

# SPORTSCAR®



## RACE TIME

Hyper scheduled? Moving from Track Night to Spec Miata, Christie Bagne finds her way



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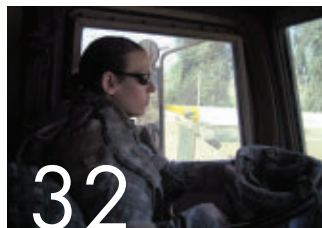
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### SHOWCASE SHOWDOWN

Central Florida Region packed SCCA Road Racing, an enduro, Track Events, autocross, and RallyCross into a fun-filled weekend. Spectators even had the option to sign up for ride-a-long experiences in the Fun Zone, making a great time for all in attendance. Sunday may have brought rain, but that didn't deter drivers or workers.

**DATE** May 6, 2018

**LOCATION** Daytona International Raceway

**WHAT** CFR Showcase II

**PHOTOGRAPHER** Dave Green









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## MIKE COBB

PRESIDENT & CEO, SCCA INC.

## OTOL!?

If you're lost regarding this column's title, let me provide a little context. It was a beautiful day in May and I was a guest of SCCA's Central Florida Region at their second annual Daytona Showcase event. It was an incredible enthusiast experience for members – as well as future members – and featured SCCA Road Racing, lapping sessions, autocross, RallyCross, opportunities to volunteer, see racecars up close, and maybe even do a ride along on one of the most famous tracks in North America: Daytona International Speedway.

While I was there looking to have #funwithcars with some fellow enthusiasts, I was also there to participate in my first enduro, co-driving an SRF3 with Lee Hill, Chairman of SCCA's Board of Directors. It was my first time in the car, my first time on the banks of Daytona, and my first time to run in a 90-minute road race with 85 other competitors. To boost my confidence even more, I was *the* greenhorn in the PM Racing stable led by a multi-time SCCA National Champion Brian Schofield

and drivers like Jean-Luc Liverato, Doug Mead, Casey McKibben, Chad Galloway, Lee Hill, and Richie Stanley, among others. Backing up this great stable of drivers was the PM Racing support team of Jason Schultz, Tyler Schultz, and Rob Roche. This support team would become very important to Mr. Hill's co-driver (yours truly) very quickly.

How quickly you ask? During my first session in the car, I spun entering the chicane on the out lap, also known as "OTOL." I can't tell you all the things that were going through my mind as I was spinning into the tire wall at Turn 7A, but the one that I can share went something like this: "I am so fired. I just wrecked my boss' car!"

A great deal of humble pie later, and courtesy of the incredible fabrication skills of the PM Racing team, I picked up some new graphics on the car, learned the value of color matching duct tape, made it back on track for all remaining practice sessions, successfully completed them without incident, and picked up speed and a little confidence each time I was at the helm. And, on Saturday, team Hill/Cobb placed eighth in class and 10th overall in the 85-car enduro.

The real point in my sharing this experience is not to illustrate how much more I need to learn about road racing. The more valuable concept is this: In order to get to where we've never been, we have to do things we've never done.

This idea (which is a rough interpretation of something once said by Thomas Jefferson) is more than teaching old dogs new tricks – this truism is valid personally, professionally, and organizationally for the SCCA. The Daytona Showcase is a huge undertaking to execute across a weekend. However, the CFR team took on the challenge even though this is not the way the Region's events have been done before. The team wanted to create a new SCCA experience that would provide an "easy button" for non-members and

"I can't tell you all the things that  
were going through my mind as  
I was spinning into the tire wall"





members alike, to experience a world-class venue with many options – it felt like SCCA v2.0. There was even a grid parade open to families so they could experience 85-plus cars up close and personal in a welcoming environment!

Please know that my sharing this does not mean we are abandoning many of the things that got this Club where it is today. Rather, we are simply building on these strengths while trying new things we have not done before to better serve the ever-changing motorsports enthusiast audience of 2018 and beyond.

A short list of some of the things we are trying across 2018:

- Washington DC Region kicked off an innovative approach to increase race entries. Called Sprint Bracket Road Racing, this race group runs with the Mid-Atlantic Road Racing Series (MARRS) whenever the series is home at Summit Point Raceway. This program is designed to lower barriers to entry and decrease emphasis on cumbersome technical regulations.
- Texas Region is continuing to tune and grow both its SCCA Time Trials and Track Events programs to attract new and old participants alike.
- \$500-plus in SCCA partner offers delivered via “Kerrie Speed” now provide five times the value of an annual SCCA membership – so you can “pay for your membership” through discounts on everyday items you buy as an enthusiast.
- SCCA Enterprises is pumping new excitement into FE via the launch of an updated FE2 car this year.
- The SCCA Pro Racing F4 U.S. Championship continues to grow in participation. Sydney Davis Yagel has been added to the SCCA Pro team, the new F3 series launches in August, and both F4 and F3 will run with Formula 1 at COTA this October.
- The successful launch of the autocross class Solo Spec Coupe in partnership with Tire Rack and other key SCCA partners like Falken, Konig, and Eibach.
- Track Night in America Driven by Tire Rack (TNiA) is continuing to grow in its fourth year, and this year provided \$50,000 in TNiA funded grants. Overall, 42 grant applications were received. Eight received full funding, 18 received partial funding, and six additional received pledges of support that will help with all types of Region-based programs.
- Our rally, autocross, and RallyCross initiatives continue to grow in participation while the upcoming TT Nationals event on Sept. 28-30 at NCM Motorsports Park in Bowling Green, Ky., will provide an opportunity for new enthusiasts to experience the SCCA in an exciting new way.

Let’s keep moving forward together, learning together, working together, and doing things we’ve never done before – even if it is OTOL! 🍷



Dave Green



Dave Green

#### HUMBLE PIE

Fresh off of his SCCA Driver’s School, SCCA President Michael Cobb jumped into the deep end with an enduro at Daytona International Raceway. Without giving away the ending, let’s just say the car was not returned to its owner in its original condition.

## SOLO NATIONALS REGISTRATION OPENS

Registration for the 2018 Tire Rack Solo National Championship should be open (or opening) by the time you read this. The massive event will take place on the concrete paradise known as the Lincoln Airpark in Lincoln, Neb., and should once again provide a memorable event with more than 1,000 competitors. Check [scca.com/solonats](http://scca.com/solonats) for more information. While you're there, check out registration for the ProSolo Finale.



Rupert Berrington



# RUNOFFS RETURNS TO ROAD AMERICA IN 2020



## COMING BACK TO AMERICA

The Runoffs, which last visited Road America in 2013 for the 50th running (ABOVE), returns to the legendary track in October 2020.

Continuing the recent tradition of moving the National Championship Runoffs to a different region of the country each year, the SCCA has announced that in 2020 the Runoffs will return to Elkhart Lake, Wis., and Road America's beautiful 4.048-mile, 14-turn circuit.

The 57th SCCA National

Championship Runoffs is scheduled to take place Oct. 5-11, 2020, at the storied track. The Runoffs last visited the Midwest in 2017 during a record-breaking event that included nearly 1,000 entries and took place on the road course at Indianapolis Motor Speedway.

Previously, the Runoffs called Road America "home" from 2009-'13,

noted SCCA Vice President and COO Eric Prill. Since the last Road America Runoffs, the facility has continued to develop in multiple ways.

"Some of the most memorable races in SCCA history have occurred at Road America, a track that requires a blend of car performance, skill, and courage," Prill said. "We look forward





## RUNOFFS SUPPS ONLINE

The supplement regulations and test day information for the 2018 National Championship Runoffs at Sonoma Raceway have been released. Items of particular importance include registration dates (registration opens Aug. 8 for both workers and competitors). The Runoffs Supps, event schedule, test day information, and more can be found at [scca.com/runoffs](http://scca.com/runoffs).

### RACING ROOM

(RIGHT) The new participation rule ensures all well subscribed classes will get an invite to the Runoffs.



## Future Runoffs Class Criteria Established

Planning for the potential expansion of Runoffs-eligible classes in the Summit Racing Equipment SCCA Road Racing program, SCCA's Board of Directors has approved a process by which classes would be selected for future National Championship Runoffs events. The new process will provide each class an opportunity to guarantee its invitation based on its respective entry total over the previous two seasons.

Beginning in 2019, any Runoffs-eligible class averaging 4.0 cars per event over the two previous U.S. Majors Tour and Runoffs seasons will automatically be invited to the Runoffs. Additional classes will be added as venue space and event format allow.

Eric Prill, SCCA Vice President and COO, said this new method provides a clear, understandable, and transparent process for participants to have control over their class destiny, should the number of classes and run groups need to be limited at future Runoffs.

"Planning the Runoffs is a delicate balance of providing a championship event, a significant motorsports atmosphere, and a quality experience for all while being respectful of everyone's time and resources," Prill notes. "For the Sonoma [2018] and VIR [2019] Runoffs, we have shortened the time commitment by two days total with one fewer test and one fewer qualifying day. But

the thing we have not found a way to solve is the limit of time available in any given day. There is only so much time for on-track activities, and therefore only so many run groups in a day. We were able to manage 969 entries at Indianapolis, but that is very close to capacity and wouldn't have worked at most facilities.

"Having this process in place is not an indication that we will need to limit the classes in 2019 or even 2020, but it provides the Club a framework for including classes at the Runoffs, should it be needed," Prill continues. "Having a process that puts the control of a class' Runoffs future in the hands of the racers themselves is what the Club is about." 📍

## Lloyd Loring Named 2018 Kelly Cup Recipient

The Kelly Cup was created in 2016 to annually recognize an SCCA member who has shown extraordinary dedication and contribution to a Regional Solo events program. This year's winner is Lloyd Loring of the South Bend Region.

A member since the 1950s, Loring has experienced a little bit of everything the Club has to offer. He has held several different offices within the South Bend Region, including co-chair of the Region's Solo program. He has participated in gymkhanas and RoadRallies, was once named Central Division Rally Driver of

the Year, organized road races, worked Tech, and helped in Timing & Scoring.

But where Loring has left an indelible mark is in the Club's Solo community. He was instrumental in putting on Regional events where he'd skillfully manage timing and announcing duties. He became known as the "voice of Solo" through such work, and became one of the first announcers for the Solo National Championships. Many are familiar with Loring's recognizable catchphrase - "Are you ready for this?" - doled out when drivers make a spectacular run. 📍

## SCCA FOUNDATION SWEEPSTAKES 2018

The SCCA Foundation is once again raffling off a Formula One U.S. Grand Prix ticket package to help benefit the various programs operated by the charitable arm of the Club. The winner will receive two tickets with VIP access for the Oct. 19-21, 2018, race weekend, along with \$5,000 cash to cover expenses. Tickets are on sale through Sept. 4 via [www.winformula1trip.org](http://www.winformula1trip.org).



Andy Hone / LAT Images



Chris Clark

## TONY BUFFOMANTE AND RAFA MATOS SCORE TRANS AM WINS IN DETROIT

**T**ony Buffomante captured a flag-to-flag victory in the 3-Dimensional Services Muscle Car Challenge at the Chevrolet Detroit Grand Prix presented by Lear, the first

of two Trans Am Series presented by Pirelli races during the June 2-3 weekend on Belle Isle.

Buffomante began the race on pole and led every lap, navigating

### MOTOR CITY

The TA2 class put on two great shows during the IndyCar Belle Isle weekend.

two full-course cautions and insistent pressure from Gar Robinson, who started alongside.

The victory stands as the 13th of Buffomante's TA2 career and a strong rebound from a disappointing outing last round at Homestead-Miami Speedway and earns him a touch of redemption after a frustrating third-place finish last year at Belle Isle. "We haven't really been up to our standards yet all year," says Buffomante. "We have a new car and a new engine, and we typically don't start out that well. We don't do a ton of testing and usually come on in the second half of the year."

During the second TA2 race of the weekend, Rafa Matos secured his third Trans Am victory of the season, successfully navigating the aptly named 3-Dimensional Services Motor City Dash which concluded with a one lap sprint to the finish following the third and final restart of the 75-minute competition.

"It was a little nerve racking," says Matos, who began the race in second position but overtook pole-sitter Gar Robinson on the fourth lap of the race. "I knew if I was able to nail my restarts I would have a good chance to win. On the third, I was able to get a jump, and I knew I had the pace and just needed to remain mistake free." 🏆

## Time Trials Nationals classing finalized, registration opens



D.E. Baer

### ON TIME

The first SCCA Time Trials Nationals is set to take place at the NCM Motorsports Park in Sept.

**T**he Time Trials Board (TTB) has released the final classing and prep rules to be used at the 2018 Time Trials Nationals (TTN) event taking place Sept. 28-30 at NCM Motorsports Park in Bowling Green, Ky.

At the same time, registration for the TTN is now open

Four levels of competition are planned for the TTN, including Sport, Tuner, Max, and Unlimited. In setting the classing for Sport and Tuner, the TTB relied heavily upon participation data from Track Night in America Driven by Tire Rack events. The committee's opinion is that this data is most valuable as it reflects vehicles that enthusiasts already own and bought largely based upon desire. This is in contrast to participation data collected from competition events where a significant number of vehicle purchases are based upon competitiveness and classing.

The data was used to identify

popular models the committee believed most needed to have competitive classing within TTN rules. The models at the top of this list included Ford Mustang and Chevrolet Camaro, the Subaru BRZ and Scion FR-S, BMW 3-Series, Chevrolet Corvettes, a variety of Porsches, Honda S2000, Ford Focus ST, and multiple generations of the Mazda MX-5. While the rules were not built with the idea that these cars should or will be "class killers," the committee believes they should be put in classes where they can be relevant.

More information and event registration for the Time Trials Nationals can be found under the Time Trials link under the Programs menu on [scca.com](http://scca.com) 📍





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- TÜV homologated - Made in Italy
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- Now available in star silver
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**Hyper GT HLT**  
17 18 19 20



**Rally Racing**  
17 18 19



**Ultraleggera HLT**  
19 20

**GOT BOOST?**  
Per the July issue of *Fastrack*, the Club Racing Board is seeking member input regarding the potential for the addition of turbocharged cars in Grand Touring 3. The turbocharged engines would be limited to 1.8L in displacement, and inlet restrictors would be utilized to match the current GT3 power levels. Feedback can be given at [www.crb-scca.com](http://www.crb-scca.com).



Philip Royce



Courtesy Trans Am

**BACK ON TOP**  
Greg Pickett picked up another Trans Am series win at Sonoma Raceway, some 40 years after his first.

## Pickett Takes Trans Am West Win at Sonoma

40 years ago, Greg Pickett won his first Trans Am series race at Sonoma Raceway, and on June 3, 2018, he repeated that success by winning Round 2 of the Trans Am West Championship presented by Pirelli at that very same track.

Pickett, in his Insights Ford Mustang, started the race on pole and began to build a lead on second-place finisher Tomy Drissi. By lap 12, the gap

between them was more than four seconds. Drissi was not about to give up, though, and clawed back much of that time in the next few laps, reducing the gap to 1.5sec by lap 17.

Over the next 17 laps, the lap times see-sawed back and forth between Pickett and Drissi, maintaining that gap until lap 34, when Drissi put his car down the inside into Turn 12 to take the lead. The top spot was not his for very

long, as Pickett passed him under braking into Turn 7 the very next lap. That pass was the decisive move of the race, and despite Drissi hounding him through the remaining laps, Pickett held on to the lead and took the checkered flag on lap 40, winning by just three tenths of a second.

Taking the top step of the TA2 podium was Thomas Merrill, and top honors in TA3 was Oli Thordarson. 📍

## MEMBERSHIP DRIVE CONTEST

For complete details on the SCCA Membership Drive Contest, log in to [ams.scca.com](http://ams.scca.com) and look under "Forms."

### MEMBERSHIP DRIVE REFERRAL LEADERS FOR MAY 2018

NAME	REF	REGION
Robert Beers	90	Susquehanna
Brian Ghidinelli	40	San Francisco
Karen McCoy	9	Oregon
Bob Arnold	8	Central Kentucky
Paul Breitweiser	8	E Tennessee
Jose De Miguel	8	Puerto Rico
Sheri Wolford	8	Saginaw Valley
Carol Deborde	6	Reno
Carl Meaux	6	Delta
David Melton	6	Kentucky
Gal Mesika	6	Washington DC
John Zuccarelli	6	Florida

1,290 additional members have at least one referral.

### REGION LEADERS

(Category based on 2017 year-end membership)

REGION	GROWTH
<b>JUMBO REGIONS (800+):</b>	
Oregon	19.5%
Detroit	9.5%
New England	7.9%
<b>LARGE REGIONS (401-799):</b>	
Philadelphia	46.6%
Susquehanna	44.3%
St. Louis	10.7%
<b>MEDIUM REGIONS (200-400):</b>	
Tennessee	23.1%
Kentucky	23.0%
South Bend	22.6%
<b>SMALL REGIONS (&lt;200):</b>	
Yellowstone	53.3%
Chattanooga	46.5%
Big Island of Hawaii	43.8%

## SCCA FINANCIALS AVAILABLE ONLINE

SCCA and its subsidiary (SCCA Ventures) undergo a financial statement audit on an annual basis. The following condensed consolidated statements of financial position as of Dec. 31, 2017 and 2016, and the related condensed consolidated statements of activities for the years then ended, are presented as a summary and therefore do not include all the disclosures required by accounting principles generally accepted in the United States of America. To review a copy of the complete audit report, please visit our website at [www.scca.com](http://www.scca.com) and access the File Cabinet via your member log in. 📍

### CONSOLIDATED STATEMENTS OF FINANCIAL POSITION

	2017	2016
Total Assets	\$8,073,157	\$7,103,491
Total Liabilities	\$3,520,289	\$3,473,590
Unrestricted Net Assets	\$4,552,868	\$3,629,901
Total Liabilities and Net Assets	\$8,073,157	\$7,103,491

### CONSOLIDATED STATEMENTS OF ACTIVITIES

	2017	2016
Total Operating Revenue	\$15,227,847	\$14,993,301
Total Operating Expense	\$14,752,324	\$15,551,551
Net Operating Revenue in excess of (less than) expenses	\$475,523	\$(558,250)
Total Other Income (Expense)	\$447,444	\$(69,546)
Change in Unrestricted Net Assets	\$922,967	\$(627,796)



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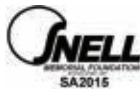
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## PREPARED ENGINE SWAP

The Solo Events Board is continuing to solicit member input as it pertains to Prepared category engine swaps. The current proposal includes weight and displacement adjustments in an effort to maintain parity within the classes. Interested members should share their thoughts at [www.sebscca.com](http://www.sebscca.com).



Jeff Loew



Chris Clark

racetracks and Trans Am racing will make for thrilling viewing."

Coverage of Trans Am on CBS Sports Network began on June 17 with a 90-minute highlight from the 3-Dimensional Services Muscle Car Challenge and Motor City Dash from Detroit, plus a quick recap of the 2018 season to date.

Trans Am action on CBS Sports Network will also feature events from Indianapolis Motor Speedway, Mid-Ohio Sports Car Course, Road America, Watkins Glen International, and Daytona.

Trans Am will also live stream events from Mid-Ohio, Road America, and Daytona International Speedway on Motor Trend On Demand.

Events not incorporated into Trans Am's broadcast slate will be featured in 10-minute weekend recap shows available at [www.gotransam.com](http://www.gotransam.com) and via Motor Trend On Demand. 📺

## TRANS AM ANNOUNCES CBS SPORTS AIRDATES

The Trans Am Race Company has announced its 2018 broadcast slate, bringing six Trans Am Series presented by Pirelli events to a national audience on CBS Sports Network.

"All of us have eagerly awaited the opportunity to share our broadcast dates with a national audience," said John Clagett, President of The Trans Am Race Company. "Our partners at CBS Sports Network have provided us with excellent slots for our premier broadcasts, and I'm confident that the combination of Greenlight TV produced shows, world-class

**TUNE IN**  
(ABOVE) The CBS Sports Network will broadcast a number of Trans Am events in 2018.

### TRANS AM BROADCAST SCHEDULE FOR CBS SPORTS NETWORK

BROADCAST DATE	RACE COVERAGE
Aug. 26, 2pm (ET)	First Energy 100 and First Energy Muscle Car Challenge at Mid-Ohio Sports Car Course
Sept. 16, 2pm (ET)	Ryan Companies Classic and Ryan Companies Muscle Car Challenge at Road America
Sept. 23, 2pm (ET)	Trans Am 100 at The Glen and Watkins Glen Muscle Car Challenge at Watkins Glen International
Dec. 2, 2pm (ET)	Trans Am Speedway 100 and Daytona Muscle Car Challenge at Daytona International Speedway

## Introducing the Membership Retention and Referral Program

SCCA is launching a new program to make it easier, more fun, and more rewarding to help them become members. Here's how it works: Tell all of your friends how much fun you are having with SCCA and how easy it is to join, then when they join make sure they tell us that you sent them. When they do, we'll enter both of you in a weekly drawing for awesome prizes from our partners.

Prizes like Eibach swaybars and spring kits, \$500 at Firestone, DirtFish driver schools, Autopower roll bars, APEX Pro units, VIP experiences at Hagerty or GRM sponsored events, Braille batteries, and more are slated to be given away through this membership program.

Joining and renewing is super easy, too – just point your browser to [www.scca.com/join](http://www.scca.com/join).

## 2019 SCCA NATIONAL CONVENTION ANNOUNCED



For 2019, the annual SCCA National Convention will return to South Point Hotel and Casino in Las Vegas on Jan. 17-19. The 2019 National Convention will be very special as its theme is "Celebrating Our Legacy, Building Our Future," and serves as the official start of the Club's 75th Anniversary celebration.

The Convention will again be a familiar format that

encompasses leadership development and skills training for Club members. The Annual Meeting and welcome reception will be held Thursday, followed by two days of training. And, of course, various fun social activities will be included, too. The SCCA Hall of Fame and Awards banquet on Saturday night will cap the festivities.

More information about the 2019 SCCA National

Convention and special lodging packages will soon be available at [www.scca.com/convention](http://www.scca.com/convention) in the coming months. 📺





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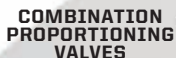
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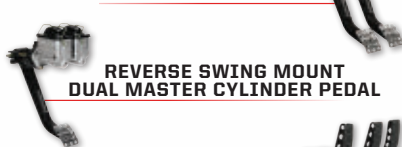
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## THE IN-LAW HEROES

Let me take you back to 1987. I'm a 29-year-old victim of third-degree racing addiction, utterly focused on a new, small-but-factory-assisted deal from Toyota for the Firestone Firehawk series, and a sexy, older, National Champ Solo star - I was chasing love and dreams. Endurance racing is not possible without a lot of help and, in my fledgling career as a racecar driver 30 *zoomy* years ago, a whole lot came from a very unlikely source - the mother and stepfather of my co-driver, the amazing Linda Pobst.

We were autocrosser newlyweds, Linda appealing to my great appreciation for women who love cars and have the desire and talent

a sweet and stern fundamentalist preacher couple, and she could swing from the sweet love of Jesus to the angry wrath of God in a flash. We never knew what we were going to get, but we always knew she loved us with all she had. She held nothing back.

Incredibly, my two primary crew guys were also Randys: my stalwart young friend, Randy Freer, and Linda's towering stepfather, Randy Teague. He was a military man, Air Force Colonel, Vietnam vet - built in a classic John Wayne mold, now a Fairfax County deputy sheriff. Always, always, packin' heat (even on pit lane), but in an absolutely responsible and capable way. He was the Rock of Gibraltar, the man I would most want next to me in a foxhole, heaven forbid the circumstance. Randy One was also known as Big Randy, and eventually R1. I became R2, and our buddy Freer, R3. His mere presence commanded respect without asking, but he had a grin and a warm smile that would melt your heart. He fell in love with Linda's mom through the mail, proposing before he'd ever laid eyes on her, and remaining totally dedicated 'til she sadly passed too soon from lung cancer, though steadfastly maintaining, "It's not the cigarettes." That was our Joy.

Randy One and Mommy Joy were all in, and Pobst Motorsports desperately needed them. They drove to most races in his low and sporty new Saleen Mustang, banging harshly off the bump stops, loaded to the gills with support gear, from their home in Virginia. Watkins Glen, Mid-Ohio, Road Atlanta, Sebring; all the biggies, working their tails off for us. Season two they upgraded to a big RV, and I remember a harrowing ride with smoking brakes down a

steep mountain pass on the way to the Portland race. But we did get to see Mount Rushmore. All in, I tell you.

R1 could do anything, and he built a giant timing stand for us. You could have parked a car on it. Held the whole team no problem, even when stomping up and down as we almost but never won until "The Greatest Win Ever" at Mid-Ohio in 1989 (see my column on randypobst.com). It was a bear of a project to assemble and then pack away, stacked on the bed-in-back of my three different towing vans, but given his effort, we had to use it every time. Darn good thing we never crashed because that steel tsunami would have come hurtling forward with the tools and spare wheels to smash us.

Mommy Joy would get her mess kitchen going in the trailer, total overkill, feeding us and four or five teams nearby with three-gallon pots of chili. Half the time she would turn up with some health issue that required the ever-supportive Randy One to run her to the local emergency room. That's just how it was.

Seeing another great need in our by-a-thread budget team, they gifted us with real radios to improve on the CBs we were using. Yes, CB radios, Good Buddies. Google it, under-40 whippersnappers. Big Randy was a radio guy in Nam, and they were nice units. Had to have been a couple thousand, easy.

At The Glen in '87, SCCA hall-of-famer Bob Henderson loaned us the transmission from his Club racer, and Randy One laid under both cars, wrenching with a soldier's grim determination as a freezing breeze whistled through that hilltop paddock, while Joy made a hearty dinner and hot drinks to warm us.

"We never knew what we were going to get, but we always knew she loved us with all she had"

for performance driving. There were a few other things, like she was a total hottie - and still is. I don't believe the poor thing really grasped what she was getting into when she married the skinny, unemployed, college grad, ProSolo champ from across the sleepy little beach town of Melbourne, Fla. She may have expected I'd get a job and a steady income. Not so much.

Linda's mother was an outgoing personality (or should I say personalities?) who loved and supported her kids with all of her being, and ranged from nurturing to entertaining to dramatic to occasionally downright frightening; bless her heart, as we say in the south. Mommy Joy (with sisters Merry and Gay) was raised among the orange groves of Florida cracker country by





Rupert Berrington

At Road Atlanta in '88, we'd moved to an MR2 Supercharged and were always on the pace. Linda started and was running top five as we watched 100mph Turn 12 from the pit fence. One of the leading Honda CRXs came through there, lost its oil filter, and totally lubricated the track (they had to be torqued onto a protruding metal ridge, not just the rubber seal we all know; tricky). I was reaching for that high-dollar radio to warn her as Linda came through and hit the slick, that mid-engined shorty going instantly backward. She was skimming the tires, banging the right side, as Mommy Joy screamed, "My baby, my baby!"

The tire-smeared Toyota came to a stop directly beneath us, and miraculously didn't look too bad. I miked over, "Looks good, looks OK, see what ya got!" Linda had gone to clutch and brakes, just like Skip Barber still says, kept it runnin' and stuck 'er into first, whipped around, and returned to the fray, not much the worst for wear. Joy hugged R1 in tears, still recovering from the shock.

Amazingly, two hours later, we're running second overall in the dark of night, when an unseen hefty chunk of the Turn 12 curb got sucked up onto the track and I nailed it with the right front ("hit" the apex, of course) with only two laps to go. Deflated on the crushed rim, that Firestone made it all the way to the flag, but with unavoidable massive understeer that cost us five places in five minutes. This was just one of many heartbreaking near misses that Year of Misfortune, yet Randy One and Mommy Joy stayed at our side, a big step in creating the racing career I have enjoyed ever since. Heroic In-Laws, thank you so much! 🍷

# RACING TIME

As she transitions from track events, ice racing, autocrossing, and horses into road racing and a career as an engineer for a major OEM, Christie Bagne looks forward to a very, very busy future | WORDS Philip Royle | IMAGES Sean Rice

Catching up with Christie Bagne isn't easy. She's constantly on the move, dashing from one place to another, barely having time to breathe. But when I finally locked her down, I found that she thinks nothing of her crazy scheduling. "It's been a tiring month," she admits as we chatted on the phone while she drove home from a busy day at work - this being our third conversation of the day, the first two being cut short when something arose on her side. "It's been a tiring life, actually," she laughs, "but this is all a very Christie-Scheduling activity, so it doesn't feel that bad."

"Christie Scheduling" largely refers to her two hobbies, horses and cars, both of which consume copious amounts of her time. Over the years she's done everything from amateur horse training and horse jumping competitions to ice racing, autocross, track events, and now road racing. When I spoke to her, the previous few weeks had involved her obtaining her SCCA Road Racing novice permit and completing her first two race weekends.

Then there's work. Christie's currently navigating her way through her first few years as a TRACK engineer at General Motors; this coming after a two-year stint at Kettering University that involved alternating between engineering classes and a work program at Ford. Then there's the fact that Kettering was her second time through higher education, her first concluding with a neuroscience degree..

I was exhausted listening to what she's been through in the last few years. But, taking a breath, I asked her to start at the beginning.

"Living in Detroit, there's pretty much a car event every weekend," Christie explains of her high school days in the late 2000s. "We would basically go out, stand in a parking lot, talk about cars for a few hours, and then we'd get kicked out for loitering and we'd go to someone's garage until 3 a.m., at which point we'd disconnect our mufflers and things like that."

"I lacked sophistication at the time," she laughs while looking back at her high school years, "but it was a good way to start tinkering on cars and learning basic maintenance."



**"It was a good way to start tinkering on cars and learning basic maintenance"**  
**CHRISTIE BAGNE**

Christie's automotive appreciation was undoubtedly a combination of living in Motor City and having a mother and grandmother who were enthusiasts, both owning older Camaros. But when she went to college - the first time, earning a neuroscience degree - Christie was suddenly thrust into a world that lacked cars. "That's when I started a car club," she explains. "There are a bunch of

**IN STRIDE**  
Christie (ABOVE) keeps her plate full, from racing in Spec Miata to training and competing with her jumper (RIGHT). It's an exhausting but fulfilling lifestyle.









#### FINDING THE WAY

Late night car meets led Christie to autocross, track days, ice racing, and now SCCA Road Racing (ABOVE). She currently races Spec Miata, but being a GM employee, she sees herself in a Corvette later in her racing career.

engineers in the [Detroit] area and the automotive industry is huge there, so it was a big market for a good car club."

Many associated with Christie's club were into autocrossing, but then a new guy, fresh from Utah, approached her with a question. "He came to me and said, 'Hey, are there any racetracks around here?' That's when I found Waterford Hills...and we decided to go to a track day."

Absent a track-worthy car herself, she took her mother's sporty sedan to Waterford. "After that track day, I learned how to do my first brake job," she chuckles.

Hooked, she bought a Subaru and jumped in full bore, logging about 10 track events that year at either Waterford Hills or Gingerman, including one of the first SCCA Track Night in America events.

"Then winter came, and I started ice racing," she says of the colder months of 2014. "Saginaw Valley Region of the SCCA does ice racing in Michigan...and I had never ice raced before," she says. "That was a totally new experience and it helped me a lot with car control."

Despite being outgoing and seemingly willing to jump into any situation, Christie still found racing on ice intimidating. "I'd never driven around on a lake before, and I was pretty bad at the beginning - but I got pretty good by the end," she recalls, noting that playing on the ice helped her on dry pavement, too. "That was the thing with ice racing - you have to figure out where there is traction and where there isn't, and that translated over to dry pavement."



"That was a totally new experience and it helped a lot with car control"

**CHRISTIE BAGNE**

With the ice thawed in 2015, Christie pushed forward with track events. "I ended up doing something like 22 track days in the Subaru and never crashed it," she laughs with the contagious and welcoming chuckle you quickly come to know when you speak with her. "That was the year I got out to Mid-Ohio and I did Grattan a lot, went to Waterford, and I kept working with [30-year SCCA member and road racer] Danny Kellermeier and getting faster. I decided I wanted to move on to club racing."

Another season of ice racing later, Christie headed back to Waterford Hills for an SCCA competition license school in early 2016 - but "Christie Scheduling" once again came into play. "At the same time, I decided I wanted to go back to





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### COMBINED DRIVING

From keeping her Spec Miata race ready (BELOW) to the many hours required to keep her horses synced with her for competitions (RIGHT), Christie knows a lot about prep and time management.



**"I wanted to go back to school for engineering, so I did not end up racing for basically two years"**

**CHRISTIE BAGNE**

school for engineering, so I did not end up racing for basically two years - that's why I ended up doing the SCCA Driver's School again this year."

Between her first competition license school and the second, Christie filled the weekends she wasn't studying or horse riding with autocrossing, track events, and crewing for local racers, including Danny. "Crewing was good during that two years because I began to understand different elements of racing; like how much fuel you want in the car and what you need to have ready when the driver gets in the car. I learned a lot."

Prior to her 2018 SCCA Driver's School, she graduated with her engineering degree, got a job, and purchased a

1.6L Spec Miata. "As soon as I accepted GM's job offer in early December 2017, I started looking for racecars," she says. "I was looking mostly for Spec Miatas, and I got one in March. It was pretty much ready to go, although I had to mount the seat, which was a pain. Otherwise, it just needed basic maintenance, which was perfect because I was super busy with a new job and taking care of two horses every day after work."

While she prepared for her SCCA school early, when it came time for things to jump into action, they jumped quickly, and in a period of one month she'd attended the SCCA school and completed two race weekends, towing there on her own (in a Chevy Silverado, of course) and mostly supporting herself at the track. "Things went the way I expected them to, which I didn't expect," she chuckles. "I'm not winning, but I am getting used to the car and I am getting faster every session. I'm hoping that trend will continue."









### HARD AT WORK

Christie has found she can directly apply what she learns in the pits and on the track (ABOVE, center) to her job as an engineer at General Motors. Likewise, many of the driver inputs that do and do not work in her racecar also carry over to riding.

Her ambitions behind the wheel are straightforward, but also twofold. "Club racing is a lot of fun, and I'm not planning on winning any Majors this year, but I am planning on learning a lot and understanding vehicles in general. I do count this as professional development," she says, laughing once more, "I'm trying to justify buying another set of tires."

To that end, she points out that her SCCA background has already paid off professionally. "It's been very valuable being able to go and talk to a GM brake engineer when I already know about the parts," she says. "I know about the issues you get when brakes get too hot, I know about shudder, so you come in with a working knowledge that sometimes even other engineers don't have."

While car racing helps her in her work, her horse background actually pays off in car racing, too. "There's jumpers, there's hunters, and there's equitation," she says of horse competition, "and I do the jumpers. [In my horse competitions] you're following a racing line, and there are some places where you want to be tight and others where you want to carry momentum. And there are a lot of ways where one horse is better than another one at something and you have to change what you do based on what that horse is good at, which is interesting in the context of cars."

Likewise, she says, "if you pull back quickly on a horse, he's not going to like it; if you jerk on a wheel, the car's not going to like that."

So, what does the immediate future hold for the hyper-



**"You come in with a working knowledge that sometimes even other engineers don't have"**  
**CHRISTIE BAGNE**

scheduled Christie? "My plan is to keep driving the [crap] out of the Spec Miata," she chuckles, noting that her 1.6L Spec Miata has been amazingly reliable despite her intense schedule.

As our conversation winds down – she's home now, presumably about to tend to the horses and work on the racecar – Christie says, "Right now it's nice because I have a job and I have a racecar – this will be a summer of doing as many Regional race weekends as I can." I ask what she plans to do if there's no race nearby? "I'm going to be either on a horse or backpacking or traveling. There aren't going to be any free weekends."

Keeping this busy certainly doesn't faze Christie; meanwhile, I'm exhausted just thinking about it. 🍷





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# SLIP 'N' SLIDE

Haven't heard of SCCA RallySprint?

That's about to change | WORDS & IMAGES Greggar Helgeland

It could be said that SCCA RallySprint is the middle child in the rally world. Situated comfortably between stage rally and SCCA RallyCross, RallySprint features the speed and thrills that come with stage rally, but similar to RallyCross, it's easy on the wallet. Never heard of it? That's about to change.

The original version of the SCCA RallySprint program began in the 1980s but was mostly suspended when stage rally left the Club in the early 2000s. When this occurred, SCCA's rally program consisted of RallyCross and RoadRally, but it's hard to say this was a bad thing as both programs flourished, proving the ongoing interest in rally. After a considerable amount of work and planning, however, RallySprint was revived in 2015 to test interest - and it only took one event to prove its value. Since then, multiple Regions have run RallySprints, and there are more planned for the future.

RallySprint is more than just a souped-up RallyCross; to the contrary. In fact, its unique environment offers benefits that cannot be found in any other form of rally. The fact is there are two primary differences between RallyCross and RallySprints, with speed being the greatest. RallyCross keeps speeds low through frequent turns and limits the straights - this challenges drivers and reduces the amount of space needed to host an event. RallySprints, meanwhile, are defined by roads rather than

courses set with cones, meaning they have fewer turns and more straights, allowing competitors to achieve higher speeds.

Competitor Seth VanHee explains, "Toward the end of my first RallySprint, I was more confident and controlled as I threw myself into corners faster and faster. I raced a RallyCross after the RallySprint and felt a lot more in control at higher speeds."

"I think competing in RallySprints is definitely helpful," adds stage rally veteran Chase Hovinga. "It gets you acclimated to a faster and longer course,

**"It gets you acclimated to a faster and longer course...the high speeds allow you to learn"**  
**CHASE HOVINGA**



## A FUN WAY ROUND

RallySprint (ABOVE and LEFT) may resemble RallyCross, but the format allows for faster and longer courses, offering tuning possibilities surpassing even stage rally.





and the higher speeds allow you to learn the limits of your car.”

The other significant difference between RallyCross and RallySprint is the element of a co-driver. While RallyCross competitors often bring along passengers to share the fun, they are not an integral part of the event. Like stage rally, however, RallySprint drivers can have

a co-driver in the passenger seat – a Regional option that’s not required in the rules – who navigates for the driver.

The co-driver’s role is to “call notes” for the driver, which is the process of keeping the driver informed of what lays ahead. This allows the team to race at speeds beyond what can be achieved visually, essentially

overdriving their sight lines. As you can imagine, this requires excellent communication and trust, not only between teammates, but also through communication equipment, specifically helmet-mounted microphones and headphones.

Getting team communication and its gear functioning properly takes practice, preferably

in racing situations, making RallySprint a great proving ground. As stage rally veteran Jay Mumme explains, “Sprints are helpful for breaking in new co-drivers or getting back in rhythm after a long layoff. The co-drivers can also work on taking and calling notes. In order to go fast on stage, that trust in the notes is huge.”



**IT TAKES ALL KINDS**  
RallySprint allows for a variety of prep levels and drive types (LEFT and BELOW).



The most crucial difference between stage rally and RallySprint, however, is repetition. Stage rally rarely gives competitors the chance to see the same turns more than once. While this is part of the challenge and fun of stage rally, it does not give racers the chance to make adjustments, be they in driving techniques or car setups. RallySprint, however, runs repetitive laps on the same roads that are a mile or two in length. This gives each competitor several chances to learn and adjust.

"For me, RallySprints offer different options in driving," explains racer Chris Kobayashi. "Since we get to run the course more than once, I can play around and see what I can improve or how to take a turn differently. I like that I get the chance to try the same corner more than once and I can get a better feeling of how the car reacts in different scenarios of the same turn."

Repeating the same sections of road on the same day also provides consistency of conditions. As DirtFish Rally

School's lead instructor Nate Tennis explains, "The challenge with rallying is always finding a place to do it, and then if you're lucky enough to, finding a course that is consistent enough to try different setups and techniques."

This consistency is what makes RallySprint the optimal environment for making changes and adjustments. "I've found that RallySprints are most helpful for me experimenting with car setup, such as shock settings, tires, and transmissions," Mumme adds. "I also try different lines, different gear choices in and out of turns, handbrake vs. Swedish flick, etc."

Due to the repetition, you may think the challenges of RallySprint are minimal. Think again. "There are several aspects of DirtFish's courses that, when combined, create a Sprint course," says Tennis. "However, we only combine everything at the very end of a multi-day program because throwing too much at someone too soon isn't beneficial,

*"Since we get to run the course more than once, I can play around and see what I can improve"*  
**CHRIS KOBAYASHI**

regardless of their background. We run a shorter version of two separate courses and then combine them for a longer one, which allows students to put all the pieces together. At the end of our three-day program, students drive a course similar to what is used for our SCCA RallySprints."

Teams planning on racing stage rallies also use RallySprints as inexpensive reliability tests or shakedown. The primary reason for this is to reduce the

financial risk of paying entry fees for stage rallies only to have mechanical failures cut events short. For example, Hovinga had a rear differential seize on him in a RallySprint at DirtFish in early April, saving him from suffering the same fate during a three-day stage rally just a few weeks later. Likewise, the hood of Phil Meyers's Mazda opened during DirtFish's inaugural RallySprint. Dealing with such a problem on a stage is much more challenging and dangerous than in the more forgiving environment of a RallySprint.

Whatever aspect of RallySprint appeals to your needs, check your local Region's schedule to see if there is one in your future - and if there isn't, work with your Region to put one on. 📍



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## HANDS-ON TRAINING

The VETMotorsports program partners with a number of SCCA events around the country. At the Crow Landing ProSolo, Monica Hope Shoneff (RIGHT and BELOW) made the transition from military transport driver to autocrosser, an experience that helped renew her experience behind the wheel.

# GIVING BACK

VETMotorsports and SCCA join forces to help veterans return to civilian life

WORDS Philip Royle | IMAGES Raleigh Borene



Courtesy Monica Hope Shoneff



“Growing up, my father captivated me with stories of his racing days, full of muscle cars, car clubs, and good old-fashioned bravado. He taught me how to shift a manual transmission before my feet could even reach the pedals; it was in moments like those that my dreams of becoming an Indy car driver were born. Fast forward to 18 years of age and my need for independence outweighed my desire to pursue my dreams, so I joined the military,” explains Monica Hope Shoneff, who earned the rank of Sergeant during her years in the United States Army and Army Reserve. But it was because of her love of driving that her chosen field in the Army was with the Transportation Corps. “I deployed 15 months in Southeastern Baghdad at Camp Rustamiyah

with a transportation company of the 2nd Brigade Support Battalion for 2nd Infantry Division, where I delivered supplies to surrounding forward operating bases,” she says. Once back in civilian life, however, Shoneff struggled with the thing she’d once loved. “Driving turned into a professional responsibility for me [in the Army] – it became serious; people’s lives were in my hands,” she reveals. “During deployment, on convoy, I had to constantly be aware and on the lookout. Then, when I came home, it was very hard to turn that hypervigilance off. I hated to be stuck in traffic; I had a lot of anxiety driving and I just didn’t love it anymore.” Earlier this year, Shoneff was invited to participate in a Sports Car Club of America (SCCA) autocross event courtesy of

“Doing this event really changed the way I experience driving now”  
**MONICA HOPE SHONEFF**

VETMotorsports. The concept of the program is to assist veterans during their transition back to civilian life by embedding them in genuine motorsports events. “I saw programs in the U.K. that were using motorsports as a way to transition injured veterans into motorsports, so using that as an inspiration, I created the basic concept of this program in 2012,” says Peter Cline, executive director and founder of VETMotorsports.org. “I wanted the experience to be very hands-on and immersive and not just a parade of veterans getting thanked for their service.

“I knew that the first event we held would really affect the [motorsports] team,” Cline recalls of the program’s beginnings. “But the way the event positively affected the veteran participants was overwhelming. From that point, I knew we had a concept that had the potential to really transform the lives of those attending our events.” The weekend Shoneff found herself in as part of the VETMotorsports program was an SCCA ProSolo autocross in Crows Landing, Calif., in April 2018. SCCA has been working with VETMotorsports for a few years now, and the SCCA considers its involvement an honor. “Across the rich, 75-year history of the SCCA, we have been fortunate to have many veteran enthusiasts among our ranks, and today we have them in every SCCA





community across the country," SCCA president and CEO Michael Cobb notes. "The opportunity for us to give something back to the men and women who have given so much in service to our country is both humbling and a honor."

For Shoneff's weekend, "Zach Collett, another veteran, greeted us and said, 'Hey I'm here on behalf of VETMotorsports, come on, I'm going to take you down to the practice course,'" Shoneff recalls. "At that point, I didn't know what was going on. I just showed up with my driver's license and water bottle, and they said here's the Camaro you'll be driving, it's a 6-speed, can you drive a stick?"

Shoneff quickly found herself in the hands of civilians giving her a lesson in autocross, prepping her for the weekend to come. "[SCCA Regional Development Manager] Velma Boreen said OK,

do you want to try the track first or do you want me to run through it - I'm like, hallelujah, you do it first because I want to see it visually before I try it," Shoneff explains of her first few hours during the two-day SCCA event. "So we got our helmets, she rolled through [the course] and gave me a few tips, like don't be late on the slaloms, and push yourself just past where you feel comfortable. Then just as quickly as we started, Velma said, 'OK, you're up!'

"I took my time and went through the course once [with Boreen in the passenger seat] - and then to my surprise she got out [of the car]," Shoneff continues. "My next run was incredible! I felt anxious yet more peaceful without her in the car. I was really able to push myself, and the car; I didn't realize I had been holding back to

protect Velma. The way I drove initially reflected my military training - Velma was precious cargo and I needed to keep her safe. But throughout the weekend, I tried to let go and just drive."

It didn't take long for Shoneff to realize the event's impact on her; during the drive home she even found herself practicing some of the things she'd just learned. And now, post event, she sees even more of the impact the VETMotorsports weekend has had on her life.

"Doing this event really changed the way I experience driving now," she shares. "The ProSolo helped me face my fears and hypervigilance; it helped me be present and regain confidence behind the wheel, and it opened the doors to reconnect with more people and my love of driving."

The military, Shoneff points

out, builds service members up through years of training to be soldiers, airmen, and Marines. "Then when it's time to leave the military they give you a few days of PowerPoint classes with presentations from community providers, and hope we figure out how to navigate the transition back to civilian life," she says. "Ten years post-active duty, I can attest civilian readjustment can be a daunting task. Despite the military's best effort through transition assistance programs, I've found that the folks who are best at teaching us how to be civilians again are civilians themselves. So, I loved that this was a VETMotorsports event imbedded in a traditional ProSolo event. The SCCA staff and community welcomed us, taught us, and we are better people and drivers because of it." 📍







# HINDSIGHT

Hitching up with an older tow vehicle doesn't have to be a chore, and with aftermarket back-up cameras, it isn't

WORDS & IMAGES Philip Royle

Old school works for many things, but when it comes to lining up your tow rig's receiver with your trailer's tongue, "old school" can become a chore. There is, however, a solution in the form of aftermarket back-up cameras. As with everything, there are a variety of product offerings in the world of rear-view cameras, with options ranging from \$100 wireless kits to \$500-plus fully integrated systems, and we've tested them all.

OK, it's disingenuous to say we've used every back-up camera setup, but we have tested enough of a range to sample what the market has to offer. But before we could conduct a real evaluation, we needed a baseline. For that, we looked at band-new vehicles.

All new tow rigs come equipped with back-up cameras, and from Chevy Silverados to Toyota Tundras, they're all fantastic. Click the vehicle into reverse and the stereo head unit shows what's behind you. The cameras are usually mounted high in the hatch or tailgate offering a fantastic view, and the image quality is topnotch day or night. Counting this as the baseline, only one aftermarket setup we tested came close - but it wasn't cheap.

Want the ultimate crib sheet of our testing? It's hard to go wrong with any aftermarket back-up camera setup, although there are caveats with each system. Want the details? Read on.

## LOOKING BACK

Once you've used a tow rig with a back-up camera, it's hard to go without. Simple tasks like hitching up the trailer become much more time consuming without that little piece of tech.

### ALL IN ONE

A replacement head unit and back-up camera like this Pioneer setup (RIGHT and BELOW) offers Bluetooth connectivity, phone integration, and excellent rear vision, but it comes with a comparatively heavy price tag.



**SYSTEM:** Stereo head unit replacement with hardwired camera

**OUR TEST UNIT:** Pioneer AVH-2440NEX with Pioneer ND-BC8 camera

**PRICE:** \$600

**INSTALLATION TIME:** 6 hours

Our Pioneer head-unit replacement and camera setup was ordered from Crutchfield and installed in a 2004 GMC Yukon XL. The finished product rivals back-up camera performance from any automotive manufacturer – the difficulty came in the installation.

The first step was to remove part of the Yukon's dash, pull out a reciprocating saw, and go to town hacking up the stock stereo support. Next was wiring the harness adapter and a converter which would, among other things, activate the back-up camera and turn the Pioneer's screen to rear-view mode once the shifter was placed in reverse. A plethora of other interior trim pieces also had to be removed to allow for the back-up camera wire to be run to the rear hatch.

Then the stereo killed the car battery twice – the culprit was a faulty converter, which Crutchfield took care of immediately. Two weeks later the system had been successfully installed. Had we not received faulty parts, the installation would have taken about six hours.

With a large 7-inch, touch-screen display, this system is every bit as good as a modern factory-installed, back-up camera setup. The installation was not simple, but with the supplied harness and instructions from Crutchfield, it was something most SCCA members could tackle. The Pioneer camera, which accounts for \$100 of the \$600 price tag, has incredible low-light capabilities that equal that of cameras used by automotive manufacturers. From the head unit to the camera, this is top quality all the way.

Yes, the overall price tag is steep, but this setup also comes with Bluetooth audio, Android Auto, and Apple CarPlay compatibility – it modernizes your SUV or truck while letting you hitch up your trailer with ease. We just hope your installation goes smoother than ours.

**SYSTEM:** Hardwired camera with external monitor

**OUR TEST UNIT:** AmeriCam KP1 bumper camera with 3.5-inch monitor

**PRICE:** \$190

**INSTALLATION TIME:** 45 minutes

We installed this unit on our 1999 Ford F250 a few years ago and have truly loved it. The backup camera is hardwired to a 3.5-inch monitor we adhered to the dash in the truck, and all of the wiring connectors use AmeriCam's weatherproof connectors. The downside to AmeriCam's setup is you can't swap to a different camera or monitor since it uses proprietary connectors, but we've never felt the need to change anything about our setup.

The bulk of our 45-minute installation time was spent underneath the truck, running the wires from the rear bumper to the engine bay, then fishing wires through the firewall and into the driver's compartment. Had we installed this setup on an SUV, we would have run the wires through the



### WIRED UP

A hardwired back-up camera with external monitor like this setup from AmeriCam (RIGHT and ABOVE) is affordable and effective, but installation can be challenging in some vehicles.



inside of the vehicle, as we did with the Pioneer setup in the Yukon XL.

Unlike the Pioneer unit, which used a converter to activate the rear-view camera via information supplied by the factory wiring harness, the AmeriCam system required wiring power to the camera to active it once the vehicle was placed in reverse. For this, we tapped into the reverse light at the back of the truck – this supplied power to the camera and monitor. With reverse selected, the camera clicks on almost instantaneously (although not quite as quickly as the Pioneer, probably due to the fact that the Pioneer is constantly powered).

We have two gripes with this setup, but one is the same complaint we have with all back-up camera setups that utilize standalone monitors: the screens are a little ugly. Our chosen monitor mounting position in the F250 makes the monitor less garish, but this comes at the price of visibility when you're actually reversing. Our second criticism is that nighttime visibility, while good, isn't on par with the OEM units and the Pioneer camera system we tested.

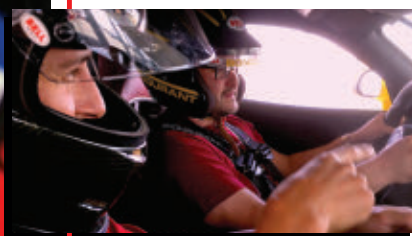
Regardless, the functionality of this unit for the price is undeniable, and this setup has proven rock solid for us for several years.





Photo: @Indianapolis Motor Speedway, LLC Photography

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#### GOING WIRELESS

A Bluetooth backup camera like this setup from Yoda (BELOW and LEFT) offers an easy plug-and-play installation, but can be susceptible to signal interference.



**SYSTEM:** Bluetooth camera with external monitor

**OUR TEST UNIT:** Yoda digital backup Bluetooth camera with 4.3-inch display

**PRICE:** \$125

**INSTALLATION TIME:** 15 minutes

The Yoda Bluetooth backup system we installed on our 2003 Chevrolet Suburban is about as low end as complete back-up camera systems come. We purchased this unit from Home Depot, but you'll find the Yoda system for sale just about everywhere. And we know why: it's super easy to install and use, and at \$125 it doesn't break the bank.

We list our installation time as 15 minutes despite the fact that we spent 45 minutes on this. The installation is super easy using the supplied equipment - we just opted to disassemble part of the dashboard to make for a cleaner looking installation of the 4.3-inch monitor.

Like the hardwired AmeriCam system we used on the F250, you use a wire off the camera to tap into the power supplied by the reverse lamp at the rear of the vehicle. Unlike the AmeriCam setup, however, the camera's wiring stops there. The other portion of the wiring comes in the vehicle - the monitor powers itself via a 12v power adapter that plugs into the cigarette lighter (we chose to hardwire ours).

Once the initial Bluetooth pairing procedure is complete, use of the Yoda is easy. When you select reverse, the camera powers on, Bluetooth activates, the monitor and camera quickly pair, and the monitor shows what's behind you. The monitor doesn't turn on as quickly as our hardwired AmeriCam, but it's close.

There are downsides to using Bluetooth for the video signal. For one, the camera is large and ugly. Also, as we said, there is a slight delay in the screen activation once reverse is selected. In addition, there's a notable, albeit slight, delay in the video signal should you reverse quickly - but you shouldn't be reversing quickly anyway. Finally, the monitor periodically drops the camera signal when reversing. This sounds like a deal breaker, but it's very infrequent, and we've even been able to repeat the occurrence at specific locations - our guess is this is radio interference.

Like the AmeriCam setup, nighttime video quality is lacking. You can see where you're going, but the Pioneer setup is head and shoulders above these other units in that regard.

We were skeptical of a wireless back-up camera system, but we've been using this Yoda setup for six months and feel it offers great bang for the buck.

#### WHAT TO BUY

One notable addition to this story is that we also tested an App-Tronics \$200 back-up system that ran a hardwired camera to a monitor hidden in a rear-view mirror. This system worked as well as the AmeriCam setup, but we did experience reflection issues on the rear-view mirror during bright days. Our review of the App-Tronics setup would read almost identically to the AmeriCam system, but with a note about mirror reflections in high light situations. If all monitor-in-mirror systems suffer the same reflection issues as the App-Tronics, we would advise against going this route.

Another thing that needs stating is that for all aftermarket rear-view camera setups, camera placement is key. At the same time, we also discovered that good camera placement is difficult.

The easiest place to mount the back-up camera is above the license plate, but in most cases with older SUVs and trucks, the license plate sits at bumper level - mount the camera down there and your view becomes two dimensional, making trailer hookup more difficult. Mounting the camera higher, as is done by most automotive manufacturers, offers greater depth of field for reversing and hitching up to a trailer, but mounting the camera that high is hard to do without unsightly external wires and adhering the camera to paint or glass.

So which aftermarket back-up camera setup is our choice? The in-dash, head-unit-replacing Pioneer system is the undeniable cost-is-no-object choice, and it's the setup we'd have in all of our older tow rigs should we have the money - it is a rear-view camera and it also modernizes the interior with options like phone integration. At the same time, it's hard to say the inexpensive Bluetooth camera setup doesn't work. Which system is right for you? Budget will undoubtedly determine that, but our testing revealed it's hard to go wrong when rear-view camera shopping. 📍



#### UPON REFLECTION

Rear-view-mirror based screens like this setup from App-Tronics offer a factory look, but bright sunlight can make it challenging to see clearly.



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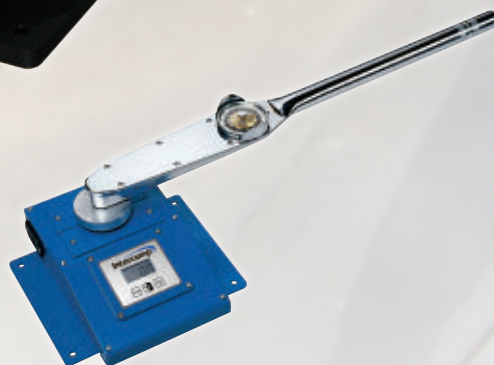
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# RUNNING WILD

With CAM's break from the rules, this category is not just fun for existing autocrossers, it's also a solid membership recruitment tool | WORDS Jason Isley | MAIN IMAGE Anthony Porta

If you've been autocrossing for any length of time, you are likely familiar with rules. No matter the discipline, participation usually requires analyzing a set of intricate rules, and those rules can be downright intimidating. Certainly, there is no getting away

from many of the Club's rules as those are in place for the sake of safety, but others - well, what if those were eliminated? The result could be chaos, or it could be Classic American Muscle (CAM), one of SCCA's hottest new autocrosses categories.

The CAM category as we know it today is actually the adaptation of something longtime member and SCCA Regional Solo Development Manager Raleigh Boreen witnessed in 2014. "A fellow in Indianapolis named Dave Dusterberg, myself, and our wives were at a Goodguys

event in Indianapolis and they were having an autocross," Boreen says. "He said, how would we get those guys to come to SCCA events?"

Around this time, Boreen and his wife Velma were searching for ways to assist in SCCA's membership growth. "Velma and





## SHOW AND GO

(RIGHT) The CAM category has thrived in an environment free from complex rules. (BELOW) With fun at its core, autocrosses often see a great mix of cars in the CAM-T, CAM-C, and CAM-S classes.

Perry Bennett



Perry Bennett



Perry Bennett



Brandy Phillips



“We have been able to keep the essence of [Classic American Muscle] very simple”

**RALEIGH BOREEN**

I had been tasked with how to bring some new members into the Club, so really what I did was take what Dave and I talked about at that Goodguys event and played off that,” Boreen explains. “We looked at what other groups were doing, and we thought we could do this. But I told [SCCA Vice President of Rally/Solo] Howard Duncan that if the rules have to go on to more than one page, I don’t think we should do it. We want to make this thing as simple as possible and see what happens, and he agreed. The CAM rules have gone on to two pages because of safety equipment and things, but we have been able to keep the essence of the category very simple.”

The simple set of rules allows competitors from another series to easily transition into SCCA autocross competition, and vice versa. “You can have a car that can run in any of the three series,” Boreen points out. “You could run three weekends a month. You can run a Goodguys one weekend, Optima the next



Courtesy/Dennis Bay



Jason Bay

## BUILDING FUN

(FAR LEFT) Longtime SCCA autocrosser Dennis Bay has spent the last four years building his CAM-T Camaro – it's a labor of love, he says, and an opportunity to compete with a car he truly enjoys. (LEFT) *SportsCar's* editors decided it was time to join the CAM nation, but did we take it too far? Find out next month...

weekend, and SCCA the third. You might not have the ultimate car for any one of the three, but you have a car that can run with all of them. We tried to keep the rules open enough that someone could do that."

This unique approach has paid dividends when it comes to finding new participants. "It is working as a recruitment tool," he says. "We can track through SCCA's membership department that we are getting new members to join and renew because of the CAM program. Right now, CAM is about 90-percent new people. In San Diego, CAM caught fire like crazy and lots of good things have happened down there. In the middle of the country it's been huge. It's brought a bunch of new people into the Club all over the country."

A great measure of CAM's success, beyond membership growth, is the CAM Invitational that takes place in Lincoln, Neb., during the Tire Rack ProSolo Finale in early September. "We worked with Speedway Motors the very first year – they came up with the idea for the logo," says Boreen. "The first year [2014], the CAM Invitational had 24 cars in it, running early in the morning just one day on the ProSolo course, and it went over huge. It was like a car show, and everyone had a great time. In 2015, it grew to 32 cars. Now it's so big we have our own course, and it's run more like a Match Tour. We had over 60 cars in 2016, and 84 last year."

Over the years, the CAM Challenge has tried a number of different formats as a traveling road show, and continues to fine tune its offering. "Tire Rack signed a multi-year deal to support the series all over the country," says Boreen. "What has happened is we started out trying to run it like a Match Tour and we found out we had to modify it a little, just due to the economics. This year we are trying to run them at ProSolo events. The Invitational, however, will be a Match Tour format, and we hope to have between 80 and 100 cars this year."

So, what is CAM? The category currently offers three classes, which encompass a wide range of cars, all of which can be extensively modified. The basics are simple: American muscle cars with the engine in the front, drive tires in the rear, sporting 200 UTQG tires, and maintaining some semblance of an interior. Obviously there are a few more rules than that, but that's the gist.

CAM Traditional (CAM-T) is the home for almost anything resembling a 1954-'89 era road-going automobile. CAM Contemporary (CAM-C) includes most modern pony cars, starting with body styles originating in 1990. CAM Sports (CAM-S) is designed with sports cars in mind, but is also a landing zone for any other CAM car that manages to run afoul of the rules – it essentially serves as an "in-excess" class. "We never want to turn anyone away," says Boreen of bumping some cars

**"It's brought a bunch of new people into the Club all over the country"**  
**RALEIGH BOREEN**

to the faster class. "CAM-S allows other CAM-eligible cars that might be underweight or missing required interior pieces a place to play."

The freedom found in CAM is also appealing to many longtime SCCA members. "Sometimes, SCCA members autocross cars that can win rather than cars they like," Boreen points out. "I think back to when Chrysler was paying a lot of money for wins in the Neon; some people hated the cars but made a lot of money doing it. In CAM, people are driving cars that they like."

Autocrosser Dennis Bay is one such individual, as he approaches the completion of a four-year-long, pro-touring-style build. "I have always liked '69 Camaros, ever since my good friend in collage bought one," he says. "However, the dynamics of a 49-year-old car were not up to my modern standards, so CAM gives me a place to autocross my favorite car with the updates that give it modern dynamics and powertrain. Also, most everyone else running CAM-T is in a similar situation – a classic car with modern amenities."

What does the future hold for CAM? Currently, CAM is still classified as supplemental in the Solo Rules, which means it does

not crown a National Champion even though the classes are offered at the Tire Rack Solo National Championships. This supplemental status also gives Boreen and his team the flexibility to make quick decisions they believe are in the best interest of the category. "We are always trying to make things better in CAM, but right now we want the category to be stable," says Boreen. "There is some thought of the new cars that are coming out – should we start moving more cars into Traditional? But that's years down the road. We are looking at weights; some cars really struggle to get down to 3,000lbs, we want these cars to be drivable on the street and we don't want to force people to do crazy things."

The open rule set and engineering freedom allowed in CAM has resulted in some pretty incredible pieces of machinery showing up, but in reality you likely don't need to go too wild to find your place in CAM. "There are some people out there with 700 or 800hp, which is great, but I'm not convinced you need that," says Boreen. "I think if you have 350-400hp you can be competitive. You can do it little by little, and just have fun with it."

For any automotive enthusiast, CAM – a near rules-free playground for American performance cars – is inspiring. And, it turns out, *SportsCar's* staff is not immune to CAM's siren song. So check back next month as we start a CAM build of our own. 🍷





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# PROJECT EP RX-7...REVIVAL

Welcome to part four-ish of our project RX-7 E Production racecar build. If you don't recall parts one through three, don't worry; it's foggy for us, too. The truth is, it's been about six years since our last update on this project car and, honestly, we're not even sure how many installments we did first time around. Thus, here lies part four-ish of the build.

For those who do remember, they'll note that when this project originally began we were building the RX-7 for a different SCCA Road Racing class, namely Super Touring Under. Back then, we rescued a 1990 RX-7 from the junkyard, replaced the bent front subframe and front right suspension arm, left the partly damaged front right fender in place, had

Autopower install a roll cage, and then went to town with go-fast, relatively affordable goodness.

We chucked the stock ECU and installed an Electromotive TECgt, cut out the factory fuel tank and went with an aluminum 12-gallon Fuel Safe setup, smashed the rear hatch glass into pieces and bolted a Lexan sheet to the stock frame, and installed a Sparco seat, Schroth

harnesses, Hawk brake pads, and an ESS fire suppression system.

For suspension, we replaced most of the factory bushings with poly units (with a heim joint here and there for increased alignment adjustability), and then installed a price-friendly swaybar and non-adjustable Bilstein damper setup utilizing front strut housings we modified to maximize tire clearance and camber.





#### THE LITTLE CAR THAT COULD

Our Mazda RX-7 started its racecar life in 2011 in Super Touring Under but has since moved to E Production. The budget bruiser has proven to be a surprisingly spry thrasher that we've slowly been working on to find more speed.

*"If you don't recall parts one through three, don't worry; it's foggy for us, too"*

2013, we learned that Jesse Prather Motorsports had a used Barrington dog box transmission for sale - the price was right, so we (i.e.: me, once more) snapped it up. Later, in 2014, following a motor rebuild that involved slightly more aggressive intake porting, we discovered the car was bumping up against the stock intake manifold's ability to flow air, so we swapped from fuel injection to a dual-barrel Weber 48 IDA carburetor sourced from Racing Beat, and paired that with a Racing Beat intake manifold. That netted us a 6hp gain on the dyno before tuning - air through the stock intake tubes was certainly the restriction.

Then we mothballed the car for two years.

Before bringing the car out of retirement in 2017, we decided it was time to replace the existing Racing Beat exhaust with a custom setup that should be less restrictive, lighter, and hopefully come in under the sound limits. For this, we ordered a pair of 17-inch-long, lightweight mufflers from Burns Stainless and topped that off with a race header from a nearby rotary performance shop. These were no inexpensive exhaust components, with the header breaking the bank at \$700 and the mufflers (scrubbed in one nearest the motor, fiberglass packing in the other) costing about the same. To keep the price down, we cut up an unused 3-inch truck exhaust we had sitting around, tacked the system in place with

our HTP MIG 140 welder, and had a local muffler shop weld it and the V bands into place for \$80.

The exhaust system was also designed to allow for easy extraction of the transmission. With the old system, removal of the transmission required the unbolting of the header and the center section of the exhaust - an exercise that took more than half an hour each way. The goal with the new design was to make the transmission completely removable without touching a single bolt on the exhaust.

Pulling the car cover off, the car headed to the track in January 2017 for the first time since the 2014 Runoffs - and immediately blew the motor. The motor was rebuilt, we returned to the track, and the exhaust registered 99 dB at multiple tracks, well under the usual 103 dB limit. Unfortunately, that year concluded during the third U.S. Majors Tour of the season when one of the lightweight Keizer wheels we'd been using sprung a leak, failing on the last lap. While we limped to third place on the barrel of the wheel, no front left tire in sight, we decided this problem must be addressed.

One of the differences between STU and EP is the wheel allowance. In STU, we ran 15x8 wheels, but in EP, the GCR limits the second-gen RX-7 to 15x7s. As such, we ordered up new barrels for the Keizer aluminum wheels we were using in STU and converted them into the smaller size for EP. But with this wheel failure - a failure that had us mowing many, many weeds - we inspected all of the three-piece Keizer wheels and concluded that we'd prefer to run our heavier "backup"

#### Part 4-ish: It's been six years since our last project installment, and here's what we've been up to

WORDS Philip Royle | MAIN IMAGE D.E. Baer

The problem was, we'd budgeted \$15,000 for the build and this was the point we (i.e.: me) ran out of money. Consequently, the remaining cash was used to rebuild the 13B motor with a mild street port, the transmission was left stock, and we called the project concluded until a later date. That date is now.

Around the time the RX-7 project ended, STU began to run

faster - way faster - lap times than E Production. As such, we moved from STU to EP. Luckily, we own a vinyl cutter, so the class change was essentially a free mod.

Between that time and now, the car has been raced quite a bit - it even made it to the National Championship Runoffs in 2012, '13, and '14 - with modifications made as budget allowed. For instance, in late

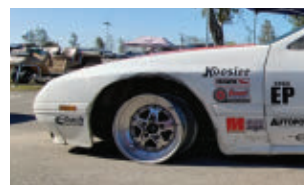


## GOOD TIMES

(MAIN) Our RX-7 racecar has been to a number of Runoffs, including the 50th Runoffs at Road America in 2013. (CLOCKWISE from TOP RIGHT) Through the years we've built a custom exhaust, exploded wheels, bought new wheels, blown up motors, and rebuilt transmissions trackside.



Sydney Davis Yagel



wheels that won't leak should someone (i.e.: me again) scrape a tire iron across the center of the barrel while changing tires.

Around that time, Forgeline Motorsports furthered its wheel lineup with the Team Dynamics brand, so we placed an order for a set of Team Dynamics Pro Race 1.2 wheels to match our backup wheels. As it turns out, the +35mm offset of these wheels sent us down another rabbit hole.

In making the move to EP, we decided not to flare the fenders (a modification allowed in EP but not STU). In the old days of Production-category racing, cantilever bias-ply slicks were the only game in town, and those required widening the front and rear bodywork. However, with Hoosier's radial slick, there is now a narrower

tire on the market that is just as fast on certain cars as the cantilever. But while the radial slicks fit under the stock fenders, the limiting factor was still clearance - we found we could only fit Hoosier's 215/580-15 tire under the stock RX-7 fenders. This changed when we mounted up a set of slicks on our new Team Dynamics wheels and began playing with spacers.

We soon discovered we had more clearance than we thought, and while the offset of the Keizer wheels didn't allow for a wider tire, the Team Dynamics wheels running a numerically higher offset allowed us to swap to Hoosier's 245/580-15 radial slicks. And, as we all know, more is better.

Where does the car sit now? We (i.e.: once more, me) have qualified for the 2018 Runoffs at Sonoma

**"Simplification is our new goal with the car, and as such we've ordered a chassis wiring kit"**

Raceway, and we're prepping the car for that adventure. Since we've spent many a Runoffs underneath the car wrenching on the transmission, we're shipping the dog box to Jesse Prather Motorsports to freshen the internals. This was also our first time removing the transmission since installing our new exhaust, so we were anxious to see if our design worked. It turns out we had to remove one exhaust hanger bolt in order to slide out the driveshaft - the transmission housing, meanwhile,

came out without us touching any exhaust bolts. That's a win!

What's next for our officially un-mothballed racecar? With the success of the exhaust, simplification is our new goal with the car, and as such we've ordered a chassis wiring kit from Painless Performance Products. The rat's nest of factory chassis wiring has been doing the job and has yet to let us down, but every time we look under the dashboard we know it's only a matter of time. We're also hunting for an affordable, adjustable damper setup to replace our aging Bilsteins, so hopefully there'll be some movement on that front, too. When will we get around to these projects? All we can promise is that the next installment of Project RX-7 will come sooner than the year 2024. 📍



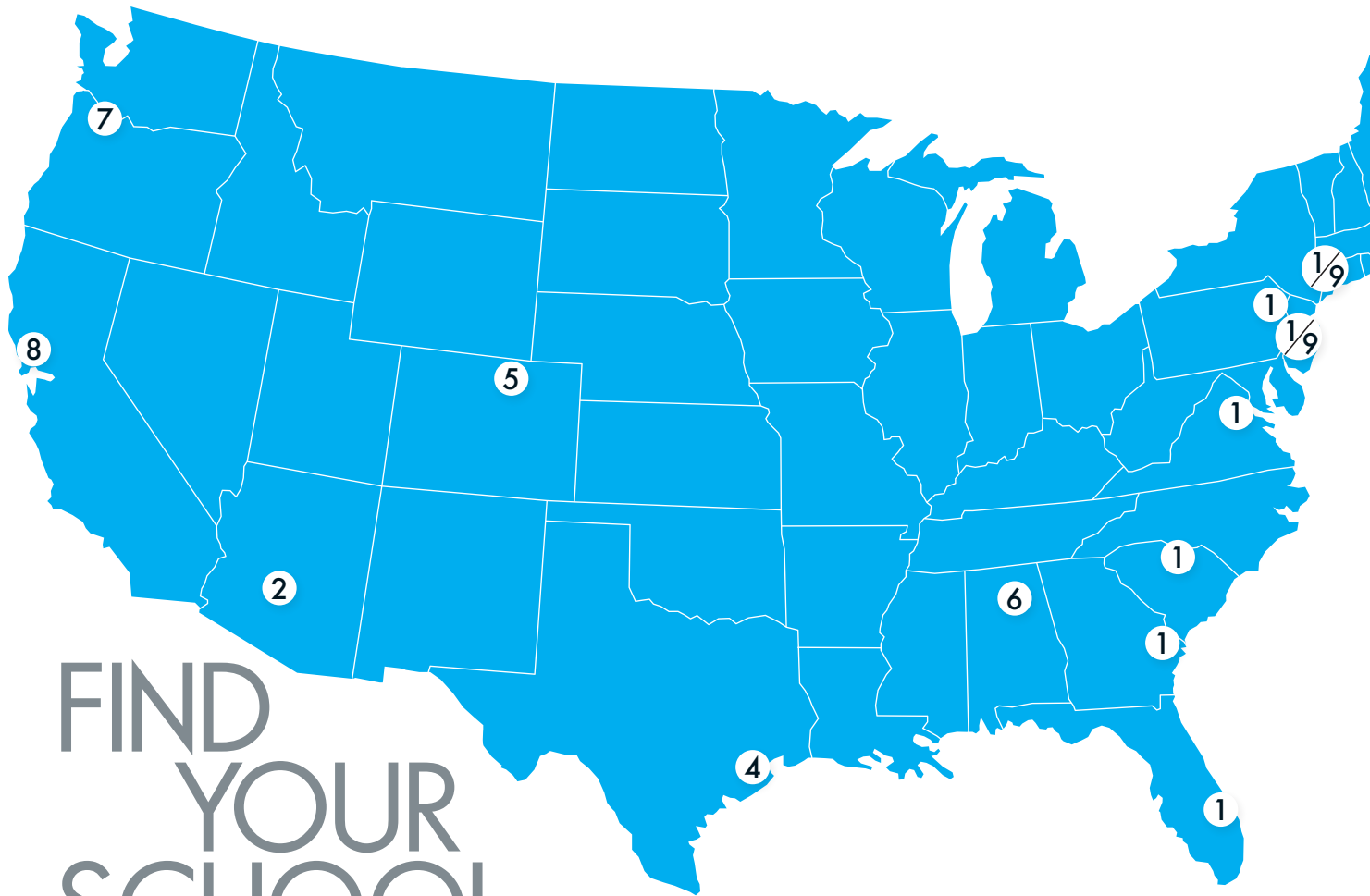
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# A FAMILY THAT RACES TOGETHER...

With Calvin and Taylor Harris old enough to race, it's time for them to join their dad, Todd, and grandfather, Bill, on track | **WORDS** James Heine | **MAIN IMAGE** Todd Harris

By the time you find this issue in your mailbox, Oregon Region racers Calvin Harris, 19, and Taylor Harris, 15, each will be anticipating their sophomore years in school: Calvin, at the University of Oregon where he is studying art and technology, and Taylor in high school. The brothers also will have completed a successful summer of West Coast road racing in SRF3, where they competed alongside their dad, Todd Harris, 2016 SRF National Champion and co-owner of the Pro Drive Racing School at Portland International Raceway (PIR), and their grandfather, John W. "Bill" Harris, who recently returned to SCCA racing after a long sabbatical.

"The most helpful person in my racing career is my dad," observes Calvin. "He got me into racing and has been coaching me ever since my first day. Without him, I never would have had the chance to begin racing at all. My mom supports my racing 100 percent. Waving to her in the stands after my most recent win was a special moment for me."

Taylor echoes his brother, noting that, by way of his family, he's always been "around racing." Taylor explains it this way: "Racing takes a lot of time, dedication, and patience, and it really helps to have a supportive family...my family and friends think it's cool that I race, but it makes my mom very nervous."

In speaking with Calvin and Taylor, there's little doubt that the brothers share the Harris family's motorsports DNA. "I have been interested in motorsports for as long as I can remember," Calvin explains. "Ever since I was a little kid, I have been going to the track to watch both my dad and my grandfather compete. I quickly became an avid race fan."

Ditto again for Taylor, who earned his competition license earlier this year after attending his first racing school - Pro Drive, naturally - last summer.

Taylor, who will turn 16 in December, adds that he has his eye on another SCCA activity, too - autocross - where he believes he can also hone his driving skills and improve his overall race craft, and have some fun at the same time. Naturally, in another venue, everyday driving, he has his eye on obtaining his Oregon driver's license.

"I have a permit now," he explains, noting that he believes his SRF3 experience will make him a better street driver, "and I can take my driver's test when I turn 16."

We connected with the Harris brothers shortly before and after the Hoosier SCCA Super Tour at PIR on May 18-20, where Calvin finished ninth in a field of 30 on Saturday and third overall on Sunday, one spot ahead of his dad.

"Battling my dad and many of the West Coast's best drivers at the Super Tour was an amazing experience for

me," Calvin says. "I have always looked up to my dad, and I have worked hard, with the goal of matching him in racing. Finally, being able to test myself against him in a race was both exciting and nerve wracking, as I knew how hard it would be to beat him. Getting that podium is the highlight of my racing career."

One of his favorite parts of racing is the sense of community found in the SCCA, as well as the friends he's made among his fellow drivers, Calvin adds. "I just really love the community of drivers. They're all helpful with each other. It's a very fun-loving community. Getting out of their cars after the races, everyone is talking with each other, cracking jokes, discussing the battles they had out on the racetrack. It's a lot of fun getting to talk with the other drivers, and we often end up going to dinner with them."

For Dad, the Portland Hoosier Super Tour race was an amazing experience. "Racing wheel-to-wheel with Calvin at a high-profile SCCA event was a racing moment I will cherish forever," Todd Harris says. "He beat me fair and square and secured a podium

**"Without him, I never would have had the chance to begin racing at all"**  
**CALVIN HARRIS**



Doug Berger





finish in a race that had three former SCCA National Champions in it."

Is Taylor also eager to take on his brother at the track? Well, yes. They compete against each other already at the go-kart track and through video games, both brothers observe, and they have a lot of fun in the process. "I am really looking forward to that," Taylor says about challenging Calvin on the track. "Especially once I get some experience under my belt, and I can be up in the front of the

pack with my brother and definitely try and battle him for a race win."

For the present, however, especially as the new school year begins, such competition will likely have to wait for another racing season. Even though the National Championship Runoffs takes place on the West Coast this year, both brothers will forgo the opportunity to participate as drivers. "School has to take precedence this year," Calvin notes.

Still, down the road, an SRF3

Runoffs entry list that includes four Harris drivers might someday be a reasonable bet. "Calvin and Taylor, and the whole Harris family, are part of the soul of this region as well as being talented drivers," notes veteran Oregon Region member and *SportsCar* contributing editor Jeff Zurschmeide. "Calvin went from a novice permit to winning tough SRF races in about a year, and I think Taylor's going to give his brother, his dad and grandpa, some serious competition." 🍎

#### FAMILY FUN

(ABOVE) Calvin Harris (left) looks forward to the day he will be mixing it up with brother Taylor (right) at SCCA races. (LEFT) For now, Taylor (42) has his hands full with his dad Todd (24), who he bested at the Portland Hoosier Super Tour.



**FOR THE FUN OF IT**  
(LEFT) Matt Wojtkowiak Sr. (left) has a standing order on his team: “have fun.” Known as the Men in Black, the South Jersey Region tech team is happy to help, and just as happy to be part of any event. (BELOW) At the 2017 National Championship Runoffs, Wojtkowiak was named the Scrutineer Worker of the Year. The award was presented by SCCA President Mike Cobb (left).

# HAVING CLUB SPIRIT

For 2017 Scrutineer Worker of the Year Matt Wojtkowiak Sr., fun is rule number one | **WORDS** James Kearney | **MAIN IMAGE** Courtesy

Were I in corporate management and looking for a knowledgeable, enthusiastic team leader who can motivate people and get the job done, Matt Wojtkowiak would be my guy. But like a lot of capable people who may fit that description, Matt chose to work for himself, hence Matt's Auto in Gloucester City, just south of Camden, N.J. “My background is in mechanical engineering,” he says. “I worked for a company at first but for the last 41 years it has been for myself.”

In his youth he was a drag racer, running his 1955 Chevy at Atco, Englishtown, and periodically at Cecil County Dragway in Maryland. “I ran a modified production class,” he explains. “I wasn't the fastest and I broke a lot of transmissions. I got really good at fixing transmissions.”

Matt has been the Chief of Tech at South Jersey Region events at New Jersey Motorsports Park for the last six

years, and he's very proud of his tech team, known as the “Men in Black.”

“It has nothing to do with the movie,” he's quick to add. “A new competitor was looking for the tech squad and he was told to go see the men in black. Being in the auto repair business I always wear a black golf shirt and black trousers to not show any dirt. Now we have all picked up on it and we are easily identifiable. Plus, we look professional and it promotes an esprit de corp.”

“I inspire my team to have a good time - we have a great group that gets the job done and gets along with folks as well,” he notes. “I have two rules: You come to work tech to have fun, [and] if you are not having fun, see rule number one.”

Matt notes that his team has a significant amount of experience in the automotive industry. “We stand tall in doing our jobs and enforcing the rules, but we are not



PHOTO: ROYCE

“I inspire my team to have a good time - we have a great group that gets the job done”

**MATT WOJTKOWIAK SR**

above helping a competitor fix their car. We view our role as being in it together with the drivers and their crews and we strive to minimize any adversity.”

Matt has played a major role in tech at the National level and has overseen tech for Super Touring Light at the last three SCCA National Championship Runoffs: Daytona, Mid-Ohio, and Indianapolis. “It is an interesting class with an old-school large variety of cars,” he points out. “I've also helped with Spec Miata and other classes when they need it. That's the Club spirit, to pitch in and help as it is needed.”

He is hoping to make it to the 2018



Runoffs at Sonoma Raceway, but it is not a done deal. "I have a hotel reservation and I hope I can make it work. I learn so much at this level and I can then bring new things back to our Regional level." Matt also takes pride in learning to do several non-intrusive tests that keep the drivers honest without requiring them to do a major tear down. In Spec Miata they ask drivers to pull their starters to allow for a man in black to run a magnet to the flywheel to check that it is iron. For several other classes, they have go, no-go ride height blocks, and they just purchased a tool for checking the diameter of brake discs. In American Sedan they check carburetors with three go, no-go devices. "All they have to do is remove the air cleaner."

In Spec Racer they even weigh the body panels on occasion. "Not everyone knows there is a spec for that," he notes. "I've also made a tool that can check on the required amount of exposed thread in the lower heim joints. It is a safety issue, and safety is paramount." Matt says that all of these tests keep his team members sharp and that most drivers appreciate that tech is running a tight ship.

Recently, a newbie in a Spec Miata was caught without a restrictor. "It was his first event ever and he genuinely didn't know of the requirement," he says. "We have a printer in tech, so we get the results right away [and] when I checked that, I saw he was dead last in his group. So, instead of writing the guy up, I took him around to a couple of Spec Miata prep guys and introduced him. One of them sold him the restrictor plate and showed him how to correctly install it." When Matt consulted the Chief Stewart of his approach, the response was, "That's what we like about you guys - you use your heads."

Racing is a family affair for Matt. His wife Diane has been the team's food prep service for the entire 41-year run. He sons, Matthew and Anthony, are avid autocrossers, and grandson Matthew is the official Junior Crew Chief. In accepting his Scrutineer Worker of the Year Award during the presentation ceremony at the 2017 Runoffs, Matt wanted it made clear that it was not all about him. "I'm so proud of how my team operates and how they treat racers," he says. "I've had wonderful mentors like Bill Etherington and Karl Iochum."

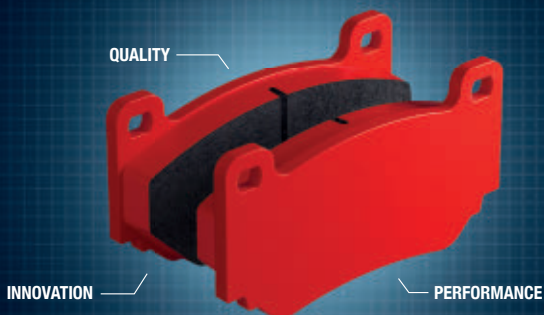
Matt Wojtkowiak has the Club spirit all right, in a very professional way. 🍷

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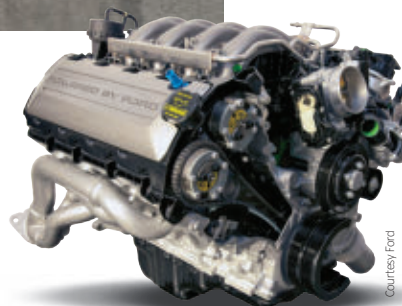
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**OLD IRON SIDES**

Could new engine offerings reinvigorate American Sedan? The CRB is looking at options, including modern engines (BELOW) in older chassis (LEFT).



Courtesy Ford

# HOT TOPICS

This month, the Club Racing Board tackles topics like the Runoffs and race category philosophy

**WORDS** Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Barbara Protos

The main problem with writing a monthly column is that any discussion on this page regarding what the Club Racing Board (CRB) is working on might be concluded before the magazine reaches the reader. Case in point was a relatively recent column of mine concerning the combination of formula classes - the Board of Directors (BoD) put a hold on that decision before my column was published. That being said, there are still plenty of topical items the CRB has been busy with, so let's dig in.

The CRB is currently working on a possible change to the National Championship Runoffs format that will allow flexibility in the number of qualifying and racing days. On a related note, there was a recent change to the General Competition Rules (GCR) that noted the SCCA Road Racing department, alongside the CRB and the BoD, could determine which classes would be invited to the Runoffs. This was done to clarify that, should a Runoffs venue be unable to accommodate all of the Majors classes, there would

be a published way to determine which classes could race. Let me be clear, this rule is designed to make the Runoffs process transparent and up front; it's not giving anyone the power to shut classes out of the Runoffs. It's also not a new topic - this has been on the backburner as long as I've been on the CRB, yet it's the first time there has been a clear mandate on how the issue should be handled.

The CRB is also working on a change in American Sedan that would allow new engines into the class. Although American Sedan was derived from SSGT, it has pretty much been a class that was mired in the old ways (I'm looking at you, Holley carburetor). Yet we see all of these new fuel injected muscle cars from Ford, Chevy, and Dodge that come with outstanding engine, brake, and suspension packages that are not allowed in Touring but could drop right into American Sedan. Look for more on this topic in the future.

On top of this, there has been a CRB discussion about new spec

**"The CRB is also working on a change in American Sedan that would allow new engines into the class"**

formula classes and the potential of racecars coming in from the professional "GT" classes. How do we add OEM-manufactured racecars to SCCA Road Racing categories like Production, GT, and Super Touring that have been traditionally builder classes? The solution is not as easy as you may think.

These are all topics being discussed by the incoming CRB chairman Peter Keane, and my replacement Tim Myers, along with the rest of the CRB. Keane will design and build his own CRB, as I did when Bob Dowie handed the chairman reigns to me. But regardless of who is on the CRB, you - the member - should contribute your comments through the crbscca.com letter system to let the rules makers know your thoughts and concerns. 📧

## THE NEXT GENERATION

Mike McGinley and I worked the Track Night in America event in late May at Heartland Motorsports Park. It maxed out at 90 entries in three sessions, (Novice, Intermediate, and Advanced). The entrants were, by and large, younger than the SCCA Road Racing group, and the cars were mainly Vipers, 'Vettes, Porsches, and Cobras - and everyone had a great time. McGinley and I spoke to the participants at the drivers meetings to discuss how their track experience in SCCA's Time Trials program can count toward obtaining a competition license down the road. We handed out multiple logbooks (provided by Grassroots Motorsports, Tire Rack, and Hoosier), and we seemed to raise a lot of interest in the Time Trials program. While Time Trials is not part of the SCCA Road Racing program, this program contributes to the overall health of the Club - and who knows, our next generation of Runoffs champs may come from the Time Trials program.



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**STICKING TOGETHER**  
(BELOW) This fender liner has plenty of surface area for a glue repair. (BOTTOM) There are a variety of glues that will work to patch fender liners. Devcon Plastic Welder has a rather short shelf life and is quite smelly. JB Weld is a two-part glue that's mixed, applied to the parts, and then the parts are clamped together until the glue cures. 3M 90 is an industrial contact cement, which means you apply glue to both parts and let it dry. It's important to note that these are definitely not the only glues available that claim to work on plastics.



Paul Brown

## LINING UP

Fixing fender liners isn't glamorous, but for Street and Street Touring autocrossers, it's *de rigueur* | **WORDS** Paul Brown | **MAIN IMAGE** Perry Bennett

Most SCCA autocross categories allow for the removal of fender liners. Street and Street Touring drivers often remove them dynamically, so to speak, but then have to reinstall them to remain legal. Some cars have especially fragile fender liners and are prone to spitting them out after a cone strike or two. Some drivers are especially prone to cone strikes. When those two groups intersect, replacement fender liner budgets skyrocket.

Some fender liners are cheap, some not so much. In many cases, though, those torn-out fender liners may be salvageable. If you're anything like me, you have a few old, damaged fender liners sitting around, and those things make great raw material for repairs.

This seems like a good place for a quick legality discussion. I'm pretty sure repairing a fender liner isn't in anyone's factory service manual, but I'm also fairly sure no protest committee is going to take a protest on such a repair seriously. These repairs are not going to make anything any lighter, and a fender liner isn't on the list of usual aerodynamic hot spots. Besides that, the end result of these repairs should be almost indistinguishable from a new undamaged liner. Oh, and by the way, this is a perfectly normal approach

to a repair, and there's a rule in the Solo Rules that allows for this sort of thing.

There are two basic approaches to repairing these thin plastic parts. Some plastics work well with certain adhesives. When the damage is too extensive for the glue approach, or if your liners happen to be unfriendly to glues, pop rivets may be a good option. Both glues and pop rivets utilize a similar approach of cutting a piece off the scrap liner to a shape that covers both the damaged or missing part of the liner being repaired. The key to a successful repair is to overlap the repaired piece by quite a bit - surface area is critical. This applies to pop-rivet repairs too.

Having a really clean surface will make a big difference on how well glues adhere, so this is a good place to use some soap and water, and maybe wipe the area with lacquer thinner. Some glue prefers a rough surface, so maybe some sandpaper use is in order.

Another consideration with both methods is making sure the repaired liner will fit back in place in the car. Most cars will tolerate a double-thickness part, so the glue method may be foolproof. Pop rivets stick out a bit after they're installed, so plan ahead on where they are going to end up.

One really common type of damage is a ripped-out mounting hole. Fortunately, that is one of the easiest things to fix. Fender liners with more serious damage, however, will take more effort to repair, and at some point it may make sense to buy a new fender liner. Or if you are super frugal, you could probably take a collection of half a dozen mangled fender liners and go full Frankenstein piecing something together.

The sad fact is that these repairs are not going to make the fender liner all that much tougher, so whacking a cone or two is just going to rip it up again. On the other hand, trial and error will teach you what approach and which brand of glue works best on your particular brand of fender liner. 🍷



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#### THE PATH LESS TRAVELED

Jim Miner drives his Dakar Yellow BMW 2000 M Coupe during the 2012 running of the Steel Haul.

# STILL HAULING

More than 50 years later, Steel Cities Region keeps the Steel Haul RoadRally alive and well | WORDS & IMAGE Rick Beattie

Steel Cities Region has organized versions of the Steel Haul RoadRally going back more than half a century. Although not run every year in that stretch, the event has survived long after the Western Pennsylvania industry that it references faded. On April 28 of this year, rallymaster Chuck Larouere kept that history alive, followed the next day with my Laurel Run Tour rally. East Coast weather played havoc planning the event but, in the weeks before the rally, the areas east of Pittsburgh looked more like spring than winter.

The route for the Steel Haul stayed north and east of Pittsburgh toward Freeport and Kittanning. Kittanning's steel days are gone and Freeport is no longer a stop on the Pennsylvania canal, but rallying there is still an option.

Larouere didn't think he had written a hard event, but the scores show otherwise with an average for the six course teams of just under 1,050 points. Justin Connors and I pre-checked the route and an official score would not have found us leading the pack.

For three of the 23 scored legs, all of the teams had a max. A lettered instruction that carried into the next leg was likely the cause of trouble for a second pause at "Big Foot" even though the exact mileage given to the silhouette satisfied the RRRs landmark identification requirements. An instruction to "End Free Zone" in an instruction where the free zone had already ended caught them all.

The oddest one was a mileage turn of "Left at Greenfield." Whoever stenciled the sign reversed the "N" so the sign couldn't be used.

All of the teams should have visited Kittanning and the morning break at the Sheetz if they were careful to keep looking for a "Cemetery" 0.85 miles after the last instruction. The first Sheetz (and it's hard to miss the big red canopy) was a tenth of a mile before the instruction was completed.

In spite of those goings on, Bruce Gezon driving for Bob Morseburg finished the day with 471 points. Even that score was good enough for first in Class E and first overall. In Class S, Jim Wakeman driving for Brian Nogrady finished first with

#### SOUNDS THE SAME

As all of *yinz* practicing your Pittsburgh-ese should know, "still" and "steel" are pronounced the same way. It doesn't matter which pronunciation you use, as long as the pronunciation is the same.

1,235 points, with Wendy Harrison and navigator Craig Beidelman taking first in Class L with 1,716 points.

Five other teams ran the event as the optional Tour rally, averaging just 85 points. The Tour followed the Course route without the traps, but many of the Course pauses stayed to keep the teams together.

John Emmons and navigator Lois Van Vleet finished first in Class E and first overall with 17 points, while John Laslo, driving for Rob Iseman, took Class S honors with 334 points.

Scores settled down the next day on the Laurel Run. The route east went through Johnstown, Pa. Steel production ended there in 1992 when the Bethlehem Steel Corporation plant closed. The hoped-for trip by car up the Johnstown Inclined Plane didn't materialize, as winter repairs were not yet complete.

Contestants were still able to find great scenery as the route first wound up the mountains (at least to Pennsylvanians) to Johnstown, then through the Shaffer Covered Bridge in Somerset County before turning back toward home over the Laurel and Chestnut Ridges.

The rally used tulip instructions and passage controls like the previous four Laurel Runs. The trip east allowed travel in areas where the posted speed limit was higher than the typical 25mph speed limit of last year's Divisional event.

The typical CASTs were quick but not fast. One contestant lamented that many of the controls were not placed in the more difficult, hidden locations, and higher entry speeds of previous Laurel Runs.

Gezon and Morseburg again took first in Class E and first overall with seven points. The Class L team of Satish Gopalkrishnan and navigator Jim Crittenden took Class L honors with 27 points. Wakeman and Nogrady won Class S with 33 points. 🍎





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#### OUR ROAD

SCCA's origins are steeped in RoadRally competition, evidence of which abounds in the SCCA Archives. For example, these unearthed photos from the Archives show a Continental Divide Rally from 1955 (LEFT) and Sally Anne and Dennis Koelmel (BELOW) winning the 1965 National RoadRally Championship.



# A HISTORICAL ROAD

The SCCA Archives uncovers and helps preserve SCCA's RoadRally history

**WORDS** Jeff Jacobs, Vice Chairman, SCCA Foundation | **IMAGES** SportsCar Archive

Whether it's informal drives to a common destination for meetings or carefully planned and scored RoadRallies, rallying has been a part of the SCCA lexicon since the Club's inception. The RoadRally Rulebook records the first official National RoadRally Championship as taking place in 1958, won by Joseph and Celia Bechtel, with the spirit of that year continuing to this very day in RoadRally's key annual event, the United States RoadRally Challenge (USRRC).

In 2017, Arctic Alaska Region hosted the USRRC with the event headquartered in Anchorage, Alaska, and, in 2018, St. Louis Region will take on the honor as the host Region for the event kicking off on Oct. 4.

Much of the history of RoadRally can be found in the SCCA Archives at the International Motor Racing Research Center (IMRRC) in Watkins Glen, N.Y. The collection

includes documentation of rally events from 1954 through 2004. Historical materials include entry lists, event results, rally instructions, and route maps. The collection also includes the historical event dash plaques featured in the May 2018 issue of *SportsCar*.

"The rally materials are strongest in documenting Regional, Divisional, National, and ProRallies in the 1970s, with more than half of the results dating from that decade," explains Archivist Jenny Ambrose from the IMRRC. Working their way through 50 cubic feet of materials, SCCA Archives technicians Rick Hughey and Joe Cali have encountered rally license applications, rally programs, rulebooks, administrative correspondence, and minutes of the Rally Board. Other items include photographs, rally car identification signs, bumper stickers, event decals, and even some rally

license plates. Thanks to the work of the technicians at the IMRRC, these materials are now catalogued in a detailed inventory and placed in archival-quality containers.

SCCA member and Alaska rallymaster Cheryl Babbe brought a special enthusiasm to supporting the efforts of the SCCA Foundation and the IMRRC to preserve the rally-focused materials in the SCCA Archives. In addition to her duties with the Arctic Alaska Region hosting the 2017 USRRC, Babbe initiated an effort to raise funds for and awareness of the rally materials in the Archives. Thanks to the generosity of rallyists at that event and across the U.S. during the year, her group presented the SCCA Foundation with a donation of \$2,800 last year. "The IMRRC is truly grateful for their efforts in support of the SCCA Archives and the preservation of the history of rallying," says Ambrose. 🍷





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For advertising information, call:  
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*Who will win the National Runoffs?*

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##### NOVEMBER 2018

*Solo Nationals Coverage*

**Reserve space by:** September 7

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#### 20 COMPETITION | STREET ▼



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##### 1992 ACURA NSX >

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#### 20 COMPETITION | STREET ▼



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##### 1989 MAZDA RX-7 >

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# CALENDAR

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

## MEMBER BENEFITS

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

**MOMO** is offering 10-percent off their products to SCCA members for the 2018 season.



SCCA members receive a 15-percent discount on Nissan Motorsports Parts from Nissan North America.



**Penske Racing Shocks** is extending 10-percent off any service, parts, or new shock purchase to all SCCA members.

**E-Z Up** offers members a 25- to 30-percent discount on all shelters and accessories.



Members can receive up to 10 percent off **Alamo's** already great rental rates.

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

## PRO RACING



**TRANS AM** [gotransam.com](http://gotransam.com)  
**Mar 2-4** Sebring Int'l Raceway, Fla.  
*Francis Jr. (TA); Miller (TA2); Boden (TA3); Aquilante (TA4)*  
**Mar 29-31** Road Atlanta, Ga.  
*Dyson (TA); Matos (TA2); Kinsland (TA3);*  
**Apr 13-15** Homestead-Miami Speedway  
*Francis Jr. (TA); Matos (TA2); Lewis (TA3); Davis (TA4)*  
**Jun 1-3** Detroit Belle Isle, Mich. (TA2)  
*Buffomante (TA2); Matos (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.  
**Sep 7-9** Watkins Glen International, N.Y.  
**Sep 21** Virginia International Raceway, Va.  
**Nov 1-3** Circuit of the Americas, Texas  
**Nov 9-11** Daytona International Speedway, Fla.

**TRANS AM WEST COAST C'SHIP**  
**Apr 27-29** Auto Club Speedway, Calif.  
*Adolphson (TA); Merrill (TA2); Thordarson (TA3)*  
**Jun 1-3** Sonoma Raceway, Calif.  
*Pickett (TA); Merrill (TA2); Thordarson (TA3)*  
**Jun 15-17** Indianapolis Motor Speedway, Ind.  
**Jul 27-29** Portland Int'l Raceway, Ore.  
**Nov 1-3** Circuit of the Americas, Texas



Garvin Baker

### PRO RACING

**WHAT** F4 U.S. Championship  
**WHEN** Aug. 4-5, 2018  
**WHERE** Wampum, Pa.  
Just past the midpoint of the season, the F4 U.S. Championship stops off at the Pittsburgh International Race Complex.



**FORMULA 4** [f4uschampionship.com](http://f4uschampionship.com)  
**Apr 27-29** Virginia Int'l Raceway, Va.  
*Pedersen; Rasmussen; Rasmussen*  
**May 10-12** Road Atlanta, Ga.  
*Pedersen; Raven; Blanco-Chock*  
**Jun 28-Jul 1** Mid-Ohio Sports Car Course, Ohio  
**Aug 3-5** Pittsburgh International Race Complex  
**Sep 14-16** New Jersey Motorsports Park, N.J.  
**Oct 19-21** Circuit of the Americas, Texas



**FORMULA 3** [f3americas.com](http://f3americas.com)  
**Aug 4-5** Pittsburgh Int'l Raceway, Pa.  
**Aug 9-11** Mid-Ohio Sports Car Course, Ohio  
**Sep 14-16** New Jersey Motorsports Park, N.J.  
**Sep 21-23** Road Atlanta, Ga.  
**Oct 13-14** NOLA Motorsports Park, La.  
**Oct 19-21** Circuit of the Americas, Texas

## ROAD RACING



**Date** Track/Region  
**Phone numbers** are for region registrars



**HOOSIER SUPER TOUR**  
[scca.com/supertour](http://scca.com/supertour)



**U.S. MAJORS** [sccamajors.com](http://sccamajors.com)  
**NORTHEAST CONFERENCE**  
**July 7-8** Thompson Speedway Motorsports Park, Conn.  
**July 21-22** NJ Motorsports Park, N.J.

**NORTHERN CONFERENCE**  
**Jul 7-8** GingerMan Raceway, Mich.  
**Jul 28-29** Road America, Wis.  
**Aug 11-12** Grattan Raceway, Mich.

**MID-STATES CONFERENCE**  
**Jul 7-8** High Plains Raceway, Colo.  
**Aug 25-26** High Plains Raceway, Colo.

**WESTERN CONFERENCE**  
**Jun 29-Jul 1** Sonoma Raceway, Calif.

**SCCA NATIONAL CHAMPIONSHIP RUNOFFS**  
**Oct 16-21, 2018** Sonoma Raceway, Calif.

**DIVISIONAL/REGIONAL**  
**NORTHEAST** [nediv.org](http://nediv.org)  
**Jul 7-8** Ro Watkins Glen/Glen  
**Jul 28-29** Summit Point/Washington DC  
**Aug 4-5** New Hampshire Motor Speedway/New England  
**Aug 10-11** Pitt Race/Steel Cities  
**Aug 11-12** NJMP/South Jersey  
**Sep 1-3** Summit Point/Washington DC  
**Sep 8-9** Palmer Motorsports Park/New England  
**Sep 15-16** \* Watkins Glen/Finger Lakes  
**Sep 22-23** NJMP/South Jersey  
**Sep 29-30** Nelson Ledges/Mahoning Valley



Chris Clark

### PRO RACING

**WHAT** Trans Am Series  
**WHEN** Aug. 9-11, 2018  
**WHERE** Lexington, Ohio  
The SCCA Pro Racing Trans Am Series will bring all four of its premier racing classes to the Mid-Ohio Sports Car Course.



**ROAD RACING****WHAT** NEDiv Racing**WHEN** Aug. 10-11, 2018**WHERE** Wampum, Pa.

Steel Cites Region hosts a double Regional at the wildly popular Pittsburg International Race Complex. You should check it out!

**Oct 5-6** Thompson Speedway  
Motorports Park/New England  
**Oct 6-7** Summit Point/Washington DC  
**Oct 19-20** # NJMP/South Jersey  
**Oct 21** NJMP/South Jersey  
**Finger Lakes** (585) 328-2617  
**Glen** (607) 739-2953  
**Mahoning Valley** (330) 418-3328  
**New England** (508) 561-2188  
**South Jersey** (609) 784-5316  
**Steel Cities** (412) 831-0361  
**Washington DC** (301) 572-7444

**SOUTHEAST** [sedivrracing.org](http://sedivrracing.org)

**Jul 21-22** # Sebring/Central Florida  
**Jul 29** # Road Atlanta/Atlanta  
**Aug 4-5** Daytona Int'l Speedway/Central Florida  
**Aug 25-26** Barber Motorsports Park/Alabama, Tennessee Valley  
**Sep 1-2** # Sebring/Central Florida  
**Sep 29-30** # Daytona Int'l Speedway/Central Florida  
**Oct 6-7** # Roebbling 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](http://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

**GREAT LAKES** [greatlakes-scca.org](http://greatlakes-scca.org)

**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](http://midiv.org)

**Jul 21-22** Ro\* Heartland Park Topeka/Kansas, Kansas City (KVRG)  
**Sep 1-2** Ro\* Hallett Motor Racing Circuit/NeOkla, Okla, Wichita (AVRG)  
**Kansas, Kansas City (KVRG)** (816) 769-5994 & (816) 795-8520  
**NeOkla, Okla, Wichita** (918) 744-6392  
**St. Louis TBD**

**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)

**Dec 8-9** Ro\* NOLA Motorsports Park/Houston  
**Houston TBD**



Barbara Photos

**ROCKY MOUNTAIN** [coloradoscca.org](http://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](mailto:amstine45@gmail.com)  
**Continental Divide** [amstine45@gmail.com](mailto:amstine45@gmail.com)

**NORTHERN PACIFIC** [norpac-scca.org](http://norpac-scca.org)

**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**

**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**

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

**DRIVER'S SCHOOLS**

**SOUTHEAST** [sedivrracing.org](http://sedivrracing.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](http://amgacademy.com)  
**Bertil Roos Racing School** (800) 511-7606 [racenow.com](http://racenow.com)

**BIR Performance Driving School** (866) 511-7606 [birperformance.com](http://birperformance.com)  
**Bob Bondurant School** (800) 842-7223 [bondurant.com](http://bondurant.com)

**Bridgestone Racing Academy** (905) 983-1114 [race2000.com](http://race2000.com)  
**MSR Houston** (281) 369-0677 [msrhouston.com](http://msrhouston.com)

**Pettiford's Go 4 It Racing Schools** (303) 666-4113 [go4itservices.com](http://go4itservices.com)  
**Porsche Sport Driving School** (888) 204-7474 [porschedriving.com](http://porschedriving.com)

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

**Skip Barber Racing School** (866) 932-1949 [skipbarber.com](http://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](http://racenow.com)  
**Bob Bondurant School** (800) 842-7223 [bondurant.com](http://bondurant.com)

**Bridgestone Racing Academy** (905) 983-1114 [race2000.com](http://race2000.com)  
**LevelUp Racing School** (920) 838-6612  
**levelupracingschool.com**

**Lime Rock Driver's Club** (860) 435-5000 [limerockclub.com](http://limerockclub.com)  
**Lucas Oil School of Racing** (561) 200-7223 [lucasraceschool.com](http://lucasraceschool.com)

**Pettiford's Go 4 It Racing Schools** (303) 666-4113 [go4itservices.com](http://go4itservices.com)  
**Pro Drive Racing School** (503) 285-4449 [prodrive.net](http://prodrive.net)

*All dates/events subject to change*

\* = Double Event

# = Enduro

CR = Course Rally

CT = Club Trial

HC = Hill Climb

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class

NC = National Course

NT = National Tour

PDX = Performance Driving Experience

r = Restricted

Ro = Runoffs qualifier

RT = Regional Tour

SR = Social Rally

TT = Track Trial

v = Vintage

Email addresses for registrars and event organizers are available at [www.scca.com](http://www.scca.com)

**FOR CHANGES**

Club Racing (785) 232-7229

Solo, Road Rally (785) 232-7656

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## SCCA HAPPENINGS

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

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

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

**NOVICE PERMIT / SCHOOL CREDIT**  
**Allen Berg Racing School**  
(888) 722-3220  
allenberggracingschools.com

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

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

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

**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



Mark Weber

### ROAD RACING

**WHAT** CENDiv Racing  
**WHEN** Aug. 18-19, 2018  
**WHERE** Elkhart Lake, Wis.  
Still haven't figured out Road America? Take another crack at it when Chicago Region visits the challenging circuit once more.

### TIME TRIALS

**NORTHEAST** nediv.org  
**Jul 7-8 HC** Giants Despair/NEPA  
**Jul 21-22 PDX/CT** Summit Point/  
Washington DC  
**Aug 4-5 HC** Flintstone, Md./Steel Cities  
**Aug 10 PDX** NJMP/South Jersey  
**Aug 18-19 HC** Reading, Pa./Blue Mountain  
**Aug 18-19 PDX/CT** Summit Point/  
Washington DC  
**Sep 1-2 TT** Summit Point/Steel Cities  
**Sep 15 HC** Spring Weatherly/NEPA  
**Sep 21 PDX** NJMP/South Jersey  
**Oct 19 PDX** NJMP/South Jersey  
**Oct 13-14 PDX/CT** Summit Point/  
Washington DC

**Blue Mountain** (215) 234-0518  
**NEPA (Giants)** (570) 823-1947  
**NEPA (Weatherly)** (570) 654-0560  
**South Jersey** (609) 784-5316  
**Steel Cities (HC)** (301) 729-2407  
**Steel Cities (TT)** (412) 771-2277  
**Washington DC** (301) 572-7444

### SOUTHEAST sedivracingschool.org

**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

**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  
**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

**/// ULTIMATE**

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



Dennis Wood



### STREET SURVIVAL

**WHAT** Street Survival  
**WHEN** Aug. 18, 2018  
**WHERE** South Bend, Ind.  
 The Tire Rack Street Survival teen driving program will visit its namesake, as Tire Rack's South Bend campus plays host.

**ROCKY MOUNTAIN** [coloradoscca.org](http://coloradoscca.org)  
**Jul 7-8** PDX High Plains Rcw/Colorado  
**Aug 25-26** PDX High Plains Raceway/Colorado

**Sep 29-30** PDX/CT/CRE La Junta Raceway/Continental Divide

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

[amstine45@gmail.com](mailto:amstine45@gmail.com)

**NORTHERN PACIFIC** [norpacscsa.org](http://norpacscsa.org)

**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

**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

**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.

*King (Super); Wong (Ladies)*

**Mar 23-25** Auto Club Speedway, Calif.

*Phillips (Super); Berry (Ladies)*

**Apr 20-22** Crows Landing, Calif.

*Kang (Super); Wong (Ladies)*

**Apr 27-29** Arkansas Aeroplex, Ark.

*Dietz (Super); Whitener (Ladies)*

**May 4-6** New Meadowlands Sports Complex, N.J.

*Kao (Super); Knoll (Ladies)*

**May 24-26** Lincoln Airpark, Neb.

*Herbst (Super); Alexandrova (Ladies)*

**Jun 1-3** Mineral Wells Airport, Texas

*Reysser (Super); Wong (Ladies)*

**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

**Aug 10-12** Grissom Aeroplex, Ind.

**Aug 31-Sep 2** CAM Invitational, Lincoln Airpark, Neb.

### REGIONAL

#### NORTHEAST nediv.org

**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

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# CONTROL //

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UTQG 200 AA A  
9/32 TREAD DEPTH (in.)

# ANNIVERSARIES

## SCCA MEMBERS CELEBRATING 25-65 YEARS

### 55-YEAR MEMBERS

David Perlman 7/1/1963 New York  
Randall E. Schiller 7/1/1963 New England

### 50-YEAR MEMBERS

Miles C. Collier 7/1/1968 Florida  
Fred T. McAninch 7/1/1968 Ohio Valley  
Robert Spreen 7/1/1968 Northern New Jersey  
E. (Stumpy) Thompson 7/1/1968 Texas

### 45-YEAR MEMBERS

James W. Butler MD MPH 7/19/1973 Southern Indiana  
Gary Dassinger 7/1/1973 Mohawk Hudson  
Joseph L. Helser 7/1/1973 Blackhawk Valley  
David Kircher 7/1/1973 Chicago  
Karen O. Lamm 7/1/1973 San Francisco  
Alan Voorhees 7/1/1973 Cal Club  
Alan Yankielun 7/1/1973 New York

### 40-YEAR MEMBERS

Dean Croucher 7/1/1978 Finger Lakes  
Robert M. Hagerman 7/1/1978 New England  
William Gordon Hunt 7/1/1978 Fort Wayne  
Roger E. Johnson 7/1/1978 Northwestern Ohio  
Harold D. Knobel 7/1/1978 Dixie  
Duke Kowalski 7/1/1978 Neohio  
Harry S. Mann 7/1/1978 New England  
David Platts 7/1/1978 Rio Grande  
Terry D. Richards 7/1/1978 Detroit  
Karin Kay Roberts 7/1/1978 Kansas City  
Steve Salmons 7/1/1978 Texas  
Bennie Salmons 7/1/1978 Texas  
Wade Scannell 7/1/1978 New England  
Thomas C. Start 7/1/1978 Western Michigan

### 35-YEAR MEMBERS

Steve Archer 7/26/1983 Big Island of Hawaii  
Vincent Auletta 7/27/1983 Washington DC  
Richard P. Barger 7/13/1983 Cincinnati  
Charles T. Crouch 7/14/1983 Northwestern Ohio  
Peter Thomas Fehn 7/13/1983 Texas  
Greg A.L. Gauper 7/21/1983 Milwaukee  
Patrick Gilbert 7/13/1983 Columbus SC Club  
Mark Giusti 7/26/1983 Philadelphia  
Alex Y. Heckert 7/13/1983 New England  
Theodore V. Juern 7/22/1983 Chicago  
Nancy Kapsten 7/13/1983 New England  
Richard E. Kristoff 7/13/1983 Detroit  
Donald W. Lyddon MD 7/13/1983 Blackhawk Valley  
Marty Lyke 7/27/1983 Western New York  
Frederick W. Mahler 7/29/1983 New England  
Roger T. Mandeville 7/22/1983 Central Carolinas  
Nancy K. Mandeville 7/22/1983 Central Carolinas  
David E. Mathias 7/13/1983 Ohio Valley  
Thomas F. McCabe 7/22/1983 New England  
Richard Meyers 7/13/1983 Detroit  
Candace Osborne 7/13/1983 Washington DC  
Wilfredo U. Perez Jr. 7/13/1983 Detroit  
Mick Robinson 7/26/1983 Central Florida  
David M. Small DMD 7/8/1983 Detroit  
Steve Smay 7/19/1983 Nebraska  
Robert G. Tunnell 7/19/1983 Colorado

### 30-YEAR MEMBERS

Glenda Jackson 7/29/1988 Oregon  
Toby T. Baly 7/8/1988 San Francisco  
Patrick R. Demorais 7/27/1988 North Carolina  
David E. Eckman 7/18/1988 Western New York  
Rick Eskola 7/22/1988 Milwaukee  
John A. Gerben 7/27/1988 Washington DC  
Glenn M. Gold 7/13/1988 Philadelphia  
E. Milner Irvin 7/13/1988 Central Florida  
Nelson D. Kase 7/22/1988 Blue Mountain  
Matthew Leskovec 7/21/1988 Mahoning Valley  
Shane Lewis 7/8/1988 Florida  
Larry R. Long 7/22/1988 Central Pennsylvania  
John Walker Martin 7/15/1988 Nebraska  
Kenneth Allan Mitchell 7/8/1988 Guam  
Laura Molleker 7/15/1988 Northwest  
James E. Nelson 7/15/1988 Colorado  
Linsey M. Orr 7/26/1988 Cal Club  
Bud Reichard 7/8/1988 Northwest  
Craig Richter 7/18/1988 Ohio Valley  
Nicole Ruman Skinner 7/29/1988 Washington DC  
John Kuryk Shepherd III 7/26/1988 Central Carolinas  
Mark Story Simpson 7/18/1988 Buccaneer  
Thomas D. Stangler 7/8/1988 Old Dominion  
Retha Ann Tirpack 7/29/1988 Western Ohio  
Frank M. Vilaridi 7/13/1988 Central Florida  
Daniel N. Wilke 7/29/1988 Chicago

### 25-YEAR MEMBERS

Jacek Mucha 7/28/1993 Finger Lakes  
Charles Perrault 7/28/1993 Milwaukee  
Andrew Bentinck-Smith 7/12/1993 New England  
Jay Bonvouloir 7/21/1993 Colorado  
Beau Borders 7/22/1993 San Francisco  
Scott Thomas Coggin 7/15/1993 Atlanta  
Paul M. Curran 7/21/1993 New England  
Peter F. Davis 7/29/1993 Texas  
Matthew F. Davis 7/29/1993 Texas  
Wayne Disch 7/28/1993 Des Moines Valley  
Timothy Fountaine 7/8/1993 Southwest Montana  
Frederick Fox 7/14/1993 Mohawk Hudson  
Ralph E. Green 7/14/1993 Central Florida  
Pamela Grossmann 7/15/1993 Las Vegas  
Wendy A. Hart 7/22/1993 Rio Grande  
Glen Hernandez 7/26/1993 Northwest  
Richard A. Hollenberg 7/20/1993 NE Pennsylvania  
Becky Hutchins 7/15/1993 Chicago  
Jason Isley 7/21/1993 Cal Club  
Denise B. Iverson 7/8/1993 Land O'Lakes  
Sharon S. LaRue 7/12/1993 Indianapolis  
Toto Lassally 7/12/1993 Central Florida  
Randall D. Mackintosh 7/15/1993 San Francisco  
John McCauley 7/8/1993 Washington DC  
Peter T. Mumford 7/28/1993 New England  
Bill Nandor 7/15/1993 San Francisco  
David O'Brien 7/8/1993 South Jersey  
Rebekah Odell 7/20/1993 Utah  
Kevin R. Poirier 7/8/1993 Northwest  
Michael R. Runyan 7/15/1993 Fort Wayne  
Karl Sealander 7/29/1993 Utah  
Timothy Minten Sumner 7/8/1993 Cincinnati  
Dave Vaccaro 7/26/1993 Chicago  
Melissa Vince 7/26/1993 Colorado  
Casey Weiss 7/29/1993 Texas  
Stan Winokur 7/15/1993 Florida  
Audrey Zavodsky 7/12/1993 Detroit  
Rich Zavodsky 7/12/1993 Detroit

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  
autocross@scs-susq.com  
Washington DC  
svassallo55@yahoo.com  
Washington DC (Oct)  
msnyder@cqmtg.com  
Western NY  
autocrosser@gmail.com

SOUTHEAST sedivrac.org  
Jul 8 Atlanta Motor Speedway/Atlanta  
Jul 22 Twin Fountains/Tennessee  
Aug 11 Atlanta Motor Speedway/Atlanta  
Aug 12 National Corvette Museum/Tennessee  
Sep 16 Atlanta Motor Speedway/Atlanta  
Sep 16 Twin Fountains/Tennessee  
Oct 14 Atlanta Motor Speedway/Atlanta  
Oct 20-21 National Corvette Museum/Tennessee  
Nov 10-11 Atlanta Motor Speedway/Atlanta  
Atlanta  
randallprince@gmail.com  
Chattanooga  
gbufords1922@gmail.com  
Tennessee  
josh@melani@gmail.com

CENTRAL cendiv-scca.org  
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





Jason Isley

#### PAIR UP

The Tire Rack ProSolo National Series will visit Oscoda-Wurtsmith Airport on Aug. 3-6 for intense head-to-head competition.

#### GREATLAKES [greatlakes-scca.org](http://greatlakes-scca.org)

**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@prolifteequipment.com  
**Columbus Sports Car Club**  
bj.mcgee@gmail.com  
**Fort Wayne** csp137@hotmail.com  
**Indianapolis** smstribing@yahoo.com  
**Neohio** jasonpoikines@gmail.com  
**Northwest Ohio** alexjtjones@gmail.com  
**Saginaw Valley** racerseant@gmail.com  
**South Bend**  
streetsurvival@sbsscca.org  
**Southern Indiana**  
terryd9393@outlook.com  
**Western Ohio** mikelflarson@gmail.com

#### MIDWEST [midiv.org](http://midiv.org)

**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

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**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@sdcc-cord.com  
Mississippi georgepainter@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  
**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  
**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 cjrband@gmail.com

**NORTHERN PACIFIC** norpascascca.org  
**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**  
**Jul 8** Vidinha Stadium/Hawaii  
**Jul 20** El Toro MCAS/Cal Club  
**Jul 22** Aloha Stadium/Hawaii  
**Jul 22** Maui Raceway Park/Hawaii  
**Jul 29** Marana Regional Airport/Arizona  
Border  
**Jul 29** Vidinha Stadium/Hawaii  
**Jul 29** Aloha Stadium/Hawaii  
**Aug 26** Marana Regional Airport/  
Arizona Border  
**Aug 19** Aloha Stadium/Hawaii  
**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](http://www.scca.com/solo)

## ROADRALLY

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

**REGIONAL**  
**NORTHEAST** nediv.org  
**Aug 4** DG Southington, Conn./New England  
New England (860) 620-4839

**CENTRAL** cendiv-scca.org  
**Jul 14** RG After the FOXcon/Milwaukee  
Milwaukee (970) 201-2144

**SOUTHERN PACIFIC**  
**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

Find more events near you at  
[www.scca.com/roadrally](http://www.scca.com/roadrally)

## 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  
**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  
**Jul 8** Hollytree Off Road Park/  
Tennessee Valley  
**Aug 14** Hollytree Off Road Park/  
Tennessee Valley  
**Aug 25** St. Lucie County Fairgrounds/  
Central Florida  
**Sep 2** Hollytree Off Road Park/  
Tennessee Valley  
**Sep 22** Hollytree Off Road Park/  
Tennessee Valley



Rupert Berrington

### RALLYCROSS

**WHAT** Dirtfish National Challenge  
**WHEN** Aug. 11-12 & 18-19, 2018  
**WHERE** New York & Washington  
The Dirtfish National Challenge takes  
RallyCross coast to coast in August  
with events in Watkins Glen, N.Y.,  
and at Dirtfish HQ in Washington.

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

**ROCKY MOUNTAIN** coloradoscca.org  
**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**  
**Sep 15** SCCA RallyCross #4/Arizona  
Border, AS Rally Group  
**Oct 20** Tucson SCCA RallyCross #5/  
Arizona Border, AS Rally Group  
**Nov 10** Tucson SCCA RallyCross #6/  
Arizona Border, AS Rally Group  
Arizona Border, AS Rally Group  
shadbolt@hairpinracing.com  
Cal Club (909) 578-4604

Find more events near you at  
[www.scca.com/rallycross](http://www.scca.com/rallycross)



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**IRON TON** MODEL 46218



**VIKING**  **SUPER COUPON**

**JUMP STARTER AND POWER PACK**

Customer Rating

★★★★★



**SAVE \$60**

COMPARE TO  
SCHUMACHER  
ELECTRIC  
**\$129.99**

MODEL: SL1



**~~\$79.99~~**

**NOW \$69.99**

ITEM 64412/62749 shown



888-243-6759

LIMIT 3 - Coupon valid through 10/26/18\*


**COVERPRO**

**Customer Rating**  


**10 FT. x 17 FT.**  
**PORTABLE GARAGE**



**SAVE \$100**

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

**ITEM 62859/63055**  
**62860 shown**

~~**\$199.99**~~

**NOW \$169.99**



8831113

LIMIT 4 - Coupon valid through 10/28/16

**WINDSOR DESIGN**  **SCISSOR SUPER COUPON**

**60" HARDWOOD WORKBENCH  
WITH 4 DRAWERS**

Customer Rating  
★★★★★



Tools sold separately.

**NOW**  
**\$129<sup>99</sup>**

**COMPARE TO \$534**  
**GRIZZLY**  
MODEL: M7723

**SAVE \$404**

**\$159<sup>99</sup>**

ITEM 93454/69054/63395/62603 show w



88136844

LIMIT 3 - Coupon valid through 10/26/18\*

**BADLAND** Battle Tested  **SUPER COUPON**

**2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL**

- Weighs 14.3 lbs.
- 11-1/8" L x 4-1/2" H

**Customer Rating**  
★★★★★

**NOW \$4999**

**\$6995**



**COMPARE TO \$18999 SUPERWINCH** **MODEL 1125290** **SAVE \$140**

**ITEM 61840/61297/63476/61258** **Voted Best Winches**

  
88143494

**LIMIT 4 • Coupon valid through 10/26/18\***

**SCISSORS**

# SUPER COUPON

# 20% OFF

**ANY  
SINGLE  
ITEM\***

88118144

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**HERCULES**  **SUPER COUPON**

**20 VOLT LITHIUM CORDLESS**  
**1/2" COMPACT DRILL/DRIVER KIT**

- 576 in. lbs. of torque
- 2.5 amp hour battery
- Weighs 3.6 lbs.

**NOW**  
**\$89.99**

**Customer Rating**  
 ★ ★ ★ ★ ★  
 ITEM 63381

**COMPARE TO** **DEWALT** **\$179.99** **MODEL: UC3780C2** **SAVE \$90**



**8812894**  
 LIMIT 4 : Coupon valid through 10/26/16\*



**SUPER COUPON**

- 1000 lb. capacity

**18" x 12" MOVER'S DOLLY**



**Customer Rating**  


**COMPARE TO  
BUFFALO  
TOOLS  
\$17<sup>65</sup>**  
MODEL: HDPOLLY

**SAVE  
54%**

**\$10<sup>99</sup>**

**NOW  
\$7<sup>99</sup>**

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



83-143674

LIMIT 1 - Coupon valid through 10/26/18\*

**PITTSBURGH** AUTOMOTIVE  **SUPER COUPON**

**3 TON HEAVY DUTY  
STEEL JACK STANDS**

**Customer Rating**  
★★★★★

**NOW**  
**\$17.99**

**\$23.99**

**COMPARE TO** **CRAFTSMAN** **\$29.99**  
MODEL: 6150150

**SAVE**  
**40%**

**ITEM 62392/69597**  
**38846/61196 shown**

  
**88138437**

**LIMIT 5 - Coupon valid through 10/26/10\***

**Bunker Hill Security**  **SUPER COUPON**

**WIRELESS SECURITY ALERT SYSTEM**

**Customer Rating**



**NOW \$999**

**~~\$1499~~**



**COMPARE TO FIRST ALERT** **\$2899** **MODEL: SP4800** **SAVE 65%** **ITEM 61910/62447** **93068 shown**



**88148574**

**LIMIT 7 - Coupon valid through 10/26/18\***

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## NEW PRODUCTS



### STILO ZAINETTO BACKPACK

The Zainetto backpack features Italian-inspired style and quality that you would expect from Stilo, complete with compartments to safely store your laptop, glasses, headgear, and more. The Zainetto is made from durable oxford polyester fabric and features integrated foam panels for added protection, a padded back panel for comfort, and adjustable ergonomic shoulder and chest straps. [teamsimpson.com](http://teamsimpson.com)



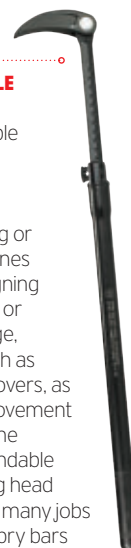
### DEI BOOM MAT SURFACE PREP SPRAY

DEI's Boom Mat Surface Prep Spray is a versatile one step, primer spray that prevents and neutralizes rust. Developed for use prior to installing Boom Mat damping material, this versatile primer prepares any metal surface for paint or body filler and can be used to prolong the life of any ferrous metal. [designengineering.com](http://designengineering.com)



### RADIUM ENGINEERING GM LS FUEL RAIL

Radium Engineering now offers fuel rail solutions for the entire GM LS engine family. The innovative mounting feet design allows these rails to span a variety of LS engines. Compatible with any standard LS fitment fuel injector, these rails also feature a center port that can be used with a Radium Fuel Pulse Damper or other accessories. [radiumauto.com](http://radiumauto.com)



### OTC EXTENDABLE PRY BAR

The OTC Extendable Indexing Pry Bar is designed for heavy-duty uses such as positioning or repositioning engines or equipment, aligning heavy steel plates or panels, prying large, heavy objects such as decking, grates, covers, as well as general movement of obstructions. The combination extendable reach and pivoting head permits access to many jobs where traditional pry bars may be limited. [otctools.com](http://otctools.com)

# TOYBOX

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### COMP CAMS DOD DELETE KIT

Comp Cams has introduced its DOD Delete Kits, which allow for removal of the Displacement on Demand/Active Fuel Management System found on GM LS engines. The premium kit includes all components needed for the conversion, helping GM LS engines maintain engine performance and improving drivability under light loads. [compcams.com](http://compcams.com)



### WILWOOD SMARTPADS BP-30

Wilwood has expanded its SmartPads line of racing and performance brake pads with a new BP-30 compound formula. BP-30 SmartPads provide smooth initial engagement with linear response through the entire temperature range. These brake pads are now available in the pad plates used with popular Wilwood racing calipers including D52 GM (full size), D154 GM (metric), and other caliper brands using common pad plate shapes. [wilwood.com](http://wilwood.com)

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# WHAT'S STOPPING YOU?



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**PHILIP ROYLE**  
EDITOR, SPORTSCAR MAGAZINE

## BEING EXCELLENT

I received a call from Chris Robbins recently and he was his usual happy self, which anyone who has spoken with Chris will know is nothing new. Chris joined the SCCA Staff earlier this year as the Club's Director of Region Development, tasked with, well, assisting in the development of the Club's Regions. His position at the SCCA is broad but important, ranging from traveling to Regions to learn the best practices of those Regions to re-masterminding the online membership registration and renewal process. But it turns out, he's always game for taking on more.

The call I received from Chris pertained to the general environment people experience at SCCA events. As such, Chris penned SCCA's Welcoming Environment Statement inspired by a presentation SCCA President and CEO Mike Cobb gave at the 2018 SCCA National Convention, with the wording of this statement to be placed in SCCA's operations manuals this year. There are multiple facets, but the gist is really summed up in one sentence that sits dead center in the statement: "The SCCA supports equality of opportunity and treatment for all participants and will make every effort to maintain an environment that is free of harassment, discrimination, and any behavior that interferes with a safe, fun, and exciting experience."

Since I began participating in SCCA events in 1997, I've never had a volatile run-in with someone at an event, be they a competitor or an official. I've differed in opinion regarding rules or racing room, sure, but nothing that wasn't dealt with professionally and respectfully. Even in those rare instances where our opposing opinions were destined to stay askew, we've often shared a cold brew later, chumming it up. After all, we're here to have fun.

Ultimately, that's what I read when Chris e-mailed me a preview of the SCCA Welcoming Environment Statement: have fun. That's why I came to the Club, that's why I stayed - and I'll bet that's true for you, too. From autocross to RallyCross, RoadRally, and SCCA Road Racing, no matter what discipline I've tried, fun has been the name of the game.

In addition, in the SCCA Welcoming Environment Statement, Chris breaks down six key values of the Club:

- **Excellence** - The Spirit of a Competitor
- **Service** - The Heart of a Volunteer
- **Passion** - The Attitude of an Enthusiast
- **Team** - The Art of Working Together
- **Experience** - The Act of Wowing our Community
- **Stewardship** - The Mindset of an Owner

Sitting atop that list is the one that really hits home to me and, in my conversation with Chris, he revealed the essence behind it. "Excellence" is not just having the spirit of a competitor, it's striving to be the best, displaying a sense of urgency, and never giving up. This is truly what I love most about the Club - from on-track battles to corner workers to registration efficiency, excellence is what the SCCA is all about. In fact, it's what we do best.

So, what does the SCCA Welcoming Environment Statement mean to all of us when it shows up in SCCA's operation manuals? To me, it simply reinforces what we're already doing. So, let's keep on doing what we're doing - let's keep on having fun! 🏁

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## FROM THE ARCHIVES

### 10 YEARS AGO... **AUGUST 2008**



- We covered the 48th running of the historic Rose Cup races at Portland International Raceway.
- Formula Vee celebrated its 45th birthday with an event at Roebling Road.
- Installment number four of our Improved Touring A Miata build found lots of speed.

### 25 YEARS AGO... **AUGUST 1993**



- The Chicago Region June Sprints saw 474 competitors take part in the event, including a 74-car-strong SRF grid.
- The 14th annual Longest Day of Nelson Ledges had just wrapped, with the Consulier Intruder team dominating the event.

### 50 YEARS AGO... **AUGUST 1968**



- Bill Greer penned a piece on Ed Zink and his Zink Cars, which were quickly becoming the dominating force in Formula Vee.
- Mark Donohue lapped the field at the Mid-Ohio Trans Am series stop, leaving the rest to wonder if anyone could top him.



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