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JUMPING IN

Sticking the landing was only the start for autocrosser Zack Barnes



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matte grey, titanium mirror
15



Advanti DST Storm S2
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15

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Wheels



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light grey, white (16 17)
15 16 17



Sparco Trofeo 5
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gold, light grey, red
17 18

American
Racing
SINCE 1956



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18 19 20

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ONE
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bronze, gloss black
18 19 20

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Motor Sports



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15 16



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15 17

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1515



Method Rally MR503
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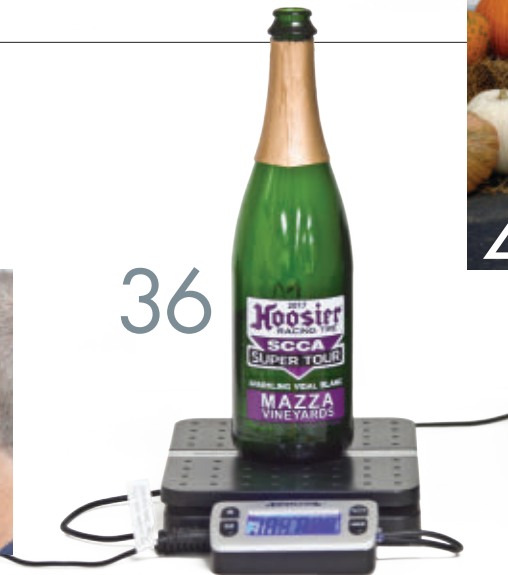


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RACER MEDIA &
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MIKE COBB

PRESIDENT & CEO, SCCA INC.

THE MAINEST THING

Growing up, I was blessed to have a family that liked “things that went fast,” and my parents and grandparents have both imparted some simple truths that have stayed with me my entire life. However, it was my fiery, redheaded grandmother who taught me the phrase “the *mainest* thing.” This was typically said to me when I needed to focus on or remember one main idea above all others, and I’ve never forgotten the importance of this concept.

You might be asking what this has to do with the SCCA? Let me explain.

At this year’s SCCA National Convention and in all the Division meetings that followed, we discussed in great depth our path forward and our collective focus on serving our members and those who serve the members across this great Club. As an organization, we have an aligned and clear focus regarding supporting our

mission and the key deliverables required to make this happen. However, we also have some things holding us back from realizing the success we all want to achieve. Said more clearly, we have many processes, systems, and technologies that are outdated or broken and need to be changed.

Let me say, I’m not blaming anyone or any group who may have come before by saying this. What I am saying is that “the *mainest* thing” our organization needs to focus on right now operationally are the areas which impede our ability to consistently serve our members well. These areas are mission critical to any membership-based organization, and through the SCCA lens, this includes the core areas of:

- Membership and Membership Renewal
- Licensing and Licensing Renewal
- The provision of Membership Cards

In support of this focus, we realigned our organization back in January, added some additional talent to better support Region Development, Membership Services, and IT while working closely with current partners to improve our overall member experience. I encourage you to read the Member Services Team update on pg. 42 of this issue of *SportsCar* so you can discover some of the efforts the team is making in this mission-critical area. The progress is tedious and hard won with such a complex system across the enterprise to rewire, but under the leadership of Chris Robbins, Aimee Thoennes, Derrick Frakes, Jon Bauer, Michael Fitzgerald, and the entire Membership Services team, we are making progress.

This column also comes at a time when we are in full swing providing a safe, fun, and exciting motorsports experience for enthusiasts at events across the country, and we will be doing our best to support these many events by collaborating across Region leadership teams, officials and volunteer teams, and staff. Concurrently, we will continue to keep the pedal down in an effort to improve all the areas noted above. By doing all that we can to collaborate consistently, we will continue to improve the SCCA member experience. And this, my friends, is “the *mainest* thing!”

I’m looking forward to seeing you on track or on course enjoying the SCCA experience soon! 🏁



Alleggerita HLT

- TÜV homologated - Made in Italy
- HLT Technology reduces weight
- Now available in star silver
- 16, 17 and 18



Hyper GT HLT
17 18 19 20



Rally Racing
17 18 19



Ultraleggera HLT
19 20

ALERT: POTENTIAL SOLO DATE CHANGES

The National Solo events schedule at the Toledo Express Airport, for June 15-17 (ProSolo) and July 27-29 (Championship Tour) might be in jeopardy due to the site being utilized by another tenant. Monitor www.scca.com for the latest updates on these two events.



Perry Bennett



BACK UP TO SPEED

COMMUNITY

David Smith (left), a longtime race fan and soon to be active part of the motorsports community, recently met with SCCA President & CEO Mike Cobb (center) and SCCA's Chairman of the Board Lee Hill (right) at an event at Daytona International Speedway.

David Smith, a teenager from Florida, is an avid fan of sports car racing. He and his father, Steve, make it a custom to attend the Rolex 24 at Daytona, and David amassed a nifty collection of memorabilia that included a signed hat from a winning Continental Tire Series driver. But last Christmas morning, a man entered the house of David's mother and stepfather, robbed the home, and set it ablaze, destroying David's collection of motorsport items.

Fast-forward three months, and the racing community is doing its best to bring David back to speed. According to a Racer.com article penned by Marshall Pruett, IMSA driver Jordan Taylor was nice enough to offer David an array of hats that actually made

podium appearances at Daytona over the years. Additionally, hats and swag from other race teams and drivers have made their way to David. And, now, the SCCA has joined in the effort to buoy the spirits of the racing fan.

On a recent afternoon at Daytona International Speedway, David got a chance to meet up with SCCA President and CEO Mike Cobb and SCCA Board of Directors Chairman Lee Hill. During the visit, Cobb and Hill provided David with an SCCA Family Membership, a cap from the 2015 National Championship Runoffs at Daytona, and an SCCA shirt.

"When I read the Racer.com story about David, my heart both ached and was filled with hope," Cobb says.

"For something so awful to happen to a family on Christmas morning is horrific. But to see the entire racing community come together to do whatever we can to make things better, well, that doesn't surprise me at all. It does, however, bring joy to my heart."

In the Racer.com article, David's father said his son is working toward becoming a mechanic and dreams of either one day driving or working for a team. "Soon we'll be joining the SCCA to be a little more involved," Steve is quoted on Racer.com. "So, one day, you just might hear his name again! He loves his greater racing community and is proud to be a part of it! He is most thankful for everyone's kindness and generosity." 🍷



Ruairi Berrington

SOLO CONTINGENCY UPDATES

There have been some late additions to the 2018 Tire Rack SCCA Solo Match Tour and Championship Tour contingency sponsorship program. Among those additions is Solo Performance Specialties, which offers a program for the Ladies Index class, with cash payouts up to \$100. A full rundown of contingency offerings and requirements can be viewed at www.scca.com/solo.

NEW RALLYCROSS CLASS ANNOUNCED

In late 2017, the RallyCross Board (RXB) voted to add two new classes to the fray, and in an effort to help identify the new classes, the RXB held a contest, accepting submissions from the membership. Steve Hyatt, RXB Chairman, recently revealed the winning submissions as Constructors Two-Wheel Drive (C2) and Constructors All-Wheel Drive (C4).

"With growth of the RallyCross program, there was a group of competitors who wanted to be able to use their skills to build a RallyCross-specific vehicle, which is why these two new classes were created," Hyatt says. "It will be fun to see what ingenuity evolves in the C2 class, and the C4 competition will be, well, dynamite!"

With the addition of the Constructors classes, there are now 11 competition classes across four categories in SCCA RallyCross. Each class is eligible to compete in Regional and National events, including DirtFish SCCA RallyCross National Challenges and the 2018 DirtFish



SCCA RallyCross National Championship being held Oct. 12-14 at the National Balloon Classic venue in Indianola, Iowa.

According to the RallyCross rules, the Constructors Category is intended for four-wheeled vehicles altered in excess of the

Modified Category allowances, such as dune buggies, sand rails, tube frame/chassis vehicles, kit cars, and similar types of custom-built vehicles. Engines must be naturally aspirated, internal combustion, passenger car or light truck-based, and with no

more than four cylinders or two rotors. Motorcycle, ATV, UTV, and similar engines are not allowed.

A full rundown of rules for the Constructors classes can be reviewed online in the 2018 SCCA RallyCross Rules handbook. 📖

Wendi Allen Scholarship Fund Recipients

From nearly 70 nominations submitted by SCCA members, the selection committee - consisting of championship caliber women Solo drivers - has named this year's Wendi Allen Scholarship Fund (WASF) recipients. Named and established by the family of Wendi Allen, the scholarship honors the multi-time National Solo Champion who loved the Solo community. The fund gives back to the sport by helping young women become more successful drivers and contributing members of the Club.

This year's winners are Johanna Foege, of St. Louis Region, Youmna Zalzal, of San Francisco Region, and Lexie Murray, of Central Carolina Region. Each recipient will receive \$1,500 to support her travel

to Tire Rack National Solo events and the Tire Rack Solo National Championships. Additionally, the SCCA will waive entry fees for scholarship recipients to all Tire Rack National Solo events attended during the year, as well as work with the Solo community and commercial partners to seek out other forms of support for the recipients, such as driver training, mentoring, products, and logistical assistance.

In previous years, only two WASF recipients were named. This year, however, Mazda stepped up to supply funding for a third scholarship. "We are proud that Johanna, Youmna, and Lexie are joining the ranks of many great autocrossers who earned the Wendi Allen Scholarship,"

says David Cook, Business Development Manager for Mazda Motorsports. "We are delighted by the support of the scholarship from the community and SCCA who share our passion to help deserving drivers pursue their motorsport dreams."

Additional support in 2018 comes from the SCCA Foundation. Jeff Jacobs, Vice Chairman of the SCCA Foundation, notes that donations can be made any time through the Foundation webpage (www.sccafoundation.org) with contributions designated to support the Wendi Allen scholarships. In addition, the Foundation will be holding future fundraising drives specifically in support of the scholarship fund. 📖

THE SECRET T-SHIRT

SCCA has partnered with popular T-shirt vendor *blipshift* to crowd source a new shirt. The first design will have "the Secret Car Club of America" as the theme. The contest, which began on April 11, encouraged members to submit ideas and designs on blipshift.com. The winning design should be announced soon.



GO FOR IT

Going for glory can pay off at National RallyCross events in 2018, as generous contingency programs are set to reward top finishers.



Rupert Berrington

2018 NATIONAL RALLYCROSS CONTINGENCY PARTNERS

HAWK PERFORMANCE

ALL CLASSES:

National Challenge events
1st, \$75 certificate; 2nd, \$50 certificate; 3rd, \$25 certificate

National Championship event
1st, \$100 certificate; 2nd, \$90 certificate; 3rd, \$80 certificate; 4th, \$70 certificate; 5th, \$60 certificate

HONDA PERFORMANCE DEVELOPMENT

ALL CLASSES:

National Challenge events
1st, \$150; 2nd, \$100; 3rd, \$50

National Championship event
1st - \$500, 2nd - \$300, 3rd - \$100

HOOSIER RACING TIRE

PREPARED AND MODIFIED CLASSES:

National Challenge events
1st, two tires; 2nd, one tire

National Championship event
1st, four tires; 2nd, two tires; 3rd, one tire

MAZDA MOTORSPORTS

ALL CLASSES:

National Challenge events
1st, \$200; 2nd, \$125

National Championship event
1st, \$750; 2nd, \$500; 3rd, \$250

RALLYCROSS, MAKE MONEY

Four significant partners, covering the car, tire, and brake categories, have committed support to competitors in the 2018 DirtFish SCCA RallyCross

National Challenge and National Championship programs. Each company will reward top finishers at each event on the National schedule with product, cash, or

credit. A detailed listing of contingency offerings, and eligibility requirements, can be found online at www.scca.com/rallycross.

TT Nats rules get update

With the announcement of the 2018 Time Trials Nationals came a preliminary rule set, and as the program has evolved a number of updates have occurred, the first of which came just weeks after the preliminary rules were introduced - and by the time you read this, a final draft should be available and a pair of primer events should be in the books.

Based on initial feedback, it was determined there were two areas the Time Trials Board could immediately address. As a result, the safety language has been updated to clarify the requirements for factory driver



Clark Morris

THE EVOLUTION

With the first installment of the Time Trials Nationals just months away, the Time Trials Board is working hard to iron out the rules.

safety equipment. Additionally, the "Max" level rules now allow chassis-mounted aero.

The full rules are located on www.scca.com under "Time

Trials" on the Programs menu.

While typical TT events often rely on Club Racing or Solo rules, this stand-alone program will utilize a fresh set of rules

designed to help the program embrace a different culture, and hopefully foster a new group of participants that we currently don't have. ☺



Podio

gold, bronze 17 18
gloss black, light grey 17 18 19



Terra

bronze, light grey, black 15 16 17
gold 17 white 16 17



Trofeo 5

bronze, black, gold, light grey, red,
black machined with dark tint 17 18

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A CAM CHALLENGE TWIST

The Tire Rack CAM Challenge Powered by SCCA schedule features an interesting twist for 2018: ProSolo events. To keep things fresh and exciting, the first two CAM Challenge events of this year will take place during Tire Rack ProSolo weekends, with the second two events of the CAM Challenge season operating in the usual Match Tour format.



Anthony Porta



Courtesy Chevrolet

SCCA AND CHEVROLET STILL HAULING

A continued partnership will see Chevrolet return as the Official Truck of the Sports Car Club of America, providing critical support for several SCCA cornerstone competitive activities throughout 2018. With this partnership in its third year,

Chevrolet provides the Club with multiple Silverado pickup trucks as well as an Express Cargo van.

The legacy of dependability built by Chevrolet will be called upon to execute the busy competition calendar of the Tire Rack SCCA National

Solo and Hoosier Racing Tire SCCA Super Tour programs, as well as the SCCA National Championship Runoffs.

Mike Cobb, SCCA President and CEO, notes the Silverados will be trusted with hauling three National Solo equipment trailers

essential for the implementation of nearly 30 events this year, including the year-end Tire Rack Solo Nationals. "We're ecstatic Chevrolet has again chosen to support the SCCA in 2018," Cobb says. "Trucks play a large role in the lives of our members, whether it is towing a racecar, helping their business operate, or serving as a family vehicle."

Each year, the National Solo program covers nearly 70,000 miles hauling equipment trailers to Championship Tour, Match Tour, and ProSolo events. Those trailers, ranging from 20-foot to 28-foot long, weigh between 8,000 and 12,000lbs. "Chevrolet is proud to partner with the SCCA as the Official Truck of the Sports Car Club of America, and proud that SCCA counts on Chevrolet to haul its important equipment and vehicles from event to event," said Jim Campbell, vice president of Performance Vehicles and Motorsports. "Chevrolet has a long history in performance and racing, and supports the efforts of SCCA racers from all around the country." 📍



CHECKERED FLAG: Marc Gerstein

Marc Gerstein, a 2007 inductee to the SCCA Hall of Fame and member of the Club since 1968, passed away on March 28 at the age of 82. Gerstein was a longtime fixture in Philadelphia Region and is

credited as one of the fathers of the Solo program. Gerstein was at the forefront of safety programs for both Solo and what is now known as the Time Trials program. Throughout the years, he had been an active

participant in Solo, hillclimbs, and Road Racing, holding official licenses in all three programs. For his service, Gerstein received the Solo Cup in 1978 and was the 2004 recipient of the Woolf Barnato Award.

"Marc was such an important and influential part of the Solo program and a fixture at National Conventions for decades," says Howard Duncan, SCCA's Senior Director of Rally/Solo.

The Club wishes to sincerely thank Marc for all he has done. While his presence will be missed, his impact will still be felt each weekend as autocross participants across the country head out to have a safe and fun experience. 📍



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TIME TRIALS TUNE-UP

A number of Time Trials Nationals primer events, designed to introduce and test the new format and give competitors the opportunity to experience the concept, are underway. The first falling on April 22-23 at Gingerman Raceway co-hosted by Southbend Region and Detroit Region, utilized the new TT Nationals format and classing.



Google Earth



Keeping racers safe with the Motorsport Safety Foundation

The Motorsport Safety Foundation has partnered with leading racing safety equipment company Momo to assist the SCCA in promoting driver safety throughout the 2018 race season. The Motorsport Safety Foundation has secured nearly \$20,000 in certificates for SFI- and FIA-approved Momo racing gloves, boots, or even a racing suit to be awarded at the discretion of the SCCA Chiefs of Tech at SCCA's seven remaining 2018 Hoosier Super Tour races across the United States.

"Many racers dedicate their resources around what makes the car go fast, but we all know that the most important factor in winning races is the driver," says Scot Elkins, COO of the

Motorsport Safety Foundation.

"With the right safety gear, drivers perform at their peak. That is why we are excited to partner with Momo, the leading brand in motorsports performance and safety, in our program supporting SCCA driver safety."

"Having fun with cars is what SCCA Road Racing is all about, and doing that as safely as possible is our priority," says Deanna Flanagan, SCCA's Director of Road Racing. "We're thrilled that the Motorsport Safety Foundation and Momo share our commitment to protecting drivers while behind the wheel. With their generous support, our SCCA event tech inspectors will be able to help drivers continue to realize their passion with safe race gear." 📍

2018 USRRC REGISTRATION OPENS

Registration for the 24th United States RoadRally Challenge (USRRC), SCCA's premier RoadRally weekend, is open at Motorsportreg.com. The 2018 running, hosted by St. Louis Region, with help from Southern Illinois Region, takes place Oct. 4-7. The annual celebration of sports cars and classic sports car rallying will test the teamwork, time-keeping, and route-going skills of SCCA RoadRally teams from across the country.

The 2018 USRRC will include four rallies - two Divisionals and two Nationals - beginning with a short nighttime Divisional tour on Thursday evening, Oct. 4, followed by two day-long National rallies on Friday, Oct. 5, and Saturday, Oct. 6. The weekend will conclude with a morning Divisional GTA rally on Sunday, Oct. 7, followed by an awards luncheon.

This year's USRRC will offer several special features, says event chairman Jim Heine. "In addition to the regular RoadRally classes defined by the RoadRally

Rules - Equipped, Limited, and Stock - we will offer two additional classes, Historic and Rookie," Heine says. "[The two additional classes are] designed especially for beginning or occasional rally teams, whether historic or modern, or for teams from other SCCA disciplines that might enjoy participating in the USRRC. Also, we've designed the weekend so that Historic and Rookie teams can run all four events or, if they choose, just the Saturday and Sunday events."

2018 will mark the fourth time the St. Louis Region has stepped up to host the USRRC. "We are the first SCCA Region to host the USRRC four times," notes St. Louis Region Executive Peter Zekert. "We were selected again for 2018 because of our central location and because teams that run the SCCA's National RoadRally series, of which the USRRC is a part, enjoy coming to St. Louis."

For more information about the 2018 USRRC, visit St. Louis Region's website at www.stlscga.org. 📍

Philip Royce



RALLY ON

Please observe, the USRRC is returning to familiar land in 2018, promising a challenging event.

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THE PERFECT WALL

I'm scared, and no, I'm not driving a pre-ACR Viper. I'm scared because I want to push hard for better barriers, but I also want to keep a good relationship with the racetracks I love, which is pretty much all of them, and the sanctioning bodies that stage the events where I love to feed my fast-driving addiction. I'm worried that if I continue to raise my head above the crowd and open my big mouth, I may not get to race as much as I might otherwise. But I am getting older, and I do not currently have a

little redundant here, but allow me to say again, I have never held safety as a high priority, especially where it comes to racetracks. In racecars, I followed the rulebooks, played it smart, but many times found safety rules kind of annoying. Then, in the natural flow of things, I raced and saw and *felt* what can happen, and safety consciousness happened.

But it never once occurred to me that my head should have its own restraint, even after that big impact at Mosport in 1989, qualifying for a World Challenge 24 Hour with my dear and trusted teammate Peter Schwartzott. Like many racing incidents, I blame him and he blames me. True, I hit him from behind in the middle of the daunting and thrilling Turn 2, but only because he slowed down to let me by, having seen me in his mirror, and knowing he missed the entry a tad. He did not realize I was in a major tank-slapper as a result, and I had just about caught it when *thump*, and both short and twitchy Honda CRXs went spinning off, well around the corner, into brutal bare concrete (I can almost hear the track people saying "This one doesn't need a buffer, nobody ever hits *here*").

The impact spun my head like one of those movie killings where one guy does a vicious quick twist of the victim to break his neck. I'm sure I almost became a statistic; neck sore and tight the next day. Whew, I felt that! Yet still, I didn't don a HANS until after the death of Dale Earnhardt. What did he hit, not looking like all that bad an impact on the tele? Bare concrete. I, and most of you, owe this vulnerable neck awareness entirely to Mazda racer Jim Downing and Dr. Bob Hubbard.

But guess what, people? If we had the existing technology of better walls, walls that catch cars and slow them gradually, we'd barely even need the HANS (although we should wear it anyway!). My point is that it is the shock of the g-max on impact that causes concussions and basal skull fractures, and concrete spikes through the roof, and Armco guardrails are not far behind.

My association with R.J. Valentine and Impact Safety Systems has made me see so much that I had just accepted over the years. Yes, R.J. is a successful businessman and lifelong racer and he is on a heroic mission – and he is right. That's why I am singing this song, too. Even

"Like many racing incidents, I blame him and he blames me. True, I hit him from behind in the middle of...Turn 2"

pro ride, and I see a real opportunity for a great leap forward in driver and racecar preservation. Why scared? Bottom line? Because track upgrades cost money, money is always tight, and tracks may hate me if I make them spend money. But know this: Absorbent walls save money in the long term. Oh, and bonus, reduced driver injuries = \$\$\$.

Forgive me, I know I am being a



brand-new tracks, of which happily there seem to be a lot these days, often still use antiquated barriers that can really hurt drivers and cars. Let's work to improve this.

Back in the late 1960s, Formula One champ Jackie Stewart was the leader of a movement to improve safety for drivers. These days, R.J. is the only one I have heard stepping up to ask for the next level: better barriers. And because they didn't exist, he created them.

The SAFER barrier used at NASCAR events is a good step forward at speedways, just isn't feasible for most situations, and only adds a foot or two of absorption anyway. We are talking about a freestanding, connected wall of softer, lighter barriers that will move with you, spreading out the impact shock. Racer Spencer Pumpelly wrote about "rogue cars," and I've been in them a few times, that completely lose brakes or stick 500hp throttles. In this situation, cars skim over gravel traps like they are not there. Wall contact speeds are tremendous.

Alvaro Parente's recent crash at St. Petersburg in the K-PAX Bentley is an excellent example. Street courses are tough but, in fact, many of our classic

road courses still have similar situations. Interestingly, freestanding tire walls were used there, but offset, perhaps to facilitate a lane for emergency equipment? Shooting straight down the short runoff, he hit tires that were stacked against the concrete Jersey barriers surrounding the circuit, and flew straight up into the air. He was able to disembark on his own, but staggered to sit aside, clearly suffering.

With driver gear like the HANS, we keep treating the symptoms and not addressing the disease. Better helmets, seats, head restraints, and the like help, of course, but the real issue is that g-force spike when the irresistible force meets the immovable object. And this will take money.

How much? Most tracks could be greatly improved for the cost of just one modern racecar or supercar. Ironically, I see them get destroyed regularly. The bonus of the absorption buffer is that it greatly reduces car injuries, just as it lessens damage to humans. Maybe this is an even better motivator? In my own crashes, I worry far more about the car than myself. Yes, I just figure I'm OK, but hope against hope that the car can be fixed, and soon.

I read recently about a circle track upgrading its walls, and it pissed me off. Two hundred thousand for new guardrail, concrete, and a 17-foot-high catch fence with cables, a response to two open-wheeled sprint cars clearing the old fence and landing in the paddock. Not a word about softening the blow for the drivers, only about containing the cars. Felt like they considered drivers expendable.

Drivers, it's up to you - it's up to us. Don't be scared, like me. Notice bare concrete, and ask for a buffer. Ask for a freestanding wall of connected barriers across that gravel trap. Two, would be even better. Gravel does not slow "rogue cars," the ones that need it the most. Speak up, drop remarks, and be willing to maybe pay a little extra for a while to help upgrade to modern impact-mitigating catch walls. Or, go out to the garage, car lover, gaze upon that beautiful machine, the one you are racing next weekend, and consider the time and money invested; the heart and soul. Think of far less damage if that Danger Ranger in your group manages to punt you off track, as he almost has already, more than once. Don't do it just for yourself, *do it for your racecar.* 🍅

IMPACT ZONE
(ABOVE) Several newer racetracks, like The Thermal Club, have incorporated modern barrier systems.



BUILDING SUCCESS
Zack Barnes might seem like a party animal, but dig deeper and you'll discover a savvy rules maker, SEB member, and someone who's not afraid to jump when the market's right, creating the Hurst Street Zombie Company (MAIN).



JUMPING IN

For Zack Barnes, autocross was just what the doctor ordered, but no one could have foreseen where that road would land him | WORDS Philip Royle | IMAGES Sean Rice

“I know I pushed back on the jumping thing - the thing is, it feels weird for me to jump,” Zack Barnes explains to me about the cover photo of this issue. “But maybe the ironic thing is that jumping, in a different form, is what led me to autocross and racing.”

Zack is a Houston Region member who, in the last 13 years, has become intensely involved in the Solo community, both Regionally and Nationally. Zack volunteers with his Region, currently sits on the Solo Events Board (SEB), and always seems to toss his hat in should the need arise. It wasn’t all that long ago that he was heading down a different path, however. Then things came crashing down.

“Back in college, which was 1997 to ’01, I was a mountain bike racer,” Zack explains. “I shattered my arm for the second time in 10 months - and by shattered, I mean I had plates and screws put in. The first time, I didn’t listen to my doctor. The second time, I was jumping a bike and I crashed, and I knew instantly when I hit the ground that something was bad.”

Following the first crash, the process of bolting Zack back together with a metal plate resulted in a stretched nerve. “I wasn’t in any pain the second time,” he says. “The doctor then had me sign a form that said he could take part of my leg or hip to put me back

“There’s now the better part of 17 screws and two titanium plates...in my arm”
ZACK BARNES

together again. I signed it, and the next morning I woke up and he checked my arm. It wasn’t until they took my cast off that I realized how bad things were.

“They were pulling out all of the staples from where they had to fix both plates - there’s now the better part of 17 screws and two titanium plates totaling just about two feet in my arm - and I felt nothing. He then put a cast on me from my fingertips to my armpit, and when that cast

came off, my fingers had begun to curl, which is a sign that the nerves aren’t firing right. [The doctor] basically said I was never going to ride mountain bikes again. I was like, what do I do?”

Recovery came next, which didn’t quite go as planned. “I’ll spare you the details,” Zack says, “but I know where the opioid crisis came from.” In 2004, now sober, the doctor recommended an alternative to rehab. “He suggested I take up driving cars, because all of the work he’d done to my right arm and shoulder would be on the inside. So I took up racing cars.”

Performance cars weren’t new to Zack. It turns out, his dad, who passed away just before the turn of the century, was a bit of a car nut himself. “He always had some kind of car that was slightly ‘hotted’ up,” Zack explains. “He had an RX-3 and he had a Triumph and a Porsche 944 Turbo, but the last one he had was a Volvo 850 turbo wagon. He put Porsche brakes on it and lowered it, and it had a little sport button that changed the boost and the way



CONE SPEEDER

Zack might sometimes refer to himself as “mid-pack Zack,” but he does have a pair of Solo National Championships trophies to his name.

the suspension rode. So, even though I was a bike racer, you can probably trace all of this to him.”

Zack’s path to the SCCA began innocently enough, with a 1993 Honda Prelude. “I did some street and canyon racing and saw some friends get arrested,” he says. “But there was a local autocross club in Austin, Texas - Spokes - which is a great club, so we started going.”

Autocross, he says, was a great outlet because it was something he could do on weekends, leaving the weekdays for studies. “Slowly but surely I got more serious about it,” he says. “Then, in 2005, I went to the El Paso SCCA National Tour, finished third, and got my first National-level trophy at my first National event. The rest has gone from there.”

That year, Zack loaded up and headed to Topeka for

the Tire Rack Solo National Championships at Forbes Field. But his wasn’t the normal “rookie” trip, Zack explains. It also possibly helped set the groundwork for Zack’s future commitment to the sport.

“The Hollis’ volunteered me as one of the course setup chiefs behind Andy Hollis - and that year was a complete disaster,” he says. “I remember the wind was blowing and it was freezing cold as we were trying to chalk the course - then it started pouring rain and the course started coming up, so we parked Corvettes idling over the spots to get the resin to set.”

The competition side didn’t go as planned, either. “At the time, we thought we were hot [stuff],” he laughs, perhaps not utilizing the word “stuff,” then apologizing for the phrasing. “We

“It was freezing cold when we were trying to chalk the course - then it starting pouring rain”

ZACK BARNES

showed up with a 2001 Honda Prelude that had an LSD and we were racing in STX. The car was PAX’ing in the top 10 [locally], and we thought, we got this.”

But, it turns out, Zack and his co-driver Andrew VanderPloeg didn’t. “I think I finished 31st out of 34,” he says, but through this process he realized his performance didn’t actually matter. “I met all of the people and realized I didn’t have to go [to Nationals] to compete for a trophy - the community that I’d lost from the mountain biking side, I could have a similar or better one in autocross.”

Zack’s competition journey wound from class to class, car to car, co-drive to his own build, and so on, with success here and there. But really, the most notable things were happening in the background. Along the way, Zack had become the vice-president of Spokes, and then he moved to Houston for work.

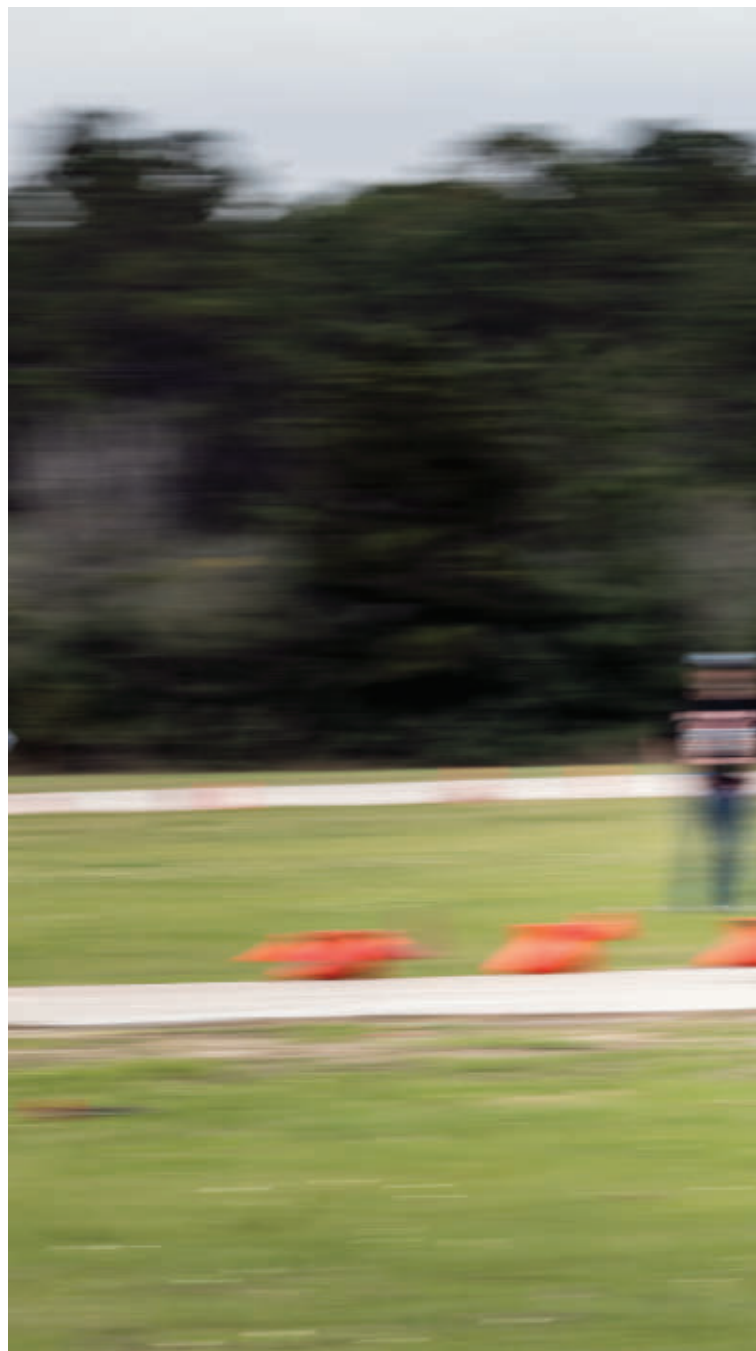
“I don’t want to step on any toes,” he says, “but when I moved to Houston, Houston Region kind of sucked. They didn’t have any social scene, they were fairly stagnant, and it was run by a bunch of guys who were always serious business - a Region is a place to build a core and have fun.

“Toward the end of ‘08 I kind of stepped in and took over as the Rookie Chief, I handed that to Daniel McCelvey, and he handed it back. So, for a good seven years one of us was the Rookie

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DO IT ALL

Whether it's assisting with course assignments (TOP LEFT), chalking cones (CENTER LEFT), or conducting driver meetings at autocross events (BOTTOM LEFT), Zack is quick to volunteer. But make no mistake, he's also there to compete (MAIN).

Chief, and he was the Solo RE for two or three. But I'd like to think the culture the Houston Region spun is not directly from me - it's indirectly from me changing things to more of the Austin Spokes way. Now Houston is sort of a Biergarten annex."

For the uninitiated, the Biergarten has become a

mainstay of the Solo National Championships paddock, hosted by Spokes.

"Around 2009 or 2010 I joined the Prepared committee, probably at the pressuring of Tom Holt and Steve Hudson," Zack says of his volunteering assuming National-level flavor. "After a year, I became secretary, then after



two years as the secretary I took over as the Chair. I stepped off at the end of 2015. As I stepped off, I think Brian Connors asked if I wanted to come over to the SEB, and I said no."

But a year later, he took that position on the SEB. "I didn't miss the rules committee thing, but I have a voice. I think the

world of Solo is going to see an upheaval in the next few years, and I think my voice is important as kind of that middle ground - a late-30s guy who's been doing this for a while. I see that the sport has to change because technology is changing, and I think I can contribute to that conversation. So, I signed on."

It's all too easy to look at modern car technology and get frustrated. As Zack points out, if you remove the car stereo from some modern sports cars, limp mode exerts its ugly head. Then, there are self-driving cars. Technology, he says, is marching along at an accelerated pace, and motorsport has to

determine its own future.

"About two years ago, Mary Barra, the CEO of GM, said that we're entering the most dynamic period in automotive technology ever, and that things are going to change in automotive technology more in the next five years than they have in the history of the automobile, as cars become



READY TO ROLL

At first blush, Zack seems like any fun-loving autocrosser, but once the helmet comes off, you'll find him involved with Houston Region business and the Solo Events Board, too.

their own entity," he says. "We're already seeing that on the Street level [of Solo] as cars come in with all sorts of electronics."

But Zack's not fearful of the future; rather, he's overtly bullish. "I'm never a doom and gloom guy," he insists. "Racing isn't going away, but the skill set necessary to race is going to change."

"I'll point to electronic power steering racks," he expounds. "[Solo's] Prepared and Modified classes are very analogue, but electronic power steering is beginning to play a part in those classes because it's small, compact, and it makes the cars easier to drive. Now, it requires all kinds of engineering and tuning to get it to work, but some guys are doing that. Electronic power steering hasn't been around for that long but it has trickled its

way down already. Megasquirt has already started doing traction control. There are aftermarket ABS systems, and they're super duper expensive, but I don't see the cost staying that high for that long."

Technology, he notes, always gets cheaper, "and it's always going to trickle down with time. There will always be racing, even when there are self-driving cars. People will be modifying those to beat someone else. I don't see technology eliminating the sport - racing will always be there in some form."

Zack's involvement in the autocross community has now spilled into other aspects of his life, with him heading up the Hurst Street Zombie Company, a now two-warehouse-strong storage and work facility for enthusiasts. During the week of our photo

"Racing isn't going away, but the skill set necessary to race is going to change"

ZACK BARNES

shoot, Zack was not only moving into the second warehouse and competing in a weekend Houston Region autocross, but he was also instructing at one of SCCA's Street Survival schools.

Regardless of Zack's involvement ranging from the Houston Region to the SEB, his big push is the event he went to early in his SCCA career. "I haven't missed the Solo National Championships since 2005," he says, likening it to a notable event he went to in 1999. "Nationals is kind of Burning Man for autocrossers," he says.

But it's more than that, especially for Zack, who's a strange combination of carefree appearance, adrenaline junkie, sports fan, detailed Solo rules pontificator, and diehard Solo Nationals fanatic. "I've seen Michael Jordan play, but I never got to play with Michael Jordan, and I won't walk onto a baseball field and play with Roger Clemens or Ken Griffey Jr., but at Solo Nationals, you get to walk onto the field and see where you fit. That's awesome! And maybe you can't beat them on the course, but you can beat their [butts] at big wheel ProSolo in the paddock. Sure, you're going to finish dead [freaking] last, but enjoy the experience - just go."

Perhaps "butts" and "freaking" weren't his exact words - in this case, it's only a small jump to figure it out. 🍑

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THE BIG TIME

For Josh Bilicki (MAIN and FAR RIGHT), landing a NASCAR ride was never on his list of things to do. But when you're hoping to race professionally, opportunities you previously hadn't considered become impossible to turn down.

A GLIMPSE OF REALITY



LAT / Nigel Kennedy

Racing professionally is all glamour and glitz, right? We get the lowdown from three SCCA Club racers who made the plunge

WORDS Reece White

MAIN IMAGE LAT / Brett Moist

Close your eyes and picture the biggest race you've ever competed in. Maybe it's the National Championship Runoffs or maybe it's your very first Regional. Recall the heartbeat, the anticipation, and the butterflies. Now imagine that if it doesn't go well, you could get fired from your job.

That took a turn, didn't it? But for those collecting a paycheck racing cars, driving professionally, that's essentially what happens every time a helmet goes on.

Let's be realistic, though. Collecting a paycheck for driving racecars is the (Sports Car Club of) American Dream. We'd all take the pressure and the adrenaline to find out if we've got what it takes - in a heartbeat. But, what does it take? That's the hardest question to answer.



LAT / Michael Levitt

GETTING THERE

Eric Curran (LEFT) may be racing an IMSA Prototype with Cadillac today (BELOW), but his beginnings were a little less auspicious, piloting an ITB Volvo in SCCA Club Racing.

“One of the drivers stepped out of the car and actually sponsored me for the weekend”
ERIC CURRAN

For Eric Curran, the road to IMSA Prototypes began in an ITB Volvo in the mid-1990s, and grew to an American Sedan Runoffs National Championship in 1999. Curran followed a path from World Challenge through the then-Grand-Am series, before graduating to the top level of the sports car racing world. “I’ve had a thousand people ask me what it takes to get into pro racing,” Curran says. “There’s no easy answer.

“I had a fortunate break in 2000 where I got invited to work on a guy’s car at the 24 Hour, and I brought my helmet and got to test the car. I was faster than all the drivers he had. One of the drivers stepped out of the car and actually sponsored me for the weekend.”

It’s not the strangest story of Club-to-pro racing glory, though.

That honor may fall to Josh Bilicki, who began Club Racing in Spec Miata near his Wisconsin home. “When NASCAR came to Road America, I looked at the entry list the Monday before the race,” Bilicki explains. “I noticed there was a team, Obaika Racing, that had both of their drivers ‘To Be Announced.’ I couldn’t find their team owners’ number, so I shot them a Facebook message and almost immediately got a message back that said ‘call our team manager, we’re interested.’ I really played up the fact that this was my home track.

“After some phone calls – and I had a little bit of sponsorship – they put me in the car,” he explains. “I really impressed the team owner, Victor Obaika, that weekend. He decided to put me in for



LAT / Michael Levitt

two more races that year, and they were both ovals. My first oval came in NASCAR in 2016 at Phoenix.”

That opened the door to a handful of races in 2017, including three in the NASCAR Monster Energy Cup Series. His showing there convinced Prevagen, a company that began five miles from his Wisconsin home and whose CEO heard Bilicki on a local radio station, to sign on for a full season of Xfinity Series racing in 2018.

For five-time SCCA National Champion Lawrence Loshak, his

approach was different. His first attempt at professional racing was to take his Club Racing team with him to Trans Am. The workload, he quickly learned, was too intense to operate that way. “When I first transferred into Trans Am, I tried to take my team with me,” Loshak says. “It was a pretty big undertaking. The big challenge is that we all had our day jobs. To prepare a racecar and then travel across the country with the rigorous schedule of Trans Am was pretty difficult. It was a big learning curve, and it was a brand-new car. It made more financial sense

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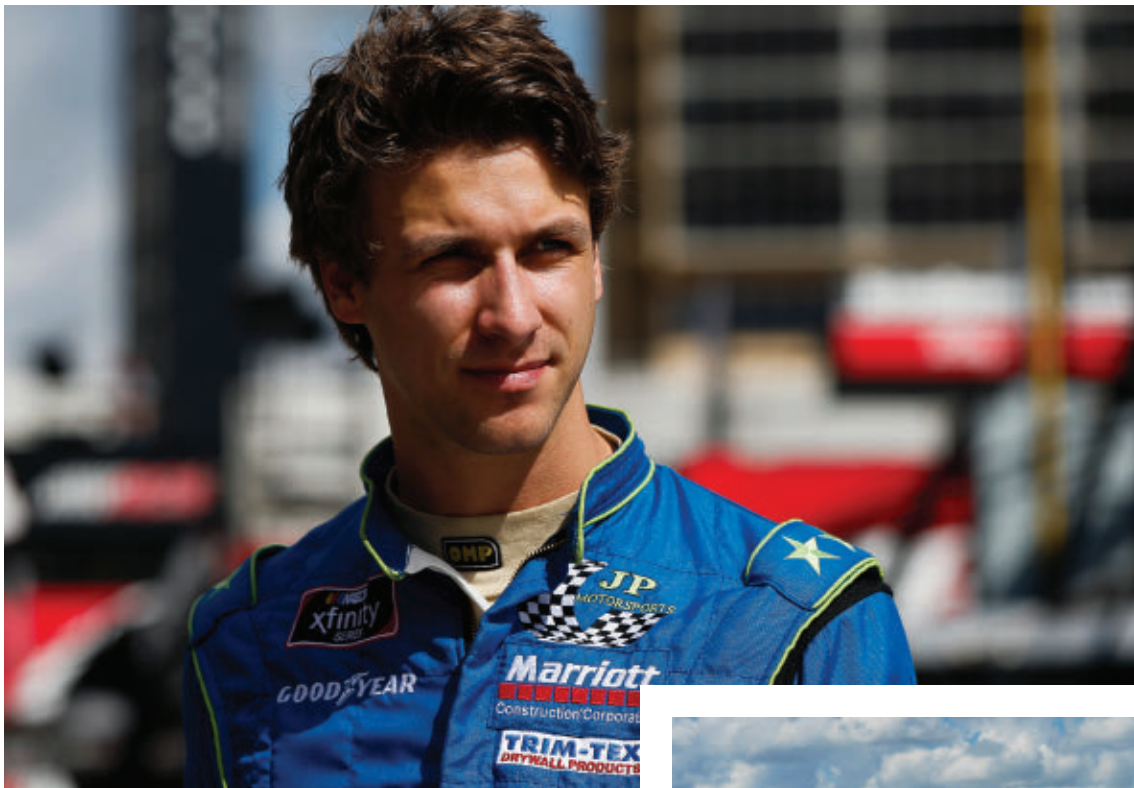


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LAT / Barry Cahill

BEING PREPARED
 Josh Bilicki's (LEFT) journey from SCCA Spec Miata to Grand-Am (BELOW) and now NASCAR (BOTTOM) involved keeping an eye on entry lists for teams in need of drivers.

"Five years ago...I would have told you that I had no interest in going to NASCAR"
JOSH BILICKI

to join one of the big teams that was already on the road." Loshak joined up with a team for Trans Am's TA2 class and now drives for Burtin Racing in the big class.

OK, so that's what it took for some drivers to get a ride - what else is there to know? One thing that's fairly constant in professional racing is the talent pool is deeper than at a Regional, and the competition is intensely serious. "You've really got to be on your toes, and really focused at the professional level," Curran says. "Fitness is a big deal. The cars are very physical to drive and very demanding. There's a lot of finesse as well, because things are so high speed; especially in a big down-force car like our car. You've got to be really quick, and push really hard, but you can't make a mistake."

And that's in a top-level

team, as Curran has finished in the top-three in the IMSA WeatherTech Prototype Standings each of the past three seasons (and was the driver champion in 2016).

Bilicki forced himself through a door that he hadn't previously considered and knows there is a steep learning curve ahead. "Five years ago, when I was in sports cars, I would have told you that I had no interest in going to NASCAR," he admits. "Now, I'm visiting all of these tracks, and everything is new to me. I find ovals to be more challenging than road courses, which is the opposite of what I thought. They're intimidating. You have walls, you're going 200mph into a corner."

Looking for opportunities doesn't just happen in the off-season. Bilicki even has to pick and choose his spots throughout the year. "If I don't



LAT / Scott LePage



LAT / Brett West

bring extra sponsorship per weekend, we're running on used tires," he explains. "We buy 10 to 15 lap tires off of Joe Gibbs or another team, and we'll buy them for half or a quarter of the price just to save money. At this level, we can't afford that. There's going to be weekends where we struggle, and by the time we get those tires the sweet spot is going to be gone. But there are weekends coming

up where we have a tire sponsor and I fully expect to be five or 10 positions higher qualifying and finishing the race."

Those are just some of the obstacles - you know, in addition to racing against the best drivers in the world and trying to keep on top of your game. It's a refrain that Curran has learned over and over again in his career.

"You can't relax," he says. "It's tricky because as I'm getting older, the competition is getting stronger than it ever was. My teammate now, Felipe Masr, is out of Formula One for two years and is 25-years old. He's one of the best drivers I've ever seen. My other teammate, Mike Conway, is a factory Toyota

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THE NEXT STEP

Lawrence Loshak (LEFT and BOTTOM), now runs in Trans Am's TA class (BELOW), but he began racing in SCCA Club Racing, winning Runoffs titles in EP, DSR, FB, and HP.

"Every race is the Runoffs. The level of preparation on the car, the team, mentally"
LAWRENCE LOSHAK

LMP1 driver. These guys are the best in the world. I have to continue to stay up with those guys. It's challenging! Especially when you're coming from an ITB sedan to an LMP Prototype."

But there is, believe it or not, some carry over from Club Racing. "Every race is the Runoffs," Loshak says. "The level of preparation on the car, the team, mentally. Of course, you can't win a championship every weekend, but the level of competition is the same. That's what we want when we go pro racing. We want to be the best [and] we want to race against the best."

Racing is the same, no matter the car. "I think a lot comes from Spec Miata that applies to NASCAR," Bilicki says. "That sounds silly, but even just rolling the speed and keeping the momentum up in those cars. Even on oval tracks. Spec Miata

was all about momentum, and it's important to keep it rolling. It's the same with NASCAR, even with more horsepower."

Remember all the work you do on your own at a Club Race? That actually comes in handy, even with a professional crew and engineers. "I think that actually helped me later in my career, because I had that connection of the driving and working on my car so I knew what a racecar needed to go fast," Curran explains. "I could talk it through with the engineers. But I haven't turned a wrench on a racecar in 10 years."

But more than anything, going professional racing is about sacrifice and choices. "I'm lucky to be where I am," Loshak says. "There's no secret to success except for persistence and dedication. I can only imagine what



Chris Clark



Chris Clark

else I could have done with all my time and money."

Versatility is important, too, because lots of drivers can simply go fast. "A big part of it that I didn't think about in Club Racing is the professionalism and how well you speak in front of a camera," Curran

says. "That's all a big part of what teams and sponsors want to see away from a racecar. I think some people just think, if I can get in a car and drive it fast, that's the end of it. But I've seen people lose their jobs by not speaking well in front of a camera."

While no one we spoke to would turn in the chance at professional racing success, something is different. "I miss the camp fires," Loshak says. "I miss my racing family that I grew up with. There are so many people I spent so many days and nights with [at SCCA Club races], and I don't see them anymore. I miss all that." 🍷

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IN THE NAME OF SCIENCE

Spraying bubbly after a successful SCCA Super Tour or ProSolo is fun, so we introduce safety glasses and questionable scientific method | WORDS Jason Isley | IMAGES Philip Royle

IN THE LAB

Our testing involved all kinds of measuring, record keeping, and other science type stuff, like maintaining detailed notes of each bottle's volume (LEFT) and weight (BOTTOM LEFT).

A race's victor standing atop the podium spraying competitors, crew, and the press with champagne is as old as motorsport itself - only it's not. Undoubtedly, the bootleggers of the 1940s that spawned NASCAR will have spilled their share of liquor in the name of motorsports, and it's also fact that in 1950, Moët et Chandon began furnishing bottles of bubbly to race winners at the nearby Gueux circuit in Reims, France, but it would be more than a decade before we saw "the spray."

Likely, no one will refute the legendary Dan Gurney as being the originator of the champagne spray, courtesy of his Le Mans victory in 1967 when he was handed a magnum and simply couldn't help himself - and to this day, the story lives on courtesy of Gurney's All American Racers website. "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 is quoted as saying. "It was a very special moment at the time, I was not aware that I had started a tradition that continues in winner's circles all over the world to this day."

While Gurney was the first to purposefully shower those around him with bubbly, the first victory lane "spray" on record actually came courtesy of Jo Siffert - and like many great things, was the result of an accident. Upon driving his Porsche 906 to victory at the 24 Hours of Le Mans in 1966, Siffert was handed a bottle of champagne. Little did

Siffert know that this particular bottle had been left sitting out in the sun, and as the bottle warmed, the pressure inside grew. No sooner did Siffert have the magnum in hand, the cork failed and he sprayed the nearby crowd. Oops. But what might have been an embarrassing faux pas for Siffert - and a celebratory act by Gurney - has become a tradition now deeply ingrained in the fabric of motorsport.

Saddened by the passing of Gurney earlier this year, we set out to discover how to maximize that moment of glory when you stand the victor and have your chance to spray. You know, in the name of science and all.

THE PREPARATION

Thanks to Mazza Vineyards, the Official Sparkling Wine of SCCA, triumphed competitors at the National Championship Runoffs, Hoosier Racing Tire Super Tour, and Tire Rack ProSolo National Series events get the opportunity to channel Gurney and other racing greats as they pop the cork. So, who better to help us figure out what makes the bubbly spray the best than the people who make the sweet nectar inside, particularly since founder Bob Mazza is also an SCCA member and racer?

For our test, Mazza Vineyards sent us an assortment of bottles used for Super Tour and ProSolo events so we could begin our quest for the ultimate podium spray. So, with 13 bottles, or 9,750ml, of Mazza Vineyards sparkly in hand, we hit *SportsCar's* super scientific test facility - otherwise known as the parking lot.

We prepared a number

of bottles by placing them overnight in an ice-filled cooler, much like you would see at an SCCA event. Also, following the advice of Mario Mazza, Vice President and General Manager of Mazza, we prepped several warm bottles, too (i.e.: we scientifically left them in a car during the day). "The more shaken and warmer, the fizzier the wine will be," he'd told us prior to our testing.

THE TESTING

We determined there were three basic techniques to spraying bubbly (all of which involve using your thumb at the end of the bottle to decrease the exit area, thus increasing fluid velocity and maximizing entropy - you know, science stuff). The most common method of spraying we've seen involves shaking the bottle like a mad man, opening it, and letting it rip. Then there's the more refined method of opening the unshaken bottle, putting your thumb on top, and agitating to the desired level of spray. Lastly - and by far the most creative we've witnessed - was one we observed Marc Hoover use during a Super Tour podium. Hoover opened the bottle, blocked the end with his thumb, knelt down, firmly slammed the base of the bottle on the wood podium, then stood, shook the bottle, and sprayed.

If your goal is a glorious spray, our testing showed the Hoover, or "slam," method provided a spectacular eruption of sparkling wine. However, it's worth noting that we were very apprehensive to test this method - the potential for something to go wrong is exponential. In addition, we found this method to have a general





PRACTICE MAKES PERFECT

Creating the perfect spray (LEFT) takes practice, so we blasted through many bottles (BELOW) perfecting our form prior to the official testing. During the test, detailed notes were taken (BOTTOM) because, you know, science. To duplicate our findings, or to simply enjoy SCCA's official sparkling wine for yourself, head to www.enjoymazza.com.



lack of spray control. The body of the spray was impressive, but the reach was short - roughly 16 feet - and upon measuring the contents afterward, we found 480ml still inside the 750ml bottle. It was a good show, but not the best when it came to distance and volume used.

Shaking the bottle and popping the top, sending the cork flying and then quickly covering the end of the bottle to spray, is a tried and true technique, but we found it was also far from the best. This method resulted in a 14-foot reach and left us with 450ml remaining in the bottle. Our suspicions are that too much pressure is lost before you can get your thumb in place to control the flow of liquid, resulting in poor distance. Also, the cork flew quite a distance and could result in someone getting poked in the eye. Remember kids, don't run with scissors, and don't pop corks at people's faces.

By removing the cork before shaking the bottle, we had the chance to harness the full force contained inside. We also found that by shaking the already opened bottle with our thumb in place, we had immediate control of the flow and could reach 18 feet with ease. This method also depleted more



"It was a very special moment at the time, I was not aware that I had started a tradition"

DAN GURNEY

of the contents than the other methods listed above, leaving us with only 400ml in the bottle.

In watching videos of some of the best in the business on the podium, we noted that many seemed to pump the bottle. This simple fore and aft jostling of the bottle (it almost appears as if you're going to toss the bottle) forces the fluid to the opening and adds inertia (another science term, kids). Employing this maneuver to any of our previous tests instantly

yielded an additional two feet of distance and sent a lot more liquid flying. The "pump" could reach in excess of 20 feet and left only 300ml in the bottle.

Warm bottle tests were left for last, and were met with mixed results. While it did provide a much frothier spray, similar to the "slam," as we began to call the method, it left for a worse tasting sparkly - and taste was important to us (although, admittedly, now roughly 10 bottles into our test, our objectivity of taste was suspect).

WHAT YOU NEED TO KNOW

Our findings were simple: spraying bubbly is fun. What method is *SportsCar* approved? As with everything, it depends. If your goal is to maximize distance

and volume used - which is always our goal - then open the bottle, cover the mouth of the bottle with your thumb, shake, slide your thumb to make a slight opening, and pump away until the fun stops flowing. If, however, you want more to drink than the roughly 300ml the previous method leaves, don't pump the bottle.

If after all of this insightful information you find yourself unable to match the spray you see your racing heroes achieving on the podium, keep in mind they may be using different equipment. A "standard" bottle, like the ones we tested (like the ones featured at Super Tours and ProSolos) contains 750ml. The 2017 Runoffs, meanwhile, featured a magnum bottle, which is double at 1.5L - similar to what is found at many professional races, and the one that started this whole funny tradition. More heft and volume makes for increased bottle velocity, thus longer and more spectacular spraying action ensues.

Of course, never to be outdone, the world of F1 takes it up a notch by utilizing the 3L Jeroboam bottle for podium celebrations - but they have a lot more crew to spray, so we'll cut them some slack. 🍷



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PREVIEW: 2018 USRRRC

With the United States RoadRally Challenge set to hit Southern Illinois in early October, now's the time to learn what's in store – and register | WORDS & IMAGES James Heine

After a 13-year absence in the area, the SCCA's United States RoadRally Challenge (USRRRC) returns to the rural roads of Southern Illinois on Oct. 4-7. Organized by St. Louis Region with the support and endorsement of Southern Illinois Region, the 2018 event is set to be one that challenges newcomers and experienced rally competitors alike, and you need to be there.

The Hampton Inn in Columbia,

Ill. (a St. Louis suburb), will serve as the headquarters for the four-day (Thursday to Sunday) gathering, with the entry fee for the 2018 USRRRC being a modest \$250. It's important to note that there will be special rates for Historic and Regional teams who may desire to run only the Saturday and Sunday portions of the weekend.

"This is the 24th edition of the USRRRC, and we are the first SCCA Region to host it

four times," says Peter Zekert, St. Louis Region Regional Executive. "We last hosted it in 2005, when we stepped in for an East Coast committee that unexpectedly lost its chairman and chief organizer to a heart attack. We were selected again for 2018 because of our central location and because teams that run the SCCA's National RoadRally series, of which the USRRRC is a part, enjoy coming to St. Louis."

Last year, the SCCA's Arctic Alaska Region played host to the annual event, with Anchorage, Alaska, serving as the headquarters city. In 2016, the USRRRC, under the guidance of SCCA's New England Region, showcased the rural roads and fall colors of Vermont. Before 2005, St. Louis Region with help from Southern Illinois Region hosted the USRRRC in 1998 and 2001.

As with this year's USRRRC, the 2001 and 2005 St. Louis-



THIS WAS THEN, YOU CAN BE NOW

(LEFT) On the 2005 USRRC hosted by St. Louis Region, driver Jason Miltenberger and navigator Scott Johnson turn onto Hunter School Road in Madison County, Ill., during the damp and chilly In Jeopardy GTA portion of the weekend. (BOTTOM) Driver Dave Jameson and navigator John Sears drop down from Levee Road onto DD Road in Monroe County, Ill., during the Oct. 22, 2005, running of Le Petit Rallye du Rocher National Rally, one of three back-to-back National events that comprised that year's USRRC.

based Challenge events were run in Southern Illinois, observes SCCA Southern Illinois Region RE Chris Albin. He is pleased that the October weekend will again highlight the rural landscape of the Metro East.

"There is a long history of cooperation between our Regions, not only in rallying, but also in other activities, and this is just another example of how the Mississippi River doesn't divide us," he explains.

Zekert adds that this year's USRRC will begin with a short nighttime rally on Thursday evening, Oct. 4, followed by two day-long RoadRallies on Friday, Oct. 5, and Saturday, Oct. 6, and conclude with a morning rally on Sunday, Oct. 7, that will be capped by an awards luncheon.

"We are looking forward to hosting this event again, and we believe rally teams will find the weekend enjoyable," Zekert says.

Registration for the USRRC is already open, so head to scca.com/roadrally to sign up. For more information about this year's event, check out scca.com or St. Louis Region's website at stlscca.org. 📍



KNOW THE AREA

Columbia, Ill. (columbiailinois.com), is both an historic Southern Illinois town with roots that date to the 17th century and a modern, prosperous suburban community. Its historic Main Street, with its German vernacular buildings, remains the heart of the community as well as a shopping, tourist, and restaurant destination. The city is home also to a vibrant business community and diverse recreational activities. Its 63-mile "Not So Secret Training Loop," for example, has been named the best bike ride in Illinois by *Bicycle* magazine. So, like with the 2017 USRRC in Alaska, come early and enjoy the area before jumping into the weekend's competition.

ABOUT SOUTHERN ILLINOIS

Comprising the southern third of the state and beginning roughly south of Interstate 70, Southern Illinois (illinoisouth.org) offers features distinct from other parts of the Land of Lincoln. The farther south one travels, the more "southern" the region becomes, a heritage of its early 19th-century immigrants from Kentucky and other parts of the upper antebellum south.

In terms of population and economy, Southern Illinois claims the largest metropolitan region – the Metro East – outside of Chicago, an energetic business climate, two of the state's leading universities (Southern Illinois University – Carbondale, and Southern Illinois University – Edwardsville) and a major military installation, Scott Air Force Base, as well as Scott's civilian aviation neighbor, MidAmerica St. Louis Airport.

In terms of topography, the region offers a more varied landscape than the tabletop evenness of central Illinois or the glaciated ruggedness of its northwestern portion. As in much of Illinois, agriculture remains an economic cornerstone, but it is a more diverse industry in Southern Illinois than the corn/soybeans culture in Central and Northern Illinois.

As a home for SCCA rallying, the St. Louis and Southern Illinois Regions of the SCCA have explored the country lanes, roads, and highways of Southern Illinois with great success since the founding of the two Regions in the years after World War II.



MEET ST. LOUIS REGION

St. Louis Region, some 800 members strong, offers track and Time Trials events, Club Racing, RallyCross, RoadRally, Solo, and Street Survival School programs to educate and provide safe environments for individuals to enjoy their street-legal (daily driver) vehicles and purpose-built racecars. The Region is home to more than 80 SCCA National Champions and has been recognized three times by the SCCA as the Region of the Year in its member category.



An analogy is in order. Ask any driver, amateur or pro, what they're working on and you might hear such topics as focus and concentration, physical fitness, strategy and tactics, or race craft. Ultimately, however, no matter what they say, it really boils down to performance. Ask the same question of any leader - from supervisor to C-Suite - about what keeps them up at night, and "performance" is at the top of their list. While performance can

mean a variety of things to a variety of people, it always comes down to outcomes and results.

Performance in auto racing depends on three factors: the course (performance will be better if the course is well defined and understood); the car (tires, brakes, suspension, engine, transmission, aerodynamics, cockpit and gauge layout, and fine tuning make a big difference on performance); and the driver (good drivers who know the course, know how to drive the

car, understand what gauges are telling them, and who possess skills such as decision making, risk taking, resilience, etc., will have better performance).

It turns out that performance in a membership organization like ours is similar, especially in SCCA's Member Services department - the department most of you interact with during membership renewals. For this department, there's the process (performance will be better if the process flow is well defined

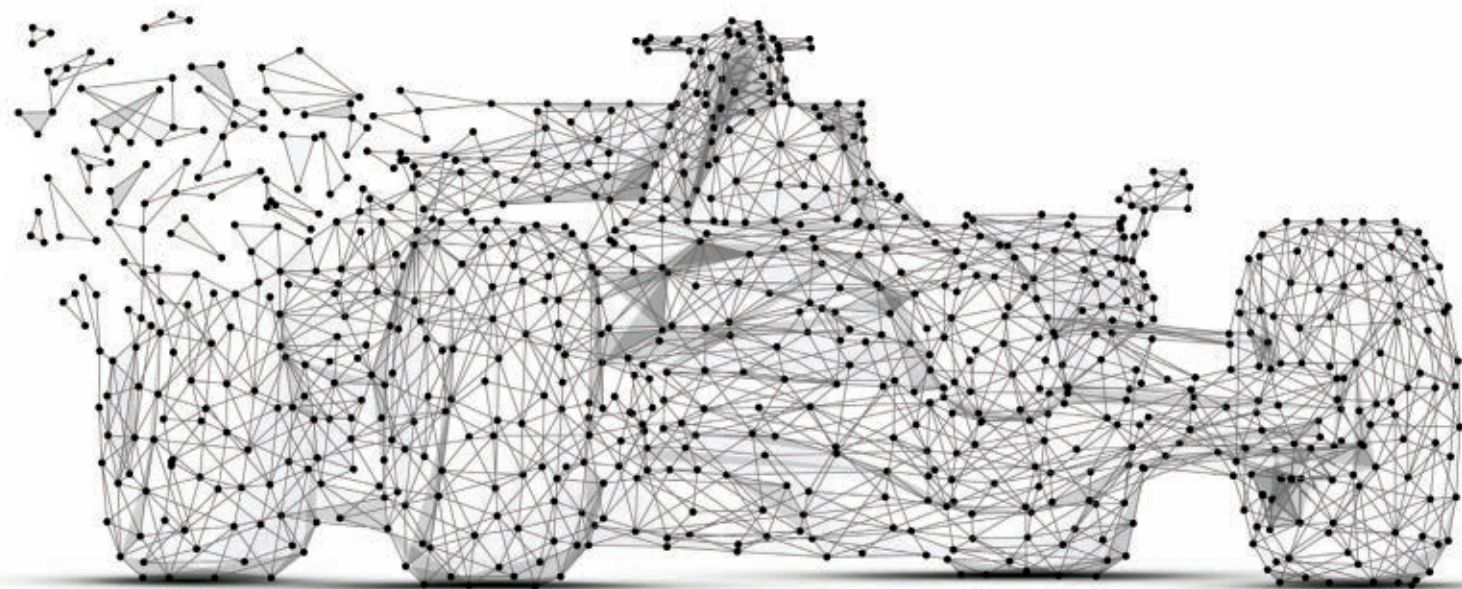
and understood), the tools (integrated systems, performance indicators, spreadsheets, automation, and reports make a big difference), and the employee (good employees who know the process, know how to use tools, understand what indicators and reports are telling them, and who possess other skills such as decision making, persistence, etc., will have better performance).

What does this mean? Basically, putting good drivers in bad cars on a course they

A WINNING FRAMEWORK

SCCA's Member Services Team is improving performance and the member experience, leaving you to concentrate on the fun stuff

WORDS Chris Robbins, with Aimee Thoennes





SCCA'S MEMBER SERVICES TEAM

(Clockwise, from top left) Kathy Cowen, Janet Farwell, Chris Robbins, Lori Price, Sally Downs, Aimee Thoennes, Candice Bailey, Deena Rowland, and Loretta Harder.

don't fully understand will make their performance suffer – and, it turns out, the same thing happens with good employees. Although, it should be noted that employees who strive to get results while keeping a positive attitude despite the challenges they face are true unsung heroes.

Have you ever tried to untangle multiple strings of holiday lights? That visual goes a long way in describing the intertwined processes of SCCA's Member Services. It's frustrating for the staff and the members. In fact, we know it's frustrating for the members based on some of the questions we've fielded this year alone, like, why did I not get a renewal statement, why did I receive four membership cards in the past three months, why were my VIP and Referral credits not correctly applied, and why can I not renew online?

If you've called or e-mailed SCCA's Member Services department with one of these questions, please know a caring and concerned person was taking care of your needs. Also know that the causes of these frustrations are being diagnosed and fixed as fast as possible. But these issues frustrate the team at SCCA's National Office because our members are not getting the experience they deserve.

Luckily, the SCCA Member Services Team is full of unsung heroes, and despite the challenges, they've already accomplished a lot in a short time. Since moving into her new role in late January, Member Services Manager Aimee Thoennes has been focused on learning, assessing, identifying, prioritizing, and problem solving. "Part of the learning process

meant I worked in the call center to receive member phone calls, process memberships and licensing, as well as provide e-mail responses to requests and inquiries. This helped me understand our team's frustrations and our members' frustrations," Aimee says.

She found that the team and our members want the same thing. "Members want a fast and easy process," she points out. "Ideally, to renew online with a few clicks, upload a form and voila – go experience SCCA! The Member Services Team also wants a fast and easy process. We are working closely with providers to better utilize our software, and with our web partner to improve functionality on the Member Profile page. Internally, we are reviewing system improvements that we directly control. When these three pieces are operating smoothly and efficiently, the member experience is positive."

Here are some of the things we've done related to the people and process buckets SCCA President & CEO Mike Cobb shared at the 2018 SCCA National Convention.

PEOPLE

"Our objective is to demonstrate proactive customer service both internally and externally" – MIKE COBB

We are developing a culture of customer service and hospitality through role and goal clarity, training, and goal setting. The department has regular

meetings focused on improving engagement and satisfaction, including ways for employees to measure their own performance.

Staffing needs were determined based on service-level requirements and the feedback received. "In mid-March, we added a full-time Customer Service Specialist position and a part-time Support position," Aimee says.

Making processes easier – less cumbersome or less error prone for the staff – is helping them feel better and accomplish more. "Our team is working every day to embody an attitude of service and hospitality while we improve our processes both internally and externally with the primary purpose of serving the member through an improved experience," Aimee notes.

PROCESS

"Our objective is to improve our service processes to improve the member experience." – MIKE COBB

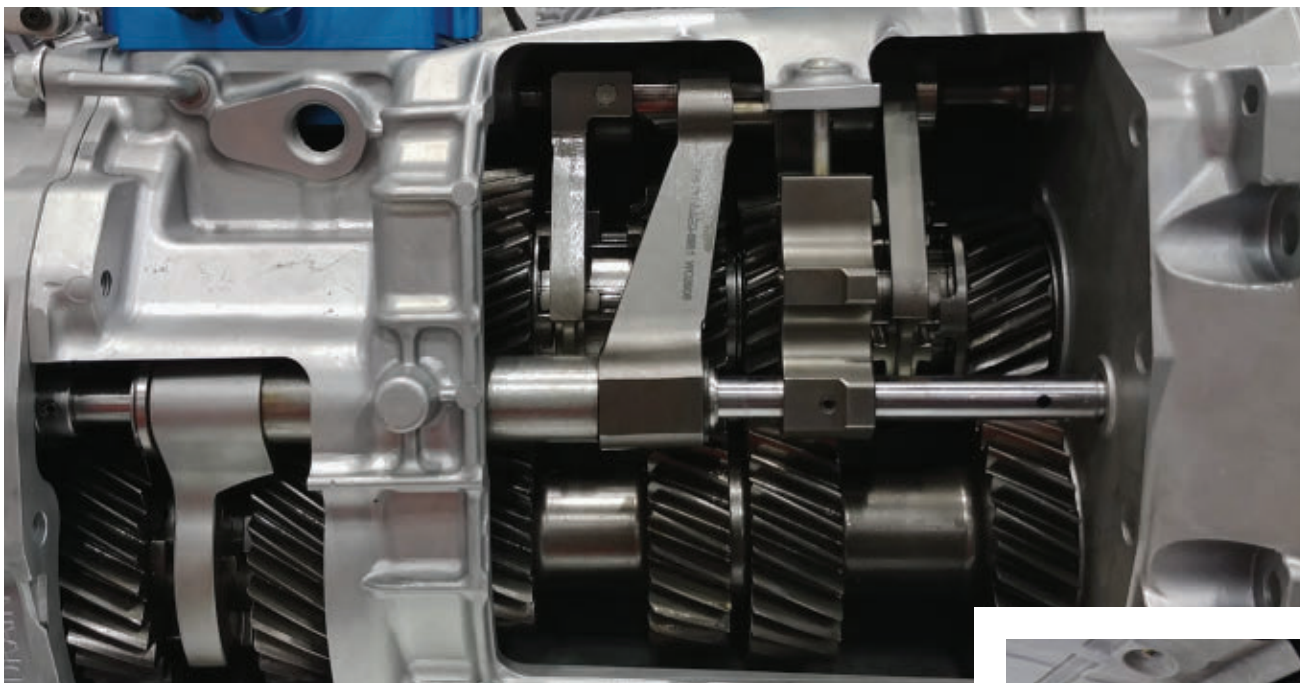
Communicating consistently with the members and staff has uncovered opportunities to improve, and service-level and process improvements are continually being researched and changed as needed. Membership Renewals, VIP and Referral Credits, Multi-Year Packages and Member ID Cards are just some of the processes that have either been improved or are in the process of being improved with the help of the IT Team, allowing

us to make headway on improving the member experience processes.

"Our priority is on processing new memberships, renewals, and licensing," Aimee says. "Short turnaround time keeps the world in balance. As we better utilize our software, improve the online experience for the member, and work smarter internally, we can keep turnaround short even at peak volume."

The plucky Member Services team is constantly improving. As the system is retooled and reorganized, however, we ask members be patient as we work toward our goal. Honestly, the sheer number of process changes needed is quite overwhelming, and we're still honing accurate performance data on participation and member numbers. We are also still developing a better process for tracking member questions or concerns.

A good crew chief understands the strengths and weaknesses of a car, repairs, or replacement parts, and makes tweaks for best performance while the driver studies the circuit. Combined, their efforts help the team to win. The leaders in Member Services are doing the same thing. We're looking at our strengths, weaknesses, and opportunities to tweak, repair, or replace processes while the staff is learning and practicing new ways of performing at a high level, all the while enabling the you to concentrate on the reasons why you became a member of the SCCA. Together, we're all driving for the win. 🏁



MIND THE GEARS

Engine oil may get the glory, but gear oil is the workhorse that propels you forward | WORDS Jason Isley | MAIN IMAGE Philip Royle

Selecting the right gear oil for your car's transmission and differential can help ensure a long service life and consistent performance on track and off, but how do you know which oil to use? There are many unique applications out there, but while most specify a gear oil to be used, it's not unheard of to see automatic transmission fluid or even motor oil to be used in a manual transmission. The safe bet is utilizing the gear oil recommended in your vehicle's factory service manual; outside that, there are rules of thumb you may want to follow.

Since most manual gearboxes utilize some type of synchronizer, they are typically going to want an API GL-4 fluid. Generally speaking, a GL-4 fluid is engineered to work with OE-style synchros, meaning it is yellow metal friendly - in transmission terms, yellow metals refer to

copper, bronze, or brass components. At the risk of oversimplifying it, a GL-5 fluid may have twice the level of sulfur or phosphorus, chemical elements that are not yellow metal friendly. Additionally, a GL-5 fluid may not offer the proper amount of friction needed for a transmission synchro to do its job correctly, which could result in damage to the synchro or gear set.

Jamie Houseman of Houseman Autosport is well known in racing circles for his custom transmissions, so we asked for his thoughts when it comes to competition scenarios. "For synchro gearboxes, we recommend a specific synchro designed lubricant," he explains. "We have found that full synthetic lubricants are too slippery for synchro gearboxes and transaxles, since the full synthetics do not allow synchros to do their braking action job."

For a competition specific application, like a manually shifted dog engagement transmission or sequential, Houseman notes that a GL-5 fluid could be used because those types of boxes are not using stock-type synchronizers. "We recommend a 75W-90 viscosity full synthetic gear oil for all full competition gearboxes and transaxles," he says.

The differential in a rear-wheel-drive car is another beast all together. In the differential, you typically have a ring and pinion gear that intersect at 90 degrees, and as the gears rotate, the faces slide against each other - there is a lot of friction happening here with the potential for intense heat, so this application calls for a more aggressive additive package like those found in the GL-5 gear oils. While there are many GL-5s on the market, one such example is Mobil 1's Syn



Jason Isley

MAINTENANCE TIME

Your transmission (TOP) and differential (ABOVE) see a lot of abuse. Regular service intervals and the right fluids will help keep your car on track instead of in the pits.

Gear Lube LS 75W-90, which the manufacturer states combines wax-free synthesized hydrocarbon base oils and extreme-pressure, limited-slip, sulfur-phosphorous additives to benefit rear-drive differentials. Do note, however, that while you rarely find yellow metals in a differential, you should check with your manufacturer's specs to be safe.

Beyond this, if you find yourself in a fog after looking at the various fluid options for transmission and differentials, talk to someone who services track-used units. Their real-world experience can potentially save you both time and money in the long run. 📍

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THE BATTLE BEGINS

The SCCA Pro Racing Trans Am Series kicks off the 2018 season with a Sebring humdinger

WORDS Clark Trexler, edited by Philip Royle
IMAGES Chris Clark



Defending Trans Am TA class champ Ernie Francis Jr. started the 2018 season in the same fashion he brought 2017 to a close, on top. Francis began the 100.98-mile race at Sebring International Raceway on March 4 in second position, chasing polesitter Paul Fix, but the pursuit was not a lengthy one as Fix slowed and was eventually sidelined by mechanical issues just five laps in.

From then on, Francis would lead the 17-car TA class field, building up a comfortable gap on Lawrence Loshak and Chris Dyson - Dyson then overtook Loshak on lap 14 and settled into pursuit of Francis. A full-course caution came out on lap 21 bringing the field back together and providing Dyson the opportunity to challenge Francis for the lead, albeit with lapped traffic between them and

with only three laps remaining. Trailing in third was perennial frontrunner David Pintaric.

Francis was able to keep Dyson at bay, however, taking the checkered flag to secure his 11th career TA class victory on a weekend where the Breathless Pro Racing team and crew worked tirelessly to help bring home the win - an effort that included a complete aero swap, clutch change, and engine change

over the course of the weekend.

"This was a really tough weekend for us," Francis said after the race. "Coming out here as the champions from last year, we knew we had a target on our back. Mechanical issues just kept popping up on the car; we were up until midnight the first night, midnight the second night, and three in the morning last night - all working on this car. But the crew got it done. The 98



SUCCESS AT SEBRING

(LEFT) The season opener at Sebring was a barnburner with tight racing for the win in TA2, where Marc Miller moved up from fourth on the grid to take the win. (BOTTOM) Defending TA champ Ernie Francis Jr. fended off all challengers to claim his 11th class win.

Original Frameless Shower Door/R&B Company Ford Mustang was fast. We had the pace, and it was consistent from beginning to end.

"I knew Chris [Dyson] was going to be quick," Francis continued. "He's in a Meissen chassis, too. We knew he had a good setup, and he's a good driver - the traffic between us wasn't going to slow him down. We didn't want to see that restart, but it made for an exciting finish and the No. 98 was there for the push we needed at the end."

In TA3, defending champion Mark Boden captured the class win for the second consecutive year, outlasting teammate Tim Kezman in a battle that saw five lead changes over the first 19 laps despite Kezman eventually cutting a tire and retiring from the race.

In TA4 Andrew Aquilante was victorious as he debuted

up a three-second gap on second position. However, he was reeled back in by a set of full-course cautions on laps 16 and 18.

With Matos back within reach, Miller, who had worked his way up from fourth position to second, followed closely, swapping positions once, but was unable to make the moves stick. However, opportunity presented itself when the leaders entered traffic on lap 24; and with Matos slowed by a lapped car in turn 15, Miller made the pass.

"The race started a little up and down for us," said Miller. "I didn't get a great start. Shane Lewis, not through any fault of his own, got into the back of me - I didn't accelerate fast enough and fell back to fourth. I knew how good the car was under the brakes, and I had a great run out of Turn 7 - that combination gives you a great chance of making a pass at Turn 10, where I made up most of my positions. With Rafa, that last pass was just an opportunity; I saw him really trying hard to keep me behind him and he slid wide and I pointed it by him."

"It goes without saying that this Series is tough," he continued. "You've got a lot of really quick drivers; and if you are off just a little in setup and you overdrive early, it's going to be tough for you. Joe Stevens was on the radio reminding me we still had 30 minutes to go and to just take care of the car; a caution will come out, and you'll have an opportunity. I had a bit of a power steering issue and fuel starvation toward the end; we had to switch to reserves, so those make the emotions high - but nothing beats the emotion when you take the checkered flag and stand up on the podium." 🏆

"Nothing beats the emotion when you take the checkered flag and stand up on the podium"
MARC MILLER

the Heinrich Heritage Chevrolet Camaro, built specifically for Trans Am's TA4 class by Phoenix Performance. Aquilante was pursued heavily by defending TA4 champ Brian Kleeman before Kleeman began experiencing fuel issues and was forced into the pits.

In the TA2 class' independent competition, Marc Miller emerged victorious after a race-long pursuit of polesitter Rafa Matos. Matos would lead the 31-car TA2 field for the first half of the race, building

THE RIGHT FIT

We've all seen tires pinched, stretched, and beaten into submission to fit a wheel, but is it recommended? | WORDS Jason Isley | IMAGES Philip Royle

A utocrossers have long been known to take tire fitments well beyond the design specifications in the search of speed, and some road racers have done likewise, but does pinching a monster tire onto a skinny wheel really equate to quicker lap times? Adversely, does stretching a tire onto a wider wheel help a lazy car turn better? It turns out, the answer is not so simple.

It doesn't take long to realize that a tire from one manufacturer stamped with a width of 205mm does not necessarily compare to the same size tire from another manufacturer, but the reality is that the labeled sizes are dictated by an outside source, as are the recommended wheel sizes for the tire. "The approved rim widths for a given size, as well as the

tire dimensional window, are defined by industry standards established by the Tire & Rim Association (TR&A) or European Tyre and Rim Technical Organisation (ETRTO)," explains Peter Calhoun, Motorsports Marketing Manager for BFGoodrich Tires.

The same process applies for both passenger car tires and competition tires. "We follow the TR&A guidelines," says Tim Gilvin, Circuit Racing Product Manager at Hoosier Tire. "In our A7/R7 spec section, you'll see a measured wheel width, [and] that comes from the Department of Transportation. So, technically, every manufacturer's P225/45 is measured on the same wheel width. Then the DOT gives us a 'window' based on the section width - not tread width - to call a tire a certain size."

Armed with a size, the tire manufacturer will then offer a range of approved wheel widths for the fitment - this can range by a good amount depending on the size and use. "In the slicks, their sizes are made more for a specific chassis, so you won't see many rim widths available," says Gilvin. "They are more specific front/rear made; 9- or a 10-inch-wide rim front, and 12- or 13-inch-wide rim for a rear application, as an example."

How do you pick the optimum size wheel for your tire? "The rule of thumb is, for the best tire performance you want to stay rim width to tread width, plus or minus a half inch," says Gilvin, also noting that this is not always an option, either due to class rules or fitment issues.

What happens when you go outside of

205/50-15 ON 6-INCH WIDE WHEEL

205/50-15 ON 7-INCH WIDE WHEEL



the recommended range? "The impact varies depending upon tire sensitivity," says Ken Payne, Technical Director at BFGoodrich Tires. "Going outside the recommended rim width range compromises the way loads are managed by the tire and impacts the shape of the contact patch. Steering precision, grip, breakaway progressivity, transient stability, and wear can be impacted." But Payne does have a recommendation. "For track-oriented use, it is often better to be on the wide side of wheel width for a given tire rather than a wide tire pinched down on a narrow rim."

If you are not up to speed with all of the technical terms and measurements emblazoned on the sidewall of your favorite tire, Tire Rack has an excellent

educational section at www.tirerack.com. In simple terms, however, a tire's section width is the distance from its inner sidewall to its outer sidewall, and tread width is referred to as the measurement of the tread design, although with many tires having rounded edges these can be difficult to measure.

Wanting to test some of the data we found on Tire Rack's website, we picked up a set of BFGoodrich G-Force Rival S 1.5 tires and an assortment of rims to measure them on. Our 205/50-15 tires would be

"It is often better to be on the wide side of wheel width for a given tire"

KEN PAYNE

205/50-15 ON 8-INCH WIDE WHEEL

fitted to 6-, 7-, and 8-inch-wide wheels in an attempt to view the impact the wheel width had on section and tread width. But before we could even get started, we ran into an issue: Our 205mm tire had an approved rim width range of 5.5 to 7.5 inches, so the first vendor we visited refused to mount it on an 8-inch wheel.

With the guarantee that we would not drive on the tire, a second shop was willing to mount the tire, but even then it was no easy feat. In this case, it required two tire techs and a Cheetah air tank, which blasts enough air to get the tire to seat.

Once mounted, we laid each tire on its side in order to compare section width (it should be noted that this method is not identical to how the DOT would do it as our numbers include sidewall decorations, but it still gave us comparative data). The 6-inch-wide wheel yielded a section width of 209mm, the 7-inch setup saw the tire grow to 222mm, and the 8-inch fitment stretched to 242mm. Tread width, however, did not see nearly the same effect based on wheel width, with our measurements coming in at 203mm, 206mm, and 207mm, respectively.

In this case, stretching the tire beyond the recommended rim width did produce a marginally wider footprint, but it's very likely that had we fitted it to the approved maximum 7.5-inch-wide wheel, we would have seen similar numbers – and done so without nearly as much trouble on the tire tech's part. Pinching the tire, meanwhile, did result in a slight reduction in contact patch, but the bigger impact is likely felt as the sidewalls are squeezed in, reducing the tire's stability.

According to manufacturers, staying within the approved rim range is the best way to ensure longevity and performance from your tire – outside of that range, you are likely entering the area of diminishing returns, potential trouble and, in our case, difficulty with tire mounting. 🚫

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**ALONG FOR THE RIDE**

(LEFT) Pit and Grid Worker of the Year Dennis Bednar (right, standing with SCCA President and CEO Mike Cobb) followed his heart to the track, and fell in love with pit road.

BACK FOR MORE

Dennis Bednar's beginnings in the SCCA might not be the norm, but even 35 years later, he's glad he jumped in | **WORDS** James Kearney | **IMAGE** Philip Royle

You don't have to go far in this Club to find a story about how a guy with a hot car dragged his significant other to the racetrack and she signed up and stayed involved. Not that there's anything wrong with that, but Dennis Bednar's story is a little different. He wasn't into either racing or hot cars. He was, however, very much into Megan, and Megan had a Corvette. "And it was killer - a 1969 4-speed," says Dennis.

Megan was active in the Chicago Corvette Club and she routinely took home Gymkhana trophies with her 'Vette. She was also an SCCA member and Dennis tagged along with her to Road America where she worked Timing and Scoring. He signed up that day and has stayed the course. "I've worked every June Sprints since then," he says.

Sadly, Megan passed away in 2002. "It was tough coming back to the track without her, but everyone was so supportive," he notes. "It really is a family atmosphere and the members care deeply for one another. I'm still asked about her to this day, so she's not forgotten."

It was 35 years ago that he became a member. He turns 82 this year and he's going strong. "It is just a part of us; it is what we do," he notes. He had recently attended the Chicago Region banquet when we spoke, and notes with pride that a number of those in attendance had over 50 years of membership in the Club.

He started working in the pits as, he says, "It was as close as I'm going to get to the racecars and being in the middle of the action. It lets me get up close and personal." He admits that working the pits can be dangerous and he knows that a lot of people don't want the job. But he's never been hurt nor has anyone been seriously injured on his watch. "Now, I've jumped over the wall a few times," he adds. He was nearly hit once by a car driving through the pits at excessive speed after a race. "I called that one in - I wasn't going to let him go.

"When we have new folks working with us, they never leave my eyes. I tell them the cardinal rule is to never, ever, turn your back on a car in the pits. Be thoughtful about

where you stand when you are near a car, be aware of where the front tires are pointing and stay out of the way of the crew." He warns them about drivers who come into the pits but don't position the car far enough off the pit lane, exposing crewmembers to risk as they work on the car. A major requirement for those who work in the pits is that they pay attention. "They need to be vigilant."

His passion for pit safety has resulted in his updating a manual on working the pits and the grid. "I helped with the part about the pits," he notes. "As I was working on it, I sort of surprised myself. I didn't realize all I knew. It becomes second nature and you just do it the right way." These manuals are the guidelines for everyone in each specialty to follow nationwide. His work on the pit lane has netted him two Chicago Region David Morrell Worker of the Year Awards, one in 2012 and another in 2016.

At the track, Dennis is the Pit Chief and he is also the Central Division Administrator for Pit and Grid, and is the Chicago Region administrator for the pits. Don't think that his senior years are slowing him down - he has his own Corvette and participates in Track Events. Dennis has also worked corners in the past and has a Regional tech license.

"I have to thank one of our stewards, Kevin Coulter, for encouraging me to go to Indy for the [2017] Runoffs," Dennis says. "He knew I was getting an award and he kept after me to go but he never let on about it. At the [Thursday] worker banquet when I heard them describing the work of the Pit and Grid Worker of the Year, I thought to myself, 'I've done all of those things.' Then they said my name and I came right out of my seat, but it took me awhile to get to the stage because so many folks from our Region wanted to congratulate me."

Award aside, Dennis was glad he worked the Runoffs at Indianapolis Motor Speedway. "Being at Indy and getting to work near the sign that read 'Gasoline Alley,' something that I'd heard about for so long, was just a great experience. I'm so glad I went. I am thankful for the opportunity to have been to Indy for the greatest spectacle in SCCA racing." 🍷



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**FIND YOUR PLACE**

From starter (LEFT) to sound (BELOW), there are many important jobs at Solo events. Your knowledge and skills could help make an event better for all, so don't be afraid to volunteer your services.

A TEAM SPORT

From Regional events to the Solo National Championships, it takes more than a handful of workers to get the job done. | **WORDS** Paul Brown | **MAIN IMAGE** Brandy Phillips

Course working may be the most visible and important labor at Solo events, but it takes a plethora of other specialties to make an event happen, too - and both ends of that statement are even truer when it comes to the Tire Rack Solo National Championships. No matter the event, be it a Regional, a Tour, or Nationals, everyone works, and everyone has some choice in just what contribution they'll make.

The Solo National Championships requires about 30 different specialties to be covered. Course working is one of them, and like most of the other specialties, the duties are much the same at a Regional event as they are in Lincoln in September for our massive winner-take-all event. Sure, there's arguably more riding on those duties being done correctly at the Solo Nationals, but the job description doesn't change.

Unfortunately, we've somehow had more than a few course workers at the Solo Nationals who don't know what constitutes a cone penalty. There have also

been some communication problems getting those cone penalties to Timing and Scoring. One recommendation from the 2017 event is to assign corner captains, which is something we see at a lot of Regional events. This change will hopefully set up a mentor for each corner and help make sure that communication of any penalty is made correctly and completely.

Other specialties that are pretty much exactly the same at all events are event Chair, announcing, Solo Safety Stewarding, and Timing and Scoring. Event Chairs have the same cat herding duties at events at every level. The announce crew at the Solo Nationals is awesome; these folks are often heard announcing at their Regional events where they are rock stars. Solo Safety Stewards doesn't care what the event is - different sites have different challenges, but the level of the event makes no difference.

We have waiver workers at just about every event, though the 24-7 coverage at the Solo

National Championships is unique to this event. These days, a whole lot of Regions use the same timing system that's used at National events, though there may be a bit more formality and a larger T&S staff at the big events. T&S has an additional attraction in that workers mostly get to work indoors. It also has a downside in that it is a high-stress environment with little tolerance for errors, especially at National-level events, so there are a lot of people who just are not a good fit.

There are some specialties where Regional experience may not be quite as transferrable to National events. Grid and impound come to mind. Looking for a job that doesn't involve chasing cones? Volunteer for grid or impound at a Solo Championship Tour and you'll have a head start on knowing what you are doing when you volunteer for the same job at Nationals.

Oddly, grid at Nationals is in some ways simpler than at smaller events - grid at Nationals may be made up of a single class or a handful of classes.

Impound, meanwhile, involves everything from operating the scales to checking contingencies to handing out results and is definitely not something we regularly staff at Regional events. Paddock marshals and protest committees are rarely needed at the Regional level but will be busy at Nationals.

Chiefs are another set of workers we see at all events - the team at the Solo National Championships is just a bigger group. Lots of Regions have a Solo Chair who covers a whole slew of duties, but at Nationals, many of those duties are split up among a team of Chiefs.

Planning on a trip to the Solo National Championships? I advise you to pick a specialty ahead of time and learn how it's done at National events, getting experience at a Tour or two. Do a good job, suggest improvements, participate in the process, and if you aren't careful, you may find yourself on the Chiefs team before long. They are always open to volunteers, but they aren't afraid to draft good people. 📍



Anthony Parla



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DIFFERENT, BUT SIMILAR

While RoadRallying in the 1950s and '60s was a different experience compared to today, the rallies themselves were just as unique and the competition was equally as determined.



A SIMPLE START

RoadRallies some 60 years ago were different, but that didn't make them any less fun | **WORDS** Rick Beattie

In a pile of RoadRally paper archives that have really become too large for the space available, there are seven inches worth of rallies by five-time SCCA National Champion Jack Chidester. Chidester said he gleaned "the good ones" for his pile that goes back to 1956.

I don't know if they are typical, but in reading them you realize that today's common styles weren't always that common. On top of that, mimeograph and spirit duplicators (ditto machines) were the copying methods of choice, so if your memory is good, you can probably still smell the ink while reading the instructions.

Out of 17 I selected, about two-thirds were written in paragraph format instead of the now-common mileage/number/instruction. In at least one event, the text included mirror writing, which was

easy to do (many times by accident) with the copying methods of the time.

Great use was made of typewriters. On one event, contestants were given 10 minutes to sort out this 74 word line: downthecreekandupthehillfir stief tandon toa not herst reaman do ffour seu pthel illasyo ugol effofs tore anddr ive rta kescom plet ech argew hil ena vi gato rsr es tfro mla borsb ytak in gfi rstl e fta ndt hen rig htt worigh tsar eigno red tog ol e ftht enle f to n ma inhig hwa yton ati onls hri neente rand fin da geo fam eri case arl yher owh ola terb eca meo urfi rst ex ecut iveo fu sa."

References to "nagigators," "octagonal traffic officer" (I assume dressed in red with white nametag lettering), and "marble orchard" enlivened the text.

Mathematics was of course in use, as

one rallymaster directed contestants to travel "two hundred and seventy-three thousand, eighty-one and nine-sixteenths inches" to a turn, but the idea of odometer correction factors was just starting.

Odometer "error" probably had little effect when points were given per half minute early or late instead of hundredths of a minute. The general instructions of the oldest rally in the group, the 1956 Tenderfoot Rally, directs that teams without tenths reading odometers "will have to estimate, and will likely be not too far off."

The Blue Ridge Bugle's editorial page of June 1957 was not quite on the side of progress in odometer correction factors. "[W]e favor a return to the original system - at least until the new one has been clarified." The editor cited the difficulty

in determining the error, the extra work for the rally chairman, and the lack of explanation to the membership as the reasons for going back, at least for a while.

The HTDI (How To Do It) rally, probably written in 1958, shows teams how to obtain and use an odometer correction factor to obtain the official leg times.

If none of the discussion so far prompts readers to simplify their next rally, here is another to consider from the early days. In the March 1956 issue of *Sports Cars Illustrated* (the original *Car and Driver*), is a four-page column explaining 10 different rallies your club can write for your next event. Idiot's Delight was "calculated to delight any idiot - or to drive any rallyist to idiocy."

The rally was to be set up as a normal three-leg event, but with "as many turns, confusing directions and backtracking as possible."

When the team completed the first leg, the driver had to remove the spark plugs from the engine, walk around the car, and reinstall the plugs, all as the navigator watched. The driver was timed for penalty points, after which the team had to follow the course backward by memory to the start. If they found their way, they were next given much the same instructions for the second leg. This time the driver, while the navigator watched, "had to jack up the car, remove one tire, roll it around the car, put it back on and remove the jack."

The third leg was the same as the other two except that when they arrived at the checkpoint, "the navigator (who so far has watched the driver change plugs and a wheel) must carry the driver piggy-back around the car."

There are stick map rallies, tulip rallies, photo rallies, and map rallies (hand drawn), but no evidence that Idiots Delight was ever attempted. Maybe the rallymaster was never found to tell the tale. 🚗

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SCCA Archives preserves decades of historical race programs | **WORDS** Jeff Jacobs, Vice Chair, SCCA Foundation

Go to a professional baseball, basketball, or football game today and you will usually hear the familiar cry of someone selling game programs: “Programs! Get your programs here!” In addition to being a guide as to who is playing, they serve as a souvenir for the fan to commemorate the experience of being at the big game. While the practice has become less common today, historically SCCA Regions prepared detailed race programs for each event or series of events.

The SCCA Archives contains an amazing collection of race programs dating from the first post World War II race at Watkins Glen in 1948 to the early 1990s. The more than 20 cubic feet of programs in the Archives cover SCCA races from coast to coast, as well as some from professional series like Can-Am and Trans Am. Examples of the collection include the Bridgehampton Sports Car Road Races on June 11, 1949; the Delaware Valley Sports Car Races on July 25-26, 1959; the G.I. Joe’s Rose Cup at P.I.R. on June 12-14, 1981; and the Hoosier Grand Prix at Indianapolis

Raceway Park on Sept. 17-18, 1977.

These programs typically contain a schedule of events for the weekend as well as the race entry list and classes of cars. Many contain biographical summaries of each driver, photos of their cars, and a list of race officials, organizers, and committees. Programs often feature articles about prior races at the track, a history of the track and hosting Region, explanations about racing rules and flags, and a track map. Some programs encouraged fan participation by providing blank lap scoring charts to be used during the race. They also feature a large quantity of advertising in recognition of the companies supporting the race or series of races.

“From my perspective as an archivist, the programs contain a wealth of historical information about race events and are a great resource for research,” says Jenny Ambrose, Archivist at the International Motor Racing Research Center in Watkins Glen, where the SCCA Archives are maintained. Ambrose and SCCA Archives technicians Joe Cali and Rick

Hughey regularly consult the race programs to document the drivers and cars registered for a particular race. “Personally, I particularly enjoy the cover art,” Ambrose notes. “For most of my professional career, I served as a visual materials curator and have taught classes on the history of graphic design. I love looking at changes in cover design and art over time.”

Indeed, a review of the program covers shows a wide diversity in the approach to program cover art. Some exhibit amazing talent with hand-drawn cartoon depictions of a race. Other covers feature a collage of photos from the prior year’s race, while some keep it strictly business with a few logos, text, and a single color.

The SCCA Foundation welcomes additions to the event program collection, and we hope some Regions will continue (or revive) this tradition, which has provided a unique and lasting record of our Club’s racing history over decades. For more information about the SCCA Foundation, head to www.sccafoundation.com. 📍



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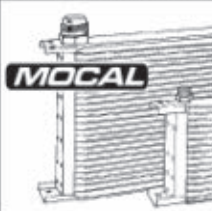

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Jun 1-3 Detroit Belle Isle, Mich. (TA2)
Jun 15-17 Indianapolis Motor Speedway, Ind.

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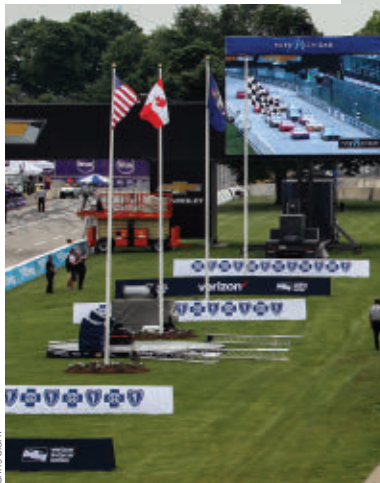
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June 22-24 Watkins Glen Int'l, N.Y.



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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 VIRginia 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 Mtrspts Park, Colo.
Jul 7-8 High Plains Raceway, Colo.
Aug 25-26 High Plains Raceway, Colo.

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Apr 7-8 Hallett Motor Racing Circuit, Okla. (Southern and Mid-States Conference)
May 26-27 Motor Speedway Resort Houston, Texas

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



All dates/events subject to change

* = Double Event

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CR = Course Rally

CT = Club Trial

HC = Hill Climb

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class

NC = National Course

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r = Restricted

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RT = Regional Tour

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Jun 16-17 Summit Point/Washington DC

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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

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Oct 6-7 Summit Point/Washington DC

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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 Roebeling Road/SEDiv

Jul 21-22 # Sebring/Central Florida

Jul 29 # Road Atlanta/Atlanta

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

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

Sep 1-2 # Sebring/Central Florida

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

Oct 6-7 # Roebeling Road/SEDiv

Oct 13-14 Sebring/Central Florida

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

Nov 2-4 ** Road Atlanta/Atlanta

Nov 10-11 # PBIR/Florida

Nov 24-25 Sebring/Central Florida
Alabama, Tennessee, Tenn. Valley
(256) 200-5541

Atlanta (770) 617-0801

Buccaneer (912) 398-0147

Central Florida (407) 415-8714

Florida (561) 654-3396

North Carolina (919) 423-6015

SEDiv (704) 575-5960

South Carolina (704) 575-5960

CENTRAL cendiv-scca.org

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

Jun 30-Jul 1 Ro Brainerd/Land 'O Lakes

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

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



ROAD RACING

WHAT U.S. Majors Tour

WHEN June 22-23, 2018

WHERE Watkins Glen, N.Y.

Mid-season Northeast Conference racing in the U.S. Majors Tour heads to the challenging circuit of Watkins Glen.

STREET SURVIVAL SCHOOLS

www.scca.com for more information

DRIVER'S SCHOOLS

SOUTHEAST sediv racing.org

Jul 21-22 Sebring/Central Florida

Central Florida (407) 415-8714

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

Skip Barber Racing School

(866) 932-1949 skipbarber.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

LevelUp Racing School

(920) 838-6612

levelupracingschool.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

Skip Barber Racing School

(866) 932-1949 skipbarber.com



OFFICERS

Chairman LEE HILL

Vice Chairman DANIEL HELMAN

Secretary TERE PULLIAM

Treasurer K.J. CHRISTOPHER

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

EXECUTIVE LEADERSHIP

President & CEO

MICHAEL COBB

Vice President & Chief Operations Officer

ERIC PRILL

Senior Director of Finance

MINDI PFANNENSTIEL

Senior Director of Solo and Rally

HOWARD DUNCAN

Director of Club Racing

DEANNA FLANAGAN

Director of Experiential Programs

HEYWARD WAGNER

Director of Information Technology

MICHAEL FITZGERALD

SCCA PRO RACING

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 HAPPENINGS

NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School

(888) 722-3220
allenbergdrivingschools.com

Bobby Cee's Racer's Edge High

Performance Driving School
(562) 714-1799

bobbyceesracersedge.com

Danny McKeever's Fast Lane Racing School

(888) 948-4888 raceschool.com

EXR - Exotics Racing Series

(702) 802-5662 exrseries.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

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 sediv racing.org

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 Roebing Road/
Buccaneer

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

Atlanta (770) 617-0801

Buccaneer (912) 398-0147

Central Carolinas (704) 898-0141

Central Florida (407) 415-8714

Florida (561) 654-3396

North/South Carolina (828) 707-7650

CENTRAL cendiv-scca.org

May 17 PDX Milwaukee Mile/Milwaukee

May 25 PDX Autobahn Country Club/
Chicago

Jun 1 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

Oct 13 PDX Dakota Technical College/
Land 'O Lakes

Chicago (847) 729-2211

Land 'O Lakes (612) 839-7905

Milwaukee (262) 573-7375

GREATLAKES greatlakes-scca.org

Aug 3 PDX Mid-Ohio/Cincinnati

Oct 12 PDX Mid-Ohio/Ohio Valley

Cincinnati (330) 460-6706

Ohio Valley (614) 735-7561

MIDWEST midiv.org

Apr 28-29 PDX/CT Heartland Park

Topeka/Kansas, Kansas City (KVRG)

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

Jun 2-3 PDX/CT Gateway/St. Louis

Jul 21-22 PDX/CT Heartland Park

Topeka/ Kansas, Kansas City (KVRG)

Des Moines Valley (515) 979-6648

Kansas, Kansas City (KVRG)

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

SOUTHWEST sowdivscca.org

May 25 PDX MSR Houston/Houston

Aug 31 PDX MSR Houston/Houston

Houston TBD

Texas TBD

ROCKY MOUNTAIN coloradoscca.org

May 5-6 PDX/CT/CRE La Junta

Raceway/Continental Divide

May 26-27 PDX Pueblo Motorsports

Park/Continental Divide

Jul 7-8 PDX High Plains Rcw/Colorado

Aug 25-26 PDX High Plains Raceway/
Colorado

Sep 29-30 PDX/CT/CRE La Junta

Raceway/Continental Divide

Colorado amstine45@gmail.com

Continental Divide

amstine45@gmail.com

NORTHERN PACIFIC norpacscca.org

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

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 Roebling Road Raceway, Ga.
May 17 Dominion Raceway, Va.
May 18 Portland Int'l Raceway, Ore.
May 18 GingerMan Raceway, Mich.
May 22 NJMP, N.J.
May 22 Memphis Int'l Raceway, Tenn.
May 23 Pittsburgh Int'l Race Complex, Pa.
May 24 Thunderhill Raceway Park, Calif.
May 24 Lime Rock Park, Conn.
May 25 Pacific Raceways, Wash.
May 25 New Hampshire Motor Speedway, N.H.
May 31 Heartland Motorsports Park, Kan.
Jun 5 MotorSport Ranch, Texas
Jun 5 Palm Beach Int'l Raceway, Fla.
Jun 5 Palmer Motorsports Park, Mass.

Jun 6 Dakota County Tech College Driver Training Facility, Minn.
Jun 6 Harris Hill Raceway, Texas
Jun 6 High Plains Raceway, Colo.
Jun 7 Ridge Motorsports Park, Wash.
Jun 7 Atlanta Motorsports Park, Ga.
Jun 8 Portland Int'l Raceway, Ore.
Jun 8 Charlotte Motor Speedway, N.C.
Jun 12 NOLA Motorsports Park, La.
Jun 13 Pacific Raceways, Wash.
Jun 14 Thunderhill Raceway Park, Calif.
Jun 14 Pocono Raceway, Pa.
Jun 14 Lime Rock Park, Conn.
Jun 16 Auto Club Speedway, Calif.
Jun 19 Thompson Speedway, Conn.
Jun 19 Blackhawk Farms, Ill.
Jun 19 Pittsburgh Int'l Race Complex, Pa.
Jun 20 NJMP, N.J.
Jun 20 GingerMan Raceway, Mich.
Jun 21 Dominion Raceway, Va.
Jun 26 Memphis Int'l Raceway, Tenn.
Jun 28 Palmer Motorsports Park, Mass.
Jun 28 Heartland Motorsports Park, Kan.
Jul 5 Thompson Speedway, Conn.
Jul 10 Dakota County Tech College Driver Training Facility, Minn.
Jul 10 Pittsburgh Int'l Race Complex, Pa.
Jul 11 High Plains Raceway, Colo.
Jul 11 Charlotte Motor Speedway, N.C.
Jul 12 Thunderhill Raceway Park, Calif.
Jul 12 Pocono Raceway, Pa.
Jul 12 Atlanta Motorsports Park, Ga.
Jul 17 Palmer Motorsports Park, Mass.
Jul 19 Heartland Motorsports Park, Kan.
Jul 19 NJMP, N.J.
Jul 24 Thompson Speedway, Conn.
Jul 24 Ridge Motorsports Park, Wash.
Jul 24 Blackhawk Farms, Ill.
Jul 25 GingerMan Raceway, Mich.
Jul 26 Dominion Raceway, Va.

Aug 2 Pittsburgh Int'l Race Complex, Pa.
Aug 3 Dakota County Tech College Driver Training Facility, Minn.
Aug 3 New Hampshire Motor Speedway, N.H.
Aug 8 Ridge Motorsports Park, Wash.
Aug 9 Palmer Motorsports Park, Mass.
Aug 10 Portland Int'l Raceway, Ore.
Aug 14 NJMP, N.J.
Aug 14 Thompson Speedway, Conn.
Aug 15 High Plains Raceway, Colo.
Aug 16 Thunderhill Raceway Park, Calif.
Aug 16 Heartland Motorsports Park, Kan.
Aug 28 Pocono Raceway, Pa.
Aug 21 Carolina Motorsports Park, S.C.
Aug 22 GingerMan Raceway, Mich.
Aug 22 Atlanta Motorsports Park, Ga.
Aug 23 Blackhawk Farms, Ill.
Aug 25 Auto Club Speedway, Calif.
Sep 6 Palmer Motorsports Park, Mass.
Sep 11 NJMP, N.J.
Sep 12 High Plains Raceway, Colo.
Sep 12 Pittsburgh Int'l Race Complex, Pa.
Sep 13 Ridge Motorsports Park, Wash.
Sep 13 Thunderhill Raceway Park, Calif.
Sep 17 Pocono Raceway, Pa.
Sep 18 MotorSport Ranch, Texas
Sep 18 Thompson Speedway, Conn.
Sep 18 Palm Beach Int'l Raceway, Fla.
Sep 18 Carolina Motorsports Park, S.C.
Sep 19 Harris Hill Raceway, Texas
Sep 19 Atlanta Motorsports Park, Ga.
Sep 20 NOLA Motorsports Park, La.
Sep 20 Heartland Motorsports Park, Kan.
Oct 4 Thompson Speedway, Conn.
Oct 9 Palm Beach Int'l Raceway, Fla.
Oct 11 Heartland Motorsports Park, Kan.
Nov 6 Palm Beach Int'l Raceway, Fla.
Dec 4 Palm Beach Int'l Raceway, Fla.

SOLO

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

May 26-28 Lincoln Airpark, Neb.
Jun 8-10 Seneca Army Depot, N.Y.
Jul 4-6 Bristol Motor Speedway, Tenn.
Jul 6-8 Colorado TBA
Jul 13-15 Hampton Mills Old Lumber Yard, Wash.
Jul 27-29 Toledo Express Airport, Ohio
TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 4-7, 2018 Lincoln Airpark, Neb.

TIRE RACK® SCCA PROSOLO

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

TIRE RACK® MATCH TOUR.

Jul 4-6 Bristol Motor Speedway, Tenn.
Oct 5-7 McGee Park, N.M.

CAM CHALLENGE

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

MAXXIS.COM / 800-4-MAXXIS

CONTROL //



MAXXIS®
TIRES

VICTRA
VR-1
UTQG 200 AA A
9/32 TREAD DEPTH (in.)





Mark Weber

ROAD RACING**WHAT** June Sprint**WHEN** June 15-17, 2018**WHERE** Elkhart Lake, Wis.

Chicago Region's June Sprints is back, attracting hundreds of racers to the technical Road America road course.

REGIONAL**NORTHEAST** nediv.org

May 4 MetLife Stadium/Northern New Jersey
May 5 Jimmy Stewart Airport/Allegheny Highlands
May 12 Xerox/Finger Lakes
May 12 FedEx Field/Washington DC
May 12 Moore Airfield Devens/New England
May 12-13 Farm Show/Susquehanna
May 19 FedEx Field/Washington DC
May 19 Seneca Army Depot/Western NY
May 20 Centre County Public Safety Center/Central Pennsylvania
May 20 Splish Splash Water Park/New York
May 26 FedEx Field/Washington DC
May 27 Bader Field/South Jersey
May 27 The Marketplace Mall/Finger Lakes
May 26-27 Farm Show/Susquehanna
May 27 Moore Airfield Devens/New England
Jun 2 New Era Field/Western NY
Jun 3 PennySaver Amphitheater/New York
Jun 9 Mid-State Airport/Central Pennsylvania
Jul 14 New Era Field/Western NY
Jun 15 Pocono Int'l Raceway/Central Pennsylvania
Jun 16 Montgomery County Community College/Philadelphia
Jun 16 Ebensburg Airport/Allegheny Highlands
Jun 17 Moore Airfield Devens/New England
Jun 23 FedEx Field/Washington DC
Jun 23 Penn Yan-Yates County Airport/Finger Lakes
Jun 24 Bader Field/South Jersey
Jun 24 Mid-State Airport/Central Pennsylvania
Jul 1 Moore Airfield Devens/New England
Jul 7 Seneca Army Depot/Finger Lakes
Jul 7-8 Farm Show/Susquehanna
Jul 12 Pocono Int'l Raceway/Central Pennsylvania
Jul 13 Mid-State Airport/Central Pennsylvania
Jul 14 MetLife Stadium/Northern New Jersey
Jul 15 PennySaver Amphitheater/New York
Jul 15 Moore Airfield Devens/New England
Jul 21 FedEx Field/Washington DC
Jul 21-22 Farm Show/Susquehanna
Jul 22 Moore Airfield Devens/New England
Jul 28 Bader Field/South Jersey

Aug 4 Seneca Army Depot/Finger Lakes
Aug 4 MetLife Stadium/Northern New Jersey
Aug 11 FedEx Field/Washington DC
Aug 12 Mid-State Airport/Central Pennsylvania
Aug 18 Seneca Army Depot/Western NY
Aug 18 FedEx Field/Washington DC
Aug 19 PennySaver Amphitheater/New York
Aug 19 Bader Field/South Jersey
Aug 19 Moore Airfield Devens/New England
Aug 26 Centre County Public Safety Center/Central Pennsylvania
Sep 2 The Marketplace Mall/Finger Lakes
Sep 8-9 Farm Show/Susquehanna
Sep 15 FedEx Field/Washington DC
Sep 15 Ebensburg Airport/Allegheny Highlands
Sep 15 Pocono Int'l Raceway/Central Pennsylvania
Sep 16 Bader Field/South Jersey
Sep 16 Splish Splash Water Park/New York
Sep 23 Centre County Public Safety Center/Central Pennsylvania
Sep 23 Moore Airfield Devens/New England
Sep 30 Splish Splash Water Park/New York
Oct 6 Mid-State Airport/Central Pennsylvania
Oct 7 Moore Airfield Devens/New England
Oct 7 Xerox/Finger Lakes
Oct 14 Splish Splash Water Park/New York
Oct 14 Bader Field/South Jersey
Oct 28 Moore Airfield Devens/New England
Nov 4 Bader Field/South Jersey
Allegheny Highlands
 gmkatona@gmail.com
Central Pennsylvania
 webmaster@nepascca.org
Finger Lakes
 aedgcomb56@gmail.com
New England rr_davis@comcast.net
New York sgtvinas@gmail.com
Northern New Jersey
 autox4u@gmail.com
Philadelphia jrfisher95@verizon.net
South Jersey klmjrh@hotmail.com
Susquehanna
 autocross@scca-susq.com
Washington DC verve94@gmail.com
Western NY autocrosser@gmail.com

SOUTHEAST sedivacing.org

May 6 Atlanta Motor Speedway/Atlanta
May 13 Music City Raceway/Tennessee
May 19-20 Dade County High School/Chattanooga
Jun 10 Atlanta Motor Speedway/Atlanta
Jun 24 Dade County High School/Chattanooga
Jun 30 National Corvette Museum/Tennessee
Jul 8 Atlanta Motor Speedway/Atlanta
Jul 22 Twin Fountains/Tennessee
Aug 11 Atlanta Motor Speedway/Atlanta
Aug 12 National Corvette Museum/Tennessee
Sep 16 Atlanta Motor Speedway/Atlanta
Sep 16 Twin Fountains/Tennessee
Oct 14 Atlanta Motor Speedway/Atlanta
Oct 20 National Corvette Museum/Tennessee
Nov 10-11 Atlanta Motor Speedway/Atlanta
Atlanta
 randallprince@gmail.com
Chattanooga
 gbufords1922@gmail.com
Tennessee josh@melani@gmail.com
CENTRAL cendiv-scca.org
May 6 Whiteside County Airport/Great River

May 19 Miller Park/Milwaukee
May 27 Army Aviation Support Facility #3/Great River
Jun 10 Miller Park/Milwaukee
Jun 17 Whiteside County Airport/Great River
Jun 22 Chippewa County Airport/Lake Superior
Jul 1 Army Aviation Support Facility #3/Great River
Jul 21 Army Aviation Support Facility #3/Great River
Aug 12 Whiteside County Airport/Great River
Sep 2 Army Aviation Support Facility #3/Great River
Sep 22 Chippewa County Airport/Lake Superior
Oct 7 Army Aviation Support Facility #3/Great River
Great River mmwhitney@mchsi.com
Lake Superior mtuhro@gmail.com
Milwaukee dberte79@yahoo.com

GREATLAKES greatlakes-scca.org

May 5 Grissom Aeroplex/Indianapolis
May 5 Toledo Express Airport/Northwest Ohio
May 6 LFUCG Training Facility/Central Kentucky
May 13 Kil-Kare Speedway/Western Ohio
May 18 Grissom Aeroplex/Indianapolis
May 19 Mid-American Air Center/Southern Indiana
May 19 East Crawford Rec Area/Salina
May 19 Willowick, Ohio/Neohio
May 20 LFUCG Training Facility/Central Kentucky
May 20 Owens Community College/Northwest Ohio
May 20 Walesboro Airport/Columbus Sports Car Club
May 20 Allen County Memorial Coliseum/Fort Wayne
Jun 1 East Crawford Rec Area/Salina
Jun 2 Walesboro Airport/Columbus Sports Car Club
Jun 3 Willowick, Ohio/Neohio
Jun 9 Mid-American Air Center/Southern Indiana
Jun 10 Indiana State Fairgrounds/Indianapolis
Jun 16 Walesboro Airport/Columbus Sports Car Club
Jun 16 Tire Rack Test Track/South Bend
Jun 17 Kil-Kare Speedway/Western Ohio
Jun 17 Whitaker Bank Legends Stadium/Central Kentucky
Jun 23 East Crawford Rec Area/Salina
Jun 24 Willowick, Ohio/Neohio
Jun 24 Ivy Tech Community College/Fort Wayne
Jun 29 Grissom Aeroplex/Indianapolis
Jun 30 Toledo Express Airport/Northwest Ohio
Jul 1 Mid-American Air Center/Southern Indiana
Jul 8 Walesboro Airport/Columbus Sports Car Club
Jul 14 East Crawford Rec Area/Salina
Jul 14 Toledo Express Airport/Northwest Ohio
Jul 15 Willowick, Ohio/Neohio
Jul 15 Indianapolis Speedrome/Indianapolis
Jul 15 LFUCG Training Facility/Central Kentucky
Jul 15 Allen County Memorial Coliseum/Fort Wayne
Jul 21 Mid-American Air Center/Southern Indiana
Jul 29 Upper Valley Mall/Western Ohio
Jul 29 Walesboro Airport/Columbus Sports Car Club
Jul 29 LFUCG Training Pad/Central Kentucky
Aug 9 Willowick, Ohio/Neohio
Aug 11 East Crawford Rec Area/Salina
Aug 12 Owens Express Airport/Northwest Ohio
Aug 12 LFUCG Training Facility/Central Kentucky
Aug 17 Grissom Aeroplex/Indianapolis
Aug 18 Tire Rack Test Track/South Bend
Aug 19 Mid-American Air Center/Southern Indiana
Aug 25 Kil-Kare Speedway/Western Ohio
Aug 26 Toledo Express Airport/Northwest Ohio
Aug 26 Grissom Air Force Base/Fort Wayne
Aug 26 Walesboro Airport/Columbus Sports Car Club
Aug 26 LFUCG Training Facility/Central Kentucky
Sep 8 East Crawford Rec Area/Salina
Sep 9 LFUCG Training Facility/Central Kentucky
Sep 15 Mid-American Air Center/Southern Indiana
Sep 15 Owens Community Airport/Indianapolis
Sep 16 Toledo Express Airport/Northwest Ohio
Sep 22 East Crawford Rec Area/Salina
Sep 22 Walesboro Airport/Columbus Sports Car Club
Sep 23 LFUCG Training Facility/Central Kentucky
Sep 30 Toledo Express Airport/Northwest Ohio
Sep 30 Kil-Kare Speedway/Western Ohio
Sep 30 Indiana State Fairgrounds/Indianapolis
Oct 6 Grissom Air Force Base/Fort Wayne
Oct 6 Walesboro Airport/Columbus Sports Car Club
Oct 7 Mid-American Air Center/Southern Indiana
Oct 7 LFUCG Training Facility/Central Kentucky
Oct 13 Grissom Aeroplex/Indianapolis
Oct 14 Mid-American Air Center/Southern Indiana
Oct 14 Owens Community College/Northwest Ohio
Oct 20 East Crawford Rec Area/Salina
Oct 21 Kil-Kare Speedway/Western Ohio
Oct 28 Whitaker Bank Legends Stadium/Central Kentucky
Nov 3 East Crawford Rec Area/Salina
Nov 4 Walesboro Airport/Columbus Sports Car Club
Central Kentucky
 dsimcox@prolifteequipment.com
Columbus Sports Car Club
 bj.mcgee@gmail.com
Fort Wayne csp137@hotmail.com
Indianapolis smstribling@yahoo.com
Neohio jasonpoikines@gmail.com
Northwest Ohio alexjones@gmail.com
South Bend
 streetsurvival@sbrscca.org
Southern Indiana
 terryd9393@outlook.com
Western Ohio mikellfarrson@gmail.com
MIDWEST midiv.org
May 5 East Crawford Rec Area/Salina
May 6 Remington Park/Oklahoma
May 12 Grenada Airport/Mississippi
May 19 Crowder College/Ozark Mountain
May 19 Remington Park/Oklahoma
May 20 Gateway Motorsports Park/St. Louis
May 26 War Memorial Stadium/Arkansas
May 27 Yoder #2/Wichita
Jun 8 Heartland Park Topeka/Kansas
Jun 9 Columbus Air Force Base/Mississippi
Jun 9 War Memorial Stadium/Arkansas
Jun 10 Family Arena/St. Louis
Jun 10 Remington Park/Oklahoma
Jun 17 Yoder #2/Wichita



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Jun 17 Gateway Motorsports Park/St. Louis
Jun 22 Crowder College/Ozark Mountain
Jun 24 Remington Park/Oklahoma
Jul 1 Family Arena/St. Louis
Jul 6 Heartland Park Topeka/Kansas
Jul 8 Remington Park/Oklahoma
Jul 8 Yoder #2/Wichita
Jul 14 Grenada Airport/Mississippi
Jul 15 Gateway Motorsports Park/St. Louis
Jul 15 Crowder College/Ozark Mountain
Jul 21 War Memorial Stadium/Arkansas
Jul 22 Yoder #2/Wichita
Jul 29 Gateway Motorsports Park/St. Louis
Aug 11 Columbus Air Force Base/Mississippi
Aug 11 War Memorial Stadium/Arkansas
Aug 12 Crowder College/Ozark Mountain
Aug 17 Heartland Park Topeka/Kansas
Aug 18 Yoder #2/Wichita
Aug 19 Family Arena/St. Louis
Aug 26 Remington Park/Oklahoma
Sep 9 Remington Park/Oklahoma
Sep 16 Yoder #2/Wichita
Sep 16 Crowder College/Ozark Mountain
Sep 22 War Memorial Stadium/Arkansas
Sep 23 Remington Park/Oklahoma
Sep 28 Heartland Park Topeka/Kansas
Sep 29 Grenada Airport/Mississippi
Sep 30 Family Arena/St. Louis
Oct 6-7 Yoder #2/Wichita
Oct 7 Crowder College/Ozark Mountain
Oct 7 Remington Park/Oklahoma
Oct 14 Gateway Motorsports Park/St. Louis
Oct 20 Columbus Air Force Base/Mississippi
Oct 20 War Memorial Stadium/Arkansas
Oct 28 Family Arena/St. Louis
Oct 28 Yoder #2/Wichita
Nov 4 Crowder College/Ozark Mountain
Nov 11 Yoder #2/Wichita
Nov 18 Crowder College/Ozark Mountain
Dec 2 War Memorial Stadium/Arkansas
Arkansas n-santos@sbcglobal.net
Kansas wietharnf@sbcglobal.net
Mississippi georgebpainter@aol.com
Oklahoma ss8em2@gmail.com
Ozark Mountain
 swoosley42@gmail.com
Salina rocky@spitfire4.com
St. Louis tbru599@gmail.com
Wichita cuoncrs@gmail.com

SOUTHWEST sowdivscca.org
May 5 Houston Police Academy/Houston
May 5 NOLF Waldron Field/South Texas Border
May 6 Texas Motor Speedway/Texas
May 19 Dragon Stadium/Texas
May 20 Westgate Mall Sears/West Texas
May 20 Thunder Road Raceway Park/Red River
Jun 2 NOLF Waldron Field/South Texas Border
Jun 7 NOLF Waldron Field/South Texas Border
Jun 9 Westgate Mall Sears/West Texas
Jun 9 Houston Police Academy/Houston
Jun 24 Westgate Mall Sears/West Texas
Jun 24 Texas Motor Speedway/Texas
Jun 24 Thunder Road Raceway Park/Red River
Jun 30 Houston Police Academy/Houston
Jul 14 Westgate Mall Sears/West Texas
Jul 28 Westgate Mall Sears/West Texas
Jul 29 Lone Star Park/Texas
Aug 4 NOLF Waldron Field/South Texas Border
Aug 4 Houston Police Academy/Houston
Aug 11 Westgate Mall Sears/West Texas
Aug 19 Texas Motor Speedway/Texas



Anthony Portia

PROSOLO

WHAT ProSolo National Series
WHEN Multiple June dates
WHERE Texas and Ohio
 The Tire Rack ProSolo National Series doubles up in June with an event on June 1-3 at Mineral Wells in Texas, and another June 15-17 in Toledo, Ohio.

Aug 25 Westgate Mall Sears/West Texas
Sep 8 NOLF Waldron Field/South Texas Border
Sep 8 Westgate Mall Sears/West Texas
Sep 16 Westgate Mall Sears/West Texas
Sep 23 Texas Motor Speedway/Texas
Oct 6 Houston Police Academy/Houston
Oct 6 NOLF Waldron Field/South Texas Border
Oct 7 Westgate Mall Sears/West Texas
Oct 7 Texas Motor Speedway/Texas
Oct 28 Westgate Mall Sears/West Texas
Nov 3 Houston Police Academy/Houston
Nov 3 NOLF Waldron Field/South Texas Border
Nov 11 Lone Star Park/Texas
Dec 1 Houston Police Academy/Houston
Dec 1 NOLF Waldron Field/South Texas Border
Houston robert.horton.vb@gmail.com
Red River
 mmkahre@budgetblinds.com
South Texas Border
 patblackman@sbcglobal.net
Texas jennifer.maxcy@att.net
West Texas lxlmongooselx@gmail.com

ROCK MOUNTAIN coloradoscca.org
May 13 Pikes Peak Int'l Raceway/Continental Divide
May 18 Cohen Stadium/Pan American
May 19 Highlands Ranch Law Enforcement Training Facility/Colorado
May 20 Legacy Events Center/Utah
Jun 1 Cohen Stadium/Pan American
Jun 2 Legacy Events Center/Utah
Jun 3 Front Range Airport/Colorado
Jun 16 Pikes Peak Int'l Raceway/Continental Divide
Jun 23 Legacy Events Center/Utah
Jul 6 Cohen Stadium/Pan American
Jul 7 Highlands Ranch Law Enforcement Training Facility/Colorado
Jul 21 Front Range Airport/Colorado
Aug 4 Pikes Peak Int'l Raceway/Continental Divide
Aug 18 Pikes Peak Int'l Raceway/Continental Divide
Sep 16 Highlands Ranch Law Enforcement Training Facility/Colorado
Oct 6 Pikes Peak Int'l Raceway/Continental Divide
Colorado jlhugo@gmail.com
Continental Divide
 clay-turner@am.com
Pan American kbpbb@aol.com
Utah cjasband@gmail.com

NORTHERN PACIFIC

norpaccca.org
May 5 Hampton Lumber Mill/Northwest
May 6 Expo Idaho/Snake River
May 12 Marina Airport/San Francisco
May 19 Bremerton National Airport/Northwest
Jun 2 Mather Airport/Sacramento
Jun 2 Fresno Fairfields/Fresno
Jun 2 Hampton Lumber Mill/Northwest
Jun 16 Mather Airport/Sacramento
Jun 23 Hampton Lumber Mill/Northwest
Jun 23 Crows Landing Air Facility/San Francisco
Jun 30 Expo Idaho/Snake River
Jun 30 Hampton Lumber Mill/Northwest
Jul 7 Fresno Fairfields/Fresno
Jul 21 Marina Airport/San Francisco
Jul 28 Expo Idaho/Snake River
Jul 29 Bremerton National Airport/Northwest
Aug 4 Expo Idaho/Snake River
Aug 4 Crows Landing Air Facility/San Francisco
Aug 4 Fresno Fairfields/Fresno
Aug 18 Hampton Lumber Mill/Northwest
Sep 8 Expo Idaho/Snake River
Sep 16 Portland Int'l Raceway/Oregon
Sep 30 Bremerton National Airport/Northwest
Oct 6 Expo Idaho/Snake River
Oct 13 Crows Landing Air Facility/San Francisco
Oct 20 Expo Idaho/Snake River
Oct 27 Marina Airport/San Francisco
Nov 10 Fresno Fairfields/Fresno
Nov 10 Marina Airport/San Francisco
Dec 1 Crows Landing Air Facility/San Francisco
Fresno racinric95@comcast.net
Northwest gever18022@aol.com
Oregon
 karenmccoy3941@comcast.net
Sacramento TBA
San Francisco sfrscca.org
Snake River nealsracing@msn.com

SOUTHERN PACIFIC

May 4 El Toro MCAS/Cal Club
May 5 Qualcomm Stadium/San Diego
May 12 Qualcomm Stadium/San Diego
May 13 Vidinha Stadium/Hawaii
May 20 Marana Regional Airport/Arizona Border
May 20 Maui Raceway Park/Hawaii
Jun 10 Vidinha Stadium/Hawaii
Jun 24 Marana Regional Airport/Arizona Border
Jun 24 Maui Raceway Park/Hawaii
Jul 8 Vidinha Stadium/Hawaii
Jul 20 El Toro MCAS/Cal Club
Jul 22 Aloha Stadium/Hawaii
Jul 22 Maui Raceway Park/Hawaii
Jul 29 Marana Regional Airport/Arizona Border
Jul 29 Vidinha Stadium/Hawaii
Jul 29 Aloha Stadium/Hawaii

Aug 26 Marana Regional Airport/Arizona Border
Aug 19 Aloha Stadium/Hawaii
Sep 23 Marana Regional Airport/Arizona Border
Aug 26 Maui Raceway Park/Hawaii
Sep 16 Aloha Stadium/Hawaii
Sep 23 Maui Raceway Park/Hawaii
Oct 14 Aloha Stadium/Hawaii
Oct 19 El Toro MCAS/Cal Club
Oct 27 Marana Regional Airport/Arizona Border
Oct 28 Aloha Stadium/Hawaii
Oct 28 Maui Raceway Park/Hawaii
Nov 9 El Toro MCAS/Cal Club
Nov 18 Marana Regional Airport/Arizona Border
Nov 18 Aloha Stadium/Hawaii
Dec 2 Vidinha Stadium/Hawaii
Dec 7 El Toro MCAS/Cal Club
Dec 9 Marana Regional Airport/Arizona Border
Dec 16 Vidinha Stadium/Hawaii
Dec 16 Aloha Stadium/Hawaii
Dec 30 Aloha Stadium/Hawaii
Arizona Border uacat92@gmail.com
Cal Club stephen.yeoh@gmail.com
Hawaii kauaisti@gmail.com
San Diego nalbar@cox.net

Find more events near you at www.scca.com/solo

ROADRALLY

NATIONAL/DIVISIONAL

Jun 9 Roads Scholar, National Course, Madison, Wis.
Jun 10 Roads Scholar, Divisional Course, Madison, Wis.
Jul 7 Hoosier Crossroad, National Course, Indianapolis, Ind.
Jul 7 Hoosier Crossroad, National Tour, Indianapolis, Ind.
Jul 8 TBD, Divisional Tour, Indianapolis, Ind.
Sep 15 Oktoberally, National Course, La Crosse, Wis.
Sep 16 Badger Trails, National Tour, La Crosse, Wis.
Oct 4 Tulips By Night, USRRR Divisional Tour, Columbia, Ill.
Oct 5 Kaskaskia Trails, USRRR National Course, Columbia, Ill.
Oct 6 Le Petit Rallye du Rocher, USRRR National Tour, Columbia, Ill.
Oct 7 Monopoly Redux, USRRR Divisional GTA, Columbia Ill.
Nov 10 Highway Robbery, National Course, Los Angeles, Calif.
Nov 11 Turkey Shock, Divisional GTA, Los Angeles, Calif.

REGIONAL

NORTHEAST

nediv.org
Aug 4 DE Southington, Conn./New England
New England (860) 620-4839

CENTRAL

cendiv-scca.org
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

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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What kind of problems are created by engine heat?

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

Why should I protect my under-hood components?

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



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

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

How do they work?

Utilizing different types of braided glass and basalt base

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

can protect up to 1800°F direct heat and

2500°F radiant. These coverings also protect from cold, moisture, oil, dirt, road and track grime.

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

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60-YEAR MEMBERS

Frank M. Brock	5/1/1958	South Jersey
Roland E. Figore	5/1/1958	Steel Cities

50-YEAR MEMBERS

Phil P. Alspach	5/1/1968	Ohio Valley
Richard W. Colburn	5/1/1968	Chicago
David G. Dickoff	5/1/1968	Oregon
Randy Krup	5/1/1968	Blackhawk Valley
Chuck D. Shapiro	5/1/1968	Florida
R. Ann Wurzbach	5/1/1968	Gulf Coast
Richard H. Bunce	5/1/1968	Indianapolis

45-YEAR MEMBERS

Ron Birmingham	5/1/1973	Wichita
Patrick Brennan	5/1/1973	Southern New York
Patrick M. di Natale	5/1/1973	Kansas City
Ernest G. Dingle	5/1/1973	Susquehanna
Dian E. Dingle	5/1/1973	Susquehanna
Michael G. Havlick	5/1/1973	Central Carolinas
John K. Maurus	5/1/1973	Land O'Lakes
Connie E. McIntyre	5/1/1973	Mohawk Hudson
Matt Pericles	5/1/1973	Atlanta
Michael C. Powles	5/1/1973	Land O'Lakes
Gordon P. Taylor	5/1/1973	Northwest

40-YEAR MEMBERS

Robert Ames	5/1/1978	Oregon
Peter H. Baalke	5/1/1978	Milwaukee
Douglas B. Case	5/1/1978	Northern New Jersey
Charles M. Dobbs	5/1/1978	Glen
Timothy B. Elliott	5/1/1978	Western New York
Gary James Fernandes	5/1/1978	Oregon
Richard W. Fredericks	5/1/1978	New York
E. J. Generotti	5/29/1978	Florida
Jim Graffy	5/1/1978	Northwest
Nile Heermans	5/1/1978	Glen
David P. Kopcik	5/1/1978	Southern New York
Bruce W. Livermore	5/1/1978	Land O'Lakes
Michael J. Martz	5/1/1978	Indianapolis
Thomas Clark McCoy	5/1/1978	Oregon
Wendell Miller	5/1/1978	Oklahoma
Alan Lee Murray	5/1/1978	Land O'Lakes
William S. Nelson	5/1/1978	Houston
Steven A. Orofino	5/1/1978	New York
James S. Petrek	5/1/1978	San Francisco
Donald A. Ploegman	5/1/1978	Blackhawk Valley
James F. Regan	5/1/1978	New England
Dean P. Robidoux	5/1/1978	New England
Jeff Scoville	5/1/1978	Oregon
Monte Neil Shelton	5/1/1978	Oregon
Betsy Speed	5/1/1978	Central Carolinas
James M. Sperr Jr.	5/1/1978	Neohio
Bob Stehlik	5/1/1978	Colorado
Mark A. Stevenson	5/1/1978	Pan American

35-YEAR MEMBERS

Nicholas A. Becker	5/24/1983	San Francisco
Carl P. Blokker	5/31/1983	Finger Lakes
Steve Bollinger	5/3/1983	South Bend
Kathleen Bradley	5/16/1983	Colorado
Anthony J. Branco	5/3/1983	Central Carolinas
Richard Brandt	5/26/1983	Chicago
Gary Graf	5/3/1983	Steel Cities
Joseph J. Gumkowski	5/10/1983	Western New York
Frederick J. Hawley	5/16/1983	Western Michigan
Jack Hurley	5/10/1983	Florida
Tom Jedlicka	5/3/1983	Chicago
Jeffrey J. Jordan	5/3/1983	Chicago
Matt Lawrence	5/26/1983	Houston
Glenn Long	5/3/1983	North Carolina
Craig Mendenhall	5/26/1983	West Texas
John L. Mills	5/10/1983	Ohio Valley
Michael "Mo" Overstreet	5/16/1983	Washington DC
Ralph A. Porter	5/3/1983	Indianapolis
Brian P. Schofield	5/3/1983	Central Florida

Derek Schofield	5/3/1983	Central Florida
Roger A. Siebenaler	5/26/1983	Northern New Jersey
Tom Stanford	5/17/1983	Blackhawk Valley
Gerald N. Stein	5/10/1983	Central Florida
Ron Vince	5/16/1983	Colorado
William Michael Wright	5/16/1983	Des Moines Valley
Stephen A. Yavorski	5/26/1983	Northern New Jersey

30-YEAR MEMBERS

Doug Anderson	5/19/1988	San Francisco
Raymond L. Barker	5/16/1988	Wichita
Mike Billings	5/20/1988	Snake River
Scott Blackett	5/20/1988	Colorado
Stuart E. Brumer	5/19/1988	Central Florida
Carol L. Busher	5/23/1988	Glen
Bruce Canepa	5/31/1988	San Francisco
John David Church	5/23/1988	Land O'Lakes
Robin Tennant Colburn	5/11/1988	Chicago
Gary W. Coy	5/12/1988	Florida
Mary E. DeYoung	5/31/1988	Chicago
Kathie Elder	5/17/1988	San Francisco
Ralph C. Elder	5/17/1988	San Francisco
Richard Stewart Ellis	5/23/1988	Detroit
David Carl Freiboth	5/17/1988	Northwest
Norman Fucini	5/23/1988	Central Florida
Judy Gumpert	5/12/1988	St Louis
Stu Hanssen	5/9/1988	Cal Club
Dell Haverland	5/11/1988	Florida
William Thomas Jordan	5/17/1988	San Francisco
Danny Kellermeyer	5/6/1988	Detroit
Peter W. Kendig	5/23/1988	South Texas Border
J.A. Lagod	5/31/1988	Chicago
Ronald J. Leonard	5/31/1988	Colorado
Rick Malone	5/27/1988	Las Vegas
Elena McCaughey	5/9/1988	Central Florida
Margaret Miller	5/17/1988	Land O'Lakes
Hal Pringle	5/17/1988	Montana
John G. Quail	5/17/1988	New England
Justin Joe Reno	5/17/1988	Colorado
Jerry Rukavina	5/27/1988	Montana
Joel D. Schotz	5/27/1988	Arizona
Doug Seim	5/20/1988	Cincinnati
Toni Stanley	5/9/1988	North Carolina
Carter Thompson	5/20/1988	Tennessee
Enid Ann Wagner	5/17/1988	San Francisco
Peter Wagner	5/17/1988	San Francisco
Joseph Woodward	5/10/1988	South Bend

25-YEAR MEMBERS

Robert J. Bedelis	5/10/1993	Milwaukee
Robert M. Connell	5/19/1993	Northern New Jersey
Michael B. Cooke	5/25/1993	North Carolina
Teresa Lynn Ellerby	5/20/1993	Iowa
Dick Gagliardi	5/24/1993	Chicago
Doug Todd Jacobson	5/18/1993	Central Illinois
Lars Lattstrom	5/18/1993	Central Carolinas
Ellen Lee	5/19/1993	Florida
Joyce Malone	5/11/1993	Las Vegas
Matthew D. Mansur	5/18/1993	Oregon
Edward M. Martin	5/18/1993	Arizona
Marcia A. McBride	5/21/1993	South Bend
Carol McClintock	5/11/1993	Detroit
Jennifer Merideth	5/11/1993	Detroit
Scott D. Sanda	5/18/1993	Chicago
Scott Seck	5/24/1993	Central Florida
Claude H. Solanas	5/18/1993	San Francisco
Clark Stephens	5/24/1993	Central Florida
Sean R. Tate	5/12/1993	Detroit
Peter D. Uller	5/11/1993	Cincinnati
MG (Ret) Jack von Kaenel	5/28/1993	Detroit
Steven Whitehouse	5/11/1993	Kentucky
Norm Williams	5/7/1993	Southwest Montana
Stephen A. Zamborsky	5/11/1993	Philadelphia



Rupert Berrington

RALLYCROSS

WHAT RallyCross Nat'l Challenge

WHEN July and August

WHERE Coast to coast

The DirtFist RallyCross National Challenge is busy in July and August, boasting events in Florida, New York, and Washington.

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

Aug 12 Columbia Junction/Iowa

Nov 4 Cedar Falls/Iowa
Iowa (319) 333-4494

MIDWEST midiv.org

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

SOUTHERN PACIFIC

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 10 Tuscon SCCA RallyCross #6/
Arizona Border, AS Rally Group

Arizona Border, AS Rally Group

shadbolt@hairpinracing.com

Cal Club (909) 578-4604

Find more events near you at

www.scca.com/rallycross

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

May 12 Harrisburg, Pa./Susquehanna

May 19 Watkins Glen/Finger Lakes

May 21 Mt. Snow RX/New England

Jun 16 Harrisburg, Pa./Susquehanna

Jun 16 Watkins Glen/Finger Lakes

Jun 30 Harrisburg, Pa./Susquehanna

Jul 28 Watkins Glen/Finger Lakes

Aug 12 Watkins Glen/Finger Lakes

Aug 18 Harrisburg, Pa./Susquehanna

Sep 22 Watkins Glen/Finger Lakes

Finger Lakes rallyx@gmail.com

New England (603) 254-9371

Susquehanna

rallycross@scca-susq.com

SOUTHEAST sedivacing.org

May 5-6 Daytona International

Speedway/Central Florida

May 20 Hollytree Off Road Park/
Tennessee Valley

Jun 9 Hollytree Off Road Park/
Tennessee Valley

Mobil 1



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Since 2016

NEW PRODUCTS



AEM FUEL PRESSURE REGULATOR

AEM's High Cap Universal Adjustable Fuel Pressure Regulator is the perfect solution for racers who need reliable fuel pressure in high-boost vehicles and racecars that require a large volume of fuel delivery. A longer spring provides for a wider range of adjustment (from 40-130psi), while an easy-to-adjust set screw stands up to repeated adjustments. aemelectronics.com



HOLLEY SNIPER EFI 2300

Holley/MSD introduces its Sniper EFI 2300 2-Barrel Self Tuning Kits, a bolt-on carburetor replacement designed specifically for vehicles that came standard with a 2300 2BBL Holley carburetor. Capable of handling up to 350hp, and with the throttle-body-mounted ECU, there are no extra boxes to mount and no fabrication required. Installation doesn't get any easier - just four wiring connections are required. holley.com



MIFOLD CHILD BOOSTER SEAT

This grab-and-go child booster seat is 10 times smaller than some booster seats, but just as safe. Rather than lifting the child up, the Mifold brings the seatbelt down, and does so in a compact fashion, making this ideal for those trying to combine young children with the tight confines found in the back seats of many sports cars. mifold.com



AUTOMOTIVETOUCHUP BOTTLED PAINTS

Available in a comprehensive library of colors, AutomotiveTouchup offers its precision-matched basecoat, sand-able primer, and clear-coat products in easy-to-apply half-ounce and two-ounce bottles. For clean, exceptional control, AutomotiveTouchup bottles feature a brush with special filaments designed to deliver a flawless finish. automotivetouchup.com

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TOOLS,
ACCESSORIES,
AND GEAR
FOR RACERS



WEST COAST CUSTOMS DETAIL LINE

West Coast Customs has released its lineup of leading-edge car cleaning and finishing products that promise to take do-it-yourself auto care to the next level. The line includes custom-blended detailers, polishes, cleaners, waxes, tire dressings, and more, helping to restore and maintain both the interior and exterior of cars, SUVs, trucks, and more. westcoastcustomsshop.com



DEI GOLD LINE SLEEVING

Design Engineering Inc. has expanded its massive line of heat management products to include GOLD Line Sleeving. Designed to reduce heat in critical lines, hoses, and air intakes, DEI's GOLD sleeving is recommended for demanding applications for all forms of motorsports. Multiple products are available in the new GOLD sleeving that offer protection against direct heat up to 800 degrees F. designengineering.com

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

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CENTRAL PNEUMATIC

SUPER COUPON

**29 GALLON, 2 HP, 150 PSI
CAST IRON VERTICAL
OIL-LUBE
AIR COMPRESSOR**

- Air delivery:
5.9 CFM @ 90 PSI
7.3 CFM @ 40 PSI



Customer Rating

★★★★☆

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\$329⁹⁹

~~\$359⁹⁹~~

COMPARE TO \$381⁸¹

SANBORN

MODEL: SLC150S966

SAVE \$51

ITEM 62765/61489/68127 shown



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SCISSOR

SUPER COUPON

10 FT. x 10 FT. PORTABLE SHED



Customer Rating

★★★★★

NOW

\$139⁹⁹

ITEM G3297

COMPARE TO

SHELTER LOGIC

\$236⁸⁹

MODEL: 70333

SAVE

\$96

\$159⁹⁹



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**SUPER
COUPON**

TORQUE WRENCHES

Customer Rating







Item 239 shown

- Accuracy within $\pm 4\%$

LIFETIME WARRANTY

DRIVE	ITEM
1/4"	2696/61277/63681
3/8"	807/61276/63680
1/2"	62431/239/63682

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\$999

COMPARE TO \$8497

HUSKY

MODEL: H2DTWA

SAVE 88%

~~\$1999~~



23053733




SUPER COUPON

LIFETIME WARRANTY

130 PIECE TOOL KIT WITH CASE



Customer Rating

★★★★★

SAE AND METRIC

NOW

\$29.99

~~\$38.99~~

COMPARE TO

HDX

MODEL H137HDS

SAVE

54%

ITEM 63248/64080

68998/64263

63091 shown



23081583





SUPER COUPON

7 AMP ELECTRIC POLE SAW

9.5" BAR





Customer Rating

★★★★★

NOW \$59⁹⁹

\$79⁹⁹

COMPARE TO \$99⁹⁸

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MODEL: WG309

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WARRIOR  **SUPER COUPON**

**29 PIECE
TITANIUM
DRILL BIT SET**

Customer Rating



**NOW
\$999**

**COMPARE TO
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\$60**

**SAVE
83%**

~~\$17.99~~

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61637 shown**




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PORTLAND  **SUPER COUPON**

1750 PSI ELECTRIC PRESSURE WASHER

- 1.3 GPM
- Adjustable spray nozzle

Customer Rating 

NOW \$179⁹⁹

~~\$399⁹⁹~~

COMPARE TO
BRIGGS & STRATTON
\$179⁹⁹

MODEL: 20600

SAVE \$99

ITEM 63255/63254 shown



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CENTRAL PNEUMATIC  **SUPER COUPON**

Customer Rating


**1/4" AIR LINE
DIE GRINDER**



**NOW
\$9.99**

**COMPARE TO
HUSKY
\$49.98
MODEL: H4230C**

**SAVE
80%**

\$13.99

ITEM 62439/69945
32046 shown



23084099

WINDSOR DESIGN ✂ **SUPER COUPON**

**60" HARDWOOD WORKBENCH
WITH 4 DRAWERS**

Customer Rating
★★★★★



Tools sold separately.

COMPARE TO \$415 **SAVE \$285**

MODEL: HW723

NOW \$129⁹⁹
\$159⁹⁹

ITEM 93454/69054/63395/62603 shown



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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

OLD GLOVES AND SHOES

I was shuffling contents from one duffle bag to another to free up some room when I came across my first legitimate racing shoes. I got these shoes from Subé Sports more than a decade ago, and with the exception of slight discoloration on the right shoe from it resting against a hot transmission tunnel for many a race, they're pristine. I didn't realize how much I missed those shoes until I saw them once more.

In 2012, I had the opportunity to participate in a project outside the scope of this magazine, and for that I received an excellent Alpinestars suit, gloves, and shoes setup. That's when my trusty Puma shoes took a backseat and the new shoes took their place. Then, out of habit more than anything else, I kept outfitting myself with the new gear at the track. My old racing gear got buried in the duffle.

The Alpinestars gloves wore out a few years back, but rather than ordering a new set to match, I dug in the duffle and pulled out my first legitimate racing

gloves. They still fit - well...like a glove - and they brought back great memories of the ITA Miata racecar I sold in 2011 to fund the build of my current E Production racecar. These gloves (which have since been sold under the Team DI name but have now been discontinued) have been on my hands for

every race since. I don't know what I'll do when these gloves wear out.

Then, earlier this year as I was at the track supporting SCCA President and CEO Mike Cobb in a story that appeared in the May issue of *SportsCar*, I saw my old ITA Miata pull into the paddock. When I sold the car in 2011, it went to a couple that ran it in Time Trials, Club Racing, and enduros. They ended up selling it, with the next owner selling it a few years later - and into the paddock it drove, looking very similar to the day I last raced it. I even paddocked next to the car and its new owner at the following race at Willow Springs - the same track where I raced the car for the last time.

Seeing the Miata once more was like breaking out those old racing gloves - in fact, the gloves I wore during that last race in the ITA car in 2011 were the same gloves I was wearing that weekend while racing in E Production. I watched Miles, the car's new owner, run competitively in both races that weekend, doing justice to the car I still feel connected to. I was tickled pink.

So I've decided I'm breaking out those old shoes for my next race. And, after I lace them up, I'll put on those old gloves. Because while I'm out there competing, pushing hard for a podium finish, I've discovered, more than anything, I'm building memories, and those memories stick with me longer than any of the finishes. 🍷

*"While I'm out there competing...
I've discovered, more than
anything, I'm building memories"*

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FROM THE ARCHIVES

10 YEARS AGO...
JUNE 2008



- In our monthly *First Gear* section, young member Shea Holbrook discussed her pro racing aspirations. Since then, Regional races in her IT Acura laid the groundwork for a pro career, moving her to World Challenge and beyond as a racer and team owner.

25 YEARS AGO...
JUNE 1993



- With 36 years of racing action under its belt, we took a look at *The Birth of Lime Rock*.
- We reported on the groundbreaking that took place at Thunderhill Raceway Park.
- Ron Fellows won the opening Round of Trans Am on the famed streets of Long Beach.

50 YEARS AGO...
JUNE 1968



- An in-depth look at Autodynamics told the story of Ray Caldwell, and showed the products offered in addition to its very successful Formula Vee.
- Mark Donohue took back-to-back USRRC wins at Riverside and Laguna Seca.

Apex Performance

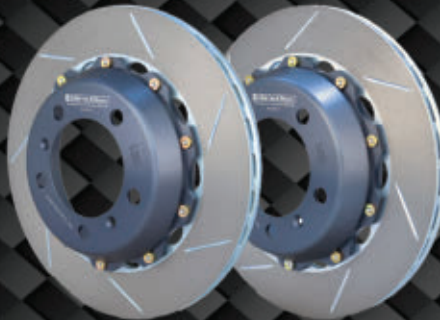
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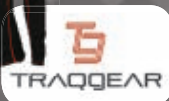
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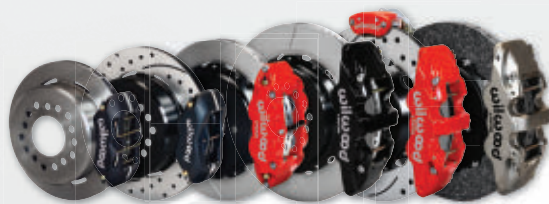


BRAKE LINE KITS

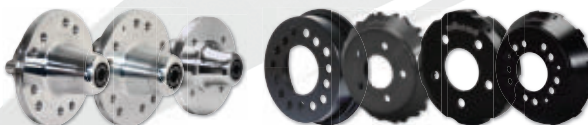


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