

SPORTSCAR



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15 16 17



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matte grey, titanium mirror
15



Enkei Racing NT03RR
matte dark gunmetallic
17 18



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



Enkei Racing RPF1
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gold (17 18), special brilliant coating (15)
14 15 16 17 18



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



FLOW ONE Race Spec F4
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18 19 20



NEW



M.R. MR139
white, black, gold
15 16 17

NEW



M.R. MR924
graphite silver
19



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15 16



TR Motorsports® FF10
light grey
15 17



NEW



American Racing AR924
graphite silver
18 19 20



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JULY 2018
VOL. 76 | ISSUE 7

SPORTS CAR CLUB OF AMERICA INC.

6620 SE DWIGHT ST.
TOPEKA, KS 66619
• TOLL-FREE (800) 770-2055
• MON.-FRI., 8am to 5pm CENTRAL
© 2018, Sports Car Club of America,
Incorporated.
All rights reserved. Reproduction without
permission is prohibited. *SportsCar*
(ISSN 0300-6387) is published monthly
for the Sports Car Club of America,
Incorporated, 6620 SE Dwight St.,
Topeka, KS 66619, (785) 357-7222 by
RACER Media & Marketing Inc
17030 Red Hill Avenue
Irvine, CA 92614
(949) 417-6700

Material submitted must be
accompanied by stamped, self-addressed
envelope. *SportsCar* assumes no
responsibility for unsolicited material.
No part of this magazine can be
reproduced without permission.

POSTMASTER

Send address changes to:
SportsCar 6620 SE Dwight St.
Topeka, KS 66619

Periodical postage paid at Topeka, KS
66675-9651 and additional entry offices.
Subscription is part of SCCA Regular,
Associate and Corporate membership fee.

Notice: "SCCA" and the wire wheel logo
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Sports Car Club of America, Incorporated.

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THE AUDIT BUREAU MEMBER
(ISSN 0300-6387-
USPS #540410)

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COVER PHOTOGRAPHY Gavin Baker
IMAGE MANIPULATION Sean Rice





SCCA EVERYWHERE

SCCA Club racer-turned-professional Eric Curran (LEFT) showed once more that SCCA drivers are a force to be reckoned with during the 66th annual 12 Hours of Sebring. From drivers to crew to workers (ABOVE), SCCA members make all levels of motorsport happen.

DATE March 16, 2018

LOCATION Sebring, Florida

WHAT 12 Hours of Sebring

PHOTOGRAPHER Dave Green

SPORTSCAR

**OFFICIAL PUBLICATION
OF THE SPORTS CAR
CLUB OF AMERICA**

PRODUCED FOR THE SCCA BY:
RACER MEDIA & MARKETING, INC.

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EDITORIAL/ADVERTISING OFFICES

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Back Issues (949) 417-6700

SCCA Member Services

(800) 770-2055



RACER MEDIA &
MARKETING, INC.



MIKE COBB

PRESIDENT & CEO, SCCA INC.

PASSION TO SERVE

June 1, 2018, marked my first anniversary as President and CEO of the Sports Car Club of America. As I game film the past 12 months in my mind, I see many things that seem to be working better, and I also see many opportunities for improvement going forward. This said, we have a plan in place, we are working the plan, and we are making progress. And, though progress is not always at the pace we all might like, I can assure you that my passion to serve this great organization burns bright.

One critical area where I believe things are “working better” is in collaborative leadership between the President/CEO and the Board of Directors. Many of you may not know this, but before I joined, the Board went through a rigorous development process with a prominent Board consultant to better define how the Board wanted to govern and steward this organization. From my perspective, this was time and money well spent because the Board left this process with a great understanding of their role in the organization:

“SCCA Board members are fiduciaries who help steer the organization toward a sustainable future by adopting sound, ethical, and legal governance and financial management policies, as well as by making sure the organization has adequate resources to advance its mission.”

As the Board leaned into this approach, and as we have had time to grow together over the past year, I believe we have become more communicative and more consultative with one another. This has allowed us to be more effective as a collaborative leadership team in service of the SCCA as evidenced by the following:

- We are working from a strategic framework that was approved by the BoD, shared at the SCCA National Convention and at as many Division meetings as possible
- We are working toward delivering against 2018 budgets approved by the BoD
- We are working with the BoD to better integrate and coordinate efforts across the SCCA family where there is value in doing so
- And, we are doing all the above while working on road mapping key future initiatives

Tied to this last point, you will find a column in this month's *SportsCar* from the Chairman of the Board, Mr. Lee Hill, which speaks to several future opportunities given the upcoming Board elections. As we approach SCCA's Diamond Anniversary, celebrate the Club's 75th in 2019, we need to continue to fuel the momentum we have gained as a leadership team across the past 12 months and lay a strong foundation for the next 75 years.

Many of you already serve as volunteers, Region leadership, officials, stewards, and more, and we are a better, stronger organization because of this. However, if you have a passion to serve at the National Board of Directors level, your opportunity might just be right around the corner and it would be an honor to work with you to continue to move the Club forward! 📍

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EVERFIT + PRO

FIA (8856-2000) APPROVED. SFI 3.3/5.

The **PUMA EverFit + Pro** race shoe features the latest technology in foot stability and support for the race professional. The **PUMA EverFit + Pro** race shoe features a soft full-grain leather outer shell offering exceptional comfort and protection, while a rounded heel cup and textured rubber outsole derived from F1 provides the ultimate in precise, delicate, and quick footwork. The **PUMA EverFit + Pro** shoe also incorporates a 'quick lace' system with soft Kevlar eyelets extending from the cage network enabling secure, easy, and fast conformation and proper support of the entire foot.

- Full grain leather upper, super strong and supple
- Rounded heel cup for a natural foot movement on the pedals
- Quick lace system with soft Kevlar eyelets
- Textured rubber outsole for optimum grip
- FIA 8856-2000 Approved
- SFI 3.3/5 Approved
- Available only in the black/white/red color combination.
- Sizes: 39-47 (7-13US)



The **PUMA EverFit + Pro** shoe features a dynamic lacing system that locks the upper and outer sole to the foot through a network of Kevlar cables extending from the top sole to the outer sole creating a complete dynamic support cage for the driver's foot.



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RUNOFFS TEST DAY SCHEDULES

Test days for the 2018 SCCA National Championship Runoffs at Sonoma Raceway have been announced and are set to take place on Oct. 13-15. Each day comes with different car count limits and entry fees, with the first day being limited to 40 cars per group for \$850, the second day limiting the groups to 50 cars for \$650, and the third day featuring 60-car groups for \$450. Registration opens Aug 8.




Rupert Berrington

The highly anticipated 2018 SCCA National Championship Runoffs, taking place Oct. 16-21 at Sonoma Raceway in California, is rapidly approaching. Three fantastic days of racing are preceded by three days of intense qualifying to identify Tire Rack Pole Award winners. And, before "official" festivities begin, there are three very important test days where drivers and teams have a chance to hone racecars before the big event.

Qualifying will be held Tuesday, Wednesday and Thursday, Oct. 16-18, beginning at 8:30 a.m. Pacific Time. Each car class will get 20 minutes of qualifying time on course each day. Test days will occur Saturday,

Sunday, and Monday, Oct. 13-Oct. 15, with multiple run groups each day. Fees to participate in test days vary, as well as the duration of the sessions. Runoffs race days are Friday, Saturday, and Sunday, Oct. 19-Oct. 21, with the first race beginning at 8:30 a.m. Pacific Time each day, with races being 20 laps or 40 minutes, whichever elapses first.

The full 2018 Runoffs test day, qualifying, and race schedules can be found online at www.scca.com/runoffs. 

Sonoma Runoffs schedule released





F3 AMERICAS CHAMPIONSHIP DATES UNVEILED

The 2018 inaugural SCCA Pro Racing F3 Americas Championship Powered by Honda calendar has been released, featuring six tripleheader race weekends. Stops include Pittsburgh Int'l Race Complex (Aug. 4-5), Mid-Ohio Sports Car Course (Aug. 9-11), New Jersey Motorsports Park (Sept. 14-16), Road Atlanta (Sept. 21-23), NOLA Motorsports Park (Oct. 13-14), and COTA (Oct. 19-21).

SCCA DEBUTS 75TH ANNIVERSARY DIAMOND LOGO

From a handful of car enthusiasts meeting in a brick home at 140 Mount Vernon Street in Boston, to a nationwide club, the SCCA has come a long way since its 1944 inception.

On Feb. 26, 2019, the SCCA will celebrate 75 years of having fun with cars. To commemorate the achievement, a special SCCA 75th Anniversary Diamond logo badge has been designed and will be featured in 2019 across the width and breadth of Club activities.

Through the overall design and use of a diamond shape as its foundation, the logo

conveys a sense of past, present, and future for the SCCA and at its heart is SCCA's legacy mark, the wire wheel.

"You only get one 75th anniversary, so we want to make the most of it," says Mike Cobb, SCCA President and CEO. "We are looking into many other unique ways and opportunities to highlight the Club's momentous milestone, so stay tuned to see what we have in store."

The logo will be available for Regions, along with information as to how SCCA's 116 different Regions will be able to deploy the official SCCA



75th Anniversary Diamond mark at a local level. There will also be opportunities to create special SCCA 75th Anniversary Diamond gear that incorporates individual Region badges and logos. 🟡

2018 RUNOFFS RACE SCHEDULE

TIME	FRI OCT 19	SAT OCT 20	SUN OCT 21
8:25am	Anthem	Anthem	Anthem
8:30am	GT1	STU	T3
9:35am	FC	P2	EP
10:40am	GTL	GT2	P1
11:45am	FV	FF/F500	STL
12:30pm	Lunch	Lunch	Lunch
1:30pm	HP	SM	SRF3
2:35pm	FM	T1	T2
3:40pm	AS	FP	GT3
4:45pm	FE/FE2	T4/B-Spec	FA/FB

The nomination deadline for the 2019 SCCA Hall of Fame is nearing, with a June 15 cut-off date. Any SCCA member can submit a nomination to the SCCA Hall of Fame Committee, with submission applications being approximately two pages in length and summarizing the nominee's background and reasons for consideration. The goal should be to help the Nomination, Legacy, and Selection Committees understand why and how the nominee was impactful.

Submissions should be more than just a resume, as well. Ideally, those preparing submissions will paint a picture as to why

their nominee should be considered. Include when the nominee joined SCCA, the nominee's Region affiliation, and the offices held or competition accomplishments of the nominee. It is also important to note how the nominee shaped SCCA as a national organization.

E-mail your nomination to SCCAHoF@scca.com mail it to SCCA Hall of Fame, 6620 SE Dwight St., Topeka, KS 66619. Those submitting nominations should also include their own e-mail address, phone number, or mailing address in case they need to be contacted for more information about a nominee. 🟡

Hall of Fame Nomination Deadline Nears



RUNOFFS 5K AND CHECKERED FLAG DASH

The 2018 SCCA Runoffs 5k and Checkered Flag Dash will be held on Saturday, Oct. 20, at Sonoma Raceway. The one mile Dash starts at 6 p.m. with the 5k kicking off at 6:30 p.m. In support of Childhood Cancer Awareness Month, 100 percent of the proceeds will benefit a local pediatric cancer charity. For more information, visit runsignup.com and search for "SCCA Runoffs 5k."



UPDATE: WOMEN ON TRACK



It's been six months since the SCCA National Convention in Las Vegas where SCCA's Women on Track was brought into the limelight. This was one of the first seminars on Friday morning during the Convention and it was very well received. Since then, the Women On Track committee has added two new women to the committee: Deana Kelly and Rachel Leach join Linda Duncan, Tara Johns, Lynne Rothney-Kozlak, Jordan Towns,

Teresa Neidel-McKee, and Velma Boreen.

The goal of the Women On Track program is to get more women involved in the SCCA at all levels; something that is sorely needed considering there has been a decline, at least on the Solo side, for a while. This decline of female participation did not happen overnight, and the solution won't come quickly, either, so the committee is looking at Women On Track with a four-year plan. In

GET INVOLVED

SCCA's Women On Track program is gaining ground, with the program already making it up to Alaska (ABOVE).

2018, they want to work on camaraderie, community, and casual competition. In 2019, the committee wants to work on leadership and refined driving, with 2020 encouraging more women to participate on the National Solo level with Tours and in ProSolos. By 2021, the committee will be working toward a Region PAX Index Class and increased entries at the Tire Rack Solo National Championships.

There's plenty in place promoting women drivers on the National level, as well. There are the Ladies classes (which have been in place since the first Solo Nationals in 1973), Match Tours and ProSolos feature Ladies combined classes, the Fletcher Cup is given at the ProSolo Finale in Lincoln, Neb., to the top woman in ProSolo, and thanks to the SCCA Foundation and Mazda, three Wendi Allen Scholarships are awarded each year to help a woman driver cover her National-level expenses and entry fees. And then there's the Rothney-Kozlak Cup, which is awarded to a woman competing in the Open class whose margin of victory was closest to the winner.

Do you ever wonder what you can do locally to get more women involved in motorsports? Offer to take a woman for a ride at the next autocross event or ask if they would like to help out. But most importantly, make sure all women feel included so they will want to join the fun.

A Facebook page has been set up, with more than 650 women joined. This page is for women only and it's a great place to share ideas, ask questions, and stay in contact with other women in their SCCA family. 📍

HAGERTY OFFERS COVERAGE TO TIME TRIALS PRIMERS AND NATIONALS ENTRANTS

Hagerty is extending its affordable Track Day Insurance program to SCCA Time Trials Nationals entrants, as well as those participating in a handful of Time Trials primer events leading up to the Nationals, which takes place Sept. 28-30 at NCM Motorsports Park in Bowling Green, Kentucky.

Hagerty offers physical damage coverage for vehicles while they're on the track, unlike most standard insurance plans. With Hagerty's Track Day Insurance, Time Trials drivers can focus on turning great lap times on a circuit.

Hagerty's Track Day Insurance, created for both motorsports enthusiasts and weekend racers alike, covers - among other things - personal vehicles against damage while participating in an HPDE/Track Day event, cars on track and in the paddock, and physical damage to vehicles incurred by a driver or driving instructor.

For more information, visit www.hagerty.com and click the "HPDE/Track Day Insurance" link under the "Insurance" menu. 📍



D.E. Baker

A LITTLE INSURANCE

Hagerty is offering on-track insurance to help take the worry out of track time.



sparco
Wheels



Podio

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

Terra

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



Trofeo 5

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

www.tirerack.com/sparco 888-380-8473

U.S. MAJORS TOUR SCHEDULE ADDITION

With the 2018 U.S. Majors Tour well underway, an additional event has joined the calendar. The Southern Conference will visit MSR Houston in Angleton, Texas, on Aug. 31-Sept 1. For the complete schedule, registration, and updated Conference point standings, visit www.scca.com/majors.



Brandy Phillips

CAM Challenge continues its growth

GROWTH
CAM's introduction brought with it unique rules, new competitors, and fun cars.

Classic American Muscle entered the Solo world in 2014 and since then has grown to become an excellent recruitment tool, with most of the people competing in CAM classes not being SCCA members in 2014.

At the end of 2014, SCCA and Speedway Motors established a special event prior to the Tire Rack Solo National Championships called the CAM Invitational. The first year the CAM Invitational saw a modest 24 cars in attendance, with that number growing to 84 cars in 2017. Between then and now, CAM has attracted such sponsors as Speedway Motors, Wilwood Brakes, Mike Maier Inc., Pro Touring F-Body.com, and SPS. Most recently, companies like Detroit Speed, Forgeline Wheels, and Spectre Industries have also joined Speedway Motors as associate sponsors for the four-event CAM

Challenge Series. JDP Motorsports, GEN II, Evolution Driving Schools, ABC Performance, Viking Performance, Dusold Designs, and Shirts101 have also become event sponsors.

The biggest news for the CAM Challenge events and the CAM classes came in January of this year when Tire Rack became the title sponsor of the CAM Challenge events Powered by SCCA - this is a multiyear agreement.

The CAM Challenge has also attracted a number of contingency sponsors specific to the Challenges, with Hawk, Bridgestone, BFGoodrich, and SPS those companies offering prizes for top finishers.

The CAM classes are working as a recruitment tool for Regions, and sponsors have bought into the growth in the Club. CAM has truly become a win-win situation for the SCCA, the Regions, and the sponsors. 📍

MEMBERSHIP DRIVE CONTEST

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

MEMBERSHIP DRIVE REFERRAL LEADERS FOR MARCH 2018

NAME	REF	REGION
Robert Beers	88	Susquehanna
Brian Ghidinelli	23	San Francisco
Paul Breitweiser	8	E Tennessee
Jose De Miguel	5	Puerto Rico
Gal Mesika	5	Washington DC
Daniel York	5	Philadelphia
Carl Meaux	4	Delta
Carl Somerton	4	Snake River

730 additional members have at least one referral.

REGION LEADERS

(Category based on 2017 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Oregon	19.1%
Detroit	6.7%
Central Carolinas	3.7%
LARGE REGIONS (401-799):	
Susquehanna	43.4%
Philadelphia	37.7%
Buccaneer	6.4%
MEDIUM REGIONS (200-400):	
Kentucky	22.6%
Des Moines Valley	20.2%
Eastern Tennessee	14.6%
SMALL REGIONS (<200):	
Big Island of Hawaii	28.1%
Chattanooga	24.5%
Gulf Coast	19.2%

SYDNEY DAVIS YAGEL JOINS SCCA PRO RACING

SCCA Pro Racing has named Sydney Davis Yagel as Senior Manager of Race Operations. Davis Yagel, who will focus on assisting the vice president in various operational roles including interfacing with sanctioning bodies, manufacturers, track promoters, and sponsors, has spent the last 10 years managing MSR Houston events and

schools. During her tenure at MSR Houston, Davis Yagel also held positions as the Circuit of the Americas Motorsports Operations Marshal Coordinator and as the Houston and Louisiana Grand Prix Race Chair.

Davis Yagel, a 26-year member of the Sports Car Club of America, embraced her role in the SCCA by extending her

expertise to serve as the Houston Race Chair for 10 years. She also served SCCA's Houston Region as the Regional Executive. Her exceptional volunteerism within the SCCA did not go unnoticed as she was awarded Worker of the Year for her efforts in race administration and the SCCA Member of Excellence in 2016. 📍

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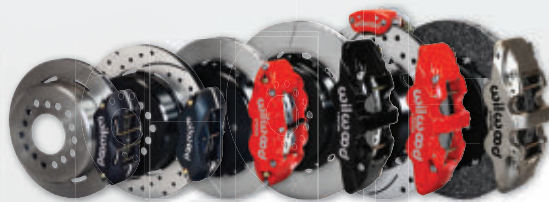


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NEW SOLO PREAMBLES

In the May edition of *Fastrack*, the Solo Events Board published a first draft of the revised Solo category preambles. These preambles are designed to help members understand each category and offer an idea of what type of modifications one might find within. Members are encouraged to offer feedback via www.sebscca.com.



Jason Isley



Chris Clark

TRANS AM TACKLES THE SOUTH

LEADERS OF THE PACK

(ABOVE) Chris Dyson claimed his first Trans Am win during the Road Atlanta round. (RIGHT) At Homestead, Rafa Matos led the TA2 field to the checker.

The SCCA Pro Racing Trans Am Series saw intense competition in March and April, with ferocious racing taking place March 31 at Road Atlanta and then, two weeks later on April 15, at Homestead-Miami Speedway.

During the Georgia round, road-racing veteran Chris Dyson secured his first career TA class win. Dyson began the race in second position but overtook



Chris Clark

polesitter Ernie Francis Jr. before Turn 1 of the 40-lap, 101.6-mile race around Road Atlanta. While Dyson continued in the lead, Francis fell to fourth by lap three, with David Pintaric and Simon Gregg in pursuit. Over the passing laps Francis climbed, taking third position then settling into pursuit of Dyson.

Contact between Francis and Dyson saw both cars spin and Francis take the lead; however, stewards ruled the contact avoidable and ordered the position be given back to Dyson. Francis yielded to Dyson with the latter retaking the lead and taking the win.

In TA3, Randy Kinsland secured his third career Trans Am win after a streak of mechanical frustrations that ended his 2017 championship pursuit.

In the TA2 race, Rafa Matos captured his first career Trans Am victory. Matos secured what had proven to be an allusive win through a second-to-last lap pass over Justin Haley.

Weeks later at Homestead, Francis Jr. clinched the TA class win, his second TA victory in 2018. The flag-to-flag victory also included setting a new track record. In the TA3, Shane Lewis emerged victorious after claiming the lead from polesitter Randy Kinsland. Rafa Matos, meanwhile, captured his second consecutive win in the TA2 Muscle Car Challenge powered by AEM. 🏆

Foundation Funding Makes VETMotorsports Partnership Possible

Courtesy of a grant from the SCCA Foundation, the SCCA has kicked off the second year of its veteran outreach program. The program, which partners with the award-winning non-profit VETMotorsports, works to help reduce the suicide rate among injured veterans by engaging them in transformative motorsports experiences. As part of the program, post-9/11 veterans with service-connected injuries are placed inside the ropes and behind the wheel at select SCCA events, mentored by SCCA members and staff.

The 2018 program plans to place veterans behind the wheel at all National Tire Rack CAM Challenge events as well as establish Regional outreach programs in Arizona, Ohio, North Carolina, Virginia, Washington D.C., and Wisconsin. Other opportunities will also be taken as they arise.

"We are very grateful to the men and women who have served our country in defense of our freedom,"



Courtesy VET Motorsports

GIVING BACK
SCCA proudly partners with VETMotorsports to place injured veterans behind the wheel at autocross events.

says Howard Duncan, SCCA Senior Director of Rally/Solo. "Military service builds leadership skills, teamwork, and dedication to task - all of which are applicable to motorsports. The SCCA Foundation is pleased to give back to our veterans through this program and welcome them to be part of the SCCA family in every community across the country."

More information about the organization is available at VETMotorsports.org. 🏆



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TRAIL BRAKING: WHAT IT IS, WHY YOU NEED IT, AND WHY YOU'LL NEED TO CHANGE YOUR CAR SETUP TO DO IT

This column is all about my number one speed secret, something I learned in my roots days instructing with the former-but-now-newly-reborn Skip Barber Racing School, and something I did in my nascent racing pursuits in autocross without even knowing it. It just felt like smoothness back then, where I learned smooth is fast.

"The longer the turn, the later the apex, the longer you trail brake. Makes sense, yes?"

It pleases me greatly to see autocross finally achieving some of the recognition it deserves as the most pure and intense driving event there is. It is low risk, high reward, demanding of perfection. And, because the corners run tighter, it's more demanding of trail braking.

Master instructor Terry Earwood taught 30 years ago (and still does) that your number one job as a driver is weight management. When I arrived on the Skip Barber scene in 1989,

I had never given it a thought, though I did it ignorantly in a seat-of-the-pants way. It's what trail braking is about.

Easy home trail braking demo: Take your fingers, right now, and slide them lightly across the desk or dash where you are sitting. Easy, right? Now push down. Slide them again. Not so easy, is it? That's your simple home demo of load as traction. Trail braking transfers weight/load to your front tires, and they stick better, so they turn better, until - or unless - you begin to lock them. Then they are overloaded, sliding too much, and they'll go straight on. Ease back on the brake, get them rolling again, and they will turn once again. It does not take much, typically.

Trail braking is not about slowing down it's about turning. It is very light, just enough to light the brake lights. Why? Because the tires are cornering and cannot handle much braking, but they do want a little more load to maximize grip.

Approaching a corner, brake hard and straight, as you turn the wheel, lighten up on the brake pedal, *but keep braking very lightly*. This will feel very

strange the first few hundred times, but will soon make you a star in Turn 5 at Watkins Glen, Turn 5 at Laguna Seca, or the trail-brake corner of all time, the Carousel at Mid-Ohio. Frankly, it works in almost every bend on every circuit. Turn in, release most of the brake pressure but leave your foot lightly on the brake, already looking for your apex on the inside edge, and leave your foot there until you know you are going to clip that point, and only then switch to the throttle and begin to lightly roll it on. *Smoooooooooth*. (Bonus: you'll crash less.)

The longer the turn, the later the apex, the longer you trail brake. Makes sense, yes? Loading the steering wheels helps the car get turned and pointed down the next straight, and the more the direction change, the longer you keep that light brake. And trail braking keeps your foot off the gas until the proper time - really helpful and important. Done correctly, in Daytona's Turn 3 East Horseshoe Hairpin, the brake lights will be on to the halfway 'round point.

Wait, so what about steering with the throttle? Well, remember your



number one job as driver? Power transfers weight back, *off the steering wheel*. But if you spin the rear tires a little, so they slide more than the lightened front, you *can* rotate the car. Of course, you'll be sliding the front and sliding the rear simultaneously, what circle track southerners call "bound up." Fun to watch from a safe distance, yes, but tricky to control, and a surefire recipe for hot, greasy tires and losing positions late in a race, 'cause you're burning up your rears.

Why you'll need to change your setup: Trail braking makes your car turn better. Most humans do not do this by nature. It feels kind of weird, in fact. So if you have not been doing it, braking only in a straight line, you've been going to the gas too early while you still need to turn, thus the front tires are unloaded and your car understeers, so you add rear bar and spring and whatever to balance it while turning. It's all good until you reach your apex and roll on the torque. Now what?

Your neutral, balanced car now receives more load and power to its rear wheels, overloading them

and giving you glorious but slow power slides that challenge your car control skills but look great in photos. Because your chassis is set up with too much oversteer, the rear tires are easily overloaded, especially as the stint wears on, and you slide around blaming the track for getting greasy. Well, it's your fault, straight-line braker.

In my *Motor Trend* track testing of new cars, I've gained a reputation with the manufacturers as one who hates oversteer. This is partially true. I hate turn-in oversteer in rear-drive cars, for all the reasons above. I trail brake, and I leave the weight up front until I'm aimed at the apex. If a car is too loose too soon (most Corvettes and Miatas, any Viper but the terrific ACR, most Jaguars), I have to power too early to move weight back to control the rear grip, and the perfect smoothness of the friction circle at the limit of tire adhesion cannot be achieved. Plus, I don't want to spin it, so I slow my entry speed. Yuck.

If a racer has dialed in a little understeer, about a one or two on a scale of 10, the car can enter a turn with prodigious speed, *but still*

slowing down. That's my number one speed secret. Enter corners amazingly fast, but still slowing down. You now know why? It keeps load on the front, gravity-fed downforce of a sort, improving your turning until your weapon of choice is starting to point down the next straight, so you can then squeeze into the horsepower as you unwind the wheel.

This power moves that weight back to the rear meats, but the understeer keeps some load in the front so the rears don't overload so easily. Ah, so beautiful! 🚗

OFF THE GAS

From Vipers to Miatas, trail braking is an art that can take years to perfect. Getting it right, however, can give you the edge you need to get out front.

HOW'S YOUR BACK?

Be it incomplete evolution – or slightly less intelligent design – the fact is that the human back is not well engineered for upright posture. Or maybe mine just isn't. My right foot used to go numb in long races, and my back would spasm regularly with great pain. It would, that is, until I added strong lower lumbar support to my race seats, right at the bottom. Especially Recaros, with their pronounced mid-back hump. I'd grab a rolled-up bath towel or a half roll of those blue paper ones, or make one from dense seat padding. Changed my world. Try it!





Benjamin Pedersen's sights are set on what is arguably the most difficult career in motorsports, and he's doing everything in his power to make it happen

WORDS Philip Royle | IMAGES Gavin Baker

GOING F4 IT



"As the lights went out, I got a clean start off the line and maintained my position all the way down to Turn 1," Benjamin Pedersen penned in a press released that crossed my desk shortly after the 2018 opening round of the SCCA Pro Racing F4 U.S. Championship powered by Honda. It turns out that the 19-year-old Seattle-based-but-Denmark-born racer wears many hats - through necessity as a young racer, and especially considering his lofty goals. But he's up to the task, he says; and based on what was revealed during our post-race-weekend chat, it's hard to disagree.



"I do my own race reports," he tells me. "I outline my weekend and sessions and I send it out to all of my sponsors and people supporting me. So, for example, I'll send it to Romain."

To clarify, that's Romain Grosjean, driver for the Haas F1 Team. Grosjean, it turns out, is one of Benjamin's mentors.

But being honest, Benjamin says penning and assembling the press releases isn't what he wants to do; rather, it's what he knows he has to do if he wants to progress through the FIA ranks, to the top. "I received guidance from others to do this," Benjamin admits. "Everyone thinks that being a pro driver is you race, go home, relax, and wait for the next weekend, but it's really not. When you look at your clock, only 30 percent is in the car and the remainder is doing this - or at least, that's how it should be. It's a lot of hard work in that regard."

As you may well imagine, Benjamin's motorsports journey began early, although possibly earlier than most. "When I was about eight weeks old, my mom took me to a racetrack in Denmark because she likes racing," he says. "I joke that it started from then."

Motocross came next and, at age 5, Benjamin started kicking around in karts. "Obviously, when you're 5 you're only just getting a taste of what it's like, but as I got older and older it started to get more competitive," he recalls. "I ran in the Briggs & Stratton L0206 series, which is a four-stroke series. That was going really well, and I was really competitive in that. Then when I was 15 I signed my first contract for F4 for the inaugural season in 2016."

F4 was quite a draw for Benjamin, and the timing was right. "Before then there wasn't



"I knew going forward that being in an FIA... series was what I wanted to do"

BENJAMIN PEDERSEN

AT WORK

With lofty professional racing goals, everything Benjamin does must be calculated, from using a top-ranked team like Global Racing Group in F4 (TOP) to strategically choosing words during media conferences (ABOVE).

any internationally recognized series in the U.S.," he says. "It was mostly Mazda Road to Indy and some other series, but nothing that was really connected to the FIA. I knew going forward that being in an FIA globally recognized series was what I wanted to do. That global approach is what is ideal for what my long-term goal is, which is F1. Plus, in F4, we're able to obtain Super License points."

The jump from karts to an SCCA Pro Racing series is a steep one, and per FIA's requirements, all drivers must complete a driver-training program. For Benjamin, that involved a course at Bondurant School of High Performance Driving. "One of my instructors [at Bondurant] was Andy Lee," Benjamin explains. "Even today, Andy's still one of my coaches. Right now he races for GMG, but he's also a coach at Global Racing Group with F4."

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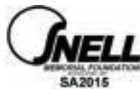
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Benjamin races under the Global Racing Group banner, but he brings several sponsors with him, including DirtFish Rally School, Bell Helmets, and Alfa Romeo of Seattle - all sponsors he's personally worked hard to foster. The Alfa dealership is a local dealership he's assisted with when they've hosted events, the Bell sponsorship came about via networking at the track, and the DirtFish sponsorship - well, I had to ask about that one.

"People ask me why the heck I have a rally school sponsoring me when I'm doing road racing," he laughs. "I actually do quite a bit of cross training there. DirtFish has two types of cars out there; they have all-wheel-drive Subaru STIs and they have rear-wheel-drive Subaru BRZs. When I'm out there I'm driving the rear-wheel-drive BRZs trying to relate to the F4 car, which is also rear-wheel drive. If it rains in an F4 race,



"We just announced that we'll be competing in the F3 Americas series as well as F4"

BENJAMIN PEDERSEN

LEARNING CURVE

Post-race debriefs including communication with team engineers (TOP) was new to Benjamin when he originally transitioned from karts to F4, but now three seasons deep, the hard work is paying off as he kicks the 2018 F4 season off with a win and two top-five finishes at VIR (ABOVE).

just being comfortable sliding the car and being on the edge when there isn't a lot of grip is the point of the cross training."

Does this style of cross training work? According to Benjamin, it just did. "At Virginia [during this season's F4 opening round], qualifying was at 8 or 8:30 in the morning and there was a fog layer, so the track was really cold and kind of damp. I think my cross training at DirtFish, being comfortable at the limit, really helped, and I got to start on the pole for race one, which was ideal."

The F4 opening weekend at VIR really continued the success Benjamin began during 2017's final weekend at Circuit of the Americas, where F4 raced alongside F1 at the USGP. There, Benjamin started P2 for race one, won that, then qualified on the pole for race two. "[2018] didn't feel like a new season," he says. "It felt like it continued from

COTA where I really dominated that weekend. So, what I did this year was I continued what I'd started at the end of last year, which was before every weekend I made a lot of notes, from pre-event notes to restart strategy to where my competitors are strong and weak - that works really well for me, so when I enter a new race weekend I know what I need to focus on."

Focus is something Benjamin needs, as well. Per the FIA's rules, competitors who have competed in three years of F4 competition must move on, so 2018 marks Benjamin's final year in the series. But he's already one step ahead. "This year we just announced that we'll be competing in the [SCCA Pro Racing] F3 Americas series as well as F4," he says. "The original plan for this year was to just run F3 in America, the inaugural year, but the car has been delayed a little bit due to some FIA changes

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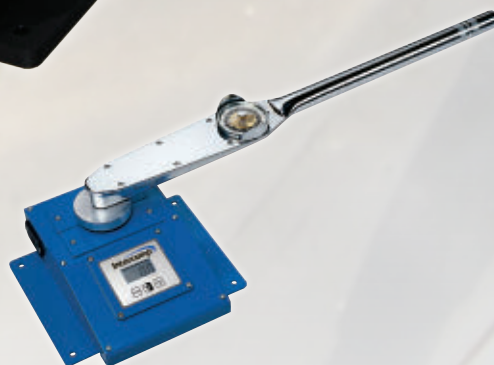
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throughout the year...so F3 racing won't start until August, which is a long time to not be racing anything. I'm doing F4 again to stay fresh, and my eyes are on the championship, then when F3 begins, F4 and F3 overlap a little, but I'll be doing both.

"The goal for 2018," he says, "is to win F3 Americas, which is an FIA regional series, and then for 2019 move into F3 international in Europe and compete in that class."

While his plans may seem ambitious, Benjamin is methodical in what he does. "I understand that there's going to be a learning process [competing in F3 Americas], just like [when I started] in F4," he says. "But, hopefully, I can transfer what I've learned in F4 and have success from the start."

And learn he has. "My first season of F4 was a big learning year because it was my first year

in cars; I spent the year learning how to drive the car on the track with other cars, getting a sense of setup, learning how to communicate with the engineers, and things like that," he explains, as if multi-season patience comes naturally for someone dead center in their teens. His second year in F4, he says, centered on the championship, something that didn't happen - although it nearly did. "I finished second in the FIA championship, which was great, and the team, Global Racing Group, also finished second in the championship," he says. "We wanted the championship, of course, but second was a big, big improvement...and on top of that, I also obtained a lot of FIA Super License points."

Speaking with Benjamin is fascinating, especially for someone who didn't exude motivation during his teenage years. Seeing the maturity and determination



"I understand that there's going to be a learning process, just like in F4"

BENJAMIN PEDERSEN

PLANS COMING TOGETHER

Benjamin is very methodical with his racing, utilizing knowledge from the team (TOP) as well as his coaches and mentors to produce a winning package (ABOVE, right).

Benjamin has displayed through his first two years in the F4 U.S. Championship - well, anyone who has been a teenager can tell you discipline and patience aren't abundant traits at that age. Yet there they are in Benjamin as he plays the long game in achieving his dream. To that end, he's also not hesitant about asking for assistance, both on-track and off, nor is he shy in sharing the credit - more traits I acquired later in life. "Every piece of help is very important, and I'm very grateful to everyone who has helped me," he says.

Our conversation wraps, I wish him luck, and he thanks me for the interview in the friendly tone I quickly came to associate with him. As we part ways, I get the feeling that while I may never speak to Benjamin Pedersen again, I'm certain that we'll all be hearing his name quite a bit in the future. 🍀

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{SBR}

Any tire, any motor, any suspension, Washington DC Region says let's go racing

WORDS Chuck Edmondson
IMAGE Brad Schwab ETECH Photos

INSIDE LINE

Fresh from a 2017 Runoffs podium, Mark Liller (red Dodge Neon), steals the racing line from Dave Fitzgerald during DC Region's Sprint Bracket race.



On April 14-15, 2018, the Road Racing program of the Washington DC Region kicked off a new and innovative approach to increase race entries. Sprint Bracket Road Racing, penned informally as "{SBRR}," is a race group run with the Mid-Atlantic Road Racing Series (MARRS) whenever the series is home at Summit Point Raceway.

{SBRR} is designed to lower barriers to entry and decrease emphasis on cumbersome technical regulations - and it does so with wildly simplified rules.

The idea began two years ago with a few simple questions. First, how do we attract racers from other organizations when their cars do not fit into existing SCCA classes; how do we bring back racers

who left during the recession and their cars are now a decade out of date; and how do we retain racers whose classes are under populated and no longer have competition? The answer DC Region came up with was a race format that is independent of car prep including tires, suspension, and motor. Instead, racers compete in an array of time brackets.



Quite simply, racers are placed in a time bracket based on the demonstrated lap time potential in qualifying. Starting with an analysis of past MARRS races, seven time brackets were chosen for the April event. Drivers who break out into faster brackets are simply moved up into the next fastest bracket without penalty. Cars must be closed-wheel and must, at a minimum, meet all Improved Touring safety requirements.

Innovation always meets obstacles, however, and Sprint

Bracket Road Racing is no exception. The first was convincing the Region's Board of Directors and the Road Racing Committee that it was worth giving it a try. This involved countless hours of one-on-one discussions. "I'll just sandbag to win a bracket," was an argument voiced several times, but when faced with competition, road racers rarely sandbag. Case in point, in the April 2018 race, nearly every racer broke out of their qualifying bracket.

Ultimately, DC Region's Board

got behind the idea and provided funding for advertising, while the Region's Director of Club Racing, Greg McDermott, decided that the Region would run Bracket Racing for the entire 2018 home season, which consisted of five race weekends. This required a small team to develop branding, logos, and an ad campaign to get the word out. Advertising included the use of social media to establish a web presence for the new race group. The next obstacle was working out how to issue a

logbook to a diverse collection of non-SCCA classed cars. Our tech inspectors and RE developed the Regional class of Bracket Improved Touring, or BIT, which the SCCA National Office approved.

The next hurdle was logistical - a test run of the {SBRR} concept in 2016 left the announcers struggling to keep track of the brackets and breakouts. Enter Ted Cahall, a Region member who developed an application to track the brackets and make them available



Travis Trussel

THE CONTENDERS

Joshua Rubenstein (LEFT), an experienced Time Trials participant and novice road racer, won his bracket on his first outing. (BELOW) Steve Wickersham runs out of pavement while giving it 100 percent. (BOTTOM) Wayne Armbrust, DC Region's RE, won his bracket in his beautiful Porsche 914 running under the Bracket Improved Touring class.

Ultimately, the Region is looking at moving the fastest brackets into the Big Bore group, boosting the numbers for this under subscribed collection of racers.

Five of the 10 cars in the April bracket race did not meet the technical requirements of a GCR class. One of the great things about {SBRR} is that, other than safety, there are no technical requirements. There's no post-race weigh in or protests over vehicle

prep. You want bigger tires? Go for it. Higher compression or different cams? No problem. You make your car faster and you move into a faster bracket. Bracket racing removes the emphasis on cumbersome technical regulations and focuses on the racing.

The Sunday feature race in April saw the bracket racers consolidate into three brackets. Bracket B3 overall winner was Mark Liller, who also earned a podium in STU

at the Runoffs last fall. Liller's apparent goal in life is to restore his Dodge Neon to its former racing glory. Bracket B4 was won by novice, Joshua Rubenstein, who made the transition from SCCA Time Trials with the sole intention of running his Mazda Miata in Sprint Bracket Road Racing. B6 was won by Washington DC's Regional Executive Wayne Armbrust in his beautiful Porsche 914. In fact, his Porsche was the

Brad Schwab ETGH Photos



on the web in real time. The announcers, crew, friends, and families were ecstatic with the results come this year's April race.


As expected, the April 2018 race included several double dippers, folks racing in {SBRR} as a second group to increase seat time at the event. The Road Racing Committee anticipated this and sandwiched the bracket group in between the big bore group and the formula group, maximizing the opportunity for all other groups to double dip.

Travis Trussel



first racecar to receive a Bracket Improved Touring logbook.

But most importantly, the racers all had a blast and the podium celebration brought home one of the nicest features of bracket racing - it's a place where friends can race friends despite differences in cars, classes, run groups, or organizations.

If you're interested in this concept, you can obtain more information about {SBRR} by contacting the Washington DC Region at wdcr-scca.org. 

SCCA GOVERNANCE BASICS

What the Club's National Board of Directors means, and why you need to run | WORDS Lee Hill, Chairman, SCCA Board of Directors

Let me be honest: As the Chairman of the SCCA Board of Directors, there have been moments when I wished I could be anywhere else. But truly, those have been the exceptions to my tenure on the Board. By and large, the three and a half years (and counting) that I have served on the Board have been far more interesting and satisfying than I could have ever hoped. As I enter my fourth year, I've served with 21 Directors, every one of whom has had an enormous passion for the Club and a dedication to making it a better organization. Sure, we don't always agree, but we all want the Club to thrive, and it's through our diversity that we build a better SCCA. But in mentioning my very positive experience with Board service, I actually have an ulterior motive: I'm here to encourage members to consider serving when the opportunity arises, and to remind the rest of us that voting for your Area Director is a truly important duty.

Board elections are held each fall on a rotating basis, with roughly one-third of the 13 Directorships up for election each year. Those wishing to run for a Director position must submit a completed nomination form to the SCCA National Office by Oct. 1 of the year in which that Area's election takes place. The nomination form must be signed by 20 current, full members of the Area for which they are running.

There is at least one Area in each of the Club's nine Divisions, with one or two additional Areas in the three most populous Divisions. Directors are elected to three-year terms and may not

serve for more than two terms consecutively. The election cycles are staggered so that no more than one-third of the Board is subject to change in any one year. However, this does mean that in most years, at least one Director position changes hands and as many as four or five new Board members can join in a single year; likewise, the entire Board of Directors changes every six years at a minimum, and it could theoretically change in its entirety in one three-year election cycle.

This fall there are five Areas subject to elections. In three of those areas the incumbent is eligible for another term and plans to run. In Area 5, Bruce Lindstrand is term limited, and in Area 13, Jim Weidenbaum is relocating out of the area and will not be eligible to run. Consequently, we will have at least two new Directors in 2019.

Since the Board's potential will always be limited to the collective talents and skill sets of its members, identifying and encouraging Director candidates who have the experience and potential to become effective members of the Board is critical. Equally important is education and motivation of Club members to cast an informed vote in the election of their Director.

THE JOB

So, what does the Board of Directors do? For starters, the BoD has all of the normal legal and fiduciary responsibilities of any corporate Board of Directors including strategic direction of the organization - but there's more. It selects and directs the President of SCCA Inc., as well as the members of the Board

of Directors of SCCA's for-profit subsidiary (SCCA Ventures, which consists of SCCA Pro Racing and SCCA Enterprises). It also selects Board members for SCCA Foundation. The BoD selects and directs the chairmen of the various key program boards and committees and approves the other members of these bodies, and the BoD also reviews and confirms rule changes that are presented and recommended by the various program boards.

The BoD has several standing subcommittees that are responsible for specific functions such as Budget and Finance, Compensation, and Strategic Planning and it creates Ad Hoc committees, as required, to study and report on significant issues. But unlike most corporate Boards, an SCCA Director also functions as a de facto representative for members in their respective areas. Board members also typically assist in the selection or approval of key Divisional officials - and they may participate in or supervise some Divisional management functions.

One important note is that the interactions of Board members with SCCA's National Staff and members of the various program boards are strictly structured to avoid interference with normal operations.

WE NEED YOU! (BUT ARE YOU READY?)

So, what attributes are ideal in a candidate for the Board of Directors? Importantly, a potential Director must have the time to devote to the position - figure on several hours a week for conference calls (mostly in the evening), a significant amount of correspondence (mostly via

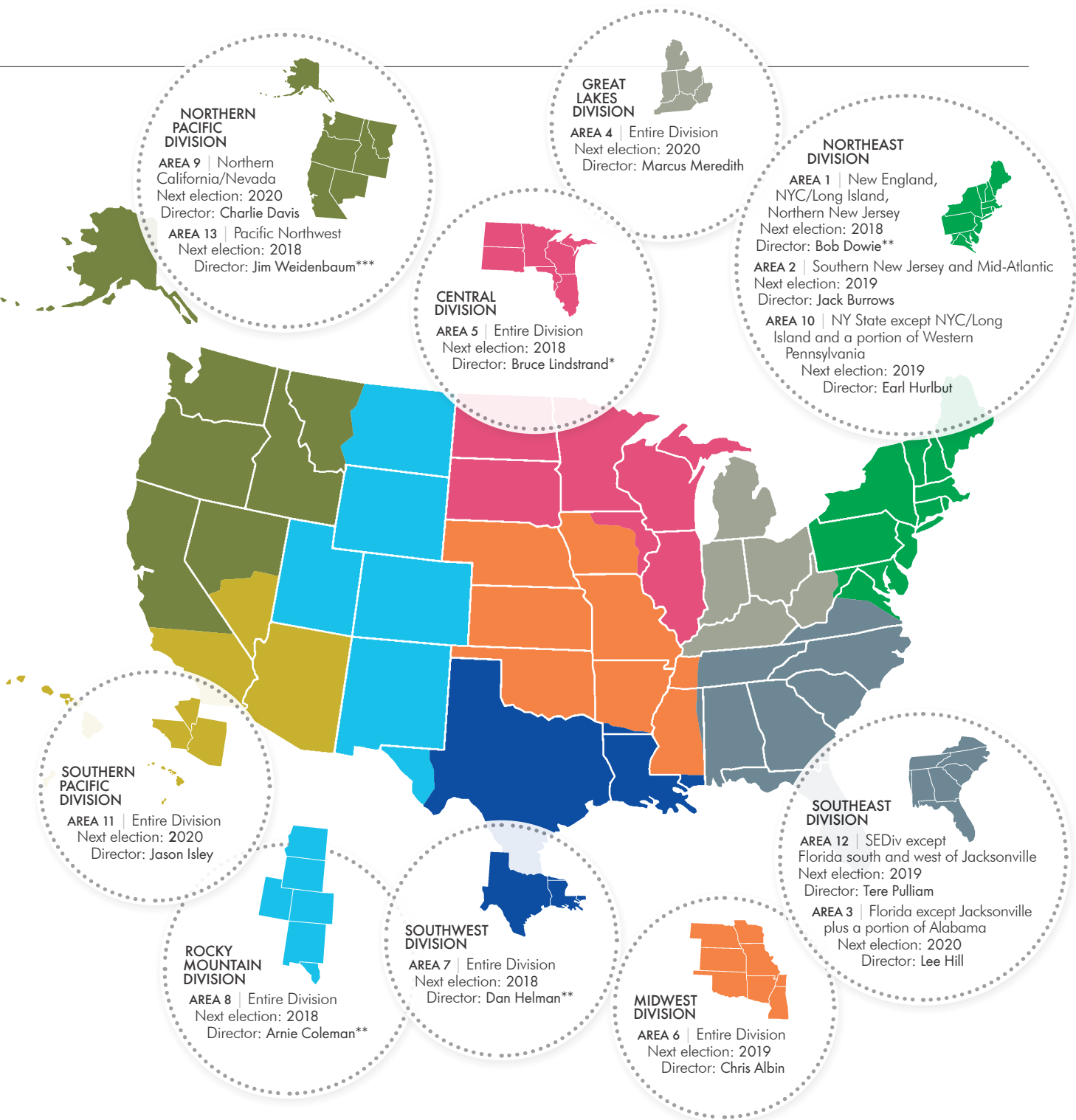
e-mail), plus travel to Board meetings and certain SCCA events six to eight times per year. Candidates must also be prepared to devote the effort and attention that this position deserves. This is not a board on which one serves by just attending occasional meetings to vote on a half-dozen items and head for home. Most issues require thorough analysis and understanding of the likely consequences of the decision.

On top of this, communication skills are a must, both written and verbal. BoD members spend several hours each month on the phone and deal with countless e-mails. It is also important for Board members to stay up to date on the various activities of the Club, which requires regular reading, both from "official" sources and lurking on forums. Finally, while there is no specific business skill set required, it is critical that a potential Director realize that the BoD's responsibilities are to the entire Club, not just to a particular Division, Area, Region, or activity.

A Director must be prepared to keep the various demands and priorities in balance and focus on the overall success of the SCCA. Remember that a Director is elected by the Club members in his or her Area and represents those constituents on the national Board, so he or she must be responsive to those constituents, yet must also fulfill their responsibilities to the Club as a whole.

ELECTION DAY

If you think you have what it takes to serve on SCCA's Board of Directors, then take a look at the 2018 SCCA Board of Directors chart here and determine when the next election is in your Area



(it might be this fall, or it could be two years off) and prepare yourself by participating in Region and Division activities. Most of you, however, will choose not to run - that means, your job is to vote. But rather than allowing our BoD elections to become a popularity contest, voting members should familiarize themselves with the skills and

experience of the candidates and then cast their vote for the candidate they feel will be the most effective Director.

The SCCA is not a faceless organization. From participants to workers to the Board of Directors, we're a club made completely of members, and together we continue to improve and grow the SCCA. 📍

Note: You can find out which area you're in by logging into your account at scca.com and clicking on the "Profile Page" link in the drop down that appears when you click on your name in the upper right hand corner. Click "Print Membership" In the "SCCA Membership" section of your profile page to see details of your membership and licenses. Your Region of record, competition Division, and Board of Directors Area will all be listed there along with your competition or specialty licenses.

* Term limited; 2018 is final year of service

** Up for reelection after 2018 term

*** Relocating out of Area, this is final year of service

USRRC CHEAT SHEET

Nervous about entering this year's Oct. 4-7 United States RoadRally Challenge? All of your questions are answered here (mostly)

WORDS James Heine | MAIN IMAGE Ron Ferris





RALLY ON

(BOTTOM LEFT and TOP RIGHT) With the USRRC taking place in different parts of the country each year, the event always features challenges unique to the location, like in 2013 when DC Region hosted the key event. (TOP LEFT) Southern Illinois features plenty of history, some of which will appear during the 2018 USRRC. (BOTTOM RIGHT) Red Bud, Ill., is in the heart of USRRC 2018 country.



Touring rallies that new or casual teams can run SOP [seat of the pants] - a Course [traditional trap] rally that is more challenging but still understandable for the casual rally team, and a GTA [gimmick] rally that should be fun for everyone."

Simple, right? For those fluent in RoadRally speak, sure. For the rest of you, we've got you covered with a cheat sheet to help you tackle this year's Oct. 4-7 USRRC in St. Louis.

YOUR SCHEDULE

The 2018 USRRC will offer a diverse program that includes every kind of SCCA rally, Ferris says. On Thursday, Oct. 4, competitors will experience Tulips by Night, a short Monte-Carlo-style Divisional Touring rally using tulip diagrams for route instructions. (A tulip diagram is a bird's-eye illustration of a road intersection.) Expect an early evening start and a rally of about three hours duration.

On Friday, Oct. 5, competitors will tackle the Kaskaskia Trails National Course Rally, a traditional SCCA "trap" rally of about eight hours (including breaks) and 180 miles in duration. This rally sets the tone for Saturday's Le Petit Rallye du Rocher National Touring Rally, another rally that will employ easy-to-follow tulip diagrams for route instructions, but like Friday, competitors should expect to spend about seven hours and 170 miles in their cars.

The event wraps up Sunday, Oct. 7, with the Monopoly Redux,

The United States RoadRally Challenge (USRRC) serves as the SCCA's premier RoadRally weekend and is designed to combine equal parts competition, adventure (a little bit, anyway), sightseeing, and ample opportunities for socializing. But being arguably the pinnacle of SCCA RoadRally competition also means that many who are new to the sport think the USRRC is too much for them to handle. But with the risk of sounding rude, we're here to say that you're wrong.

RoadRally has been part of the SCCA since the Club was first created nearly 75 years ago. Technically, rallies have been around almost as long as there have been automobiles and men and women to pilot them. In its historic form, an automobile rally is a long-distance road trip from point "A" to point "B," with a number of stops in between, a schedule to

maintain, and a route to follow. It's that simple. But if you've ever competed in a RoadRally, you know it isn't. But that doesn't mean you shouldn't try.

"Our goal since we first applied to host the 2018 USRRC is to create a weekend that will appeal to a wide range of SCCA members," explains Ron Ferris, St. Louis Region rally chairman, multiple-time National Champion, and one-third of this year's USRRC rallymasters. Ferris notes that St. Louis offers a central and easily accessible location, has convenient access to great countryside and enjoyable sports car roads, "and has significant experience hosting National events."

As for this year's USRRC rallies, Ferris says that the Region has focused on creating rallies for the event that can be enjoyed by experienced and not-so-experienced teams alike. "There are two straightforward



James Hene

a morning “games people play” gimmick rally based on the board game Monopoly. As a Divisional GTA, this rally will take about three hours to complete.

QUESTIONS AND ANSWERS

Have questions? You’ve come to the right place because we’re chock full of answers.

What do I need to participate in this year’s USRRC? As with all SCCA RoadRallies, the short answer is a car that’s roadworthy, properly insured, and legal for use on public roads; a driver; a navigator; a working speedometer and odometer (although a team did surprisingly well at the 2017 USRRC without those two); a calculator; a clock or watch; a clipboard or two; pens or pencils; and a notebook or pads of paper. Because the opening USRRC event Thursday evening is run at night, add a flashlight or map light to read the instructions. And, even though it’s old-fashioned, a highway map or local atlas, might be handy also, if only to offer a sense of security.

What is the entry fee?

The team entry fee for the weekend is \$250. (You will, however, be responsible for your own accommodations).

4. My schedule won’t allow me to run all four events? Can I run just one or two? Yes. If you are unable to run the whole weekend, you may register for individual events. Check the entry form at motorsportreg.com or stlscca.org.

Also, for Historic and Rookie teams that might prefer to run only the Saturday and Sunday rallies, two additional options have been added to the 2018 USRRC, a Gateway Historic Challenge and for Rookie teams, a Gateway Regional Challenge.

Where is the event

headquarters? The USRRC’s headquarters are in Columbia, Ill., an historic suburb of St. Louis. The headquarters hotel is the Hampton Inn (165 Admiral Trost Drive, Columbia, Ill.). Information about the hotel and the accommodations available for USRRC teams can be found on the websites noted above.

What kind of classes will the USRRC have? Expect SCCA’s standard RoadRally classes: Equipped, Limited, and Stock. There will be two additional Regional classes, too, as also noted above, Historic and Rookie. A useful thumbnail description of SCCA’s regular classes is available on the RoadRally page



James Hene

at scca.com. Check the “What Is a RoadRally?” link. Information about the Historic and Rookie classes is available at stlscca.org and at motorsportreg.com.

What kind of car do I need to compete? Really, any car or SUV will do the trick. Any roadworthy, properly licensed and insured vehicle will do just fine.

Will there be a rally school for teams new to the USRRC or RoadRally? Yes. Definitely. There will be at least one rally school prior to the start of the weekend, and you’ll also find many experienced competitors at the event will gladly help you out between legs.

How can I avoid getting lost? Ah, the classic rally question. If you are new to the sport, the best answer comes in three parts: Before the start of the rally, study the General Instructions (the rules for the event); next, ask questions about anything you

KNOWING IS HALF THE BATTLE

Success at any USRRC involves taking full advantage of the calibration run (LEFT). Don’t know what that is, or maybe you’re confused by this sign (BOTTOM)? Don’t let that stop you from participating in the 2018 USRRC as all of your questions will be answered at the event.

don’t understand; and, finally, during the rally, forget about precise timing and focus on staying on the rally route – once you become comfortable with route following, staying on time will begin to follow naturally.

Also, many organizers today, as an aid to rally teams, include GPS coordinates for restart locations in their route instructions. This helps relieve anxiety about getting lost.

How do I stay on time during the event? Worry about staying on the route, the rest will come with, err, time. Until then, employ SOP (seat of the pants) timing: Remember where you are in the “parade” (keep in mind who’s ahead of you and behind you in the USRRC), drive the assigned average speeds, allowing for traffic, safety considerations, road conditions, stops, yields, and so on – and just enjoy the adventure.

As for precise timing, rally odometers, rally computers, and related rally equipment, whew! That’s a subject for an entire *SportsCar* feature story.

This is all fine and dandy, but where can I find more information? Information about the 2018 USRRC is available on scca.com, stlscca.org, and motorsportreg.com.

JUST DO IT

Really, the secret with RoadRally, as is also the case with autocross, SCCA Road Racing, and RallyCross, is to jump in and do it. Trial by fire is scary, but it’s the way you learn. If you’re nervous about jumping into RoadRally at the USRRC level, however, then we suggest you enter a few local rallies between now and the first weekend of October. Then, head to Columbia, Ill., and have some fun! ☺

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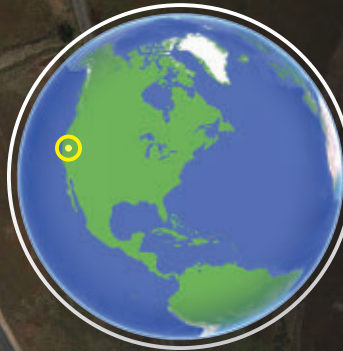




HOT LAP: SONOMA RACEWAY

The secret to winning the 2018 Runoffs at Sonoma is to lap faster than everyone else. Here's how...

WORDS Jason Isley



In the late summer of 1968, a groundbreaking took place on the Sears Point Ranch for what is now known as Sonoma Raceway. The 2.52-mile, 12-turn road course featured 160-feet of elevation change, and some said it was a course that would challenge even the most skilled of drivers. This was just as true in 1968 as it is today. Speaking of today, the 2018 SCCA National Championship Runoffs will be visiting that very same Sonoma racetrack this Oct. 16-21, with the circuit in Northern California's wine country set to once again challenge the best of the best.

While this is the first visit to Sonoma Raceway for the Runoffs, it's far from the first SCCA race at the circuit. In fact, the first race hosted at this track was an SCCA enduro, held Dec. 1, 1968. Since that time, the track has played host to almost every type of racing on wheels, and proves popular with drivers and fans alike.



Like many racetracks, this multi-use facility offers a range of configurations, and Runoffs attendees will be treated to what is known as the classic sports car layout. So, in an effort to find the most efficient way around this circuit, we spoke to a few people who are very familiar with it - some of whom you may be facing off against come the Runoffs.

Joe Huffaker is a multi-time Runoffs champ and, coincidentally, his Huffaker Engineering shop is located on the grounds of Sonoma - talk about home field advantage. Huffaker is well versed in getting all types of racecars around this circuit in short order.

We also chatted with Jim Devenport, the 2016 Prototype 1 Runoffs winner and holder of the P1 lap record at Sonoma. In 2018, Devenport looks to take on both P1 and Formula Enterprises 2 and he knows just how fast a car with aero can get around this place.

Lastly, we spoke with Nico Rondet, a professional racer for over 20 years and the chief instructor at Sonoma's Simraceway Performance Driving Center. With countless laps around the circuit, there's little chance anyone is more familiar with the intricacies of Sonoma than Rondet.

For those who have never visited Sonoma but have attend past Runoffs, a number of turns could seem familiar. Those who have experienced Road America's Carousel may

"The biggest thing that is always a shock... [is] the constant elevation change"

NICO RONDET

note similarities with Sonoma's Turn 6, albeit inverted. Another similarity is to Road America's Kink. "It's not quite the Kink from Road America," says Rondet of Sonoma's Turn 10, "but it has a little bit of that feel, and it's really fast."

"Turns 7 and 11, they're like the Keyhole at Mid-Ohio," says Huffaker. "A lot of things from Mid-Ohio apply." Both Huffaker and Devenport also shared that they run the same setup on their cars here as they did at Mid-Ohio. "Mine's identical to Mid-Ohio," says Huffaker.

Part of what sets Sonoma apart is its elevation, which changes at a rate far greater than most other racetracks, and its straightaways, or lack thereof. "The biggest thing that is always a shock for anybody is the elevation change - the constant elevation change," says Rondet of first time Simraceway visitors. "There are no straightaways. Run a lot of down force, even more than Laguna because the straights are shorter."

TURN 1

On paper, your lap appears to start with a straight leading into Turn 1, but the reality is your lap starts well before. "The lap begins out of Turn 11 - you pick a radius and go," says Huffaker. "It's a big constant radius, your hands don't move much, and you are flat through there in a small bore car. In a big bore car there is a big lift after start/finish as you start to head up the hill. Turn 1 is fast, you are heading up the hill, and you are hard on the gas and looking to the right for Turn 2."

This is also the first and most noticeable climb on the track. "There is a 20-percent grade as you get into that compression [for Turn 1]," says Rondet. "You brake, and try to make a straight line."

That climb up the hill really helps to shorten up the braking zone. "Turn 1 is flat, the key is how deep you can carry it flat up toward Turn 2," says Devenport. "You can go deeper than you think."

TURN 2

"You enter Turn 2 uphill, but you exit it as a blind off-camber corner, and you want to tap the inside curb to help turn the car," says Huffaker. "Turn in early for 2, if you get late you are off in the dirt."

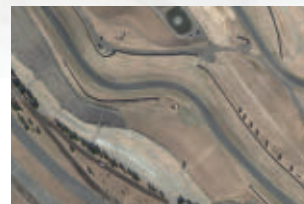
As you enter Turn 2 you will also find the elevation starting to work against you as the glorious grip you experience climbing the hill starts to disappear, just waiting to punish those who get behind. "In Turn 2, you go from a 20-, to 16-, to 10-degree incline, so you are losing the front end all along," says Rondet. "You want to trail brake in most cars, keep the front end tucked."

TURN 3/3A

The next segment of the track is a true test of patience and focus. "Turns 3, 3a, (ABOVE) and 4 are not real fast, but you can get in trouble there," says Devenport.

"The combination of Turn 3, 3a, and 4 is one of the most incredible I have found in my career throughout the world - I just love that section," says Rondet. "As you turn into 3 it's downhill, then you have a massive compression near the apex that is an 18-percent grade. You want to stay on the left edge to set up for 3a, then you glide over as the track falls away."

"Turn 3 has a little dip at the apex and you want to stay left to set up for 3a, which is the more important corner," says Huffaker.



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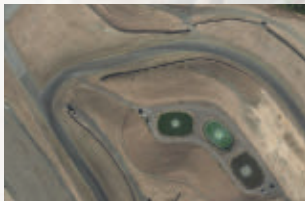


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TURN 4

As you crest the hill at 3a you are on a fairly steep downhill run to Turn 4 (ABOVE) - and those who try to brake late here may find themselves in trouble. The track surface is off-camber as you apex 4, so getting a good run off can be challenging, but it does flatten out as you get farther through the turn. "It is steep downhill braking for Turn 4," says Rondet. "Be patient with power here."

TURN 5

"Turn 5 is the right-hander that we call a straightaway; most cars are flat here," says Simraceway's chief instructor Rondet. "It is daunting, but as you round the corner the track climbs and you gain grip. Depending on the car you might need to start braking before the crest for Turn 6, for slower cars you might be able to brake at the top or after."

TURN 6

The Carousel, or Turn 6 (RIGHT, TOP), leads to one of the few straight sections at Sonoma so getting good exit speed here is important. "You want to focus on [Turn] 6 so you can carry as much speed down that backstretch as possible," says Devenport.

"There is no reason to go full right to setup for Turn 6; most guys end up turning in from the middle of the road, that is my preferred line," says Rondet. "There is positive camber in the first two-thirds of Turn 6, just like an oval. The turn starts to flatten out and lose grip, but just past the apex there is massive compression again because you hit the bottom of the hill."



TURN 7

This turn (ABOVE) will have a similar feel to the Keyhole at Mid-Ohio, but with a much different look due to its pair of 90-degree turns. "Turn 7 is just one big turn, and it's a great passing spot as you enter," says Devenport. "If you don't get the pass done before 7 you are single file all the way to [Turn] 11."

One thing to be weary of here is the curbing. "Turn 7 does not have braking as big as one might think, again because of the elevation," says Rondet. "You want to miss that first apex curb by about two feet. The second apex curb is big, too big; don't hit the curb [because] it will break stuff."

URNS 7A/8/8A

(ABOVE) The combination of Turns 7a and 8 begin the Esses, which look fairly simple on paper but are very challenging due to constant elevation changes. "On the way into the Esses it's pretty tricky," says Rondet. "Exaggerate the setup from Turn 7a to prepare for Turn 8 - the track drops off severely and this is where people get into trouble."

This stretch of track can make or break your lap. "All the speed comes from 8a down the hill to Turn 10," says Huffaker. "Getting through the Esses and Turn 10 are key to a good lap time."

TURN 9

"In most cars, Turn 9 is flat out," says Rondet. "In GT, you might have to lift a little bit just at the end because it's tight as you are starting to bring the car to the left to set up for Turn 10."

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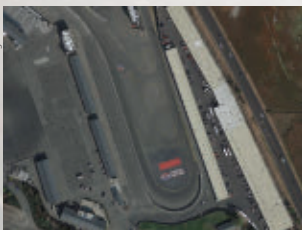
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TURN 10

Similar in the fact that you are making a high-speed run on what appears to be a very open piece of track, into a narrow and fast right hander, fans of Road America's Kink will love Turn 10 (LEFT).

"Turn 10 is really important," says Huffaker. "For some cars it's just a lift, others have to brake, but it's hard to get it right every time."

"When you go through those esses all the way down into Turn 10, it's a real pucker corner," says Devenport. "A little comfort lift is okay there. Even when you could be flat,

you might not be because it has some fear factor to it. You have to give it its due. Even when you think you've got it down, next thing you know you are in the wall."

TURN 11

(LEFT) This turn can be a little different every time you visit Sonoma, as the track limits to the inside are set with bails of tires. Additionally, this turn features faux curbing, consisting of little more than a coat of paint, so you may be able to cut some distance and run it tight.

"The camber plays a trick on you - you are going uphill, and then just about where you need to brake, it goes downhill," Simraceway's Rondet says of the approach to Turn 11. "It's a long apex, it's sharp, but it's wide from entry to exit. The apex curb is nothing but paint, which is very sensitive to temperature. Early in the morning you never have any grip on it, but late in the afternoon you have as good, if not better, grip than you have on the asphalt."

"The last big mistake people make is the track-out wall at Turn 11, it's very daunting," he continues. "People try to keep the steering wheel in and stay away from that wall, and that will cause you to either understeer into the wall or snap oversteer into the wall. Make sure you drive to the wall rather than into it."

TURN 12

After exiting Turn 11 you should be setting a radius that is going to take you all the way to Turn 1, making 12 little more than a mark on a map for most cars. However, Turn 12 can be an issue when it comes to starts, or even in the case of side-by-side racing. "The most critical part of the start is the potential for a pile up as you are pinched between two concrete walls," Devenport cautions. "If guys don't hold station or get frisky, you can have a problem." 🚫



LOOKING BACK

The beauty of visiting such a popular track is that finding people willing to share knowledge is fairly easy. In fact, all we had to do was look back into the *SportsCar* archives to find a *Hot Lap* penned by Bob Lobenberg, a Runoffs champion and the driver who had been selected to replace Elliot Forbes Robinson in the Huffaker Trans Am series ride. And, while the track has seen a few changes since that story ran in the March 1984 issue, it is largely the same. "It's pretty good," says Joe Huffaker of Lobenberg's 1984 *Hot Lap*. "It's now smoother than it use to be, and Turn 7 is broadened out; it's not a hairpin anymore."



If you're looking to master the racing line firsthand before this year's SCCA Runoffs, contact Sonoma Raceway's resident racing school, the Simraceway Performance Driving Center.



MAKING TIME

The work you do before the Runoffs will afford you time to better handle problems that pop up during the big show, like at the 2015 Runoffs when we had to correct the alignment on our T4 Honda Civic and address air dam issues on our HP Toyota Yaris (BELOW). Do it right, and you just may end up in victory circle (MAIN).

RUNOFFS READY

The best Runoffs prep involves mundane tasks, but it's those tasks that make the difference | WORDS Jason Isley | MAIN IMAGE Rick Corwine

The *SportsCar* staff has had its fair share of National Championship Runoffs podium finishes over the years, and while luck has played a role in many of those finishes, pre-event prep meant we didn't use up any of our much-needed racing luck avoiding silly mechanical issues.

Over the years, one piece of advice that has stuck with us is having Runoffs-specific parts - this is a trick we learned from late E Production National Champion Tom Thrash. Thrash once explained to us that he would take his best parts and put them on the shelf after the Runoffs, installing them once more when he prepped for the following year's National Championship. This method saves wear and tear and extends the rebuild intervals on your top-notch expensive items like engines and transmissions. While we don't always take it to that level, we

have found this method can apply to other areas of the car as well.

Take, for instance, our H Production Toyota Yaris that won the Runoffs in 2017. This car is super easy on brakes, allowing us to go multiple seasons on the same set of pads and rotors; consequently, we've gotten in the habit of putting a set of brakes aside specifically for use at the Runoffs. By doing this, we have a brake set that is race ready as soon as it goes on the car.

Next, most racers are good about changing fluids, but make sure you haven't overlooked any of the ones that are less frequently serviced. You might bleed your brakes frequently, but when was the last time you did the same for your clutch? Old, dirty fluid in the clutch line can damage the master or slave cylinder seals, so treat it the same way you would your

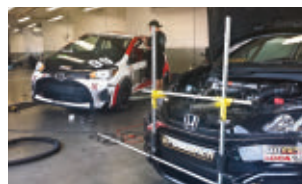
brakes. Many racecars have power steering, and that fluid can be overlooked, too. In short, flush every system regularly.

The creeper crawl has become a Runoffs right of passage for us at *SportsCar*, although I'm not sure why we call it that because none of us own a creeper. Runoffs prep is one of the few times we pull out a crescent wrench and go bolt by bolt, from front to back of the car looking for anything that's loose. If we find a loose fastener, we mark it with a piece of tape and then revisit it with the proper tool. This can be a lifesaver, as you never know what might have shaken loose during the season. This is also the perfect time to do an inspection of suspension bushings and anything else you don't check on race weekends.

Finally, wheels are an often-overlooked item. Racers wrap sticky tires around them, punish

them with curb hits and cook them with hot brakes, yet they rarely inspect them. It's easy to give wheels a once over for physical damage anytime you wash your car, but we like to go deeper. Heading into the Runoffs is when we pull the tires off, inspect the wheels inside and out, and clean the tire-mating surface - something your average tire installer is not going to do. This also gives us a chance to inspect the valve stem seals, which can easily be damaged when tires are being swapped out on the wheels.

The more you do ahead of time the fewer distractions you will have at the Runoffs, which will make for a much more relaxing and fun experience. If you do end up on the Runoffs podium, you'll know your pre-event prep likely played a larger role than that all-too-finicky "luck." 🍀



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The TE37 Saga inherits the traditional six-spoke design and aims for further improvement in performance by creating a deeper pocket behind each spoke without sacrificing rigidity. In other words, even through 20 years of history, the true foundation has not changed.



GRAM LIGHTS 57XTC

For the 57XTC series, RAYS has employed a design with distinct 2x6 rim spokes twisted to offer a sense of dynamism. The rim spokes, which stretch in parallel with the flange, have been twisted to draw a concave line toward the center hub by bending.



VOLK RACING TE037 6061

The TE037 6061 has been targeted at high-performance middle-class sports vehicles. All facets have been reconstructed, from the size to the materials used. Its performance, achieved after an extremely difficult development process, is of the highest level for A6061 aluminum forged wheels.



GRAM LIGHTS 57CR

This simple-yet-refined design provides a visual appeal with a concave face designed for optimal brake clearance. RAYS logo and the 57 mark is embossed onto the spoke.



VOLK RACING ZE40

Utilizing the latest technology, each spoke is meticulously designed to feature an aesthetic finish as well as function. The center portion of the wheel includes a new overhang design for more strength as well as a design point.



GRAM LIGHTS 57TRANSCEND

The 57Transcend is a 10-spoke design that's a light flow formed cast wheel, which utilizes RCF technology. Inside of the spoke is a machined RAYS logo for added authenticity. Sizes range from 18x7.5 to 19x9.5 with two different face sizes.



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ADVAN RACING TC-4

The latest iteration of the TC series, features an updated face with carved out side spokes for weight loss that still maintains rigidity.



ADVAN RACING RZ-F2

The newest fully forged wheel from the Advan lineup. Features a 10-spoke design with Advan's side spoke carving and machined logo around the lug bolt area.



ADVAN RACING RGD2

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**HARD AT WORK**

Bill Skibbe received his Worker of the Year award at the 2017 Runoffs, but he missed the presentation as he was still doing his job. Respect from his peers was apparent when SCCA staffers, including (left to right) John Bauer, Deanna Flanagan, and Claudine Stueve, jumped on stage to celebrate once he arrived.

GOOD TIMING

From Spitfires to prototypes, Bill Skibbe has had many adventures in Timing & Scoring | **WORDS** James Kearney | **IMAGE** Philip Royle

It is often interesting to follow the breadcrumbs of life and see what led to what. When Bill Skibbe was in college at the University of Illinois in the mid-1970s he set off looking for brake parts for his Mini 850 wagon. He eventually found what he needed at a foreign car repair shop where the owners competed in the Midwestern Council. One thing led to another, and soon Bill was working Timing & Scoring and hanging out with people who raced Spitfires. He was in heaven. "And I got a free lunch to boot," he laughs.

On his second date with LJ, who would later become his wife, they went to the 1978 24 Hours of Daytona. Serendipitously, friends asked them to come in and help with Timing & Scoring. Fortunately, his date was into it. "It was all manual scoring back then," he points out. The room was jammed full of tapers and auditors. He remembers Peg

Bishop pushing a button for every entry as they passed start/finish. "I believe they started 65 cars that year," he says. A lot of things were harder back then, including seeing the car numbers. "This was before fluorescent numbers. The cars drove through a spotlight on the exit of Turn 1. That experience really got me hooked on endurance racing."

As a geophysicist he moved to Houston to work on off shore surveying during the oil boom of the late '70s. He connected with the SCCA and began working events at Texas World Speedway. "It was a time of stopwatches and timecards with 15-20 people working Timing & Scoring at every race," he recalls. He began working at the Runoffs at Road Atlanta in 1980 and he sharpened his skill levels and was recognized as someone who could get the job done.

He says he can't honestly

remember how many times he worked the National Championship Runoffs in Atlanta but that he was the Chief for quite a few of them and the Assistant Chief for others. Bill says it was around 1985-'86 that computers began to take over the world of T&S. "It was a little rough at first," he says. "I remember guys writing code in the bathroom to keep things going."

He says it is a bit of a different world now. The advent of computerization and automated identification of racecars has changed the T&S world, but for the most part the people have stayed the same. "Most folks adapted to the new system, we just have a lot fewer people doing it," he points out. "It is challenging work, but it is a lot of fun, too. It is all about getting accurate results with a small staff. We are very interested in attracting new people and we are particularly

interested in young folks. I'd like to think that someone might read this piece and think that they can do this. I started at a basic level and it opened me up to an entire new world."

He embraced the next step and kept climbing. He moved up to working with the Pro Formula Atlantic Series and later became Chief of T&S there. Atlantic was a support series for the Championship Auto Racing Teams, and when CART took T&S in-house, they asked him to head that. He manned the helm until CART folded in 2008. Though the years, Bill has also worked with IMSA, Trans Am and World Challenge Cup. It's quite a jump from timing some Spitfires.

"I've been blessed with great opportunities for both interesting work and extensive travel," he says. He is a little bit of everywhere. I spoke with him as he was traveling to VIRginia International Raceway for a U.S. Majors Tour with over 300 entries. Shortly thereafter he was off to Sonoma Raceway for the Shell Eco-marathon, an outgrowth of the original Fuel Economy Run. He has been in charge of timing and scoring for that event for the last 10 years.

While he is everywhere, he was not on the scene at the worker party when the T&S Worker of the Year Award was announced at the 2017 Runoffs - the award he won. He smiles ruefully as he explains that he was still on the job at Timing & Scoring and that the presentation was reenacted a bit later in the evening. "I was totally surprised, and it was amazing to receive this great award at Indy," he says. "There are a lot of good memories there." 🍷

GET INVOLVED VOLUNTEER INCENTIVE PROGRAM

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Jean Kurkowski	Central Florida
Mark J. Hirt	Chicago
Taylor Ann Hyatt	Washington DC
Larry H. Kurkowski	Central Florida
Hollye Laplante	Central Florida
Steve Pence	Washington DC
John R. Walsh	Finger Lakes
Arjen C. Bleeker	NE Oklahoma
Karen Lynne Fearing	NE Oklahoma
Alice S. Fatherree	Washington DC
Pat Foss	Chicago
Nancy L. Foster	Colorado
Douglas L. Nickel	Washington DC
Sue Rupp	Ohio Valley
David M. Rupp	Ohio Valley
Roger L. Beebe	Glen
Michael Jorgensen	Milwaukee
Barbara Lissow	Finger Lakes
James P. Tornetta	South Jersey
Peg Dowd	New England
Wayne L. Foss	Chicago
Joel B. Harleman	Indianapolis
Bert A. Hultman	Milwaukee
Robert B. Nowlan	Kansas
David W. Parker	Washington DC
Joelle Pence	Washington DC
John Proctor	San Francisco
Jeff Bruckner	N New Jersey
Willa Bruckner	N New Jersey
David A. Dominguez	North Carolina
John A. Kish	Arizona
Paul Jeffrey Kurtz	Texas
Steve Mortimer	Steel Cities
William Odie O'Dell	Atlanta
Brian Phillips	Florida
Kurtis Paul Stevens	Neohio
Lynn A. Broglin	Central Carolinas
Kat Buell	Buccaneer
Gary D'Abate	Atlanta
Nici DuBois	Oregon
Karen Gunn	Central Florida
Lee H. Hill	Central Florida
N. Peter Horansky	Buccaneer
Douglas A. Mains	Texas
Dario Mark Montero	Central Florida
Gloria Sheets	Ohio Valley
Gary Van Horn	Oregon

20-29 DAYS

Bruce C Marshall	South Jersey
Van Ladendorf	Houston
Deb Turner	Houston
Carolyn Bayer-Broring	Washington DC
James J. Shoemaker	Mahoning Valley
Vanessa C. Farret	Washington DC
Christopher A. Linkous	San Francisco
Susan C. Marshall	South Jersey
Fred Peterson	San Francisco
Ginny Peterson	San Francisco
Dave Fredrick	Central Florida
Bridget C. Moeller	Washington DC
Paul J. Moeller	Washington DC
Chris Zavala	Lone Star
Joshua Underwood	New England
Darlyn Linka-Pettenati	San Francisco

30-39 DAYS

Gregg S. Ginsberg	Washington DC
William Lowe Gilliland	San Francisco
Kevin R. Young	Ohio Valley
Bev Heilicher	Chicago

40+ DAYS

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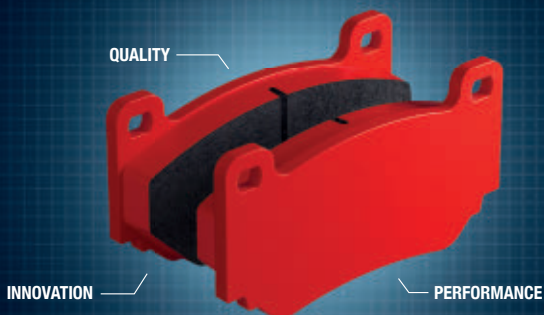
SCCA's Volunteer Incentive Program allows volunteers to obtain membership discounts based on the number of days they volunteer each membership year. This is a list of members who have volunteered 12 or more days prior to their membership renewal. Updated lists will appear quarterly in *SportsCar*.

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**FINDING THE WAY**

It takes the effort of a great many individuals to build and maintain SCCA's Road Racing rule sets, and you may be just to person they need, so don't hesitate when the call for volunteers comes. For CRB Chairman Jim Wheeler (BELOW), what began as knowledge of his own class, American Sedan (LEFT), has evolved into a much broader understanding of the GCR and all racing categories.



Philip Royle

A LEARNING EXPERIENCE

Sure, the Club Racing Board develops the rules, but there's more to the job than that | **WORDS** Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Jeff Loewe

When I joined the Club Racing Board, I knew many workers and stewards from Kansas City Region and the Midwest Division. I also knew the American Sedan portion of the GCR, having spent time on the American Sedan Advisory Committee. But other than that, my knowledge of the SCCA and its members was pretty limited.

At my first face-to-face CRB meeting, I met Bob Dowie, Dave Gomberg, Jim Drago, Tom Start, and Fred Clark. Chris Albin was also a member, but I had known Chris for years. After being named Chairman of the CRB, I started recruiting stars from various Advisory Committees and other sources to join me. As other members timed out, I managed to talk David Arken and John LaRue into moving up to handle Formula and Sports Racing/Prototype, Mirl Swan joined for a few years, too. Peter Keane came back after a cooling-off period, and we also added Kevin Fandozzi for Touring and Sam Henry for Production and Spec Miata. Todd Butler moved over when he timed out from the Board of Directors, and I enticed the Trans Am, Prototype, and snowmobile legend Tony Ave to sign on. In my professional career as a TV commercial director for clients like STP,

Citgo, Purolator, Thrifty, Bendix, and Bob Bondurant, I worked with some of the big names in motorsports, but none exceeded this group in their knowledge and energy.

The folks I've had the pleasure of dealing with via the CRB have extended beyond, too, meeting with a number of manufacturer representatives. Among others, the CRB has met with John Doonan and David Cook (Mazda), Jeff Barrow (Honda), Carl Bush (Wilwood), Danny Puskar (Carbotech), and Bruce Foss (Hoosier) to help them keep their participation in SCCA Road Racing successful.

Another duty I've had the honor of experiencing as a member of the CRB is voting on those nominated for a number of SCCA Road Racing awards. This means that every year the CRB looks at the records of the best rookies, the most improved drivers, and the most outstanding contributors to our portion of motorsport. Through this, I have been exposed to outstanding racers like this year's Kimberly Cup winner Melvin Kemper Jr. and the Jim Fitzgerald Rookie of the Year winner Austin McCuster, as well as last year's John McGill co-award recipients Allen Davis and Dave Kettler - I met those two at the Runoffs while going over rule questions in impound;

this year's winner I knew already, since Chris Kern is a Kansas City Region member.

With the CRB's participation at the National Championship Runoffs, providing testimony for tech, the Stewards and the Court of Appeals, it became necessary to know the GCR from front to back, not just the part that dealt with the class I participated in. Since joining the CRB I have become a Scrutineer, Divisional Chief Driving Instructor, Co-Divisional License Administrator, a corner worker, and a Street Survival coach. In every one of those jobs, I have met outstanding members who have added to my life.

As I taper off with the final months of my stint with the CRB, I intend to move back into more active participation in Kansas City Region, but I truly hope I'll also stay in touch with the rest of this outstanding group. I also hope that you, the reader, will consider stepping into one of the roles connected to the CRB. The next time you see a call for resumes in *Fastrack*, consider submitting your own. From the CRB to the various Advisory Committees, the Club needs your help - and just think of those you might get to meet (I didn't even mention my dinner with Roger Penske). 🍷

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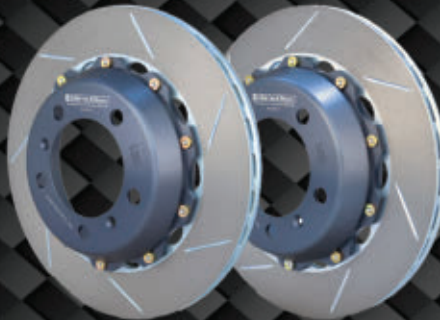
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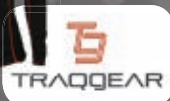
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**BREAKING THE MOLD**

Supplemental classes haven't always been quick to populate, but untraditional rules may be the key to success in Solo Spec Coupe (LEFT) and Classic American Muscle (BELOW).



TALE OF TWO CLASSES

Autocross classes Solo Spec Coupe and Classic American Muscle have more in common than you may think | **WORDS** Paul Brown | **IMAGES** Jason Isley

To paraphrase Dickens, it was the best of categories, it was the worst of categories.... Well, the pair of autocross categories we're going to talk about this month do indeed seem to be the best of categories. In short, the CAM category is continuing to build momentum with every passing year. Looking at entry levels at the early Tire Rack National Solo events, CAM will have among the largest classes on both coasts this year, either for CAM-C at Tours or the combined CAM class at ProSolos. Similarly, Solo Spec Coupe, despite barely being out of the oven, is showing very promising signs. And, while SSC and CAM couldn't have more different class philosophies, they are both succeeding - let's see if we can figure out why.

Contrary to popular belief, CAM and SSC illustrate that autocross categories don't have to crown National Champions in Lincoln for competitors to come out of the woodwork. Usually, being a supplemental category - as both CAM and SSC are - slows entries, but both have bucked the trend, illustrating that compelling classes and categories will draw an audience.

Solo Spec Coupe (SSC) is a spec class utilizing a vehicle that is affordable, available

in large numbers, and uses aftermarket parts that are reasonably easy to police - an upside is using something that is also fun to drive, durable, predictable, and not ugly (Spec Yugo probably wouldn't catch on). But while the Scion FR-S/Subaru BRZ twins, that are the basis for SSC, aren't quite as ubiquitous as a Miata, they've been around for a few years and have seen minimal mechanical changes from the manufacturer.

The big attraction of a spec class is that all of the cars are the same, housing the same modifications, leaving the drivers to duke it out. In SSC, there's even a spec street tire (the Falken Azenis RT615K+), so other than making sure there's tread on them, the choice of rain tires versus dry is already made.

SSC is a class specifically intended for drivers, not builders. In a perfect world, there's no tuning once the car is built, but realistically there is a certain level of tuning - suspension settings, minimal swaybar tweaks, and air pressure. Regardless, the point is that there's no discernible advantage to throwing money at the car outside of the spec kit. You can make it prettier, but money shouldn't be able to make it faster.

Classic American Muscle (CAM), meanwhile,

comes from the other end of the spectrum. Pick a car that is eligible (pick from American muscle cars - go figure), keep above the minimum weight, and run 200-tread wear tires - the rest is fairly open. That's a bit of an oversimplification, but not all that much.

Drivetrain, wheel size, leaf springs or three-link - you name it, it's not restricted. The old adage "run what you brung" fits this category perfectly. CAM is for builders. Got money? Spend it freely! That said, the tires limit grip, essentially limiting the usefulness of spending too much money - that's kind of the beauty of this concept. It's Vipers vs. 'Vettes, Mustangs vs. Camaros, with some of these battles as old as the pony car itself. In this case, we've got old Mustangs vs. old Camaros (CAM-T), 1990 and newer Mustangs vs. Camaros (CAM-C), and Corvettes vs. Vipers (CAM-S). There are obviously other cars in there, from Baracudas to Trans-Ams to Hellcats, but you get the idea.

So, here we have two ends of the spectrum - restrictive vs. the Wild West - and they both work. About SSC and CAM, Dickens might have concluded that offering these categories alongside our existing Solo categories is a far, far better thing that we do. Based on participation numbers, it seems many agree. 📍

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**JERSEY TOUGH**

A little foul weather couldn't thwart the South Jersey Region National Rally. Chuck Hanson and Dave Head competed in the ultra competitive Class E, which saw the top seven competitors separated by just a few points.

JERSEY BOYS

Weather showed its might, but South Jersey Region's National rally marched on regardless | **WORDS & IMAGE** Rick Beattie

Expectations for the South Jersey Region National RoadRallies on March 24-25 were nearly reversed as the weather turned out to be almost as difficult as the events. While rally teams tried to overcome the difficulties of the Saturday Course event, rallymaster Jim Wakeman and his committee spent the week coping with the weather to keep the Sunday Tour route open to the historical sites in southern New Jersey.

Like most years, Wakeman dedicated the event to people like Bob Jumper, Dave Teter, and Mark Haas who made the South Jersey program and contributed a great deal to the SCCA National rallying program.

The week of this year's event, unexpected snow and ice brought down thousands of trees, blocking large sections of the route. Consequently, three legs from the Saturday Course event could not be run because of blocked roads.

Members of the committee that included Wakeman, Clyde Heckler, Jim Minor, with scoring by Pete Chezick and Frank Bochanski, reran the Tour event during the Saturday Course event to confirm that the Sunday route was now open. Many of those blocked roads were probably welcomed by quite a few teams as what were really simple instructions gave them high scores on much of the route that was open.

Wakeman based almost all of his traps on what was really just three clear rules: an MRD rule that used the first determinant that didn't direct the same course as a determinant that followed it, the requirement that unpaved road segments only existed if the road segment had both a stop and road naming sign, and an Aristotle rule.

The MRDs changed for each leg with one leg late in the event having 12 MRDs. However, concentrating on the MRD and unpaved road rules was not the way to achieve success. Navigating for Chuck Laroure, I got us distracted enough to completely ignore the Aristotle rules, twice. That was not a good approach.

Another approach clearly worked better as the winning teams of Bruce Gezon and navigator Bob Morseburg collected just 29 points in their first overall and first in Class E first-place finishes. First in Class S was taken by Jeff Boris driving with Brian Nogrady with 512 points.

Steve Gaddy described the event best with the comment that "this was the appropriate difficulty level overall for this crowd, especially being paired with the Tour rally Sunday."

The Sunday Tour consisted of 20 controls, none of which were discarded because of downed trees or road flooding. The event began in Vineland, N.J., but the route

wound west into Salem County on roads used less often in South Jersey events.

Wakeman headed that way to expose some of the historical places in that area. Although Tea Parties are most famous in Boston, leg six and seven took teams to Teaburner Rd. where the New Jersey version was executed. Leg 10 had a stop at Hancock's House and a description of the battles of the Quinton's and Hancock's bridges with a stop at the beginning of the afternoon break at the Old Pittsgrove Presbyterian Church where 26 men from the Revolutionary War are buried, some from those battles.

Although the Class E team of Jim Crittenden with Ann Olewnik driving had just two points through the first 15 controls, Jack von Kaenel and navigator Stu Helfer took first overall and first in Class E honors with five points. Crittenden and Olewnik finished in second with seven points.

Eri and J Toney took Class S with 59 points just ahead of Class L winners Satish Gopalkrishnan and navigator Navin Ohri with 66 points.

The top seven Class E teams scores were almost evenly spaced from 5 to 17 points with no ties. Although the rally may have finished more like a lamb, March was a lion all the way through with East Coast weather not getting to spring temperatures until late April. 🍷



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LESSONS TO BE LEARNED

The Tire Rack Street Survival program is filling classes to capacity and it's easy to see why. While schools differ slightly depending on the location and tools available to the Region, topics like wet traction (MAIN) and blind spots (BOTTOM) are of utmost importance.



STREET SURVIVAL START STRONG

2018 is turning out to be a banner year for the program that helps save teen lives

WORDS Jeff Jacobs, Vice Chairman, SCCA Foundation | **IMAGES** Dennis Wood

The Tire Rack Street Survival (TRSS) program supported by the SCCA Foundation is setting a record-breaking pace this year. So far, a total of 18 SCCA Regions have opened registration for 23 schools, with more to come as season schedules are finalized. The Regions that are already signed up to host include Chattanooga, Des Moines Valley, Dixie, Finger Lakes, Kansas, Kansas City, Mahoning Valley, Milwaukee, Mohawk Hudson, Neohio, Oregon, Philadelphia, Reno, South Bend, St. Louis, Tennessee, Texas, and Wichita.

"This is shaping up to be a record-setting year for the program," says Scott Dobler II, SCCA National Coordinator for the Tire Rack Street Survival program. "The momentum and excitement from the presentations we made at the 2018 SCCA National Convention have been instrumental in our growth and the enthusiasm for the program across the Club."

Earlier this year, the SCCA Foundation awarded grants in the amount of \$500 each to five

SCCA Regions to facilitate their TRSS programs. "This all adds up to saving the lives of more young drivers, and that is the best part of all," adds Dobler.

Of the five Regions that have hosted programs so far in 2018, all five were oversold. Reno Region kicked off the season early with a sold-out February school, and Reno has a second school scheduled for October with two teen drivers already enrolled. Dixie Region exceeded its original entry cap to take 29 teen drivers in their February school. Mohawk Hudson Region raised their cap from 20 to 30 students to accommodate all of those who wanted to attend its April program. Oregon Region's March school filled to capacity with an additional 25 teens on the waiting list, while Oregon's September school is already fully booked. And, finally, Philadelphia Region sold out its April school, its June school is oversubscribed by a dozen teens, and three more schools are scheduled as joint programs with the local BMWCCA and PCA chapters.

Thanks to the generous support of the Tire Rack, donations received from SCCA members throughout the year, and the generosity of the Nebraska Region which has annually donated \$7,000 in proceeds from the Solo National Championships test-n-tune course, the SCCA Foundation provides funding for Dobler's coordinator position, event teaching materials, worker rewards, and polo shirts for the coaches. It should be noted that Dobler is available to help Regions who would like to host their very first teen-driving program this year. The Foundation also connects new host Regions with experienced event coordinators from neighboring Regions to help make sure each new school is successful. 📍



THE FOUNDATION'S SUMMER SWEEPSTAKES

While the SCCA Foundation has had a wide variety of prizes for its annual online fundraiser, among the most popular have been the packages featuring VIP tickets to the Formula 1 U.S. Grand Prix in Austin, Texas. Based on the overwhelming enthusiasm for those tickets, the Foundation is assembling its best-ever prize package around this year's race to be held at COTA on Oct. 21. Sweepstakes ticket sales are expected to begin in June and run through August. More details will be announced as the fundraising effort launches from the Foundation webpage at sccafoundation.org.



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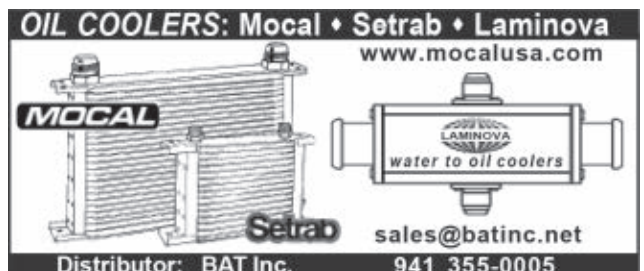
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Francis Jr. (TA); Matos (TA2); Lewis (TA3); Davis (TA4)
Jun 1-3 Detroit Belle Isle, Mich. (TA2)
Jun 15-17 Indianapolis Motor Speedway
Aug 3-5 Pittsburgh International Race Complex, Pa. (TA, TA3, TA4)
Aug 9-11 Mid-Ohio Sports Car Course, Ohio
Aug 23-25 Road America, Wis.
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Aug 11-12 NJMP/South Jersey
Sep 1-3 Summit Point/Washington DC
Sep 8-9 Palmer Motorsports Park/New England
Sep 15-16 * Watkins Glen/Finger Lakes
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Jun 23-24 Homestead/Florida
Jun 30-Jul 1 Roebing Road/SEDiv
Jul 21-22 # Sebring/Central Florida
Jul 29 # Road Atlanta/Atlanta
Aug 4-5 Daytona Int'l Speedway/Central Florida
Aug 25-26 Barber Motorsports Park/Alabama, Tennessee Valley
Sep 1-2 # Sebring/Central Florida
Sep 29-30 # Daytona Int'l Speedway/Central Florida

ROAD RACING

WHAT Northeast Division Racing
WHEN July 28-29, 2018
WHERE Summit Point, W. Va.
 Washington DC Region hosts a Regional race weekend at Summit Point Motorsports Park in late July. Will you be there?



Barbara Proton



Mark Weber

BACK AT IT

On July 28-29, one month after the June Sprints, SCCA's Northern Conference returns to the challenging Road America circuit.

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
Jun 30-Jul 1 Ro Brainerd Int'l Raceway/
 Land 'O Lakes/Milwaukee
Jul 14-15 Ro* Blackhawk/Milwaukee
Aug 18-19 Ro* Road America/Chicago
Aug 25-26 Ro* Brainerd/Land 'O Lakes
Sep 8-9 Ro* Blackhawk/Chicago
 Chicago TBD
 Land 'O Lakes TBD
 Milwaukee (262) 241-8371

GREATLAKES greatlakes-scca.org
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
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

STREET SURVIVAL SCHOOLS

Jun 16 Tire Rack Test Track/South Bend
Aug 18 Tire Rack Test Track/South Bend
Sep 16 Portland Int'l Raceway/Oregon
Oct 6 Yoder, KS/Wichita
Nov 3 Reno-Stead Airport/Reno
Nov 3 Heartland Motorsports Park/
 Kansas
www.scca.com for more information

DRIVER'S SCHOOLS

SOUTHEAST sedivracingschool.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



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www.sccapro.com
 Vice President/General Manager
STEVE OSETH

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

FULL FIELDS

Florida Region hosts a Regional and enduro at the ever popular Sebring Int'l Raceway on July 21-22.



Dave Green

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

Skip Barber Racing School
(866) 932-1949 skipbarber.com

NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School
(888) 722-3220

allenbergracingschools.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**

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 13-14PDX/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

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 Roebeling 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

Jun 1 PDX Autobahn Country Club/Chicago

Jun 21 PDX Milwaukee Mile/Milwaukee

Jul 7-8 PDX Autobahn Country Club/Chicago

Jul 16 PDX/CT Blackhawk/Chicago

Aug 3 PDX Autobahn Country Club/Chicago

Aug 7 PDX/TT Road America/Milwaukee

Sep 13 PDX Milwaukee Mile/Milwaukee

Sep 16 PDX Autobahn Country Club/Chicago

Oct 5 PDX Road America/Milwaukee

Oct 13 PDX/TT Milwaukee Mile/Milwaukee

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

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

Aug 31 PDX MSR Houston/Houston

Houston TBD

Texas TBD

ROCKY MOUNTAIN coloradoscca.org

Jul 7-8 PDX High Plains Rcwly/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

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**

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.

Alex Kang (Super); Nicole Wong (Ladies)

Apr 27-29 Arkansas Aeroplex, Ark.



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SCCA HAPPENINGS

Kevin Dietz (Super); Kim Whitener (Ladies)
May 4-6 New Meadowlands Sports Complex, N.J.

Danny Kao (Super); Michelle Knoll (Ladies)

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.

REGIONAL

NORTHEAST nediv.org

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

Jul 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 22 LCCC Public Safety training/
 Northeast Pennsylvania

Jul 28 NJMP/South Jersey

Aug 4 Seneca Army Depot/Finger Lakes

Aug 4 MetLife Stadium/Northern New Jersey

Aug 11 Pittsburgh Int'l Raceway/Steel Cities

Aug 11 FedEx Field/Washington DC

Aug 12 Mid-State Airport/Central Pennsylvania

Aug 12 Mohegan Sun Arena/Northeast Pennsylvania

Aug 18 Jimmy Stewart Airport/
 Allegheny Highlands

Aug 18 Seneca Army Depot/Western NY

Aug 18 FedEx Field/Washington DC

Aug 19 PennySaver Amphitheater/New York

Aug 19 Pittsburgh Int'l Raceway/Steel Cities

Aug 19 NJMP/South Jersey

Aug 19 Moore Airfield Devens/New England

Aug 26 Centre County Public Safety Center/Central Pennsylvania

Aug 26 LCCC Public Safety training/
 Northeast Pennsylvania

Sep 2 The Marketplace Mall/Finger Lakes

Sep 8-9 Farm Show/Susquehanna

Sep 15-16 FedEx Field/Washington DC

Sep 15 Ebensburg Airport/Allegheny Highlands

Sep 15 Pocono Int'l Raceway/Central Pennsylvania

Sep 16 NJMP/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 23 Pittsburgh Int'l Raceway/Steel Cities

Sep 30 Splish Splash Water Park/New York

Sep 30 Pittsburgh Int'l Raceway/Steel Cities

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 NJMP/South Jersey

Oct 14 Pittsburgh Int'l Raceway/Steel Cities

Oct 14 FedEx Field/Washington DC

Oct 14 Regency Furniture Stadium/
 Washington DC

Oct 28 Moore Airfield Devens/New England

Nov 4 NJMP/South Jersey

Allegheny Highlands
gmkatona@gmail.com

Central Pennsylvania
webmaster@nepascca.org

Finger Lakes
aedgecomb56@gmail.com

New England rr_davis@comcast.net

New York sgtvinas@gmail.com

Northeast Pennsylvania
solo@nepascca.org

Northern New Jersey
autox4u@gmail.com

Philadelphia jrfisher95@verizon.net

South Jersey klmjr@hotmail.com

Steel Cities alexartayet@gmail.com

Susquehanna
autoxcross@scsca-susq.com

Washington DC
svassallo55@yahoo.com

Washington DC (Oct)
msnyder@cqmtg.com

Western NY autoxcrosser@gmail.com

SOUTHEAST sedivrracing.org

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

ULTIMATE

VICTRA
RC-1
 DOT R-COMPOUND UTQG 100 A A
 6/32 TREAD DEPTH (in.)

Sep 16 Atlanta Motor Speedway/Atlanta
Sep 16 Twin Fountains/Tennessee
Oct 14 Atlanta Motor Speedway/Atlanta
Oct 20-21 National Corvette Museum/
 Tennessee
Nov 10-11 Atlanta Motor Speedway/
 Atlanta

Atlanta randallprince@gmail.com
 Chattanooga
 gbufoords1922@gmail.com
 Tennessee josh@melani@gmail.com

CENTRAL cendiv-scca.org

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
Jul 21-22 Minnesota State College/Land
 O'Lakes
Aug 4-5 Minnesota State College/Land
 O'Lakes
Aug 12 Whiteside County Airport/Great
 River
Sep 2 Army Aviation Support Facility
 #3/Great River
Sep 22 Chippewa County Airport/Lake
 Superior
Sep 30 La Crosse Fairgrounds
 Speedway/Land O'Lakes
Oct 7 Army Aviation Support Facility #3/
 Great River
 Great River mmwhitney@mchsi.com
 Lake Superior mtuhro@gmail.com
 Land O'Lakes jaemmons@cs.com
 Milwaukee dberte79@yahoo.com

GREATLAKES greatlakes-scca.org

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 21 Tire Rack/South Bend
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 16-19 Oscoda Wurtsmith Airport/
 Saginaw Valley
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 15-16 Nexteer/Saginaw Valley
Sep 16 Toledo Express Airport/
 Northwest Ohio
Sep 22 East Crawford Rec Area/Salina
Sep 22-23 Walesboro Airport/Columbus
 Sports Car Club
Sep 23 LFUCG Training Facility/Central
 Kentucky

Sep 23 Tire Rack/South Bend
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 6-7 Walesboro Airport/Columbus
 Sports Car Club
Oct 7 Mid-American Air Center/
 Southern Indiana
Oct 7 LFUCG Training Facility/Central
 Kentucky
Oct 7 Midland Airport/Saginaw Valley
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@prolifitequipment.com
 Columbus Sports Car Club
 bj.mcgee@gmail.com
 Fort Wayne csp137@hotmail.com
 Indianapolis smstribling@yahoo.com
 Neohio jasonpoikines@gmail.com
 Northwest Ohio alexjtjones@gmail.com
 Saginaw Valley racerseant@gmail.com
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 streetsurvival@sbrscca.org
 Southern Indiana
 terryd9393@outlook.com
 Western Ohio mikelflanson@gmail.com

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9/32 TREAD DEPTH (in.)



Perry Bennett

NATIONAL SOLO**WHAT** ProSolo National Series**WHEN** July 20-22, 2018**WHERE** Packwood, Wash.

The Tire Rack ProSolo series traverses the United States all year, and in July competitors get to challenge the lights at the Hampton Mills Old Lumber Yard.

MIDWEST midiv.org

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
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 7-8 Heartland Motorsports Park/ Kansas
Jul 8 Remington Park/Oklahoma
Jul 8 Yoder #2/Wichita
Jul 14-15 Grenada Airport/Mississippi
Jul 14-15 Metropolitan Comm College/ Kansas City
Jul 15 Gateway Motorsports Park/St. Louis
Jul 15 Crowder College/Ozark Mountain
Jul 21-22 Blythville Aeroplex/Arkansas
Jul 22 Yoder #2/Wichita
Jul 29 Gateway Motorsports Park/St. Louis
Aug 11-12 Columbus Air Force Base/ Mississippi
Aug 11-12 Metropolitan Comm College/ Kansas City
Aug 11-12 Blythville Aeroplex/Arkansas
Aug 12 Crowder College/Ozark Mountain
Aug 18-19 Heartland Motorsports Park/ Kansas
Aug 18-19 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 16 Metropolitan Comm College/ Kansas City
Sep 22-23 Blythville Aeroplex/Arkansas
Sep 22-23 Heartland Motorsports Park/ Kansas
Sep 23 Remington Park/Oklahoma
Sep 29-30 Grenada Airport/Mississippi
Sep 30 Family Arena/St. Louis
Oct 7 Yoder #2/Wichita
Oct 7 Crowder College/Ozark Mountain
Oct 7 Metropolitan Comm College/ Kansas City
Oct 7 Remington Park/Oklahoma
Oct 14 Gateway Motorsports Park/St. Louis
Oct 20-21 Columbus Air Force Base/ Mississippi
Oct 20 War Memorial Stadium/Arkansas
Oct 27-28 Metropolitan Comm College/ Kansas City
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
Kansas City alhermans@sdccord.com
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

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 7-8 NOLF Waldron Field/South Texas Border
Jul 14 Westgate Mall Sears/West Texas
Jul 28 Westgate Mall Sears/West Texas
Jul 29 Lone Star Park/Texas
Aug 4-5 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
Aug 25 Westgate Mall Sears/West Texas
Sep 8-9 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 6-7 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 3-4 NOLF Waldron Field/South Texas Border
Nov 11 Lone Star Park/Texas
Dec 1 Houston Police Academy/Houston
Dec 1-2 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 xlmongooselx@gmail.com

ROCK MOUNTAIN coloradoscca.org

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 18-19 Pikes Peak Int'l Raceway/ Continental Divide
Sep 16 Highlands Ranch Law Enforcement Training Facility/Colorado
Oct 6-7 Pikes Peak Int'l Raceway/ Continental Divide
Colorado jlhugo@gmail.com
Continental Divide
 clay-turner@am.com
Pan American kbbp@aol.com
Utah cjasband@gmail.com

NORTHERN PACIFIC norpacscca.org

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 28-29 Expo Idaho/Snake River
Jun 30 Hampton Lumber Mill/ Northwest
Jul 7 Fresno Fairfields/Fresno
Jul 7-8 Houston Middle School/Arctic Alaska
Jul 21 Marina Airport/San Francisco
Jul 28 Expo Idaho/Snake River
Jul 28 Mathew Airport/San Francisco, Sacramento
Jul 29 Bremerton National Airport/ Northwest
Aug 4-5 Expo Idaho/Snake River
Aug 4 Crows Landing Air Facility/San Francisco
Aug 4 Fresno Fairfields/Fresno
Aug 18 Hampton Lumber Mill/Northwest
Sep 8-9 Expo Idaho/Snake River
Sep 15-16 Alaska Raceway Park/Arctic Alaska
Sep 16 Portland Int'l Raceway/Oregon
Sep 30 Bremerton National Airport/ Northwest
Oct 6-7 Expo Idaho/Snake River
Oct 13 Crows Landing Air Facility/San Francisco
Oct 20-21 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
Arctic Alaska
 terrance.s.pearson@gmail.com
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

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 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
Aug 26 Maui Raceway Park/Hawaii
Aug 26 Marana Regional Airport/ Arizona Border
Sep 16 Aloha Stadium/Hawaii
Sep 23 Maui Raceway Park/Hawaii
Sep 23 Marana Regional Airport/Arizona Border
Oct 14 Aloha Stadium/Hawaii
Oct 19 El Toro MCAS/Cal Club
Oct 27-28 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 random1@cox.net
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.

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ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

Peter Dechert 6/1/1953 Philadelphia

60-YEAR MEMBERS

John C. Bradshaw 6/1/1958 Oregon
Robert B. Davis 6/1/1958 Chicago

55-YEAR MEMBERS

Danny McKeever 6/1/1963 Cal Club

50-YEAR MEMBERS

Bruce Barletta 6/1/1968 Finger Lakes
Gloria Jean Blaha 6/1/1968 Indianapolis
Jan Coleman-Mitchell 6/1/1968 Atlanta
Al Mattacotti 6/1/1968 Milwaukee
James A. Oppermann 6/1/1968 Philadelphia

45-YEAR MEMBERS

Nan Conant 6/1/1973 San Francisco
Carol A. Cone 6/1/1973 Atlanta
David W. Davies 6/1/1973 Glen
Louis A. Devillers 6/1/1973 Glen
Hight Flexman 6/1/1973 Arizona
Richard D. Habersin 6/1/1973 Florida
Robert R. Hohorst 6/1/1973 Northern New Jersey
Robert C. Kaiser 6/1/1973 Ohio Valley
Richard D. Minnich 6/1/1973 Des Moines Valley
Danny J. Salkawski 6/1/1973 Great River
Edward J. Sica 6/1/1973 South Jersey
Jon B. Van de Car 6/1/1973 Mohawk Hudson

40-YEAR MEMBERS

Robert P. Berman 6/1/1978 Washington DC
Marc Briley 6/1/1978 Lone Star
Brent Alan Cary 6/1/1978 Indianapolis
Bruce Endicott 6/1/1978 Chicago
David P. Head 6/1/1978 Northwestern Ohio
Kathleen Jesk 6/1/1978 Chicago
David E. Leonard 6/1/1978 Philadelphia
Barry Perkins 6/1/1978 Middle Georgia
Stephen Pope 6/1/1978 New England
Ronald T. Tambourine 6/1/1978 Chicago
William A. Mazzoni 6/1/1978 Florida

35-YEAR MEMBERS

Michael Joseph Bernstein 6/28/1983 San Francisco
Carl E. Bolch 6/21/1983 Neohio
Edward C. Heffron 6/7/1983 Central New York
Dan Hendren 6/7/1983 West Texas
Roger B. Kessinger 6/28/1983 Cal Club
Barbara Lundberg 6/14/1983 Oregon
James Pribel 6/14/1983 Chicago
Stacy C. Reed 6/10/1983 Washington DC
Sharon Rollow 6/21/1983 Atlanta
Salvatore Sarra 6/7/1983 New York
Irvin B. Sherman 6/14/1983 Northern New Jersey
Jerilyn Silver 6/7/1983 Cincinnati
Michael Stern 6/14/1983 Cal Club
Richard D. Torpy 6/14/1983 Guam
John Baker Welch 6/6/1983 Chicago
Gary M. Whipps 6/22/1983 Arizona

30-YEAR MEMBERS

Richard Coburn 6/8/1988 Detroit
Barbara Anne Coburn 6/8/1988 Detroit
Mark B. Albers 6/20/1988 Steel Cities

Keith L. Beaver 6/2/1988 Fort Wayne
Becky Brown 6/8/1988 Central Florida
Foster Jay Cooperstein 6/15/1988 New England
Harry Dexter 6/15/1988 Cal Club
Mike Doolin 6/13/1988 Utah
Sondra Fuchs 6/8/1988 Central Florida
Joe Carl Goeke 6/15/1988 Northwest
Kenneth J. Grimm 6/2/1988 Detroit
Maggie Guerrieri 6/29/1988 Mohawk Hudson
Dave Guerrieri 6/29/1988 Mohawk Hudson
Martin Horton 6/13/1988 Cal Club
Erik Johansen 6/30/1988 Delta
Beulah Jones 6/21/1988 Oregon
Warren Kawash 6/9/1988 New England
Todd F. Keaton 6/30/1988 Arizona
Gloria A. Larson 6/7/1988 Colorado
Lois J. Lindstrand 6/9/1988 Blackhawk Valley
Keith C. Lindstrand 6/9/1988 Blackhawk Valley
Linda McCusker 6/27/1988 New York
John E. McCusker 6/27/1988 New York
Keith Nunes 6/29/1988 San Francisco
Mike Scanlan 6/22/1988 New York
Dan Schlosser 6/23/1988 Milwaukee
Phil Sherman 6/21/1988 Texas
Paul F. Thomas 6/28/1988 Atlanta
Bruce K. Wagner 6/27/1988 San Francisco
Mark E. Walker 6/29/1988 Nebraska
Adam Walker 6/23/1988 Des Moines Valley
Michelle Walker 6/23/1988 Des Moines Valley
Rod Whitney 6/16/1988 West Texas
Richard James 6/3/1988 Cal Club

25-YEAR MEMBERS

Martin Bartlett 6/10/1993 Central Carolinas
Bryon Lee Beiler 6/8/1993 Blue Mountain
Gregory Byrne MD 6/9/1993 Texas
Ken L. Christiansen 6/23/1993 Iowa
Mike Edmunds 6/29/1993 Mahoning Valley
Johnny P. Hayter 6/30/1993 South Texas Border
Adrienne Hughes 6/22/1993 Finger Lakes
Alan J. Hulse 6/15/1993 Central Florida
Alan "AJ" J. Hulse 6/15/1993 Central Florida
Jennifer Isley 6/30/1993 Cal Club
John Jacobs 6/8/1993 Des Moines Valley
Steve Jeffries 6/17/1993 South Jersey
Ken Jones 6/9/1993 Northwest
Jon Lamkins 6/22/1993 New England
Michael Manning 6/29/1993 Cal Club
Glenda Meyers 6/7/1993 Arizona Border
Brian Novak 6/23/1993 Detroit
Jennifer Lyn O'Brian 6/8/1993 Houston
Emily Ours 6/9/1993 Western Michigan
Kathleen A. Ruedisueli 6/22/1993 Detroit
Vaughn F. Sasse 6/22/1993 Arizona
Jonathan Scannell 6/7/1993 New England
Bruce Schlaebitz 6/9/1993 Big Sky
Mark T. Senior 6/9/1993 North Carolina
Judy M. Sheridan 6/7/1993 Mohawk Hudson
James V. Sheridan 6/7/1993 Mohawk Hudson
Georgiana Silvestro 6/23/1993 Cal Club
Michael A. Snyder 6/10/1993 Washington DC
David H. Steger Jr. 6/8/1993 Atlanta
Janet M. Stehlik 6/9/1993 Colorado
Mike Tonner 6/22/1993 Reno

Oct 6 Le Petit Rallye du Rocher, USRRC National Tour, Columbia, Ill.

Oct 7 Monopoly Redux, USRRC Divisional GTA, Columbia Ill.

Nov 10 Highway Robbery, National Course, Los Angeles, Calif.

Nov 11 Turkey Shock, Divisional GTA, Los Angeles, Calif.

REGIONAL

NORTHEAST nediv.org

Aug 4 DG 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 RC 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

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

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RALLYCROSS

DIRTFISH NATIONAL CHALLENGE

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

DIRTFISH NATIONAL C'SHIP

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

REGIONAL

NORTHEAST nediv.org

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

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



Rupert Berrington

RALLYCROSS

WHAT RX National Challenge
WHEN July 21-22, 2018
WHERE Sebring, Fla.
The DirtFish RallyCross National Challenge series makes a stop at Sebring International Raceway this July.

Aug 25 St. Lucie County Fairgrounds/
Central Florida

Sep 2 Hollytree Off Road Park/
Tennessee Valley

Sep 22 Hollytree Off Road Park/
Tennessee Valley

Sep 29-30 Daytona International
Speedway/Central Florida

Oct 27 St. Lucie County Fairgrounds/
Central Florida

Nov 18 Hollytree Off Road Park/
Tennessee Valley

Dec 8 Hollytree Off Road Park/
Tennessee Valley

Central Florida (407) 349-7841
Tennessee Valley (256) 509-3286

CENTRAL cendiv-scca.org

Aug 12 Columbia Junction/Iowa
Nov 4 Cedar Falls/Iowa

Iowa (319) 333-4494

MIDWEST midiv.org

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

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

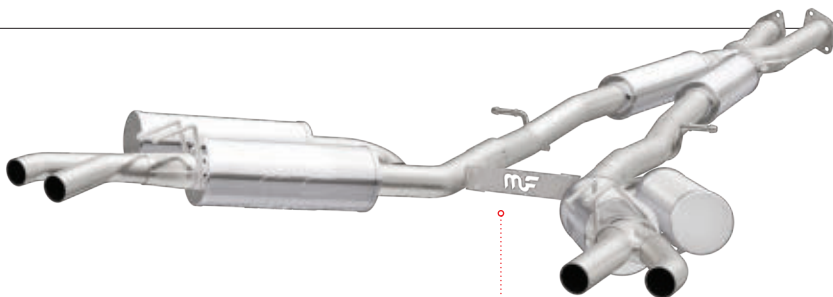
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MAGNAFLOW KIA STINGER EXHAUST

Magnaflow has expanded its extensive exhaust system catalog with the addition of the Competition Series system for the 2018 Kia Stinger. Featuring a quad split rear exit design, mandrel bent tubing, and 409 stainless steel construction, the system improves horsepower and torque over the stock cat-back system. magnaflow.com



RACEQUIP VESTA15 HELMET

RaceQuip introduces its Vesta15, dual-certified Snell SA2015 and FIA 8859 carbon-fiber helmet. Reinforced M6 threaded HANS/FHR inserts are installed along with an expanded polystyrene (EPS) liner. The distortion free 3mm polycarbonate face shield features a molded thumb catch, aluminum pivot kit, hand ratcheting tear-off posts, and a silicone eye port gasket to seal out dirt. racequip.com

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TEAM DYNAMICS PRO RACE 1.2

Available in diameters ranging from 13 to 18 inches, and 7-inch widths to 9 inches, the Team Dynamics Pro Race 1.2 minimizes weight while maximizing strength. TÜV approved, designed and built in Great Britain, available in five colors, and now sold in America by Forgeline. Team Dynamics wheels combine durability and affordability in a package that can withstand the racetrack. forgeline.com

RECARO HOUNDSTOOTH SEATS

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

A LITTLE BIT OF LUCK

More days before this issue was completed, the 2018 National Championship Runoffs schedule was released. The *SportsCar* staff had a feeling the Runoffs schedule would come out soon so we'd already written our "Hot Lap" feature of Sonoma Raceway (pg. 40) as well as penned a brief story offering insight as to how *SportsCar's* staff prepares our racecars for competition at the Runoffs (pg. 46). Then the Runoffs testing, qualifying, and race schedules were released and I breathed a giant sigh of relief because otherwise this issue would have had a ton of Runoffs content with no news to back it up. I was lucky.

With all of the Runoffs news and content in this issue, I began reminiscing about my early days in SCCA Road Racing. Back in 2005, I took an SCCA Driver's School at the Jim Russell Racing School at - you guessed it - Sonoma Raceway. I'd done track days in prior years, but this was my first time in a real racecar learning about flags, race starts, passing, and more. I left the school

very nervous about hitting the track for a real race, and I recall asking my instructor if there was more I needed to know before jumping in. He said not to worry, I'd do fine.

Despite my concerns, he was right.

Yes, I've suffered mechanical setbacks, dramatic moments, and made my share

of ill-advised moves on the track, but nothing the rest of you haven't done, too. Later this year, 13 years on, I get to put everything I learned at that Jim Russell school into action at Sonoma Raceway during the Runoffs.

One of the things I knew in 2005 was that picking the right racetrack for my school was important. I wanted my racing school to be memorable on many levels. I wanted a track that had both pro and Club history, and I wanted it in a fantastic location. Due to the time of year, I was limited to one of SCCA's approved professional schools, but outside of that I could have gone anywhere - I chose Sonoma.

Admittedly, I know more now about Sonoma Raceway (Infineon when I took my school) than I did in 2005, but I knew enough. I'd seen NASCAR race there through the 1990s on TV, and I recall seeing Boris Said, an SCCA road racer, show the NASCAR boys how it was done at that track. I remember watching Trans Am, IndyCar, and a variety of other pro series racing there, too. I knew I wanted to drive on that track.

Sadly, I've never been back to that track. San Francisco Region hosts races there each year, but despite my living only seven hours away, I've never made the tow. However, the desire has been there, poking at the back of my mind, and this year I finally get to take the green flag at Sonoma Raceway. It's been a long time coming, but I know it will have been worth the wait. Yes, I'm a lucky guy! 🍀

"With all of the Runoffs news and content in this issue, I began reminiscing about my early days"

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 facebook.com/sportscarmag

FROM THE ARCHIVES

10 YEARS AGO...
JULY 2008



- Peter Hylton took a look back at SCCA's place in Hollywood, including movies about racing, and the stars that actually did.
- We wrapped up our three-part series about prepping a car for the RallyCross National Challenge, which included claiming a win along the way.

25 YEARS AGO...
JULY 1993



- National racing coverage kicked off with the ShowCase at Mid-Ohio, which included 248 competitors. A year later the track would host its first of many Runoffs.
- The Dogwood Grand Prix's Solo course incorporated a freeway on-ramp and off-ramp.

50 YEARS AGO...
JULY 1968



- A lack of traditional income coupled with growing expenses prompted an increase in annual membership fees to \$17.50.
- We covered the Redburne 200, a fictional race that took place at Road America, which was featured in the film *Winning*.

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- CAN signal database



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