

SPORTSCAR

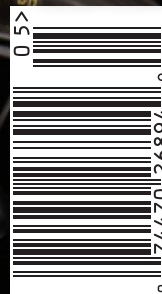


BUILDING SUCCESS

There's just no stopping eight-time
SCCA National Champion
Andrew Aquilante



MAY 2018
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SIMPLY THE BEST
Remembering
racing legend
Dan Gurney



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stays the course

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SCCA's president
at the track

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NEW

BFGoodrich
g-Force
Rival S

BFGoodrich
g-Force
Rival S 1.5

BRIDGESTONE
Potenza RE-71R

DUNLOP
Direzza ZII
Star Spec

DUNLOP
Direzza ZIII



FALKEN
Azenis RT615K+

HANKOOK
Ventus R-S4

KUMHO TIRE
Ecsta V720

NEXEN
N FERA SUR4G

TOYO TIRES
Proxes R1R

R-COMPOUND TIRES



BFGoodrich
g-Force R1
g-Force R1 S

HANKOOK
Ventus Z214
C51 med./C71 soft

Hoosier
A7 & R7
Racing Radial

Hoosier
D.O.T. Radial
Wet H20

TOYO TIRES
Proxes RA1

TOYO TIRES
Proxes RR

TOYO TIRES
Proxes R888

TOYO TIRES
Proxes R888R

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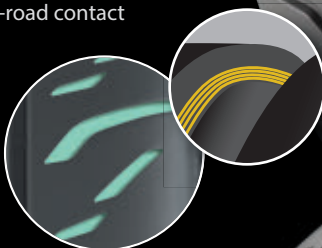
BRIDGESTONE



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Engineered to represent the pinnacle of Bridgestone's street tire performance, the Potenza RE-71R utilizes a tread compound that enhances grip through increased adhesion with the road surface. The continuous center rib is flanked by massive shoulders to deliver constant rubber-to-road contact for enhanced steering response and cornering stability.

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POTENZA S007A **NEW**

Designed for enthusiast drivers of performance vehicles who want street tires with near-motorsports levels of traction and handling. The grippy, summer compound is molded into a low-void, straight rib pattern that provides responsive handling and control. The chamfered blocks, 3D M-shaped sipes and circumferential grooves deliver wet traction and hydroplaning resistance.

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STORM S1
15 16

STORM S2
15

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star graphite
17 18 19 20

O.Z. Leggera HLT
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gloss black (18-20), gold (17-19)
17 18 19 20

O.Z. Ultraleggera
matte graphite silver, black (15-19),
bright silver (15 17 18), gold (17 18),
matte bronze (16-18), white (17)
15 16 17 18



FLOW ONE Race Spec F1
gloss black, gloss gunmetal silver
18 19 20

FLOW ONE Race Spec F4
gloss gunmetal silver, gloss black
18 19 20



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

Enkei Racing RPF1
bright silver, bronze (15-18), black (15-18),
gold (17 18), special brilliant coating (15)
14 15 16 17 18



NEW

Enkei Tuning TFR
copper, gunmetal (18), storm grey
17 18 19



Enkei Tuning TS-10
storm grey, gold, black
17 18



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



NEW

Sparco Podio
bronze, gloss black, gold, light grey
17 18

Sparco Terra
bronze, black, gold (17),
light grey, white (16 17)
15 16 17



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



TR Motorsports® C1
light grey, black (15), bright silver (15)
15 16

TR Motorsports® FF10
light grey
15 17



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The new **SCCA Solo Spec Coupe (SSC) Autocross Class** is designed to showcase your driving skills and offer affordable competition. Visit www.tirerack.com/ssc



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FK510**

**\$50*
REBATE**

ULTRA HIGH PERFORMANCE SUMMER

The Adaptive Constant Pressure pattern design helps even out pressure distribution, aiding lateral and longitudinal stability for improved handling and braking. Wide, outboard shoulder blocks generate the lateral grip needed for high-speed cornering, and switchback sipes work with the four circumferential grooves to provide wet traction and hydroplaning resistance.



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6620 SE DWIGHT ST.
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THE AUDIT BUREAU MEMBER
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OUTSIDE THE BOX

Many classes within the SCCA embrace creative engineering, but in 1995 this was taken a step further at the *Road & Track* Skidpad Challenge during the Solo National Championships. Innovative aero, side skirts, and even sucker car technology entered the fray.

DATE September 1995

LOCATION Forbes Field, Topeka, Kan.

WHAT Solo National Championships
Road & Track Skidpad Challenge

PHOTOGRAPHER John Rudy





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EDITOR Philip Royle

EDITOR-IN-CHIEF Laurence Foster

ASSOCIATE EDITOR Jason Isley

ART DIRECTOR Ree Tucker

DESIGN CONSULTANT Rob French

CONTRIBUTING EDITORS

Rick Beattie, Paul Brown, Rocky
Entriken, Dyanne Gilliam,
James Heine, J. Michael Hemsley,
Richard S. James, Jim Kearney,
Randy Pobst, Tom Schultz

CONTRIBUTING PHOTOGRAPHERS

D.E. Baer, Perry Bennett, Jay
Bonvouloir, Rupert Berrington, Rick
Corwine, George Dwinell, Jeff Loewe,
Barbara Protos, Mark Weber,
John W. Wilmoth

CEO & EXECUTIVE PUBLISHER

Paul Pfanner

COO & PUBLISHER Bill Sparks

EDITORIAL ADVISOR Jeff Zwart

ADVERTISING DIRECTOR

Nicole Szawlowski

BUSINESS DEVELOPMENT

Raelyn Stokes

GLOBAL SALES DIRECTOR

John Chambers

AD OPERATIONS Victor Uribe

ACCOUNTING MANAGER

Sandra Carboni-Alexander

PRINTING R.R. Donnelley, Pontiac, Ill

EDITORIAL CONTRIBUTIONS

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RACER Media & Marketing, Inc.
17030 Red Hill Avenue,
Irvine, CA 92614
(949) 417-6700 / Fax (949) 417-6116
E-mail sportscar@racer.com
Toll-Free Advertising Line
(800) 722-7140
Outside USA (949) 417-6700

REPRINTS

Nick Iademarco at
niademarco@wrightsmedia.com
Back Issues (949) 417-6700

SCCA Member Services

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MIKE COBB

PRESIDENT & CEO, SCCA INC.

COME EXPERIENCE _____!

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

It's the middle of the night somewhere around 2am Pacific Time, and I'm on a red eye from L.A. back to Dallas. Even though I'm exhausted, I'm too excited to sleep. Why? Well, since the 2018 SCCA National Convention in Las Vegas, I've been experiencing our mission statement firsthand in many new ways, and this has certainly turned up the boost in this member's life to redline!

Just a week after one of the best SCCA Conventions in recent history, I was at Daytona on corner 6A for the IMSA WeatherTech SportsCar Championship Rolex 24 with a team of experienced volunteers led by a veteran named Mo Overstreet. When it was my time to work Yellow with my partner, Lee Hill (Chairman of SCCA's Board of Directors), and as the prototypes were rumbling less than 15 yards away, I did my best to learn from a great team while also enjoying one of the best seats in the house.

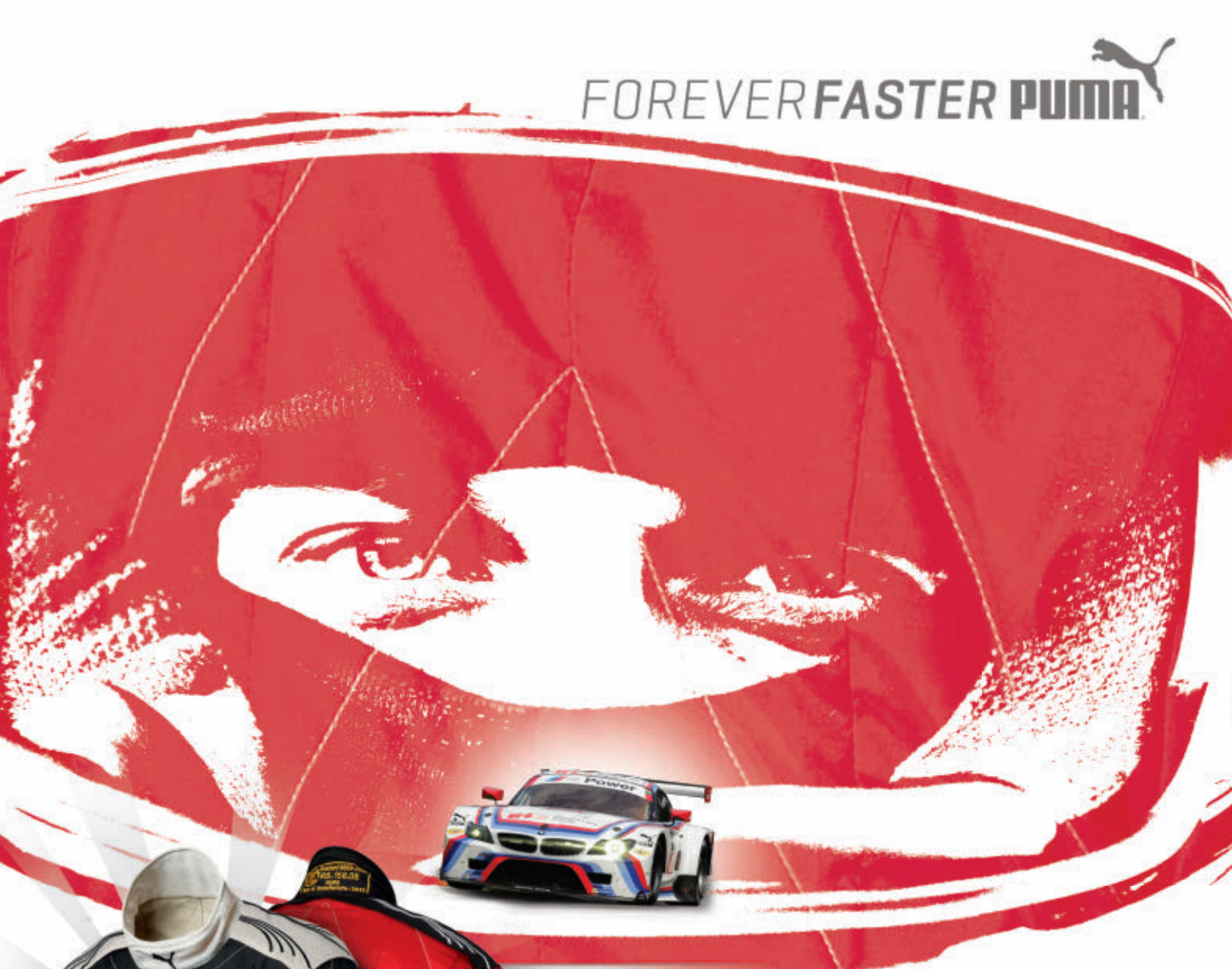
The very next day, I moved over to the infamous chicane at Daytona and joined the F&C team as they worked qualifying and the four-hour BMW Endurance Challenge under the leadership of Corner Captain Lin Toland. While I might have been a little farther away from the action than I was the day before, watching cars come into the Bus Stop at a buck seventy-five-plus was truly exciting. What was my take-away from Daytona? If you want a motorsports experience many enthusiasts would pay dearly for while learning from some of the best in the business, go work a corner with the F&C team at any SCCA supported road race event. I'm so stoked from this that I'm planning to get my full F&C license later this year.

But buckle up because we're not done yet! The next chapter in this member's 2018 motorsports experience occurred at Cal Club's SCCA Driver's School at Buttonwillow. It also involved getting a Novice License and then navigating my first road race event while running alongside some of our fastest GT cars while I was piloting a borrowed T2 racecar. Ever had your doors blown off by a Porsche GT3 Cup Car? What a rush! While this version of the SCCA experience took place from inside the car vs. working a corner and supporting those who pilot them, there are some very common themes when I consider both experiences:

- Both were "bucket list items"
- Both required the skill, support, and training of SCCA veterans to get me across the finish line
- Both incredibly exciting SCCA motorsports experiences will keep me coming back for more

However, what might be most important to all of us as an organization, is the concept that the above experiences can be had by any SCCA member at almost any age or skill level. Moreover, I did not attend these events as "President of the SCCA" – I just showed up as a member, excited about experiencing something new because I'd received an invitation from another SCCA member that went something like this: *"Hey Mike, you want to have some real #funwithcars? Come experience _____!"*

Exciting motorsports experiences for this enthusiast indeed! What SCCA experience are you going to invite a member to try next? Let me know at president@scca.com. 🍷



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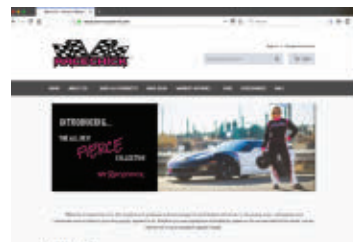
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PROSOLO GIRL POWER

Starting with the opening round of the 2018 Tire Rack ProSolo National Series Racechick has stepped up and offered contingency awards for Ladies Challenge competitors. The top two finishers at each round will receive product certificates; additionally a year-end award will be presented to the sixth-place finisher.



REGIONS AWARDED TRACK NIGHT GRANTS

Designed to grow the SCCA at all levels, Track Night in America Driven by Tire Rack is now investing directly in Regions thanks to the new Track Night Region Development Grant. Funded with \$50,000 in 2018, SCCA Regions began submitting grant requests in January.

Submissions were reviewed by a five-person committee made up of SCCA Board of Directors members and SCCA National Staff. Proposals were judged on both merit and need, with monies being offered to support Region development activities across the board.

Several innovative and interesting concepts received funding this year, and they will soon be able to put those plans into action. The 2018 grant recipients are:

SOUTH BEND REGION

Solo Registration Improvement and Improved Customer Interaction: Improving the on-site registration process to allow for quicker check-ins, reduced workload, and more personalized customer interactions.

CENTRAL PENNSYLVANIA REGION

Going Wireless for Better Autocross Events: Defray costs of a T-Link wireless timing system, which will be purchased and put into use during the 2018 season. By upgrading the timing system, CPR will have safer, more efficient events and increased flexibility in course design.

SOUTH BEND REGION

Region's First RallyCross Event: Hold a RallyCross with the help of Detroit Region at GingerMan Raceway in South Haven, Mich. This would be the first time that GingerMan has allowed a RallyCross on the property.

CONTINENTAL DIVIDE/COLORADO REGION

Solo Timing & Scoring Upgrades: Purchase equipment and software modules necessary for the implementation of bar coding and Solo Live Timing at all 2018 Solo Summer Series events.

MID-SOUTH REGION

Pylon Replacement: Replace Region pylons with SCCA logo pylons to better showcase the organization.

SUSQUEHANNA REGION

RallyCross Timing Upgrade: For the first few years, only a couple of events were held in the Region, and all with hand-me-down autocross equipment.

ARCTIC ALASKA REGION

RallyCross in the Last Frontier: Equipment suitable to establish and grow a RallyCross program in Alaska.

NEOHIO REGION

Timing Equipment and Regional Race Support: To prepare for a return to Nelson Ledges, current equipment is dated or possibly does not even work anymore.

HOUSTON REGION

Houston Region Track Attack: Combining the precision of autocross with the speed of road racing, Track Attack will be a perfect balance that will entice competitors to put their talents to the test. Classes will make timed runs around a road course with gates placed off the racing line.

ST. LOUIS REGION

2018 United States RoadRally Challenge (USRR): New automatic (pneumatic) timing lines for precise timing during the 2018 USRR and future Regional, Divisional, and National RoadRally weekends hosted by the St. Louis Region. Also employ a veteran national team for the required official pre-check of the four 2018 USRR events.

KENTUCKY REGION

Time Trials Regional: Region plans to host a Time Trials event on June 2 at the NCM (National Corvette Museum) Track.

MILWAUKEE REGION

RallyCross Program Startup: Revitalize a RallyCross program that last operated in the 1990s.

UTAH REGION

Utah Time Trial/Track Cross-Build: Elevate the experience the Region offers members by introducing multi-faceted event at Utah Motorsports Campus.

SOUTH CAROLINA REGION

SCR/NCR Junior Kart Program: An innovative, show-up-and-drive Junior Kart program offered at South Carolina Region's and North Carolina Region's largest Solo sites. A separate Junior Kart course is set up a safe distance from the paddock and the primary course. The karts, and all safety equipment, are provided by the Club.

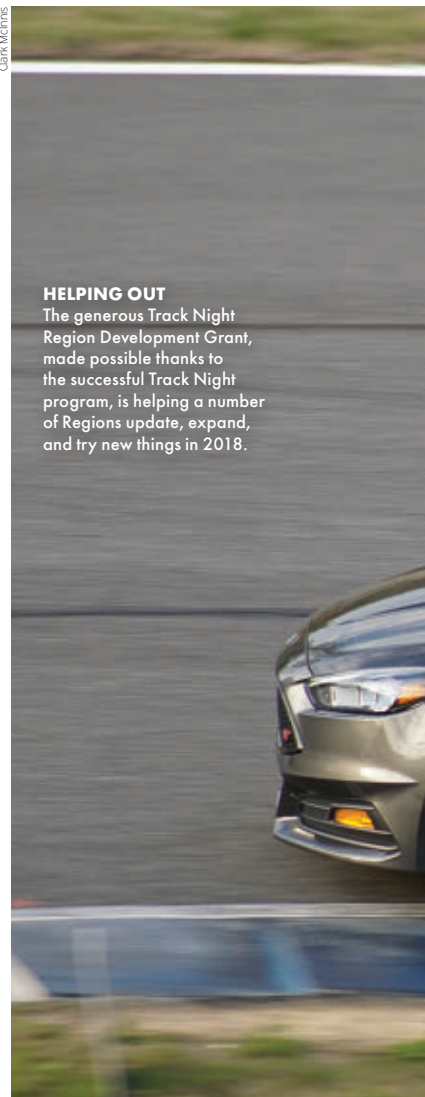
WICHITA REGION

Women's Solo Initiative: Wichita Region will host a Solo event for women only. Held on a Saturday prior to a scheduled Sunday points event, this test-and-tune style event will introduce women to Solo in a safe and comfortable environment.

SOUTH BEND REGION

Coursera Subscriptions: Coursera provides universal access to the world's best education, partnering with top universities and organizations to offer courses online. The project is to provide two members of South Bend Region with a 12-month subscription to Coursera with a focus on classes related to strengthening Social Media, Website, and Data Analytics capabilities.

Clark McInnis



HELPING OUT

The generous Track Night Region Development Grant, made possible thanks to the successful Track Night program, is helping a number of Regions update, expand, and try new things in 2018.

EASTERN TENNESSEE REGION

Cars and Coffee/Mini Autocross: In an effort to increase membership and participation in the Tri-Cities area of east Tennessee, the Region would like to host a Cars and Coffee event.

INDIANA NORTHWEST REGION

Equipment Replacement and Implementation of New Programs: To replace loaner helmets, fund RallyCross and RoadRally programs. Provide new opportunities for membership by easing the pressure on limited cash flow.



DOWNFORCE

The March edition of *Fastrack* included updated aerodynamic rules for GT-2 competitors, which can be found in the GCR under section 9.1.2.F.7.b. This highly detailed section includes rules for the front air dam, under tray, splitter, rear wing, and other items such as canards and close-out panels, and is a must read for all GT-2 competitors.



NEW ENGLAND REGION

Hard Headed and Smart Thinking: Helmets in sizes small, medium, large, and extra-large to allow for variation in drivers, as well as HANS devices.

DELTA REGION

Marketing and Advertising: Bring SCCA and autocross into the light in New Orleans.

COLORADO REGION

Safety Equipment: Upgrade fire suits, helmets, medical gear, and extrication equipment.

KANSAS CITY REGION

Track Night in America Support: In an attempt to continue Track Night growth, the Region has created a working team to effectively promote and support these events to maximize exposure to all areas we support (Solo, RallyCross, Club Racing).

OREGON REGION

Promotion and Sustainability: Banners and flags to be used at recruiting events such as Solo and trade shows. Includes new radios, and cones for Solo.

CENTRAL ILLINOIS REGION

Increase Visibility and Awareness, and Equipment Upgrades: Present the Region to the local community and create awareness to drive more memberships and higher participation.

GREAT RIVER REGION

Test Drive SCCA #FunWithCars: This program will provide up to 50 first-time autocrossers a free entry to Great River Region's Test & Tune event with novice instruction.

KANSAS REGION

RallyCross Startup: Start RallyCross program in 2018 with necessary equipment to hold an event.

INDIANAPOLIS REGION

Indy SCCA Play to Pro Track Events Program: Develop an online virtual racing experience that draws people from around the country to become part of the SCCA community and investigate "real" SCCA competition. 📍

UTVS RALLYCROSS?

The RallyCross Board is seeking member input via www.sccarallycross.com and its Facebook page regarding the potential of a UTV-based RallyCross program. These vehicles are wildly popular for off-road recreational use and have seen specific racing classes created for them in the Lucas Off Road Racing Series and the Red Bull Global Rallycross.



Courtesy Yamaha

DIRTFISH RALLYCROSS RETURNS

DirtFish, the rally driving school found in the foothills of the Cascade Mountain Range in Snoqualmie, Wash., is back again in 2018 as title sponsor of SCCA National-level RallyCross. In addition to support of the DirtFish RallyCross National Challenge program and the DirtFish RallyCross National Championship, the SCCA and DirtFish will be working together on a number of promotions to help grow RallyCross.

"We are proud to yet again partner with SCCA for 2018," says Malli Sheaffer, DirtFish General manager. "The relationship we have built continues to provide value to both SCCA members and DirtFish."

DirtFish recognizes that car control skills on any surface translate to the track, autocross or street. As such,

2018 DIRTFISH RALLYCROSS NATIONAL CHALLENGE

DATE LOCATION

July 21-22	Sebring International Raceway, Fla.
Aug. 11-12	Watkins Glen International, N.Y.
Aug. 18-19	DirtFish Rally School, Wash.



BACK AT IT
The Dirtfish performance school returns as the title sponsor to SCCA's RallyCross program.

Courtesy

DirtFish teaches car control, confidence, and safety behind the wheel through advanced driving techniques built from the roots of rally. From 15 years of age with a learner's permit all the way up to the sophisticated age of 85 and beyond, DirtFish has a program for everyone.

In addition, the DirtFish SCCA RallyCross National Challenge series, which has transformed to a Region/Division operated program with National Office support, has recently established its preliminary 2018 calendar of events. 📅



Clark McInnis

PRELIMINARY TIME TRIALS NATIONALS RULES UNVEILED

A committee consisting of SCCA members and national staff has been hammering away on preliminary rules for the first Time Trials (TT) Nationals. The TT Nationals rules were

TRACK TIME
Stay tuned as the Time Trials rules evolve.

constructed to outline modifications that can be made in each of the four TT Nationals classes. At one end of the spectrum is the "entry level" class, where simple modifications can be performed; at the other end of the spectrum is the "anything goes" class, which welcomes creativity and practically any car modification is allowed.

"Before writing any of these rules, the Time Trials Board discussed the purpose of the program," says Heyward Wagner, SCCA's Director of Marketing and Experiential Programs. "While other programs focus on parity, balanced performance, and spec competition, it was felt that TT offers an opportunity to focus more on development, progression, and performance. From this, we arrived at the idea that Time Trials is all about a

quest for speed. So, the rules are designed to allow for more freedom and creativity than you might find in autocross or road racing. And, while that is important in establishing an identity for TT, it is equally important to create a culture for TT Nationals where participants can first challenge themselves to set a personal best or record, but also create a space for a collective effort to challenge the track."

The first TT Nationals is slated to take place Sept. 28-30 at NCM Motorsports Park in Bowling Green, Ky., and opens with a full day of track lapping sessions for testing and practice, or can be used for participants to earn their TT novice license permit.

For more information about TT, or to see the latest draft of the rules, visit www.scca.com. 📅

NEXEN TIRE EXPANDS PAYOUTS

Nexen Tire has returned for the 2018 National Solo season, and brought with it an expanded contingency program. Nexen Tire will now pay contingency awards up to fifth place for Tire Rack Championship Tours, Match Tours, ProSolo National Series, and the Solo National Championships.



Rupert Berrington

2017 FITZGERALD ROOKIE OF THE YEAR AND KIMBERLY CUP AWARDED

The 2017 Jim Fitzgerald Rookie of the Year honor goes to Austin McCusker (BOTTOM), the Formula Continental driver from Glen Head, N.Y. The Rookie of the Year award is presented to the SCCA Road Racing driver showing the greatest promise. The award is based on driving ability demonstrated during the first season of National competition. Winners are selected by the Club Racing Board, based on nominations submitted by Executive Stewards.

McCusker, a member of the New York Region, earned

Rookie of the Year after winning in his National Championship Runoffs debut. He took the lead from pole at Indianapolis Motor Speedway in Formula Continental and fought off all challengers in his No. 06 Dot Works/Primus Racing Van Diemen Ford. In the end, McCusker's margin of victory was a scant 1.131secs.

The Kimberly Cup is awarded to the SCCA driver who has shown the greatest improvement in the past year and is chosen by the Club Racing Board. The 2017 Kimberly Cup has been awarded

to Melvin Kemper Jr. (BELOW, MIDDLE COLUMN), a Formula Mazda racer from Toledo, Wash.

Kemper, a member of the Northwest Region, earned the Kimberly Cup after winning the Formula Mazda class in his No. 4 Mazda/Goodyear Star Formula Mazda during the Runoffs at Indianapolis Motor Speedway - his first win in seven appearances at the National Championship. On a restart, after a full-course yellow, Kemper accelerated using the draft and squeezed by Mike Anderson on the inside to take the top spot. Kemper and Anderson pulled away from the field and continued to battle each other through the white flag. On the final lap, Anderson got caught in traffic and Kemper extended his lead. Anderson fought to catch up, but spun on an attempt to overtake Kemper, who went on to claim a nearly 10sec victory. 🎯



Rick Convine



Rick Convine

MEMBERSHIP DRIVE CONTEST

While membership always gets a spring boost, many of our regions are currently experiencing solid growth! Congratulations to the leaders and keep up the momentum. For complete details on the SCCA Membership Drive Contest, log in to ams.scca.com and look under "Forms."

MEMBERSHIP DRIVE REFERRAL LEADERS FOR FEBRUARY 2018

NAME	REF	REGION
Robert Beers	55	Susquehanna
Brian Ghidinelli	10	San Francisco
Daniel York	5	Philadelphia
Paul Breitweiser	4	E Tennessee
Carl Somerton	4	Snake River
Jose De Miguel	3	Puerto Rico
Jeff Jacobs	3	Philadelphia
Lauren Johnson	3	Wichita
Carl Meaux	3	Delta Region
Gary Meeker	3	San Francisco
Gal Mesika	3	Washington DC
Moses Smith	3	Texas

430 additional members have at least one referral.

REGION LEADERS

(Category based on 2017 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Oregon	10.9%
Texas	7.6%
Central Carolinas	2.6%
LARGE REGIONS (401-799):	
Susquehanna	28.4%
Philadelphia	28.1%
Buccaneer	5.1%
MEDIUM REGIONS (200-400):	
Kentucky	19.8%
South Bend	10.5%
Kansas	9.2%
SMALL REGIONS (<200):	
Big Island of Hawaii	12.5%
Yellowston	10.0%
Gulf Coast	9.0%

HEATING UP

The Club Racing Board is seeking member feedback on the request to change section 9.1.9.2.D.3.b.1 of the General Competition Rules. The proposed change would allow the removal of the heater core in all Touring classes. Interested parties should provide feedback through crbscca.com.



Rock Corvire



Jay Bonvillar

SCCA AND MAZDA'S ROAD TO INDY

The Mazda Road to Indy USF2000 \$200,000 Scholarship Shootout will continue for a third successive year in 2018, extending its reach to now include 11 countries where 20 champions of junior open-wheel and

karting series from around the world will join together in the December event.

Drivers between the ages of 14 and 25 by Sept. 30 of this year will be eligible to earn an invitation to the competition via a network of official

ON TO INDY

The Mazda Road to Indy could help take SCCA open-wheel racers to the next level.

feeder series in both North and South America, as well as Europe, Asia, Australia, and for the first time, the continent of Africa. A total of 18 champions will earn an automatic entry to the shootout from the various official feeder series.

For SCCA competitors, a single USF2000 Scholarship Shootout participant will be chosen from the winners of the Formula Continental, Formula Mazda, Formula Atlantic, Formula Enterprises, and Formula Enterprises 2 classes during the 2018 SCCA National Championship Runoffs taking place Oct. 16-21 at Sonoma Raceway in California.

Well over 400 drivers from around the globe will be chasing an entry ticket for a chance to vie for the \$200,000 prize from Mazda to ensure entry into the 2019 Cooper Tires USF2000 Championship Powered by Mazda. USF2000 represents the first step on the unique and highly acclaimed Mazda Road to Indy Presented by Cooper Tires open-wheel development ladder, which offers the opportunity for drivers to progress all the way from the grassroots of the sport to the Verizon IndyCar Series and the Indianapolis 500. 📍

PROSOLO SEASON KICKOFF

The opening round of the 2018 Tire Rack ProSolo National Series took place March 9-11 in Ft. Myers, Fla., featuring fierce competition - and some input from Mother Nature. The season kickoff event also marked the first ProSolo featuring the new Solo Spec Coupe class, which saw six Open class competitors and six in Ladies 4 action. Kinch Reindl scored the first SSC win in his 2013 Scion FR-S, besting Michael Lawson and the rest of the class by 0.507sec. On the Ladies side, Jennifer Bedell soundly took the L4 win in her Scion FR-S, and capped off her weekend with a runner-up finish in the Ladies Challenger. Competition in Solo's first spec class is only going to get more intense as the season goes on.

With rain making an appearance Saturday afternoon, few drivers were

able to improve over morning runs, putting the pressure on to get it done Sunday. While a few classes saw winners hold on via Saturday morning runs, many were decided on the strength of those Sunday runs.

The Super Challenge saw some unique circumstances, with early departures as well as cars with multiple drivers and classes. Three competitors in a Porsche 997 GT3 were changing tires between runs, with drivers in SSR and others in SS.

David Lineberry lucked out and advanced all the way to the top four because his first three match-ups departed the event early, giving him three bye runs. He finished third overall.

Despite his Fiesta ST going into limp mode on his last Super Challenge run, H Street winner Mike King claimed the event's top honors.



Linda Duncan

Making the long trip from Southern California paid off for Nicole Wong, who claimed the Ladies 1 class win as well as the Ladies Challenge win driving John Hogan's Grand Sport Corvette. 📍

SUPER START

Mike King took the first Super Challenge win of 2018.



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Rupert Berrington

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

MY CARS

I was going to preach about the finish of the Daytona 500, but I don't want to work that hard right now, and I'm *waaaay* past deadline already. Instead, indulge me and allow me to tell you about my cars, in order of length of ownership. Nothing is newer than 2004. Dang, that's 14 years. Upgrade!

1985 Volkswagen Cup Golf.

I purchased this car in 1985 as part of that series' transition to the Mk II from the beloved Mk I Rabbit/Golf. Funny name for a car, isn't it? Spelled

call the Gulfstream, so it's kind of a water/wind thing. Fluid motion.

I raced it for two years, cutting my teeth in racing, then sold it to pursue Firestone Firehawk with my former wife Linda co-driving. It bounced, literally, around Florida through three owners, two of them close friends, before I bought the remains back about 1997 and ran it in the SCCA 24 Hours of Moroso, as kind of a LeMons car ahead of its time. After a stalled restoration plan from a VW team for whom I drove in 2008, it now languishes outside a patient race shop in the Chicago area. I hope. Haven't seen it in years. Yes, revitalization is a long-term plan. It's historic!

1966 Saab 96. Two-stroke.

Because it's cool. And it's an 850cc triple, with triple carbs, making a stomping 42hp. Hey, more than a '60s Beetle. Four-on-the-tree column shift. I had one in college for a short time, same reason, quirky-cool; a 1959 93 wagon. It wasn't all that old in 1978 (think 1999 today). My current Stroker was an impulse purchase, sight unseen via eBay. Looked great in the excellent pics in a beautiful driveway, but it just barely ran and hardly stopped. I spent the last six years *slooooooowly* getting in drivable, and now it's for sale. PM me!

2004 Toyota Tundra. People, *this* is the size daily driver pickups should be. Paid premium price for a rare, low-mile model five years ago and have never regretted one cent. Torque-filled Lexus-like V8, decent mileage, smooth and quiet, still hauls 7,000lbs, tows racecars like they aren't there, and doesn't get my friends dirty when they borrow it. No stories. Just turn the key and go. Anywhere. It fits in normal parking spots everywhere. The Tundra was Toyota's big truck back then, but now measures exactly the same size as the Tacoma - the small truck. Size creep strikes again.

Mini-no-more-truck. We used to call them that, kids. Mini-trucks. How quaint. We still say minivan, but I don't think so - they're huge. The true minivans of today are the compact crossover SUVs, right? RAV4, CRV, Compass, Escape. Yeah, I hate them. Cars drive better in every way, lower and lighter. Hey, I'm a racecar driver. Wait, an *aging* racecar driver. Speaking of that...

1990 Volvo 740 Turbo. An aging racecar. Got this for cheapo endurance racing five-plus money-flushing years ago, but I'm loving it. I was racing for them at the time, so any car of my own had to be a Volvo, too. Company

"I really enjoy getting my hands dirty on 'The Moose'...and making systems work; getting it to handle"

backward it's Flog. How appropriate, all 85hp of it. At the time, VW was naming many of its models after North African winds: Jetta, Scirocco, Passat. When I drove for Porsche and got to know a few Germans well, I learned they think of the area as a vacation destination, not unlike our Florida or Phoenix, Ariz. (I think the average American might think it more of a sandy home for religious extremists, but that's another column, for another magazine.) Golf is what Germans



UNUSUAL SUSPECTS

Randy Pobst's collection of vehicles ranges from a slew of motorcycles to a Volvo wagon street car and a sedan racecar.

man. Volvos do everything basically rather well. They had some really clever ads back then, like the one with a silhouette of a Lamborghini Countach pulling a trailer outlined behind the car, saying, "The basic idea behind the Volvo Turbo Wagon." Okay, I wish it were a wagon. It's the boxy sedan. I've always thought of them as rather sporty - mine says "Intercooled Turbo" on the trunk lid, for goodness sake, but I've learned that most regular folks just saw them as safe and comfortable. "The couch," I've heard several drivers of older Volvos quip.

I really enjoy getting my hands dirty on "The Moose," my pet name for it. And making systems work; getting it to handle, run, and stop better. The wide windshield and extreme square shape makes it look large, hence "Moose," but it really isn't. It weighs under 2,600lbs, much less than today's street cars. It's a turbo, yes, but it only made 160hp stock. Still, enough to be entertaining among other slow cars. It's a rare stick-shift model, and through a British Facebook car fan I've gotten the later Euro manual gearbox, which is much stronger but was never offered here. It's so unique. I like odd cars. Notice?

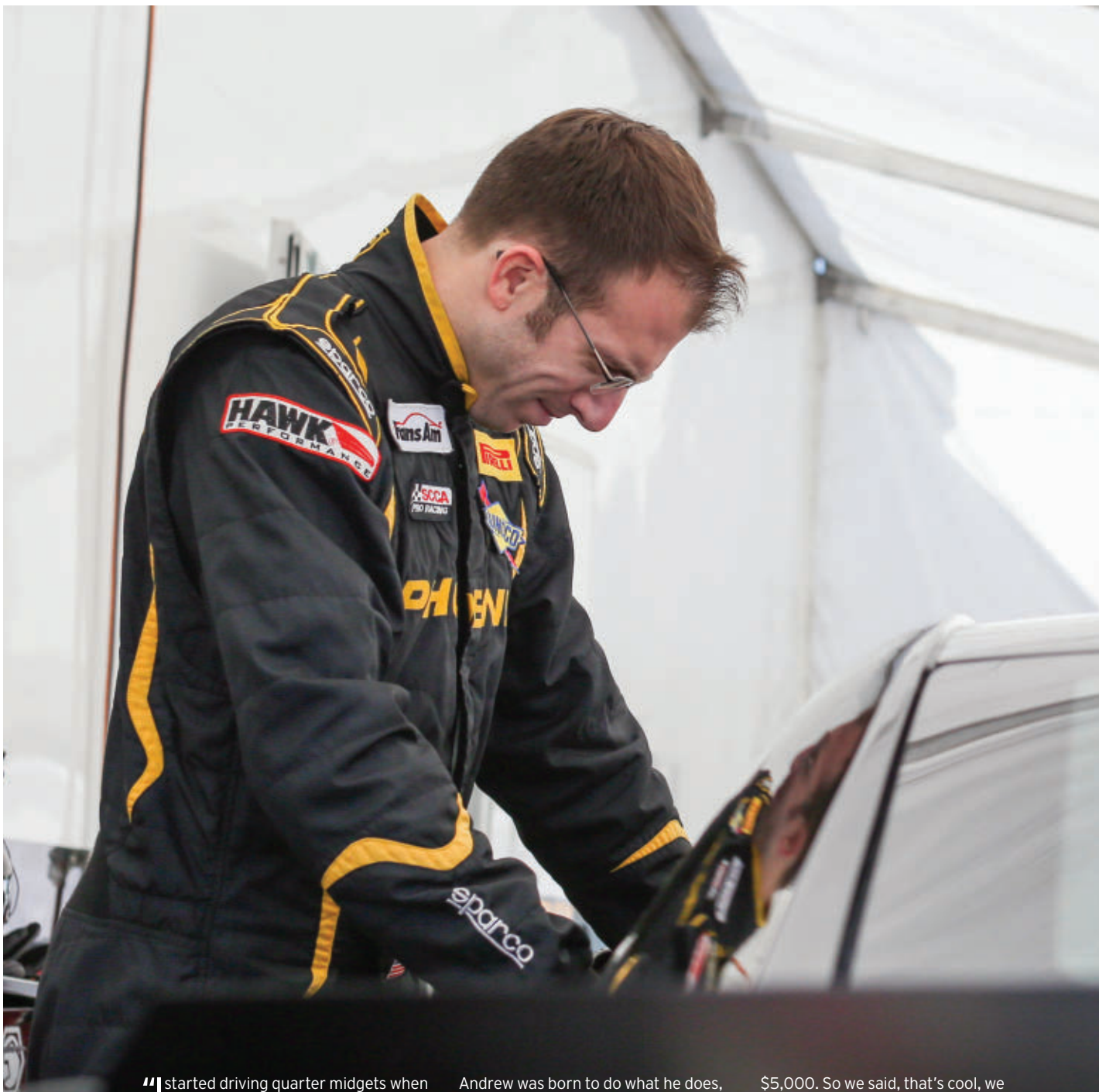
2004 Volvo V70R. This is Volvo's hot turbo wagon, modded by a local Volvo fanatic and grabbed cheap by me when Zeke left for Cali and had to dump it. Suspension, exhaust, big wheels, spoilers, gauges, a tune, and nice original Flash Green paint. Looks blue to me, almost turquoise. Mom would have loved it, except for the booming, polished pipe. Five cylinders have a delicious warble, and it's the same engine we ran in the K-PAX Pirelli World Championship science project. Big Volvo fan here!

Downside? Auto-tragic. Not a real sharp, modern one, either. Autos have come a long way in 14 years. Zeke used hand controls, doing track days and all, bravo! It was a luxury-class offering in its day, and has many niceties and the world's most comfortable seats. I am a huge fan of wagons, and this one's a sleeper. It's quicker, more agile, better accident avoiding, and more efficient than tall, tippy, heavy trucks; unless I'm towing big. I love towing; then, a truck's preferred. Hey, folks, it's the *Sports Car Club of America*, no? In the Club's early days, everyone flat-towed with wagons, toolbox on the tailgate, taping up the lights on the MG TC. Those fuzzy old SCCA paddock photos are just wonderful. Sigh. Oh, and it's for sale, too.

"Got this in 2016 when the FasTech guys brought it out to SCCA's Targa Southland BBQ in Chattanooga"

2001 BMW 330 Ci. Got this in 2016 when the FasTech guys brought it out to SCCA's Targa Southland BBQ in Chattanooga. Planned to make it a Spec E46/SCCA T3 car, but it's such a nice piece it's become my daily driver. Still dead stock, it's quiet with that silky-smooth and muscular Bimmer six, plush ride with good handling feel if you don't push it too hard, strong brakes, and excellent fuel-efficiency-to-power ratio. Pretty car, too, even though it's grey. And it's for sale.

Why the garage sale? A man in my position should have something less antique, don't you think? Something special. I've been chasing a deal on a Chevy press car for months, a Camaro SS 1LE, the track model. I'm totally smitten by the handling balance of these latest Alpha-platform cars. That, or, down in Vero Beach, my friend Hayes Harris runs WireWheel.com and has this lithe, black Lotus Evora. Exotic. And they actually have a little two-plus-two back seat that will accept my usual luggage. It's time. Upgrade! 🍷



“I started driving quarter midgets when I was 8 years old – we had a local quarter midgets track in Phoenixville. We never did that as seriously as people do now.” This wasn’t exactly what I expected to hear when I asked eight-time SCCA National Champion Andrew Aquilante about his early days in motorsports. But while his younger days were less assuming, the reality is,

Andrew was born to do what he does, and he wouldn’t have it any other way.

“Right as I was getting to the stage where [my dad and I were] wondering what we were going to do next,” Andrew continues, “some of the guys started spending five grand on quarter midget engines, which blew my dad away because, at the time, an engine for the Firehawk series was about

\$5,000. So we said, that’s cool, we don’t really need to do that.” They left, and for the next few years, Andrew spent the time indoor go-karting.

But yes, did you catch that? His dad is Joe Aquilante, owner of Phoenix Performance, and Joe, along with Joe’s brother Tom, had fielded cars in various pro series through the decades.



SWEATING THE DETAILS

For eight-time Runoffs champ Andrew Aquilante, grit and determination are only the start of racing success

WORDS Philip Royle | IMAGES Chris Clark

"I was always around when we were doing the Firehawk series in the mid '90s, and I was watching John Heinrich, Don Knowles, and Stu Hayner, who were driving for my dad at the time," Andrew explains. "I was learning from them, although I wasn't realizing that I was learning at the time."

Andrew's father and uncle have

somewhat started an SCCA empire.

"Tom and my dad went to races at Watkins Glen, then got involved with the Sports Car Club of America, and then went racing themselves," Andrew says. "It's only natural that I'd get involved." Tom's family was not immune to the racing bug, either, and his daughters Beth and Amy - Andrews cousins - also road race with the SCCA.

None of this is to say that Andrew's road to racing came without work. On numerous occasions, I've heard other racers refer to Andrew as "the real deal" - a racer, a builder, and a nice guy. It seems it all began just prior to his teenage years. "We bought a salvage title Corvette for the Motorola Cup and I took it apart when I was about 12 years old."

ON THE JOB

(MAIN) Andrew (left) may be an accomplished Club and pro level driver, but he's also one of the ones building and maintaining the racecars. (BOTTOM) Always at Andrew's side is his father, Joe.



Many of Andrew's stories start with "we built a car," and that's because to him, it's what you do. Be it for a client or someone on staff at Phoenix, you build a car, and then you go racing. Consequently, in 2001, he says, "We built a car. I was 13 years old, and I helped build the car that John Heinricy won the Runoffs in, lapping the field in the rain in at Mid-Ohio; and it went from there."

In February 2004, Andrew obtained his competition license - with no less than multi-time SCCA National Champion Don Knowles as his instructor - and he began racing. "All through that time, I was working on cars and helping build racecars," Andrew recalls. "I was fully immersed in it. I attempted to go to college, but that only lasted two and a half years. As my dad and I joke, my degree came in 2008 when we were looking for

something to do above Club Racing with Corvettes, and there was Grand Am's GT class."

But between 2004 and '08 came a steep learning curve. "One of the times we went to Mid-Ohio for a Regional [before the 2004 Runoffs] and we took John Heinricy," he says. "One of my 'aha' moments was I gritted my teeth and followed John around Mid-Ohio. While I was scared for three laps, I managed to hold on - it was an eye-opening experience. I said if his car can do it then my car can because they're the same. I learned a lot about what a car can do."

At the National just prior to his Runoffs debut, Andrew put his newfound speed to the test. "I think I qualified fourth behind John, Freddy Baker, and David Roush," he says with fond recollection in his voice. "I ran 18 of 20 laps just behind those three while they were scrapping



"I was fully immersed in it. I attempted to go to college, but that only lasted two and a half years"
ANDREW AQUILANTE

it out. Then Roush went to pass John and spun, and it kind of knocked John off the road. That left Freddy Baker up in front of me. I thought I'd finish second, and that was cool, but one lap later I'm in his trunk, passing him going down the back straight on the final lap. At that point, the dog had just caught the bus, and I had no clue what to do - I'd won the race!"

But come that Runoffs, another valuable lesson was to be learned. "I just sucked and I couldn't figure out what was going on," he says. "It turned out, somebody who last used our alignment machine had changed the settings from degrees to inches, or vice versa, so the toe was way too far on both ends of the car. I didn't find that out until right before the race, so I was mired in the back of the pack. That was one of those learning moments where

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realize you can't let any stone go unturned. You hate that they're all learning experiences, but without them, you don't learn."

Many lessons later, everything finally came together. "[The Runoffs] was getting old," he admits, referencing the Runoffs

podium near miss in 2005 and the 2006 Runoffs that ended with a flat tire in T1. "We built a Corvette, went to Heartland Park Topeka a couple of times, and [winning the Runoffs] was the goal. I built my own car, a new Corvette, went

for it, was dialed in, and everything clicked."

Part of what makes Phoenix Performance work as a business is manufacturer deals and customer support that keeps the company at the track. Being a racer, Andrew jumped in

whenever he could to go pro racing. "In 2008, I started running in Koni Challenge with Subaru," he says. "At the time, I wasn't involved too much with the build of those cars, but looking back I should have involved myself more. Also, at



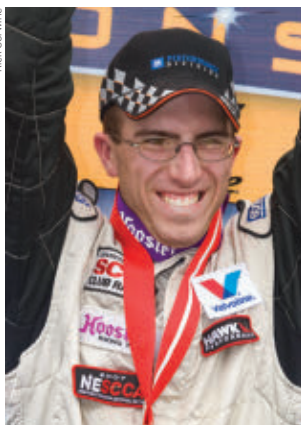
DETERMINATION

(LEFT) Leaving no stone unturned is perhaps the reason for Andrew's success. (Counterclockwise from BOTTOM RIGHT) Most recently, Andrew collected a pair of SCCA Runoffs wins at Indianapolis Motor Speedway in 2017, the first coming during the opening race of the weekend in T1. Later that day, Andrew dominated the GT2 field for another Runoffs title. Andrew's first Runoffs victory came in 2007. That year, the T1 field was tight, but everything clicked and Andrew scored his first SCCA National Championship. Along the way, Andrew has performed admirably in many pro series, as seen here during a Continental Tire race in 2014 at Lime Rock Park.

Rick Corvino



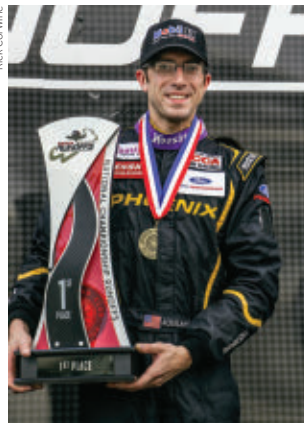
Rick Corvino



LAT / Scott R. LePage



Rick Corvino



Richard S. James



"I built my own car, a new Corvette, went for it, was dialed in, and everything clicked"

ANDREW AQUILANTE

the beginning of 2008, we started building a Corvette for the Rolex GT class, and that kept me pretty occupied. "We debuted the [GT car] at Lime Rock with John Hienricy, and I think we ended up something like 12th out of 20

cars, with a car that took four months to build, and it was the first time we'd built anything that advanced. Back then, most of the Rolex GT cars were tube-frames, like the Pratt & Miller cars, the Mazda RX-8s from Speedsource, the Porsche Cup cars that were

kind of on steroids, so that was cool to finish 12 out of 20 with a brand-new car." On the Subaru side, however, "It was kind of hit or miss," he says, noting the bottom falling out of the economy resulting in a scaling back to one Subaru, then

**SOMETHING NEW**

The weekend we met up with Andrew he was competing in a Camaro in Trans Am's TA4 class. Despite Camaros not being the norm for Phoenix, he still won.

none. But that adventure led to more lessons learned.

Andrew's professional racing tales are fascinating. They're not ones of glamour and glitz; rather, it's of Andrew wrenching, booking hotels and flights, then working countless hours to make it come together. New clients come on board and the process begins again. Case in point, the weekend we caught up with Andrew he was at the 2018 season opener of the SCCA Pro Racing Trans Am Series running TA4 in a brand-new Camaro.

"This year with Trans Am, they've changed around the rules with TA4 trying to bring back the original Trans Am feel of cars to the likes of the Penske Mustang, [but] it takes time," he says. "The TA4 Camaro we're running still has the factory radio in it, although the speakers are out, but it's still connected. There's way too much wiring in there and

"What's my ultimate goal? I don't really know. I like building cars. I like racing cars"
ANDREW AQUILANTE

that makes me nervous because there's more that can go wrong, but that's what you have to do with modern cars."

In the time between his first Runoffs win in 2007 and now, Andrew has claimed four more T1 Runoffs wins and three in GT-2, along with logging countless hours behind the wheel in professional racing series such as Trans Am, IMSA, and World Challenge. So, what's the secret to building, racing, and winning? It's knowledge, he says, coupled with the willingness to experiment.

For instance, he says, "The Mustang S197, the 2011-'14 GTs

and Boss 302s, we learned so much in the competitive environment of pro racing with them and what it took, then transferred that to Club Racing, whether it was T1, T2, or even T3 with the V6 cars. Do a good setup, throw in a good driver, and coach them along."

It all needs to be second nature, too. "You can't be thinking about when you turn in for an apex," he says. "Your eyes just need to be there, and then they move on. You're four moves down the road instead of right then and there. The same can be said about the cars. For example, with the Mustangs, by the end of the 2015 season in World Challenge we were changing spring rates by 15 pounds a corner to optimize the setup. We were making little changes. This is how well we knew the car." Success, he says, builds upon itself.

It's also about knowing who you are – are you willing to put in the work necessary to make this all happen. Is Andrew? "It comes to the question of what you would do if you hit the lottery," he tells me when I pose the question. "Yes, I'd love to get paid to drive and go to Le Mans, however, the chances of that happening are very slim. What's my ultimate goal? I don't really know. I like building cars. I like racing cars. As long as I can keep on doing that, there isn't much else that's going to be exciting enough to pull me away.

"There are times when it's 2 a.m. and the truck leaves for the Runoffs in three days and I question why I'm doing this yet again," he admits. "But then I wake up the next morning and think, what else am I going to do? Which comes back to winning the lottery – I'd still be tinkering with cars and loading trailers." 📍

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“There is an analogy from this experience that I think is corollary to the business of the SCCA,” President and CEO of SCCA Mike Cobb explains to me following his Club Racing Driver’s School and wheel-to-wheel racing debut. “I was very strong at the start of the race, and even though I was watching for you in my mirrors, I probably did relax in the middle of the race – that’s when you pounced. But that’s when I got my focus back and I finished strong.” Keeping focus, he explains, is also vital in his job as the head of the SCCA, especially as new programs are brought online. “Don’t relax, don’t let up, don’t back off,” he states. True words about racing, life, and business, indeed – but maybe this conversation would make more sense to you if I offered some context.

It was early on a crisp February Friday morning when I met up with Cobb at Buttonwillow Raceway Park. We were set for a packed and tiring three days as Cobb was about to launch himself into a completely new world. A lifelong motorsports fan and longtime autocrosser, this weekend was to be Cobb’s first time in a wheel-to-wheel road racing situation.

ON THE JOB TRAINING

Less than a year into the job, we catch up with SCCA President and CEO Mike Cobb; this time at the track

WORDS & IMAGES Philip Royle

THE HOT SEAT

SCCA President Mike Cobb’s goal is to learn by doing. We took the opportunity to grill him while he was at an SCCA Driver’s School.





BACK TO SCHOOL

This particular SCCA Driver's School featured Chief Instructor Jim Bishop (LEFT), along with Danny McKeever (BELOW), and a handful of other instructors who have trained everyone from various *SportsCar* staff to pro and celebrity racers. But it wasn't glitz and glamour for SCCA's president, as Mike Cobb had to pass the same tests as anyone attempting to road race in the SCCA (BOTTOM).



The weekend was Cal Club Region's Driver's School, where, if all went well, Cobb would graduate on Saturday evening, obtain his Full Competition License, and then prep for his first Club race on Sunday. I was at the track to support his endeavor, but as any good crew with a sense of humor would do, I brought a spare racecar for myself - you know, to witness his driving skills firsthand come Sunday, hopefully to dog him for an on-track position, too.

This isn't the first time since June 2017 - the month Cobb took the position of President and CEO of SCCA - that he has tasted what the Club has to offer. Just weeks prior to this Driver's School, Cobb was standing on Turn 6 at Daytona International Speedway alongside a crew of SCCA workers, flagging the Rolex 24. That experience made him commit to working on his F&C license. His goal, he says, is to experience everything the SCCA has to offer, but if you think he's just here to have fun, you've never met Cobb. Beneath his



"I learned a little more about consideration, communication, and collaboration"
MIKE COBB

humble demeanor and well-timed self-deprecating humor, Cobb is an astute businessman - he may be having fun with cars, but he's also taking notes and knows how to turn those notes into actionable scenarios.

"The bottom line is, your view of life changes viewing an apex versus driving an apex - at least, it does for me," Cobb tells me of

his recent flagging experience. "If you consume motorsports watching TV and you see a corner station pull out a flag, I don't think you really understand what that means until you throw a flag yourself and communicate with a driver at speed. That's a pretty big shift in reality."

Ultimately, he says, flags are a big responsibility for both sides. "When I'm working a corner, I'm trying to communicate to the driver via telling them the status of the track; when I'm driving, I'm looking to a corner worker to provide me that same communication."

Interestingly, "communication" was the prevalent concept during two of Cobb's 2017 SCCA National Convention presentations. "How we closed the Convention was around consideration, communication, and collaboration," he says. "Those are the three concepts we closed with and, in my experience both working a corner and driving my first road-racing car, I learned a little more about consideration, communication,

and collaboration by working both sides of the coin."

Even more on point, Cobb admits, he didn't come up with these comments for the Convention alone. "Those comments actually came from a Regional Executive who said to me, 'Michael, if you want to make an impact, and the SCCA wants to do a better job, I would ask you to do these three things. I would ask you to consider us, I would ask you to communicate more effectively with us, and I would ask you to do those things more consistently.' I said, 'That's great, Mr. Region Leader, but I would like to add one thing: Can we collaborate doing those things?'"

Collaboration, Cobb explains, is a one-plus-one-equals-three proposition - the sum is greater than its parts. "That's how we can harness the power of the knowledge and experience," he says. "And this is where the Region Development team and Chris Robbins came about."

Robbins was hired January of this year as the Club's Region Development Director.



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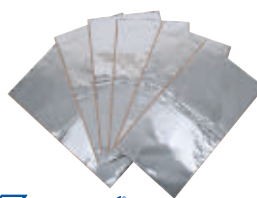
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Constantly sporting a big grin and a can-do attitude, Robbins is a familiar face to SCCA Convention attendees as he has presented many times over the years; and now, Robbins, along with his newly created department and team at the SCCA National Office, has an interesting charge – one I didn't completely understand, so I asked Cobb to elaborate.

"Let's be very clear: Chris Robbins is not a Region cop sent from the National Office to police Regional activities," Cobb says. "Chris is a very collaborative and effective team and relationship builder, and an outstanding trainer. His primary mission is to represent the portfolio of the Club and to better present those to the Regions so that the Regions are aware of them. He's not there to mandate performance or adoption of the programs."

Part of Robbins' job will be to act as a conduit of success stories. "Through this journey,

he will find best practices, and his job will be to share those best practices, not only across the Regions, but also back to the National Office so that we can build those best practices in Nationally, because they're already proven and in market. I'm pretty excited about that."

Robbins and his Region Development team will then work with Jeff Luckritz and SCCA's Leadership Academy to take that knowledge back to the Regions. What is the ultimate goal? To Cobb, it's not so much a goal as it is forwarding SCCA's mission. "At the Convention, I didn't present a theme, I presented a mission: We exist to fuel a safe, fun, and exciting motorsports experience for auto enthusiasts," he says.

A mission, Cobb explains to me, is what an organization shows up to do every day. "The mission I presented is a declaration of SCCA's core focus. It's inexplicably woven in to improve and deliver our core

"I found some friction in our own processes; I found some redundancies"
MIKE COBB

purpose. That's what we're focused on."

Focus is something Cobb is good at. Jumping between the classroom and seat time during Cal Club's Driver's School is hard enough, but Cobb managed it while juggling conversations with Region leaders and other racers interested in chatting with our new president, and not once did I see him miss a beat. It's also important to note that Cobb didn't register for the school as the president, he registered as a member, facing the same hurdles as everyone else at this Driver's School.

"As I went through the entire school endeavor, I found some friction in our own processes; I found some redundancies in

getting multiple membership cards, and I found redundancies in communications," he admits. "You can assume you know what's going on, but that's not what I want to do as a leader – I want to go through the experience and understand it, both the opportunities that come with it and the areas where we can improve. I've already used that experience in service of the Driver's School with the team here at the National Office."

These learning experiences aren't limited to road racing, either. In his time on the job, Cobb has been educating himself on all aspects of SCCA competition, from RoadRally to RallyCross and beyond, including some of SCCA's relatively small-yet-complex specialty creations.

"Starting Line is a very good program, but we've learned some things in how to best optimize that program going forward," Cobb says.

LEARNING SITUATION

(LEFT) *SportsCar's* staff lined up Honda's Spec Civic for Mike Cobb to drive at the school. This was Cobb's first time in this front-wheel-drive car, but both he and the Civic performed admirably.

"Targa Southland is a very good program, too, but it's also a very complex program to execute at the local level. It doesn't mean it's a bad idea, it just means that if you want to take it on, you have to have the game plan, the strategy, the people, the resources, the locations, and the ability to pull it off. Not everybody can do that. So, what we're trying to do at the National Office is have ideas and conversations from an enterprise point of view and then connect those conversations to the Regional conversations." Think Chris Robbins and his Region Development team again.

My final questions to Cobb were, perhaps, the most obvious ones – but, as with any question posed to Cobb, his answer revealed more than the question implied. "Was the Driver's School fun? Will you road race again?" I ask. "I have to admit, I enjoyed it more than I thought," he replies, beginning a train of thought about street cars that would make great racecars. But as soon as he starts, he stops, admitting that starting a road racing career wasn't the reason he came to Buttonwillow. "For me, I learn by doing and by example and by experience," he says. "I've got to get out there and experience those things in as many communities as I can to really expand my knowledge and understanding of the Club."

For the record, Cobb beat me to the line during Sunday's race, albeit by a scant four seconds. This may have been his first shot at this track and this racecar, but he showed he makes the best of any situation in a very short time. 🍅

PREPARATION IS KEY

Attending a Driver's School hosted by one of SCCA's Regions is stressful enough so don't add to it unnecessarily. While you may have driven on track before, you've probably never raced wheel to wheel, and there's also a good chance you've never piloted a real, bona fide racecar, either. Now you're going to do both while jumping back and forth between the classroom and on-track sessions. Stress will be high, your time will be limited, and keeping concentration is critical. In this situation, pre-event prep is vital.

"[It] is going to be a very busy two days for all of you," Ceci Smith, office manager for Cal Club Region, wrote in her introductory e-mail to all students of the Driver's School that Mike Cobb, SCCA's President and CEO, took part in. The Region also supplied a number of tips for the students via a letter from Race Chair Mark Smith, including everything from getting to the event location early to bringing a friend ("You will have little time to work on the car," the letter said). So, as a student, how do you set yourself up for a successful Driver's School?

The first step is bringing proper driver safety equipment. In Cobb's case, while a frequent autocrosser, he had no equipment that would pass driver safety gear inspection at a Club race. As such, Cobb showed up to the track with all new equipment in the form of an SA2015-rated Pyrotech helmet, an SFI/FIA-approved Simpson Hybrid head-and-neck restraint, and Momo fire-resistant clothing in the form of an XL One suit paired with Xtreme Pro gloves and GT Pro shoes (all holding FIA 8856-2000 certification, with the suit also having SFI 3.2a/5 approval).



EQUIPPED

From race suits to tires, preparation is key at an SCCA racing school.

Driver safety equipment isn't cheap, but chosen wisely and meticulously maintained, the gear will last for years. In fact, barring an incident, the helmet will be the first to be replaced, and that won't be for another eight years. Meanwhile, the Momo suit might never need replacing.

The next key component is what was hinted at in Cal Club's letter: you need a crew and a reliable racecar. For Cobb, he was flying to the event and utilizing *SportsCar's* editor as crew, so a racecar rental would

have been perfect. But to keep things interesting, *SportsCar* contacted Honda Performance Development for use of the racecar Honda debuted at the 2017 PRI Show in Indianapolis.

The HPD Civic we borrowed for Cobb's use is actually the same racecar multi-time SCCA Solo National Champion Tom O'Gorman will be racing this year in the World Challenge professional racing series: a new Honda Civic Si. Dubbed a "Spec Civic," this 1.5L turbo Civic, wearing big brakes and race suspension, has been classed by SCCA's Club Racing Board in both Touring 2 and Touring 3, with the car also fitting in Super Touring Under. Best of all, the car started with the push of a button every time – fast, reliable, and fun. Perfect for a school.

The next step was tires. The demands of a school weekend are harsh, so we ordered Maxxis Victra RC-1 tires. With a 100 UTQG rating, these Maxxis tires might not be the setup for the fastest ultimate lap, but they do offer both durability and consistency, which are key. Not knowing the car, we started with a square pressure setup, leveling off the pressures around 40psi. The tires never missed a beat and held up well through the school's 3.5 hours of pounding track time of a tight, twisty course, in addition to the near hour of track time during Sunday's qualifying session and race.

The moral of the story: only bring equipment to an SCCA Driver's School that you know will withstand the harsh demands ("I'm exhausted, and I'm not even racing," *SportsCar's* editor was heard saying during the school), because if anything fails during the Driver's School, well, that would be stressful.



PROJECT SOLO SPEC COUPE



PART 2: Our newly built Solo Spec Coupe hits the autocross course

WORDS Jason Isley
IMAGES Anthony Porta

Last month we got our hands dirty as we dug in and converted Richard Hayter's D Street classed Scion FR-S for Solo's newest class, Solo Spec Coupe. Now it's time for the fun to begin.

It doesn't matter whether you're starting from scratch or converting one of the "twins" (pre-2017 Toyota FR-Ss and Subaru BRZs) from another Solo class, the process should be pretty straightforward. Install the kit as supplied by Tire Rack (see last month's issue), put a baseline setup on the car, and have at it. But what is the baseline? Fortunately, you don't have to guess, as Tire Rack has recently introduced a setup guide on its website, offering a starting point for each item in the SSC package.

Unfortunately, this setup guide was not available when we completed our build, so our starting point was more of an educated guess. We relied on the experience Hayter had with this chassis in both Street Touring Xtreme and D Street trim, and maybe a little input from the peanut gallery.

TUNED UP

Getting our Solo Spec Coupe on course for the first time showed that the concept was sound, and the suspension package allows drivers to tune the car to suit their driving preference.



Courtesy Richard Hayter

BIG CHANGES

Adjusting the rear swaybar paid dividends on the Solo course for Richard Hayter. Having a good range of adjustment built into the SSC kit should satisfy most any driver.

When the Eibach swaybars were installed, they were both initially set on the softest setting, which requires fitting the OE end links into the holes closest to the end of the bars. This seemed like a reasonable starting point given the Eibach bar's sizable girth compared to the OE units.

The Koni dampers, meanwhile, were set toward the aggressive side, with the fronts at full stiff and the rears in the middle of available adjustment range. Even though Koni built these dampers with performance driving in mind, the thought was they are still likely fairly compliant near the top of the range since they are a road-going shock.

Similarly, the baseline alignment was set aggressively. Mark DeShon, Production Manager at FR Sport, set the camber in the front at the max, which yielded -3.4 degrees on the passenger's side and -3.2 on

the driver's side; rear camber was dialed in at -2.6 degrees on the passenger's side and -2.5 on the driver's. Our plan at the time was to dial in the camber level based on tire temperatures during the car's early outings.

The toe up front was set just a hint toward out, at 1/64-inch, helping initial turn-in. The rear was set with 3/16-inch total toe-in, promoting stability on corner exit.

Like any good racer, though, it didn't take long for Hayter to start second-guessing the setup. Case in point, before the car was off the alignment rack, Hayter had already shifted the front swaybar to full stiff.

With the chassis set, it was off to Auto Club Speedway in Fontana, Calif., for a Cal Club Region Solo practice day. Joining Hayter for the shakedown was two-time, Street Mod Solo Champ Mike Simanyi.

"We went full stiff on the rear shocks and started dropping tire pressures"

RICHARD HAYTER

The Falken Azenis 615K+ tires were set at 35psi front, 30psi rear for the shakedown, and the duo were happy to see that even though the tire was very close to the spring perch on the front Koni struts, there was no tire rubbing, meaning camber would not have to be reduced to provide tire clearance.

So, what's the performance verdict? "It's fun," says Hayter. "The tires feel good, but we're on pace with E Street. We put [eight-time Solo National Champion] Brian Peters in the car just to make sure. He loved it, but was only a couple tenths faster than me."

"It's really fun getting back,

and I am loving it," says Simanyi, who has been on a bit of an autocross hiatus. "You come out of a Street Mod car that just does everything well, and you get into [the SSC car] and it's a really cool challenge.

I particularly love that you've got camber, you've got an affordable tire that wears like iron, and everybody's on the same stuff. Any hindrances that we have, everybody else deals with too. I don't know why, but that really appeals to me."

After a few test runs, it was time to start tweaking the setup. "The [shocks] started full stiff in the front, half stiff in the rear; the front bar was stiff and the rear bar was soft," Hayter notes. "The car was pushy in and loose on exit. We went full stiff on the rear shocks and started dropping tire pressures based on a lack of [tread] roll over."

While the shock and tire pressure changes helped, a

Apex Performance

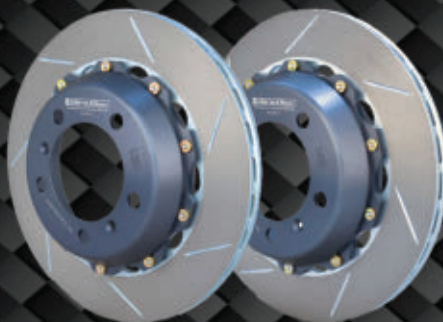
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Courtesy Richard Hayter

JUST A TWIST

(LEFT) Shock tuning comes easy thanks to the well-engineered Koni products, with the range of adjustment allowing you take the car from street to track with the flick of the wrist. (BELOW LEFT) All that's left is to enjoy the ride – and Richard Hayter is certainly looking forward to competing in SSC at the Tire Rack Solo National Championships.

bigger change was in order to tune the chassis to Hayter's liking. "The car was better, but still pushy mid corner," he says. "For the next day, we put the rear bar on full stiff and car was much better."

A few weeks later, Hayter and Simanyi took another crack at the SSC car, with another visit to Auto Club Speedway's autocross lot. "It was wet on Saturday morning, so we set the shocks one turn from full soft," says Hayter. "Also, we further lowered the tire pressures – and

"It seems like it also has a really welcoming, friendly, competition community"
MIKE SIMANYI

the car felt great. When it dried, went full stiff on the shocks, but kept the lower tire pressures and we ran that way on Sunday as well. The car was great."

With the tire pressures now set to 32psi front and 27psi rear, Hayter feels they have found a

place the tires are happy, but pointed out they are dealing with heat management, as this is reportedly an area the Falken tire may be sensitive to. "We spray the tires with water as soon as they get warm to the touch," says Hayter. "There's no noticeable drop off in tire performance yet, but ambient temps have been in the 60s, so we'll have to test some more once summer arrives."

For Simanyi, watching SSC come to life and now taking part in the class is particularly satisfying since he was a member of the Solo Events Board during the time this class was being created. "I think I might have the greatest pride in this, because this has the potential to be a hugely popular class," he says. "It's fun and it's challenging, and it seems like it also has a really welcoming, friendly, competition community."

By all counts, the SSC class is off to a strong start and is poised for great things in 2018 and beyond. Meanwhile, we'll keep developing this car with Hayter and see what damage we can do come the Tire Rack Solo National Championships. 🏆

ONE STOP SHOP

While Tire Rack may be best known for its massive inventory of tires and wheels, it's also well regarded for its level of customer service. When it comes to the Solo Spec Coupe class, this level of service extends beyond the sale thanks to its highly detailed installation page and handy setup guide for the class.

Through these documents, Tire Rack helps guide you step by step through the installation process, and shares the setup information gleaned from building the SSC development car. "These settings are intended as a baseline for someone just getting started with the car," says Trent Harvey, Brand Manager of Suspension and Brakes at Tire Rack. "We recognize surface grip, tire condition, anti-roll bar position, and driving style all factor into the ideal settings for each individual competitor."

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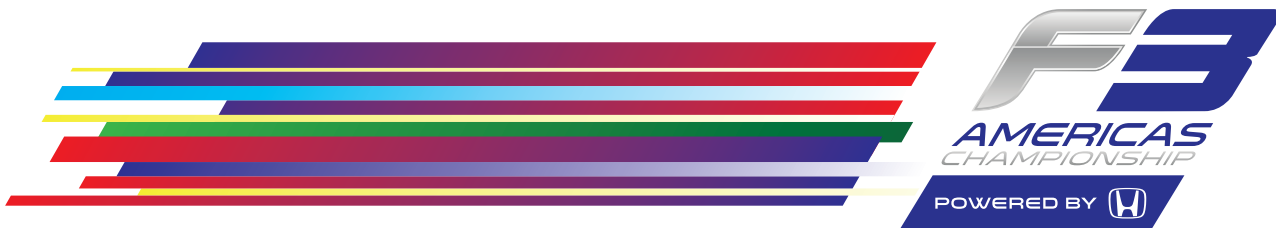
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NO NEVER TAKE FOR AN ANSWER

From SCCA to Formula 1, the life and achievements of racing great Dan Gurney

WORDS Jeff Zurschmeide | MAIN IMAGES Courtesy Ford



Since his passing in mid January, dozens of articles have been written about racing great Dan Gurney. Most of those stories recount his many accomplishments and innovations - but what kind of man was Dan Gurney really? What was it like to race against him, or to work alongside him? Those who knew him personally have a lot to say. To quote RACER.com's Marshall Pruett, "If you ever had even a one-minute conversation with Dan, it was painfully clear who he was and what he was about. He wasn't buying into conventional thinking. This is someone who always had that intense curiosity at the forefront of who he was. How does this work and how can we make it better?" We wanted to know more.

TRENDSETTER

Always looking for a way to do things better, Dan Gurney influenced the way the world celebrates a race win after introducing the Champaign spray at Le Mans in 1967.



TOP OF THE WORLD
(MAIN) After starting the 1964 French Grand Prix in second place, Dan Gurney wasted no time claiming the top position – a spot he knew well. (RIGHT) Brands Hatch hosted the 1967 Race of Champions, which Gurney won in dominating fashion. For his efforts, he was presented with 100 bottles of bubbly (BELOW RIGHT).



A MISCHIEVOUS LOOK IN THE EYE

Roger Penske raced with Gurney both as a competitor and as a teammate. “We used to run in the L.A. Times Grand Prix at Riverside and then the San Francisco Examiner Race up at Laguna Seca,” Penske says. “I remember coming out there the first year, and here was this good lookin’ guy with a blue Dunlop suit and a black helmet, driving a Lotus for Frank Arciero. I had an opportunity to meet Dan and we became very good friends, [and] I was lucky enough to beat him a couple of times when I raced the Chaparral.”

Brian Redman became friends with Gurney in the 1970s during the Formula 5000 era, but first encountered him years earlier at Le Mans. “I saw him at a distance. He was an icon and I was just a nobody trying to make my way up the racing ladder,” Redman remembers. “You know he was a fun-lover. Some of the parties that he was at in the old days were pretty memorable. He started the

champagne spraying.”

The year was 1967, and the world watched as Gurney and A.J. Foyt drove their Ford GT40 to victory in the 24 Hours of Le Mans. On the podium, the French officials handed the winners the traditional bottle of champagne.

“I was so stoked that when they handed me the magnum of Moët et Chandon, I shook the bottle and began spraying at the photographers, drivers, Henry Ford II, Carroll Shelby, and their wives,” Gurney later recalled.

Gurney’s moment of exuberance became a tradition so deeply ingrained in motorsports that it’s hard to imagine a podium ceremony without a champagne spray today.

“He absolutely invented the spray, and that speaks to his sense of mischief,” says race organizer Chris Pook. “If you look at the picture of him spraying that champagne with Foyt at Le Mans, you can see the mischievous look in his eye.”

“I saw him at a distance. He was an icon and I was just a nobody trying to make my way”
BRIAN REDMAN

HE COULD DRIVE ANYTHING

Growing up in the postwar hot rod culture of Southern California, Gurney turned his first wrench on a hot rod and then drove it at 138mph on the salt at Bonneville. He served in the Army during the Korean War, and dabbled in drag racing and sports car racing through the 1950s. In 1957, he began racing professionally for Frank Arciero, graduated to Le Mans in 1958, and took his first Formula 1 start with Ferrari in 1959.

“He was part of that legion of American pioneers that really stepped into Formula 1 in Europe,” Pook remembers. “You couldn’t miss him because he towered above everyone else.

He was an amazing racing car driver in that era, and he survived that era which was, as you know, pretty brutal.”

Gurney’s personality and intense analytical nature was apparent in his on-track performance.

“I guess you’d compare him to Parnelli Jones,” Penske muses. “Parnelli would throw the car around and catch it; he was very aggressive. But Dan was a very smooth driver and could drive anything on any type of circuit, whether it was an oval or a road course, permanent or temporary.”

“He was Mr. Racing, so to speak,” Jones declares. “The fans loved him, he was competitive, and he won a lot of races. Everywhere you went, you had to look up and realize that if you wanted to win, you had to beat Gurney.”

John Morton raced with Gurney later in his career, but first watched Gurney drive as a young fan at Riverside. “He was one of those guys who went really fast and it

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LAT

THE RACING MIND

Dan Gurney was known as an innovator, leader, and a beacon of change. He had a far-reaching impact on the world of motorsports, one that is still felt today.

followed everybody else's lead. He led. I think if you look at the world that racing became in the late 1960s and into the 1970s and '80s, it's safe to say Dan Gurney was the spark of all that. He was pivotal to so many things, and his mindset ultimately won."

THEY TRIED TO RUN HIM FOR PRESIDENT

Gurney helped reshape American sports car racing twice in his career. The first time came in 1958 when he protested the loss of his SCCA racing license after racing at Le Mans. Gurney penned a now-famous letter to then-SCCA President John Bishop that helped change the rules and led to the creation of SCCA Pro Racing.

"Someday the experience I gained through all of this 'successful season' will help me in my attempt to represent the USA in Europe," Gurney wrote. "My family and I have denied ourselves many necessities in our efforts toward me becoming a sports and F1 driver. I eventually hope to be able to compete on an international scale with American cars on an American team. I do not have money behind me, just the desire and the will to win."

"Dan really launched a lot of the SCCA movement and spirit back in the '60s," Pfaner notes. "He got everybody fired up. A lot of what the Club became is owed to him."

Gurney helped transform sports car racing again in the 1970s when he worked to establish the Long Beach Grand Prix. Then a few years later he wrote a manifesto that envisioned a team-controlled future for professional open-wheel racing that would eventually become CART. "He came up to Long Beach and he saw the location where we wanted to race

was hard to tell because he wasn't all over the place," Morton points out. "I drove out to Riverside to see the first Motor Trend 500 NASCAR race. It was almost magical to watch him race against those stock car drivers. He dominated that race for four years in a row until Parnelli Jones came along and won the fifth race, and then Dan won it again in the sixth year."

Robin Miller relates what is perhaps the greatest testament to Gurney's talent behind the wheel. "Jimmy Clark's father stopped Dan at Clark's funeral and said, you know, you're the only driver my son feared," Miller says.

A LITTLE BIT BETTER

Both during and after a driving career that any competitor would envy, Gurney turned his

mind to developing his own cars in his own way. "Dan was probably farther ahead on aerodynamics than most of the American people who were designing or building cars in this country," Penske believes.

"He was always trying to engineer, to make the car go faster, and he just started building his own cars and building his own equipment," Jones says. "He always put 100 percent of his effort into it, and he was always coming up with something a little bit better. In a lot of cases, we had to copy him."

To this day Gurney remains the only American ever to drive a car of his own construction to victory in a Formula 1 race. He did that with his Eagle in the 1967 Belgian Grand Prix.

"Gurney remains the only American ever to drive a car of his own construction to victory in a Formula 1 race"

"He would never take no for an answer," Pook insists. "He pushed the envelope everywhere - and I mean everywhere."

"The way he thought outside the box was how he motivated people," Miller observes. "He had loyal people who stayed with him for years and years. There was just something contagious about his optimism."

"If he had an idea, he'd try to figure it out," states longtime motorsports publisher Paul Pfaner. "He was not a person who

FOR PRESIDENT

(RIGHT) Dan Gurney wins the 1967 Belgian Grand Prix in his Eagle. (BELOW LEFT) Gurney was the subject of the 2012 Goodwood Revival driver tribute, where they made note of the political run *Car and Driver* wished he'd made. (BELOW RIGHT) Colin Chapman (right) chats with Gurney at the 1965 Indy 500.

and he designed the circuit," Pook reveals. "He completely embraced the project. I really believe there would not be a Long Beach Grand Prix if it was not for Dan Gurney's involvement."

By the late 1970s, Gurney was a team owner running Indy cars under USAC, and he was frustrated with the lack of influence available to the teams. He wrote a bold white paper on the potential for Champ car racing and outlined an organizational structure for a team-led sanctioning body.

"We as businessmen should be ashamed of ourselves for being involved in a prestigious sport such as Championship racing with all its potential while it is as weak and disorganized as it presently is," Gurney wrote. "It is my firm belief that rather than cutting the cost of racing which in itself is nearly impossible, it is far more important to make money more readily available by increasing the popularity and prestige of the sport with the general public."

Gurney led his fellow competitors to create Championship Auto Racing Teams in 1979.

"Well, I think it's all said in one word," Parnelli Jones declares. "They tried to run him for President."

In 1964, *Car and Driver* magazine suggested Gurney for President in a puckish editorial written by the magazine's renowned editor, David E. Davis. "Who could possibly be better suited to champion our cause than Daniel Sexton Gurney?" Davis asked. "He goes like the wind. He can drive anything better than most anybody. He has the enduring love of 300,000 fans at Indianapolis. His name inspires

LAT



LAT / Scott R. LePage



LAT / Dave Friedman



countless stock car partisans in the Southeast. He is the patron saint of American sports car racing. European GP aficionados speak his name in the most reverent tones imaginable. He has become a legend in his own time."

HE NEVER STOPPED BEING DAN GURNEY

Gurney retired from driving in 1970 at the top of his game, but went on to be a racecar builder, team owner, racecourse designer, and technical innovator through his All American Racers company. His sons Justin and Alex carry on the business now.

"I think the greatest thing Gurney ever did was raise this beautiful family, and make the decision to step back from driving after losing so many dear friends,"

Pfanner says. "He embraced his family and embraced the next chapter of his life, and for that, we got 48 years more of Dan Gurney. I think his love of family and commitment to family is ultimately the most impressive thing about him, and his family's love and devotion to him was moving to see every time I was around them."

"Of all of the racers that have ever been, he accomplished more than probably any of them," Morton states. "He still had a heck of a lot of ability when he quit. But he went on to do incredible things after that. I think almost any driver would trade their careers for what he did, and even though his life is over, he's still going to have an impact on racing for who knows how long."

Gurney came back for one last

professional race in 1980, running at Riverside with NASCAR. The race was delayed for a week due to heavy rains in Southern California, but when the race did happen, Gurney was seventh on the grid - he still had it.

"It was a very rainy day," Pfanner recalls of what was otherwise a random day of driving. "I was sitting in my car at a stoplight, and I look up and there was a gray Mustang at a slight slip angle, hard on the throttle, with Dan Gurney very calmly aiming at the apex sideways, crossing in front of me, and his eyes looked up. I think he recognized me for an instant, but went right back to what he was doing. It was brilliant car control. I remember thinking, holy crap, you know? He's never stopped being Dan Gurney." 🍷

COUPLING FORCE

Picking the right clutch for your application can improve drivability and performance | WORDS Jason Isley

There are a lot of clutch options out there, but with everything from OE replacements to SFI-approved, multi-plate racing clutches, selecting the right clutch isn't as difficult as you might think. In reality, picking the correct clutch package is as simple as choosing your power level and what you are planning to do with your car.

A full-floating, multi-disc clutch won't be a great choice for a daily driven car that is used for occasional Solo or track events, and an OE-level replacement unit wouldn't make it out of the pits if fitted to a high-powered GT road-racing car. Consequently, matching the unit to your needs is crucial.

For cars with lower power outputs, the performance gains from a clutch will come in the form of weight reduction, decreasing the moment of inertia. Finding a lightweight unit that also focuses its mass as close to the center as possible can help wake up your engine with quicker revs. On a more powerful car, clamping force, friction material, and heat management also become factors.

Getting more detailed, one subject that spurs debate is whether to go with a sprung or an un-sprung clutch disc. Once again, the answer comes down to what you are doing with the car. "A sprung hub will damper the torsional vibration from the input shaft and give it a very smooth engaging feel," says Richard Barsamian, Vice President Sales and Marketing at Advanced Clutch

Technology. "This is ideal for street [and] everyday driving. Un-sprung hubs have reduced inertia for faster shifts and lower stress on synchronizers, providing race-proven performance."

If you opt to use a solid hub clutch disc, it is important to note that you might experience a little noise and the potential for chatter during engagement. "An un-sprung hub may produce gear noise in the absence of torsional damping springs found in sprung hubs," says Barsamian. "This is normal and does not increase transmission wear. Un-sprung hubs are ideal for race vehicles and not recommended for street use."

Some applications need more than just a stiff pressure plate; a multi-disc clutch can help you harness big power. "When you look at the simple equation to calculate the clutch's torque capacity, adding additional discs is one of the easiest ways to increase that capacity," says Geoffrey Gerko, North American Sales and Technical Manager at Mantic Clutch. "Usually, if we see customers in the 550lb-ft of torque range, it's wise to look to a twin-disc clutch. More than 950 to 1,000lb-ft, it's best to look into a triple-disc clutch"

With many clutches to choose from, it's always a good idea to do your homework, so be sure to reach out to vendors for their recommendations regarding your specific application. 📍



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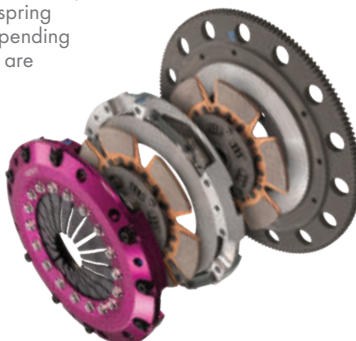
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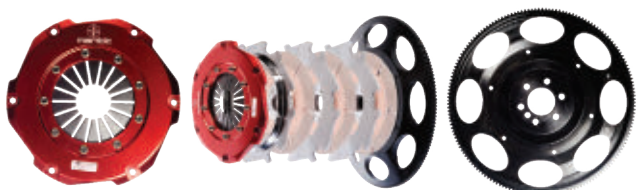
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SNOW DAY
(MAIN) Albeit with a little work, the Acura NSX allowed us to deactivate its nannies. (BELOW) The Toyota RAV-4 surprised us with a one-touch defeat for its traction and stability controls. (BOTTOM RIGHT) A fun ride was the all-wheel-drive Dodge Challenger GT on Blizzaks.

ICE ADVENTURES

How an unsuspecting media event turned into a dream winter RallyCross

WORDS David Muramoto | IMAGES Nathan Leach-Proffer and Speed-Photos

Arctic winds were blowing the snow sideways across the road as I wound my way up the twisting road to the 11,306-foot summit of Berthoud Pass. And, while ice and snow covered sections of highway 40 all the way from the summit and on to the Mary Jane Ski area in Grand County, this wasn't simply another superlative Colorado ski day. Rocky Mountain Redline Events had organized a unique driving adventure this past January, and invited 15 regional and national media to participate. It began with us driving 2017-'18 vehicles from Acura, Alfa Romeo, Dodge, Honda, Lexus, Mercedes, Porsche, and Toyota from near Denver International Airport up

the highway and into the mountains. Better yet, each test vehicle was rolling on the winter tires that each car manufacturer recommended for use on that particular vehicle. This allowed us to sample both on- and off-road conditions, with a snow and ice-covered parking lot reserved for our use at the ski area. The whole time I kept thinking that, with some of the exotic cars present, this has become the crazy RallyCross of my dreams.

Sarian Motorsports set up several courses to allow journalists to safely explore the limits on ice and snow. In the morning sessions, we played with traction control and ABS effectiveness on a section that allowed hard

acceleration and braking. Each vehicle performed flawlessly here, although it was clear that a few (Mercedes Benz AMG C43 on Pirelli Winter Sottozero 3 tires and the Porsche Macan GTS on Michelin Latitude Alpin LA2) had enough power and "dig" off the starting line that stopping proved difficult. As the afternoon sessions got underway, the course was reset with a quick hook start, leading to a left-right-left complex and on to a slalom section followed by a 180-degree left hander, short chute, and decreasing radius right-hander to the finish area. A solid, albeit short, RallyCross course.

Each journalist had the opportunity to run a few laps,

ask questions of the vehicle representatives, and do what all RallyCrossers do: try to defeat the stability settings. I quickly discovered that some vehicles, like the 2018 Acura NSX and TLX A-Spec and the Lexus iS350 AWD F-Sport, had hidden program controls that required vehicle representative assistance to manipulate if you weren't fluent with the car's settings.

It quickly became apparent that to extract the maximum from each vehicle meant finding a combination of buttons and settings that defeated most - if not all - of the stability and traction control programs. Like many RallyCrosser's know, the ability to selectively utilize or



eliminate these systems can make all the difference. In that vein, the AMG C43 and Macan GTS not only allowed all their systems to be turned off, they were also the most fun to flog around the finish. The NSX impressed with a high level of sophistication, although this was one case where extreme levels of chassis stiffness and rigid springs and shocks didn't do it any favors.

Some vehicles, like the Alfa Romeo Giulia and Stelvio Ti models were disappointing through the course, as they promised so much Italian brio on the road. But with only three drive modes selectable (and we weren't allowed to pull fuses), none of them allowed a full range of power to be applied when needed. Crossovers like the Honda Pilot Elite and CR-V Touring also fell into this category.

Dodge brought an interesting entry in the Challenger GT AWD (on Bridgestone Blizzak DM V2 tires), which could be a handful if you got on the 305hp V6 too early. One surprise was the Toyota RAV-4 Adventure Grade (also on Blizzaks), which had a single button that seemingly shut off both stability and traction control on one go. Slip the



6-speed automatic trans into first gear and it demonstrated how its supple chassis could put 176hp down exactly where and when you wanted.

In a field of vehicles that ranged from six figures to the types of cars and crossovers that many SCCA members drive, this experience demonstrated how advanced 2018 driver aides and winter rubber have become, and how truly difficult - or impossible - it can be on some vehicles to access 100-percent control. On the flip side, there are still some manufacturers that will let enthusiasts harness complete power.

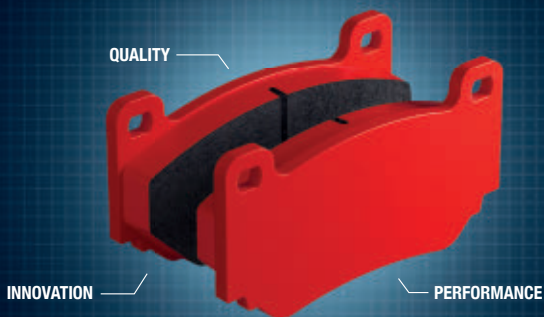
So, which car from this dream event would we love to flog at a real RallyCross? Despite the less-than-ideal suspension for the job, it'd be hard to say no to an NSX in Stock AWD. 🍷

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**LET'S TALK**

Tiffany Stiller (seen here with SCCA President Mike Cobb), the 2017 F&C Worker of the Year, says communication is the key – both during events and between the specialties. As a Divisional Administrator, Stiller sets up meetings between Stewards and F&C to make sure items were acted on, and to create a sense of team.

as a result, the process was significantly, and needlessly, delayed. Communication is the key to getting everyone to pull together. I'm not perfect with it, especially at home. But the better everyone is with it, the better things go."

There have been some changes in just the 10 years Tiffany has been on duty. In the past, the stewards would rely heavily on the corner workers to describe a track situation to them in making critical decisions, such as going to a red flag. Now, many tracks have cameras. "We may no longer be the eyes and ears of the stewards as much as we used to be, but many stewards still rely on us to quickly and accurately set the scene for them in a dire emergency," she notes. It must be concise and on the money.

Nobody is perfect, and Tiffany chuckles as she remembers an early experience. It was at Turn 1 at Blackhawk Farms, one of the first times she was corner captain. A Prototype car had come to a halt on the cool-off lap and she hustled down to it and unloaded a fire extinguisher into the intake scoop to the engine compartment. She hadn't noticed that a fellow worker had also arrived on the scene and had squatted down behind the car to eyeball the engine bay just when the contents of her extinguisher poured through. "I'm aware of how bad that stuff tastes and you really don't even want to breathe it," she says. Lesson learned. "It's kind of good to be aware of who's around you."

At the 2017 SCCA National Championship Runoffs, she was stunned to hear her name called to receive the Worker of the Year Award for F&C. "I never thought my peers would see me as being of this caliber," she says. "I know I cried when I got up to accept the award, it is all sort of a blur." She was touched that her fiancé, Mark Bingheim, himself a past Worker of the Year recipient, used his phone to video the presentation so her mother could see it. Her mom had recently been in a serious accident and was still in the hospital recovering. Just another example of F&C folks watching out for one another. Come April and the Driver's School at Blackhawk, Tiffany and Mark are to be wed with the service being administered by Pastor Mark Amenda, another past Worker of the Year Award winner. Is this a team or what? 🍷

ESSENTIAL TEAMWORK

Milwaukee Region's Tiffany Stiller, F&C Worker of the Year, has your back | **WORDS** James Kearney | **IMAGE** Philip Royle

Tiffany Stiller was a race fan but didn't know the SCCA existed. Wisconsin born and bred, she lived in several towns from Oshkosh to West Bend but was unaware of nearby Road America. Her family was more NASCAR oriented, but when she went to Road America she fell in love with road racing. She was at the Hawk vintage event 10 years ago when she heard an announcement asking for workers for the upcoming CAT National. "I contacted the SCCA and they told me to come on out," she recalls, then laughs, "They haven't asked me to leave yet."

She tried working both Grid and Timing and Scoring, but she loved working Flagging and Communications. She recalls being very aware that although she was a stranger, she was not treated as one. She remembers some very experienced workers chatting with her like she was a personal friend. "Everyone was so welcoming and warm," she says. "You didn't have to earn your wings to be treated like you belonged." She worked Flag Station 6, "Six Flags," and she was transfixed.

One of the things that grabbed her attention was how important it was to have good communication among the corner team. "Strong teamwork is critical," she notes. "The yellow flagger stands with their

back to oncoming traffic. They must be able to trust others to alert them of danger. Your life is in their hands. Focus is critical, you can't let your mind wander."

She says that you can teach someone how to do the job, but they need to remain very alert, all day long. They must stay in their respective lane for each has a specific area of focus. Blue flag makes judgment calls, waving the advisory flag to tell a driver that a faster car is coming up behind. If the situation appears more urgent, she may add a flourish. "I'm more of a flag rocker than a waver, but I may throw in some body motion to get their attention."

Tiffany became a Divisional Administrator a few years back, and one of her ideas was to increase communication between the stewards and F&C. They now have regular meetings and corner workers get to see the follow-up to situations they may have written up. She feels a deeper understanding of the process increases the sense of team.

Her insights as to the importance of good teamwork came from her experience in her real job, but not in the way you might expect. "I worked in the engineering department of a manufacturing plant and the communication was terrible," she says. "Departments would not share information in a timely manner and,

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PUSHING IT

Trent Mahnken is all in when it comes to RallyCross (RIGHT), running his daily driven Subaru in Stock AWD. Off the track (LEFT), Mahnken plays on the varsity tennis team.

GETTING HIS HANDS DIRTY

RallyCross swallowed 18-year-old Trent Mahnken whole, and he thinks he's better off for it

WORDS James Heine | IMAGES Andrew Petersen

That 18-year-old Eagle Scout, high-school senior, Western Michigan Region member, and all-around RallyCross and rally enthusiast Trent Mahnken hails from Pinckney, Mich., might ring a bell with a portion of this magazine's readership. Pinckney, of course, was the longtime home of the late Gene Henderson, SCCA and Michigan Motorsports Hall of Fame member, founder of Competition Limited, Monte Carlo veteran, POR stalwart, and all-around SCCA rally legend. Naturally, Trent has not reached that status yet, but he is thoroughly hooked on rallying and RallyCross, and that, as with many things in life, is the first step to a successful career in this sport.

While not completely new to motorsports - "I've been interested in motorsports since I was little," Trent says - the SCCA's RallyCross program didn't catch his eye until his family took a long road trip about a year ago. That family, by the way, includes Dad, Brian, an engineer for GM, Mom, Michelle, a nurse practitioner in Pinckney, and brother, Blake, 16, who also has become an SCCA member and RallyCross fan.

"I was just looking up race stuff, and I saw the SCCA does RallyCross," Trent explains about the trip. "Because I had a Subaru, I was into it, and I decided to start racing."

His 2004 Subaru, Trent adds, also serves as his daily driver. But don't imagine it as a tricked-out

competition car. Rather, it can best be described as a practical first car for a high schooler.

And, yes, brother Blake uses the car to RallyCross also. Trent notes, adding that Blake's recently acquired daily driver is a 2008 Crown Vic. However, because the family rule is no racing the car until Dad is repaid the loan he extended, it won't see competition for a while. Still, Trent says, when the time comes, "with rear-wheel drive and a V8, I can only imagine it will be a total blast."

We caught up with Trent on President's Day weekend, not long after he and fellow Michigan racers braved the Wolverine State's brisk winter weather to open the Detroit Region's RallyCross season with a New Year's contest on Jan. 6 and a follow-up Regional on Feb. 10.

"The January season-opener was the favorite race I've done so far," Trent reports. "It was technical at some points, fast at others, and on a long course. If I remember correctly, the temperature was hovering at about zero degrees Fahrenheit, but it didn't feel that cold."

As for February, well, "The day before, we got 10 inches of snow; so, we had to hire a snowplow to plow a track out of the snow," Trent says. "With all the snow, or lack thereof in certain places making a track of itself, we didn't use cones for the first time as long as I've been racing."

Once he discovered the SCCA

and its RallyCross program, becoming connected with the Western Michigan and Detroit Region programs and learning the ropes was relatively easy, Trent says. His fellow competitors are all "super nice," and everyone is "cool and helpful." Also, he has made a lot of friends, he observes, from Modified RWD racer Scott Beute and Modified FWD pilot Daniel Hutchison to fellow Stock AWD drivers Eric Anderson and Adam Spieszny.

"Adam is my main rival. Eric kind of blows me away. I normally do about upper medium in the pack," Trent explains.

"Trent is one of many young up-and-coming members we have in our RallyCross program," observes Matt Wolfe, a Detroit Region Board of Directors member and the SCCA's 2017 Stock FWD RallyCross champion. "He's been not only an enthusiastic representative of our Region and the sport, but also willing to take on roles of greater responsibility at events. Having young guys and gals who are willing to step up is what really helps us continue to grow."

As for his life away from RallyCross, Trent is a serious tennis player and a member of his high school's varsity squad. After he graduates from Pinckney Community High School this year, he will set his sights on a freshman year at Ferris State University, where

he will study automotive engineering. "Also, I would like to get more into racing," he adds. "Stage rallying, a rally car, and I'm definitely looking at Solo and track racing."

As for RallyCross, "My favorite thing about RallyCross is just pushing my car to its limits - and me to my limits as a driver - in learning how to drive," Trent says. "What I've learned from the SCCA is a lot of advanced driving techniques. If I got into a bad situation on a dirt road, I'd have some knowledge from RallyCross on how to handle it - more than someone who has never raced." 📍

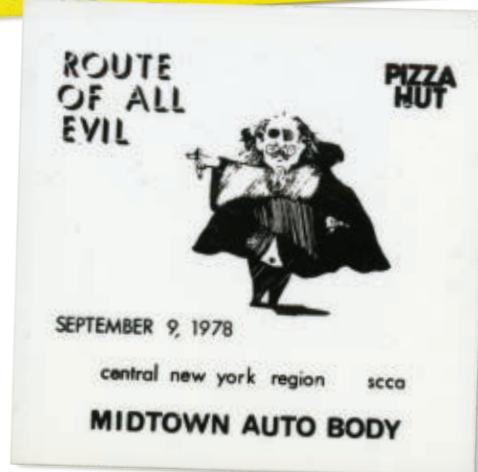
TRENT MAHNKEN ON RALLYCROSS: YOU DON'T NEED A PERFECT CAR TO COMPETE

If there's one thing 18-year-old high-school senior Trent Mahnken stresses about SCCA RallyCross it's this: The events can be for everyone.

"Bring whatever you have to race! Yes, I race a Subaru," he explains, "but it's a Legacy and not an Impreza - and certainly not an Impreza WRX or STI. It only has 160hp and it's also an automatic. You don't need a perfect car to race. When racing on dirt, horsepower isn't as important as on a paved surface. What's really important are the driving skills you learn along the way."

If you're at all interested, he adds, "I would highly recommend coming out to an event."





FOUND IN THE ARCHIVES

Our Club's history recorded – on dash plaques

WORDS Jeff Jacobs, Vice Chairman, SCCA Foundation

The Giant's Despair hillclimb. The Gator Gamble National Rally. The Barefoot Mailman National Rally. The Beaver Trek National Rally. The Rustler's Run Rally. These historic SCCA events represent just a sampling of the more than 1,000 events memorialized in the form of dash plaques in the SCCA Archives.

As they continue their work cataloging and organizing the contents of the SCCA Archives, Joe Cali and Rick Hughey continue to uncover many different ways the history of the Club has been preserved over decades. The two Archives technicians found four shoe boxes labeled "event mementos" containing dash plaques dating from 1954 through 1979. Organized in envelopes identifying the date, event, sponsor, and often the donor, the plaques are sorted by the type of event (Rally, Solo, Club race).

SCCA Hall of Fame member Harry Handley compiled the collection of dash plaques during his service as the SCCA Archivist, a position he created when the SCCA office relocated from Westport, Conn., to Denver, Colo. Having served as the first manager of Rally/Solo for the Club, Handley is credited with originating the SCCA Archives and saving much of the Club's history from the dumpster during the relocation.

He continued to serve in that capacity until his passing in 1996.

The dash plaques tell the story of events held by SCCA regions across the country. An oval plaque with a lasso border memorializes "The Chisholm Trail National Rally" hosted in 1960 by Texas Region and the Dallas Sports Car Club. A sliver and white rectangular plaque announces the "Schlitz Cup Series 1970" and is in an envelope on which Handley noted: "This series was the first National involvement in Solo II events and led to the establishment of the National Runoffs."

Of course, the SCCA Foundation would love to add to the dash plaque collection post-1979 in the event members have a shoebox or two of their own sitting in a closet. If you would like to contribute to this unique record of the Club's history, contact the foundation by e-mail at info@sccafoundation.org or speak with Archivist Jenny Ambrose and SCCA Archives technicians Joe Cali and Rick Hughey at the International Motor Racing Research Center in Watkins Glen. Don't have any dash plaques to donate? Remember that any member donations through the Foundation webpage make the ongoing preservation of these items possible. Find out more at sccafoundation.org/donate. 🍷



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MAKING IT FIT
Should cars like the SCCA Pro Racing F4 (LEFT) and factory-built racecars like the BMW 325iR (BELOW) have a dedicated place in Club Racing? That is but one of many questions the Club Racing Board is working to answer.



RACING INTO THE FUTURE

From considering Runoffs classes to factory racecars to the health of Formula classes, the CRB's busy, indeed

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

In addition to the time the Club Racing Board spends processing member letter requests, the CRB also spends time discussing long-range planning for SCCA Road Racing. Currently, SCCA Vice President and COO Eric Prill is working with the CRB to publish a clear explanation of which classes will be invited to the National Championship Runoffs. While this might seem simple at first blush, it's actually complex due to the details.

By moving the Runoffs every year to a new race facility, the SCCA is faced with hosting the event at racetracks of different lengths, and the track's length is what determines how many cars can be on track at any given time. Paddock space also varies from track to track, so the number of racers and teams that can be physically accommodated at the facility will vary each year. The final recommendation was a result of discussions at the CRB face-to-face meeting and at the 2018 SCCA National Convention, in addition to hundreds of e-mails plus conversations with SCCA staff.

Another Runoffs discussion has been about the format of the event. The CRB and the SCCA haven't reached a decision

regarding changes to the format, but we have discussed heat races, more race days, fewer qualifying sessions, and more. It may turn out that we will not change anything, but we have been spending time exploring the options. As always, member comments and ideas are welcome at crbscca.com.

Other long-range discussions have centered on the new manufacturer-built racecars that are becoming more prevalent. What do we do with those cars? Do we try to put them in existing classes where they might not perfectly fit or do we give them their own class? Recently, we have been working these cars into existing classes - the BMW 235iR, for example, has been adding to the entry count in T2, the Mazda Global MX-5 Cup car is in T3, and then there is the question about what to do with FIA TCR cars. We're working through these issues now.

Swapping to the Formula classes, several are on life support, with low participation numbers at events other than the Runoffs, and then there are the new SCCA Pro Racing F4 and F3 cars that don't really fit in any existing Formula class. The CRB has written a

proposal for those cars plus FE, FM, and USF2000 cars, so keep an eye out for those details.

As of this writing, the CRB has about 150 new letters in our log for an upcoming CRB teleconference. Most of these letters are comments regarding previous actions, as well as requests to clarify existing rules. The rule change requests, if approved, will all be for 2019. CRB Vice Chairman, Peter Keane, will be presenting our recommendations to the National Board of Directors at their spring meeting in Kansas City (I will be racing at Hallett that weekend).

Lastly, I have been working with several Midwest Division members on the new Midiv Time Trials Series. This TT Series will be a season-long, six-event series, with Midiv champions to be crowned after the final event at Raceway Park Midwest in Omaha on Sept. 22-23. The series kicks off on April 22-23 at Heartland Motorsports Park in Topeka, in conjunction with the U.S. Majors Tour weekend. These advancements in the Time Trials program look to be a great step between Track Night in America and Club Racing. 📍



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ON THE ROAD
Jim Crittenden (LEFT) has been a part of RoadRally's fabric since the bug first bit him in 1968. Since then, Crittenden has been involved in every aspect of RoadRally, from running events like his 2016 Roads Scholar Rally (BELOW) to competing. Now as the RoadRally Board Chairman, his goal is to grow the sport's schedule and competitor base.

TAKING THE WHEEL

As Jim Crittenden readies himself to lead the RoadRally Board, we look at how he got there | **WORDS** Rick Beattie | **MAIN IMAGE** Rich Biretta

In late February, there were seven Blue rallies appearing on the SCCA RoadRally schedule from early March through the end of spring. Printed in blue bold-faced type, they were the first of at least 15 SCCA National RoadRallies overseen by the National Events Committee (NEC). That committee is where Jim Crittenden first became part of the governance of the SCCA RoadRally program. Three years later, with the departure of chair Rich Biretta, "Citty" assumed the position of RoadRally Board (RRB) chair.

Crittenden's first rally was in October 1968. Borrowing his dad's 1961 Buick Le Sabre, he entered the Halloweenie Meanie Two rally, with Bruce Gezon as one of the organizers. Shortly after, he joined Brandywine Motorsport Club where he is still a member.

He stuck with the sport as both contestant and organizer. Although traveling the rural roads of his current home state of Wisconsin is fun, being an organizer has its rewards as well. "Seeing it come together on the day of the event and hearing from contestants afterward that they enjoyed the rally is very satisfying," he says.

His enthusiasm for the sport carried through his work as NEC and RRB member to Board chair.

"There are fundamental differences between organizations that are composed of employees - where we work - and organizations composed of volunteers - SCCA at the Regional level," he says. "One of those differences is the importance of enthusiasm. While enthusiasm is desirable with employees, it is absolutely essential with volunteers. I enjoy being a part of the RRB and the NEC with a mission of increasing the enthusiasm of our members to organize and compete in RoadRally."

For Crittenden, the RRB's goal "is to welcome, support and encourage people to participate and organize events and, in so doing, increase the number of Regions that offer rallies, increase the number of rallies across the country, and increase the number of rally contestants."

Crittenden understands that the RRB exists to support not just all of the SCCA members but also the people who support the members. He acknowledges the importance of reaching out to members who are involved at many different levels: those "members who compete in the SCCA National RoadRally Championship, the members who only run one local rally a year, the members who organize our rallies, the members who would like to introduce RoadRally to Regions that currently have none,



Rick Beattie

and everything else in between."

The RRB's biggest challenge has been from members who want to introduce rallying in their Region but who don't know anyone with the experience necessary to get started. Consequently, for the last few years, the RRB has been working on improving its "Tool Kit" to provide not only the technical tools to help Regions, but assisting with a physical presence as well.

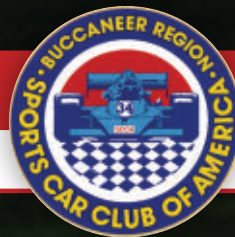
Crittenden points out with justifiable pride that "we now have the ability to provide an experienced rallymaster to travel to a Region to assist in setting up their first event."

"I would like to express our gratitude to the members who step up and organize RoadRallies," he says. "It is a significant commitment of time to put on a rally, and on behalf of all of us who love to run those rallies, we say thank you."

Ever since that first rally in October 1968, Crittenden has been involved in the sport either running events or as rallymaster, and he's convinced that rallying has good things to offer. "Our SCCA tag '#funwithcars' says it best," he points out. "RoadRally is the lowest-cost motorsport that provides an opportunity to discover new roads, meet new people, and enjoy a friendly competition." 📍

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RADICAL SR-3 LHD TRACK-DAY CAR > Very well sorted/upgraded, meticulously maintained 1,400cc fuel-injected Hayabusa, paddle shift, custom radiator, STACK data acquisition/video, front/rear undertrays, front dive planes, factory wheels, 2 sets lightweight wheels, Motorola radios, AMB transponder, spares. Drastic price reduction: \$42,500 OBO. **Contact: Fred at (312) 346-6699 or info@freddry.com**



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

20 COMPETITION | STREET ▼



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**



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



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**



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

20 COMPETITION | STREET ▼



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**



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



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

28 SERVICES ▼



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

CALENDAR

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

MEMBER BENEFITS

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



SCCA members receive a 15-percent discount on a **DirtFish** program with use of their SCCA discount code.

Enjoy a 15-percent discount on your order of any **Dry Shine** products with free shipping.



F.A.S.T. (Fresh Air Systems Technologies) wants SCCA members to remain cool in their racecars by offering a 10-percent discount on all F.A.S.T.-built products.

Out There Brands is a market leader in



pop-up tents, flags, and all other branded paddock display, and SCCA members receive a 10-percent discount on all products.



National Car Rental offers special discounts of up to 20 percent off retail car rental rates.

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



TRANS AM gotransam.com

Mar 2-4 Sebring Int'l Raceway, Fla.
Francis Jr. (TA); Miller (TA2); Boden (TA3); Aquilante (TA4)
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



FORMULA 3
f3americas.com

2018 schedule coming soon



Date Track/Region
Phone numbers are for region registrars



HOOSIER SUPER TOUR

scca.com/supertour

Apr 7-8 Hallett Motor Racing Circuit, Okla.

Apr 13-15 VIRginial Int'l Raceway, Va.

Apr 27-29 Buttonwillow Rcwyr Park, Calif.

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

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

Jun 15-17 Road America, Wis.

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



U.S. MAJORS sccamajors.com

NORTHEAST CONFERENCE

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 NJ 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

Apr 13-15 VIRginial Int'l Raceway, Va.

(Southeast and Northeast Conference)

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

Jun 29-Jul 1 Roebling 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 Mtrsprts Park, Colo.

Jul 7-8 High Plains Raceway, Colo.

Aug 25-26 High Plains Raceway, Colo.

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

Apr 7-8 Thunderhill Raceway Park, Calif.

Apr 27-29 Buttonwillow Rcwyr 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 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

Motorports 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 sedivrracing.org

Apr 7-8 # Homestead/Florida

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

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

May 19-20 # Homestead/Florida

Jun 8-10 # Charlotte Motorspeedway/Central Carolinas

Jun 9-10 Sebring/Central Florida

Jun 23-24 Homestead/Florida

Jun 30-Jul 1 Roebling 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 29-30 # Daytona Int'l Speedway/Central Florida

Oct 6-7 # Roebling Road/SEDiv

Oct 13-14 Sebring/Central Florida

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

Nov 2-4 *# Road Atlanta/Atlanta

Nov 10-11 # PBIR/Florida

Nov 24-25 Sebring/Central Florida

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

Atlanta (770) 617-0801

Buccaneer (912) 398-0147

Central Florida (407) 415-8714

Florida (561) 654-3396

North Carolina (919) 423-6015

SEDiv (704) 575-5960

South Carolina (704) 575-5960

CENTRAL cendiv-scca.org

Apr 21-22 Ro* Blackhawk Farms/Chicago

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

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

Chicago TBD

Land 'O Lakes TBD

Milwaukee (262) 241-8371

GREATLAKES greatlakes-scca.org

May 19-20 Ro* Gingerman Raceway/SBR, DET, WOR

Jun 23-24 Ro* Grattan/Western Michigan

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

Aug 4-5 Ro* Mid-Ohio/Cincinnati

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

Cincinnati (330) 460-6706

Neohio (216) 390-2856

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

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

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

www.scca.com for more information

DRIVER'S SCHOOLS**NORTHEAST** nediv.org

Apr 20-21 Thompson Spdwy/New England
New England (508) 561-2188

SOUTHEAST sedivacing.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
Oregon (503) 285-4449
San Francisco (530) 934-4455

SCCA ACCREDITED SCHOOLS**FULL COMPETITION LEVEL**

AMG Driving Academy
 (888) 604-1766 amgacademy.com

Bertil Roos Racing School
 (800) 511-7606 racenow.com

BIR Performance Driving School
 (866) 511-7606 birperformance.com

Bob Bondurant School
 (800) 842-7223 bondurant.com

Bridgestone Racing Academy
 (905) 983-1114 race2000.com

MSR Houston
 (281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools
 (303) 666-4113 go4itservices.com

Porsche Sport Driving School
 (888) 204-7474 porschedriving.com

Simraceway Performance Driving Center
 (800) 733-0345 simracewaydrivingschool.com

Spring Mountain Advanced Driving School
 (800) 391-6891 springmountainmotorsports.com

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

Bertil Roos Racing School
 (800) 722-3669 racenow.com

Bob Bondurant School
 (800) 842-7223 bondurant.com

Bridgestone Racing Academy
 (905) 983-1114 race2000.com

Lucas Oil School of Racing
 (561) 200-7223 lucasraceschool.com

Pettiford's Go 4 It Racing Schools
 (303) 666-4113 go4itservices.com

Pro Drive Racing School
 (503) 285-4449 prodrive.net

ProFormance Racing School
 (253) 630-5130 proformanceracingschool.com

Simraceway Performance Driving Center
 (800) 733-0345 simracewaydrivingschool.com

NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School
 (888) 722-3220 allenberggracingschools.com

Bobby Cee's Racer's Edge High Performance Driving School
 (562) 714-1799 bobbyceesracersedge.com

Danny McKeever's Fast Lane Racing School
 (888) 948-4888 raceschool.com

EXR - Exotics Racing Series
 (702) 802-5662 exrseries.com

LevelUp Racing School
 (920) 838-6612 levelupracingschool.com

Pro Drive Racing School
 (503) 285-4449 prodrive.net

Spring Mountain Advanced Driving School
 (800) 391-6891 springmountainmotorsports.com

Thompson Speedway Motorsports Park
 (877) 226-7223 theracingschool.com

Waterford Hills Road Racing Inc.
 (248) 623-0070 waterfordhills.com

TIME TRIALS**NORTHEAST** nediv.org

Apr 7-8 PDX/TT 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
NEPA (Giants) (570) 823-1947
NEPA (Weatherly) (570) 654-0560
South Jersey (609) 784-5316
Steel Cities (HC) (301) 729-2407
Steel Cities (TT) (412) 771-2277
Washington DC (301) 572-7444

SOUTHEAST sedivacing.org

Apr 7-8 TT Talladega Grad Prix/Alabama, Tennessee
Apr 7-8 TE Homestead/Florida

Apr 14-15 TE Daytona International Speedway/Central Florida
May 4 TE Daytona Int'l Speedway/Central Florida

May 19-20 HC Robinson, N.C./Central Carolinas
May 26-27 TT Carolina Motorsports Park/North Carolina, South Carolina

Jun 8 TE Sebring/Central Florida
Jun 9-10 PDX Sebring/Central Florida
Jul 21-22 TE Sebring/Central Florida

Jul 29 TE Road Atlanta/Atlanta
Aug 3 TE Daytona Int'l Speedway/Central Florida
Aug 25-26 TT Barber Motorsports Park/Alabama, Tennessee Valley

Aug 31 TE Sebring/Central Florida

Sep 22-23 TE Homestead/Florida
Sep 28 PDX Daytona Int'l Speedway/Central Florida

Oct 6-7 TE Talladega Grand Prix/Alabama, Tennessee Valley
Oct 12 TE Sebring/Central Florida

Nov 4 TE Road Atlanta/Atlanta
Nov 17-18 TT/TE Roebbing 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
North/South Carolina (828) 707-7650

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 23 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

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

**OFFICERS**

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Assistant Treasurer **BOB DOWIE**

SCCA NATIONAL OFFICE

Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

www.scca.com

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Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

www.sccapro.com

Vice President/General Manager

STEVE OSETH

SCCA ENTERPRISES

Phone: (303) 693-2111

14550 E. Easter Ave., Suite 400

Centennial, CO 80112

www.scca-e.com

President & CEO **ROBEY CLARK**

SCCA DIRECTORS

Area 1: **BOB DOWIE**

(845) 325-0930; bdowie@scca.com

Area 2: **JACK BURROWS**

(703) 304-2003; jburrows@scca.com

Area 3: **LEE HILL**

(813) 245-9332; lhill@scca.com

Area 4: **MARCUS MERIDETH**

(734) 776-7799; mmerideth@scca.com

Area 5: **BRUCE LINDSTRAND**

(262) 724-3346; blindstrand@scca.com

Area 6: **CHRIS ALBIN**

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

Area 7: **DAN HELMAN**

(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

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](mailto:amstine45@gmail.com)
Continental Divide
amstine45@gmail.com

NORTHERN PACIFIC norpacsscca.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

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 Roebeling 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.
May 2 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.
May 16 Ridge Motorsports Park, Wash.
May 16 Roebeling 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.



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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

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

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Sep 4-7, 2018 Lincoln Airpark, Neb.

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

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Apr 27-29 Pittsburgh International Race Complex, Pa.
Jul 4-6 Bristol Motor Speedway, Tenn.
Oct 5-7 McGee Park, N.M.

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

REGIONAL

NORTHEAST nediv.org

May 13 Farm Show/Susquehanna
May 27 Farm Show/Susquehanna
Jul 8 Farm Show/Susquehanna
Jul 22 Farm Show/Susquehanna
Sep 9 Farm Show/Susquehanna
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ROADRALLY

NATIONAL/DIVISIONAL

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

REGIONAL

NORTHEAST nediv.org

Apr 7 RG Hyannis, Mass./New England
Aug 4 DG Southington, Conn./New England
New England (Hyannis)
 (401) 884-1887
New England (Southington)
 (860) 620-4839

SOUTHEAST sedivacing.org

Apr 14 RG Athen, Ga./Atlanta
 Atlanta (706) 340-4239

CENTRAL cendiv-scca.org

Apr 21 DT South Lyon, Mich./Detroit
Apr 29 SR/RT Madison, Wis./Milwaukee
May 5 RT Verona, Wis./Milwaukee
Jun 10 DC Madison, Wis./Milwaukee
Jul 14 RG After the FOXcon/Milwaukee
Detroit (248) 990-0855
Milwaukee (970) 201-2144

SOUTHWEST sowdivscca.org

Jun 16 SR/RT Georgetown, Texas/
 Lone Star
Lone Star (512) 695-9410

SOUTHERN PACIFIC

Apr 6 SR Mission Hills, Calif./Cal Club
Apr 28 DT Mission Hills, Calif./Cal Club
May 4 SR Mission Hills, Calif./Cal Club
Jun 1 SR Mission Hills, Calif./Cal Club
Jul 6 SR Mission Hills, Calif./Cal Club
Aug 3 SR Mission Hills, Calif./Cal Club
Sep 7 SR Mission Hills, Calif./Cal Club
Oct 5 SR Mission Hills, Calif./Cal Club
Nov 2 SR Mission Hills, Calif./Cal Club
Dec 7 SR Mission Hills, Calif./Cal Club
Cal Club (424) 297-0086

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RALLYCROSS

DIRTFISH NATIONAL CHALLENGE

Jul 21-22 Sebring Int'l Raceway, Fla.
Aug 11-12 Watkins Glen Int'l, N.Y.
Aug 18-19 Dirtfish Rally School, Wash.

DIRTFISH NATIONAL C'SHIP

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

REGIONAL

NORTHEAST nediv.org

Apr 21-22 RallyCross school/
 Susquehanna
Apr 21 Rochester Fair RX/New England
Apr 22 Harrisburg, Pa./Susquehanna
May 12 Harrisburg, Pa./Susquehanna
May 18-19 Watkins Glen/Finger Lakes
May 21 Mt. Snow RX/New England
Jun 16 Harrisburg, Pa./Susquehanna
Jun 15-16 Watkins Glen/Finger Lakes

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C.C. Canada 4/1/1958 Central Carolinas

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K. David Nokes 4/1/1963 Rio Grande
Richard D. Stark 4/1/1963 Northwest

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Barbara McClellan 4/1/1968 San Francisco
Charles V. Moran 4/1/1968 Old Dominion
S. Jay Novak 4/1/1968 Detroit
Douglas L. Tompkins 4/1/1968 Chicago

45-YEAR MEMBERS

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Bruce F. Andersen 4/1/1973 Blackhawk Valley
Joseph W. Atkinson III 4/1/1973 Glen
W. Duane Bailey 4/1/1973 Kansas
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Joanna B. Ellis 4/1/1973 New England
Richard W. Gent 4/1/1973 Neohio
Philip G. Gott 4/1/1973 New England
Joseph H. Gray 4/1/1973 Susquehanna
Sandra L. Gray 4/1/1973 Susquehanna
Michael Horwitz 4/1/1973 Chicago
Rick J. Hughey 4/1/1973 Glen
Judy Hurtt 4/28/1973 Chicago
Donald E. Knop 4/1/1973 Nebraska
Blaise L. Merchewitz 4/1/1973 Eastern Tennessee
George W. Miller 4/1/1973 New England
Micheline Poduje 4/1/1973 New England
Stanley R. Rider 4/1/1973 New England
Martin J. Stoesser 4/1/1973 Milwaukee
Marsha E. Toombs 4/1/1973 Finger Lakes
Terry A. Whitlock 4/1/1973 Philadelphia
Wolfgang Maiké 4/1/1973 Cal Club

40-YEAR MEMBERS

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Richard J. Corwine 4/1/1978 Land O'Lakes
Rodney Derrick 4/1/1978 Utah
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Dennis P. Freiert 4/1/1978 Western New York
Louis J. Giallanella 4/1/1978 Northern New Jersey
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Verne J. Hassett 4/1/1978 Cal Club
Carl G. Hayssen 4/1/1978 New England
Charles Holod 4/1/1978 Atlanta
William R. Hornack 4/1/1978 Neohio
Cynthia Traylor Jansen 4/1/1978 Cal Club
Thomas Kraft 4/1/1978 Des Moines Valley
Howard Severson 4/1/1978 San Francisco
Sherman Simmons 4/1/1978 Arizona
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Donald Taylor 4/1/1978 New England
Wava Utt 4/1/1978 Milwaukee

35-YEAR MEMBERS

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Kay J. Goldsmith 4/8/1983 Arizona
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Mike Haworth 4/27/1983 Eastern Tennessee
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Thomas Lepper 4/28/1983 San Francisco
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Helena Bevis 4/25/1988 New England
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Ken Hazelton 4/27/1988 Central Florida
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Kathleen Tracy Muramoto 4/29/1988 Colorado
Michelle Prokopf 4/25/1988 St Louis
Robert Rehklau 4/29/1988 Southern Illinois
Robert Schauer 4/11/1988 San Francisco
Lisa L. Schenkel 4/7/1988 Blue Ridge
Dennis Schneider 4/20/1988 St Louis
Raymond Senkevich 4/29/1988 Steel Cities
Barbara Ann Senkevich 4/29/1988 Steel Cities
Bob Skinner 4/18/1988 Oregon
Pamela Smith 4/18/1988 Central Florida
Ernest Spada 4/27/1988 Oregon
Gaylord W. Spaulding 4/13/1988 Chicago
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Carol Spinweber 4/22/1988 Detroit
Wayne Tofel 4/7/1988 Indiana Northwest
David J. Wheeler 4/27/1988 Chicago
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Curtis G. Wood 4/18/1988 Ozark Mountain
Joanne Wood 4/18/1988 Arizona
Marie Zitzta 4/29/1988 Central Florida

25-YEAR MEMBERS

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Catherine S. Albrecht 4/7/1993 Oregon
Richard A. Albrecht 4/7/1993 Oregon
George Archibald 4/13/1993 Central Florida
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Ralph O. Boles 4/28/1993 Central Florida
Jane Bowling 4/30/1993 Central Florida
Tad Bowling 4/30/1993 Central Florida
Jeannine Breese 4/28/1993 San Francisco
Richard Breese 4/14/1993 Florida
Colleen M. Breslin-Noles 4/22/1993 Western New York
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Jay A. Buerger 4/20/1993 Colorado
Gini Campbell 4/7/1993 Oklahoma
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Skip Clark 4/22/1993 Finger Lakes
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Jim Rice 4/19/1993 Philadelphia
Marvin Scheinbart 4/22/1993 San Francisco
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Colin P. Sheidler 4/19/1993 Neohio
Mayo T. Smith 4/28/1993 Detroit
Ray R. Smith 4/14/1993 New York
Deborah Strohm 4/13/1993 Lake Superior
Kenneth G. Suhre 4/21/1993 Southern Illinois
Michael Varacins 4/7/1993 Chicago
James B. Wickersham 4/29/1993 San Francisco
Patricia Wickersham 4/29/1993 San Francisco
James Woody 4/7/1993 Chicago
Steve Zelen 4/29/1993 Western Michigan

Jun 30 Harrisburg, Pa./Susquehanna
Jul 27-28 Watkins Glen/Finger Lakes
Aug 11-12 Watkins Glen/Finger Lakes
Aug 18 Harrisburg, Pa./Susquehanna
Sep 21-22 Watkins Glen/Finger Lakes
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New England (603) 254-9371
Susquehanna
rallycross@scca-susq.com

SOUTHEAST sedivrracing.org

Apr 14 St. Lucie County Fairgrounds/
Central Florida
Apr 21 Hollytree Off Road Park/
Tennessee Valley
May 5-6 Daytona International
Speedway/Central Florida
May 20 Hollytree Off Road Park/
Tennessee Valley

Jun 9 Hollytree Off Road Park/
Tennessee Valley
Jun 16 St. Lucie County Fairgrounds/
Central Florida
Jul 8 Hollytree Off Road Park/
Tennessee Valley
Aug 14 Hollytree Off Road Park/
Tennessee Valley
Aug 25 St. Lucie County Fairgrounds/
Central Florida

Central Florida
Sep 2 Hollytree Off Road Park/
Tennessee Valley
Sep 22 Hollytree Off Road Park/
Tennessee Valley
Sep 29-30 Daytona International
Speedway/Central Florida
Oct 27 St. Lucie County Fairgrounds/
Central Florida
Nov 18 Hollytree Off Road Park/
Tennessee Valley
Dec 8 Hollytree Off Road Park/
Tennessee Valley
Central Florida (407) 349-7841
Tennessee Valley (256) 509-3286

CENTRAL cendiv-scca.org

Apr 8 Cedar Falls/Iowa
Aug 12 Columbia Junction/Iowa
Nov 4 Cedar Falls/Iowa
Iowa (319) 333-4494

MIDWEST midiv.org

Apr 14 Stonegate Motorsplaza/Kansas City
Apr 18 Madison, Ill./St. Louis
Apr 21-22 Greenwood, Neb./Nebraska
May 12 Madison, Ill./St. Louis
Jun 17 Greenwood, Neb./Nebraska
Jun 24 Madison, Ill./St. Louis
Jul 15 Greenwood, Neb./Nebraska
Jul 15 Madison, Ill./St. Louis
Aug 12 Madison, Ill./St. Louis
Sep 16 Greenwood, Neb./Nebraska
Sep 16 Madison, Ill./St. Louis
Oct 7 Greenwood, Neb./Nebraska
Oct 21 Madison, Ill./St. Louis
Nov 18 Greenwood, Neb./Nebraska
Nov 18 Madison, Ill./St. Louis
Dec 9 Madison, Ill./St. Louis
Kansas City (816) 588-2620
Nebraska (402) 681-7027
St. Louis (314) 409-7974

SOUTHWEST sowdivscca.org

Jun 2 Zestino Tyre/Houston
Aug 4 Zestino Tyre/Houston
Oct 27 Zestino Tyre/Houston
Houston (832) 876-8861

ROCKY MOUNTAIN coloradoscca.org

Apr 28 Grantsville, Utah/Utah
May 5 Front Range Airport/Cont. Divide
May 19 Grantsville, Utah/Utah
May 27 U.S. Truck Driving School/
Continental Divide
Jun 9-10 Goshen, Utah/Utah
Aug 18 Grantsville, Utah/Utah
Sep 22 Grantsville, Utah/Utah
Oct 27 Goshen, Utah/Utah
Nov 17 Goshen, Utah/Utah
Continental Divide (303) 868-7530
Utah (801) 440-9395

NORTHERN PACIFIC norpacscca.org

Apr 1 DirtFish RS/Northwest
Northwest (206) 225-4422

SOUTHERN PACIFIC

Apr 14-15 Glen Helen Raceway/Cal Club
Apr 21 SCCA RallyCross #3/Arizona
Border, AS Rally Group
May 6 Desert Empire Fairgrounds/Cal
Club
Sep 15 SCCA RallyCross #4/Arizona
Border, AS Rally Group
Oct 20 Tuscon SCCA RallyCross #5/
Arizona Border, AS Rally Group
Nov 19 Tuscon SCCA RallyCross #6/
Arizona Border, AS Rally Group
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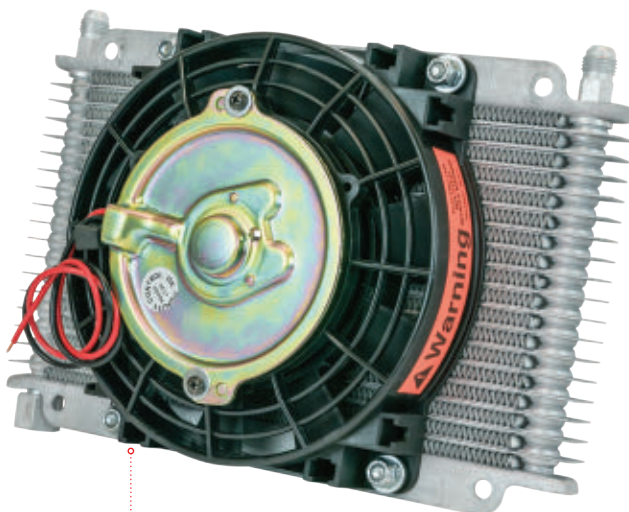
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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

THE CUTTING ROOM FLOOR

I don't think I've done an interview where I've used more than 50 percent of the quotes in the magazine. It's probably because I'm hopeless at interviews and get too into the conversation, drifting completely from my talking points. Regardless, after I pen any interview, I'm left with juicy snippets of information that don't fit anywhere - this month was no exception. Actually, it was worse.

Sitting with eight-time SCCA National Champion Andrew Aquilante for an hour and a half, we discussed everything from his early days of racing to his first Runoffs attempt, to various professional endeavors. Once I'd penned the feature, I returned to the raw interview transcription and thought, dang, there's more story to be told. What better place to put disembodied quotes than in my monthly column where anything goes. Consequently, the quotes that follow may or may not have a point, but they're interesting.

"In the Viper, we had a case where something happened, the car got dropped, and it damaged the radiator," Andrew told me of his 2006 T1 Runoffs attempt.

"It was one of those things where you see a drop of coolant and wonder where it came from, but it was serious enough that, eight laps in, it boiled over and I spun in a puddle of my own coolant." The lesson he learned? Check everything. Always.

"Club Racing is affordable and you can have some outright hard-fought races," Andrew explained when asked his preference between

Club and professional racing. "In 2016 at the Runoffs in GT2, that was a perfect example, with Trent [Hindman] and I going at it for 22 laps - it was like, wow! I'm biased, but that was the race of the weekend, and probably the race of quite a few Runoffs, excluding some of the spec classes. That was a barnburner of a race. I was the most disappointed that Trent couldn't return to Indianapolis [for the 2017 Runoffs] because I was looking forward to a rematch. In a race like that, yes, you want to win, but to be second - that was a race!"

This statement stood out to me because, while Andrew has done so much in the world of racing, this appeared to be one of his fondest on-track memories - that says a lot about the Runoffs.

"Since 2008, my day job has been building cars, whether it's building the Rolex cars for ourselves or building cars for customers or pro programs, doing upgrades or service. My job is ordering parts, building cars, and trying to have fun," he said. "Sometimes you wouldn't call it a real job, but it turns into a real job when you're trying to make a race. The 18-hour days, you try not to get into them, but when you have a customer and a deadline, you've got to do it. It's challenging at times, but it's part of the game. And once the helmet goes down, you go OK, yes, that's why." Lesson here? No matter the frustration and busted knuckles between events, the work we do to get to the competition weekend fades into oblivion once you're in the car. But you knew that.

Even in writing this I ended up cutting half the quotes I wanted to use. I seriously need to get better at interviews. ☹

"I returned to the raw interview transcription and thought, dang, there's more story to be told"

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FROM THE ARCHIVES

10 YEARS AGO...

MAY 2008



- We took an up-close look at a pair of Solo Street Mod 2 hotrods that were the class of the field.
- Don Knowles showed us the way around the revised Heartland Park Topeka racetrack in preparation for the upcoming Runoffs.

25 YEARS AGO...

MAY 1993



- With Formula Vee on the cusp of celebrating 30 years, we spoke with Bill Duckworth, one of the men who helped make it all happen.
- At *The Cutting Edge* looked at the state-of-the-art Solo machine of Chris O'Donnell, his D Mod Lotus Elan raising the bar.

50 YEARS AGO...

MAY 1968



- Michigan International Speedway had funding in place and construction was underway.
- Washington Region carried out a magazine drive, collecting and delivering magazines to veterans in two local area military hospitals.



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WLD-19



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