+FORGED WHEELS

Forgeline has expanded their Carbon+Forged wheel line to include the new CF203 wheel. Forgeline's CF203 wheel combines weight-optimized, CNC machined-forged aluminum centers with their proprietary carbon fiber barrel. A unique, precision-machined-forged 6061-T6 aluminum center with 10 asymmetric I-beamed Y-spokes grouped together in opposing pairs create a striking design.

forgeline.com



ACTRON VIDEO INSPECTION SCOPE

Actron has added a Video Inspection Scope to its catalog of DIY service tools allowing remote viewing of hard-to-reach areas via a three-foot, flexible, waterproof tube and a 2.4-inch LCD screen. The camera, which includes a high-intensity, white LED light for dim locations, also includes magnet and hook attachments to retrieve dropped items or to move wires and cables for tough electrical jobs.

actron.com



OPTIMA DIGITAL 1200 PERFORMANCE CHARGER

Designed with advanced digital charging technology, the Optima Digital 1200 delivers multistage charging, conditioning, automatic battery maintaining, and reconditioning modes in addition to quick set controls and an LCD information display center. The Digital 1200 will fully charge and maintain all types of 12-volt batteries while significantly extending their lives.

optimabatteries.com

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RADIUM ENGINEERING N54 BMW CATCH CAN

Direct injected engines like BMW's N54 lack port injectors, which can help keep intake valves clean. Because of this, a catch can is a necessity to keep oil and other contaminants from causing carbon buildup on the valves. Radium Engineering has developed a bolt-in catch can kit for the 2006-'10 BMW 335i and 2007-'10 BMW 135i powered by the N54 engine.

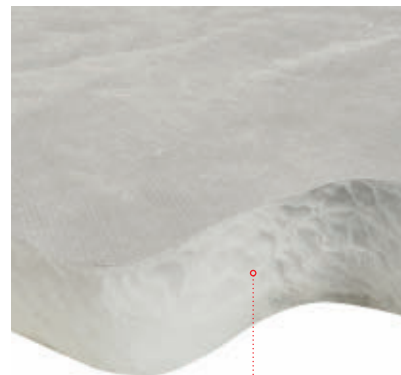
radiumauto.com



MANTIC CLUTCH KIT

Mantic Clutch has released new clutch kits for the 1996-2010 Ford Mustang with the 4.6L engine, capable of handling up to 1,000lb-ft of torque at the crank. Mantic's new twin disc clutch kits for the 4.6L Mustang include a billet aluminum cover for additional strength and durability. Mantic offers a variety of friction materials and release bearings.

manticclutch.com



BOOM MAT INSULATION

Boom Mat, the sound control division of DEI, has introduced a lightweight thermal-acoustic insulation product - D-Mat - that is proven to reduce heat up to 65 percent while significantly decreasing bothersome road noise. Designed for dual-purpose heat reduction and sound absorption, the D-Mat makes the car's interior both quieter and cooler.

boommat.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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• 3-1/2 pumps lifts most vehicles

• Lifts from 3-1/2" to 14-1/8"

• Lightweight 34 lbs.

NOW \$59.99 ~~\$79.99~~

ITEM 68053 62160/62496 62516 60569 shown

COMPARE TO **\$99.99** SAVE **\$40**

DURALAST MODEL: T815016L

81884688

LIMIT 5 - Coupon valid through 6/27/18*

FREE SUPER COUPON

WITH ANY PURCHASE

CENTECH

7 FUNCTION DIGITAL MULTIMETER

COMPARE TO PROSKIT **\$1351** MODEL: MT-1210

• 3.5" LCD Display

• Battery Included

ITEM 63604/63758 98025/69096 63759/90899 shown

81867736

Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 6/27/18 while supplies last. Limit 1 FREE GIFT per customer per day.

20% OFF SUPER COUPON

ANY SINGLE ITEM*

81868951

LIMIT 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 6/27/18 while supplies last. Limit 1 FREE GIFT per customer per day.

PREDATOR SUPER COUPON

8750 MAX. STARTING/7000 RUNNING WATTS 13 HP (420 CC) GAS GENERATOR

Customer Rating **★★★★★**

• GFCI outlets

NOW \$529.99 ~~\$599.99~~

SAVE **\$2170**

Wheel kit and battery sold separately.

COMPARE TO **\$2700** MODEL: EM880502CAT

ITEM 68530/63086/69671/63085 shown

ITEM 68525/63087/63088, CALIFORNIA ONLY

81886470

LIMIT 4 - Coupon valid through 6/27/18*

COVERPRO SUPER COUPON

10 FT. x 17 FT. PORTABLE GARAGE

Customer Rating **★★★★★**

NOW \$169.99 ~~\$199.99~~

COMPARE TO **\$270** SHELTER LOGIC MODEL: 76377

ITEM 62859/63055 62860 shown

SAVE **\$100**

81887896

LIMIT 3 - Coupon valid through 6/27/18*

PORTLAND SUPER COUPON

1750 PSI ELECTRIC PRESSURE WASHER

Customer Rating **★★★★★**

• 1.3 GPM

• Adjustable spray nozzle

NOW \$79.99 ~~\$99.99~~

COMPARE TO **\$179.33** BRIGGS & STRATTON MODEL: 20680

SAVE **\$99**

ITEM 63255/63254 shown

81893081

LIMIT 5 - Coupon valid through 6/27/18*

CENTRAL PNEUMATIC SUPER COUPON

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

Customer Rating **★★★★★**

NOW \$59.99 ~~\$79.99~~

ITEM 69265/62344/93897 shown

COMPARE TO **\$99** KOBALT MODEL: SGT-AIR184

SAVE **\$39**

81893941

LIMIT 3 - Coupon valid through 6/27/18*

CENTRAL PNEUMATIC SUPER COUPON

3 GALLON, 100 PSI OIL-FREE AIR COMPRESSORS

Customer Rating **★★★★★**

A. HOT DOG

ITEM 69269/97080 shown

B. PANCAKE

ITEM 60637/61615 95275 shown

NOW \$39.99 ~~\$56.99~~

YOUR CHOICE

SAVE **59%**

COMPARE TO **\$98.62** PORTER-CABLE MODEL: PCFP02803

81898116

LIMIT 4 - Coupon valid through 6/27/18*

PITTSBURGH SUPER COUPON

TORQUE WRENCHES

Customer Rating **★★★★★**

• Accuracy within ±4%

• Lifetime Warranty

Item 239 shown

DRIVE ITEM

1/4" 2696/61277/63881

3/8" 807/61276/63880

1/2" 62431/239/63882

NOW \$9.99 ~~\$10.99~~

COMPARE TO **\$84.97** HUSKY MODEL: H20TWA

SAVE **88%**

81903582

LIMIT 7 - Coupon valid through 6/27/18*

HaulMaster SUPER COUPON

STEP STOOL/WORKING PLATFORM

Customer Rating **★★★★★**

NOW \$19.99 ~~\$29.99~~

• 350 lb. capacity

ITEM 62515 66911 shown

SAVE **65%**

COMPARE TO **\$57.55** GPL MODEL: H-21

81904972

LIMIT 5 - Coupon valid through 6/27/18*

PITTSBURGH SUPER COUPON

130 PIECE TOOL KIT WITH CASE

Customer Rating **★★★★★**

NOW \$29.99 ~~\$38.99~~

SAVE **54%**

COMPARE TO **\$66.39** HDX MODEL: H137HDS

ITEM 63248/64080 68998/64263/63091 shown

81914497

LIMIT 3 - Coupon valid through 6/27/18*

PITTSBURGH SUPER COUPON

PNEUMATIC ADJUSTABLE ROLLER SEAT

Customer Rating **★★★★★**

• 300 lb. capacity

NOW \$19.99 ~~\$25.99~~

SAVE **69%**

COMPARE TO **\$64.99** DURALAST MODEL: T86201C

ITEM 61160/61896/63456/46319 shown

81914993

LIMIT 4 - Coupon valid through 6/27/18*

CENTECH SUPER COUPON

2/10/50 AMP, 12 VOLT BATTERY CHARGER/ENGINE STARTER

Customer Rating **★★★★★**

NOW \$29.99 ~~\$49.99~~

SAVE **57%**

COMPARE TO **\$69.99** SCHUMACHER ELECTRIC MODEL: SE-1250

ITEM 60581 60653 shown

81916954

LIMIT 5 - Coupon valid through 6/27/18*

WINDSOR DESIGN SUPER COUPON

60" HARDWOOD WORKBENCH WITH 4 DRAWERS

Customer Rating **★★★★★**

NOW \$129.99 ~~\$159.99~~

COMPARE TO **\$415** GRIZZLY MODEL: M723

ITEM 93454/69054 63395/62603 shown

SAVE **\$285**

Tools sold separately.

81917474

LIMIT 4 - Coupon valid through 6/27/18*

HaulMaster SUPER COUPON

18" x 12" MOVER'S DOLLY

Customer Rating **★★★★★**

• 1000 lb. capacity

NOW \$7.99 ~~\$10.99~~

SAVE **51%**

COMPARE TO **\$16.43** BUFFALO TOOLS MODEL: HDFOOLLY

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

81931328

LIMIT 7 - Coupon valid through 6/27/18*

SUPER COUPON

16" x 30" TWO SHELF STEEL SERVICE CART

Customer Rating **★★★★★**

• 220 lb. capacity

NOW \$29.99 ~~\$37.99~~

SAVE **50%**

COMPARE TO **\$59.99** ARCAN MODEL: ASC8003

ITEM 60390/5107 shown

81940195

LIMIT 5 - Coupon valid through 6/27/18*

WARRIOR SUPER COUPON

29 PIECE TITANIUM DRILL BIT SET

Customer Rating **★★★★★**

NOW \$9.99 ~~\$17.99~~

SAVE **83%**

COMPARE TO **\$60** DEWALT MODEL: DW1389

ITEM 62281/61637 shown

81941027

LIMIT 7 - Coupon valid through 6/27/18*

CHICAGO ELECTRIC SUPER COUPON

12" SLIDING COMPOUND DOUBLE-BEVEL MITER SAW

Customer Rating **★★★★★**

• Laser guide

NOW \$129.99 ~~\$194.99~~

Blade sold separately.

COMPARE TO **\$299** KOBALT MODEL: SM305SLW

SAVE **\$169**

ITEM 61969/61970 69684 shown

81958754

LIMIT 5 - Coupon valid through 6/27/18*

SUPER COUPON

7 FT. 4" x 9 FT. 6" ALL PURPOSE/WEATHER RESISTANT TARP

Customer Rating **★★★★★**

NOW \$2.99 ~~\$4.99~~

SAVE **65%**

COMPARE TO **\$8.58** BLUE HAWK MODEL: BSHX10-Y

ITEM 69249 69115/69137 69129/69121/877 shown

81960964

LIMIT 9 - Coupon valid through 6/27/18*

*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 6/27/18.

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

THE SUM OF ITS PARTS

I'm sitting at a table, surrounded by more than 480 SCCA members, listening to those being inducted into the SCCA Hall of Fame at this year's National Convention, and I wonder, how did these eight members get so involved with the Club and motorsports? Did they wake up one day and poof, they're responsible for obtaining Forbes Field for the Solo National Championships, or whammo, they're breaking motorsports gender barriers? What was that defining moment? Listening to Peter Cunningham's Hall of Fame acceptance speech, I struggled to tie his racing success to one particular instance; the same seemed true for Janet Guthrie, William Bradshaw, and the rest of the Hall of Fame inductees. Was there no aha moment?

A week or so later, I'm chatting with Anthony Porta, who is on the cover of this month's issue. He was chosen for the cover because of everything he's accomplished since he stepped back into SCCA Autocross in 2012. During that time, he's built a car that has laid claim to three Solo National Championship titles, his being one of them. He's also become treasurer for his Region, a Solo Safety Steward, and is his Division's Solo Development Coordinator. Speaking with him, it's obvious he cares deeply about ensuring autocross stays around for everyone to enjoy, so I posed the question: What was the defining moment of his involvement? "It was a slow creep," he said.

Paul Brown wrote a column in *SportsCar's* November 2017 issue where he spoke about winning the 2017 Solo Cup - he, too, tried to pinpoint the moment he stepped forward in a massive, meaningful way. "The funny thing is," he wrote, "I didn't volunteer for what I've done

that allowed me to be considered for the award." Then came the key statement: "Most of us have gotten calls and e-mails asking, 'Will you please (fill in the role that is needed?)' [These award winners] are simply the ones who replied, 'Yes.'"

Porta's story is similar, with a combination of volunteering ("I saw the people I was racing with always showing up and getting tired; always volunteering for the same position," he said), and being asked ("Eric Clements asked if I wanted to take over from him as the SoPac Solo Development Coordinator"), and he invariably jumped in. Thus the slow creep.

I don't think anyone thinks they'll make an earth-shattering difference - they simply want to see their sport grow, make the processes better, improve safety, or the like. But while with the Hall of Fame inductees the end result was game-changing racing programs run by the likes of Cunningham or Bob Sharp, or volunteers like William Bradshaw creating a life-saving specialty, it's all in how they dealt with not one problem, but everything as a whole.

A lot has changed in the Club since its creation in 1944, and a lot of people have helped make those changes. But, at least from what I've seen this month, the SCCA is the sum of its parts. From Anthony Porta to Janet Guthrie, we're all making the SCCA better and stronger. So next time you see something you can improve, even in the tiniest of ways, even if you doubt it's earth shattering, volunteer. 🍷

"Did they wake up one day and poof...they're breaking motorsports gender barriers?"

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FROM THE ARCHIVES

10 YEARS AGO...
APRIL 2008



- We completed a number of tests evaluating shaved and full tread tires, heavy and light wheels, as well as plus sizing, and had some interesting results.
- The SCCA National Convention visited San Antonio, Texas, home of the Alamo and the famed River Walk.

25 YEARS AGO...
APRIL 1993



- The 1992 National Convention took place in Chandler, Ariz., with some 325 members in attendance. On the agenda was the new SRF engine package, which Carl Haas planned to have in place by March.
- Scott Sharp received the 1992 Gordon Smiley award.

50 YEARS AGO...
APRIL 1968



- Many well-known drivers were on hand for the Convention, including Mark Donohue, Carroll Shelby, and Dan Gurney.
- Lucas advertised its Butlers Flexilight, a work light intended to aim light where you need it - ironic given its other products.



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WLD-19



WLD-20



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