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THE BEGINNING

Scott McQueen laid the groundwork for what would arguably become the most dominant car in SCCA autocross history. When McQueen won E Modified in his Sprite 21 years ago (RIGHT), he not only recorded his first SCCA National Championship, but he also began a legacy that continues to this day through Jeff and Shawn Kiesel's ownership of the car.

DATE Sept. 11, 1997

LOCATION Topeka, Kan., Forbes Field

WHAT Solo National Championships

PHOTOGRAPHER

Rupert Berrington







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HOWARD DUNCAN

SCCA SENIOR DIRECTOR, RALLY/SOLO

WHY GO TO NATIONALS?

Regular attendees of the Tire Rack SCCA Solo National Championships get asked this question a lot from folks in their home Region. While for those of us who have been attending for decades, the answer is obvious - "Where else would we be in September?" - it is a bit difficult to articulate the reasons to the uninitiated.

One can talk about what would seem to be the core elements of the event such as competition, scale, scope, and spectacle, but that still requires a fair bit of imagination on the part of the person asking the question. Even the well-worn SCCA saying of, "I came for the cars but stayed for the people," does not fully capture the essence of the experience.

For me, the process of becoming a "Nationals Junkie" involved progressing through phases of awareness, disinterest, curiosity, participation, engagement, and then full immersion. When Nationals began in 1973 I was already what I thought of as a committed autocrosser; however, since none of the autocross programs in Florida used SCCA's autocross rules and Missouri seemed like the other side of the world to me, I passed on the chance to attend the first event - something I now regret.

Fast forward about a decade when there was a thriving SCCA autocross program in Florida. Randy Pobst, Danny Shields, and others began reporting back on their trips to the Solo National Championships, talking about the scope of the event and the level of competition. Dave Welsh and I became curious about how we would stack up driving his Solo Vee against the "names" from across the country, such as Davie Looman.

Well, it turns out, we could win a battle (first day), but lose the war as we cracked under the pressure of the second day. That is about all I really remember about the competition part of the 1985 Solo National Championships. However, what remains crystal clear are my memories of conversations I had with several key folks at that event.

This began with a big welcome from Raleigh Boreen at a local restaurant - we must have looked like lost lambs as he quickly surmised that we were newbies, and he wanted to make us feel welcomed. This friendliness emboldened me to strike up conversations with other notable names in the sport such as Terry Bassett, Art Trier, Charlie Davis, and John Kelly. The more I spoke with these folks and others, the more fascinated I became with the planning, processes, and administration of the event. In fact, when an opening came up on the Solo Events Board (SEB) for the SEDiv position, Terry asked, "What about that guy from Florida who asks all those questions?"

In 1986, I became involved with the SEB and the SCCA National Staff to move the event from the east side of Salina to the west side at the airport. This really gave me a much better appreciation of the scope of the event, but it was still a limited involvement. By the 1990 Solo Nationals, however, I was now on staff as the Solo Manager, and it was at this event that I became involved with the real infrastructure, the Chiefs of Specialties, and the event chair, Gayle Jardine. It was then that I fully realized the human capital needed for this event to succeed.

Over the next few years, these experiences led me to search for a simple way to describe the autocross experience and, more specifically, the Tire Rack SCCA Solo National Championships. From this came what we now call the three Cs: camaraderie, community, and competition - in that order. The initial draw might be competition, but for longevity, friendships near and far (camaraderie) and engagement in the process (community) will be what keep you coming back. Think of Lincoln as a huge concrete beach, with a really big car show and social gathering - then an autocross breaks out.

So, whether you are coming this year or plan to next year as part of the 75th anniversary of the SCCA - or maybe you're waiting until the 50th running of the Solo National Championships in 2022 - as the old Alka Seltzer commercials used to say, "Try it, you'll like it!" ☺

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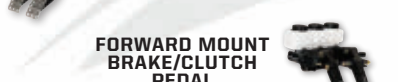
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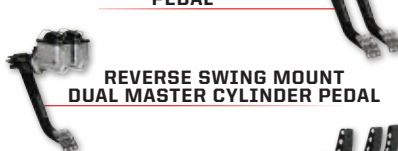
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ON THE ROAD AGAIN

Under the driver/team information tab on scca.com/runoffs there is some useful information for those towing into California from other states for the 2018 Runoffs at Sonoma.

In addition to information diesel truck owners may find helpful, there is also contact information for those in need of oversized truck and trailer (over 65-feet in length) permits.



Philip Royce

SOLO NATIONALS SPEEDS TOWARD NEW RECORDS

In only four days and four hours, the 2018 Tire Rack SCCA Solo National Championships reached its original entry cap of 1,350 participants, an unprecedented feat for the event. Those who registered after the cap was reached were then added to a waitlist. Shortly thereafter, the cap was raised by 50, with Junior Karts no longer counting towards the cap. Those remaining on the wait list will be offered a slot at the Sept. 3-7 event in Lincoln, Neb., as space comes available according to their position on the waitlist.

"I have been working with SCCA's Solo Department a long time and never imagined that the Solo National Championships could possibly sell out so quick," says Howard Duncan, SCCA's Rally/Solo Senior Director. "This is truly a testament to the ever-increasing interest in Solo's top-tier event and the welcoming environment existing in Lincoln each year."

In 2017, the Tire Rack Solo Nationals set a participation record with 1,317 entries, and that record may very well fall this year. Whether it does or not, there is no denying the meteoric growth the Solo Nationals has experienced over the last several years. A lot of that can be attributed to changes in the Solo landscape dating back more than a decade.

In the 1990s, Solo Nationals already had a strong following and a home in Salina, Kansas. As popularity grew, a new site was found at Forbes Field in Topeka, Kan., to handle the influx of competitors. In 2000, the event first reached nearly 1,000 entries. In 2009, the championship event was relocated to its current home at Lincoln Airpark in Nebraska, and entry numbers continued to grow.

Beyond the location, strategic classing decisions have also played a significant role in the event's popularity. In 2011, there were 283 cars participating in Stock classes. In 2012, the Solo Events Board began taking steps to migrate Stock to the new Street rule-set. Now, in 2018, there are 440 drivers registered to participate in Street classes. That shift from Stock to Street accounts for half of the event's growth over the last seven years.

Of course, the addition of new classes has also aided in growth. New for 2018, the Solo Spec Coupe (SSC) class boasts more than 65 entries at Solo Nationals, and the inclusion of Classic American Muscle (CAM) competitors is responsible for more than 90 entries this year. These classes, along with the shift from Stock to Street, represent an 82-percent growth in participation in the last six years.

What's in store for the future of the Solo National Championships? Only time will tell. But rest assured that this top-tier SCCA event will continue to be one of the world's largest motorsport competitions for many years to come. 📍



Courtesy Chevrolet

SHOCKING CHANGES

The Solo Events Board and Street Advisory Committee are seeking member feedback regarding a proposed rule change for Street category shocks. The proposed rule change would allow those vehicles originally equipped with electronic-magnetic shocks or struts to use altered or alternative control units. Members can provide feedback via sebscca.com.



Perry Bennett



Chris Clark

TRANS AM RACERS CONQUER INDY

June 16-17 was a fast-paced and busy weekend at Indianapolis Motor Speedway when the SCCA Pro Racing Trans Am Series blew into town - this time bringing competitors from both the Trans Am Series presented by Pirelli and the Trans Am West Coast Championship.

During the hectic final moments of Saturday's 42-lap, 102.06-mile TA2 competition, Thomas Merrill, in his Big Diehl



Chris Clark

THEY ARE INDY

Ernie Francis Jr. (TOP) and Jordan Bupp (ABOVE) were among the Trans Am racers to taste victory at Indy this year.

Racing Ford Mustang, emerged first overall and with the TA2 West Coast victory, while Jordan Bupp secured honors atop TA2's primary championship in his Bupp Motorsports Ford Mustang for his first career win.

"It feels amazing to bring home this result," Bupp said following the race. "All these TA2 races, all that matters is being there at the end."

Merrill was joined on the TA2 West Coast podium by teammate Richard Diehl and David Smith. Finishing second to Bupp in the primary TA2 championship was Scott Lagasse Jr. and Tony Buffomante.

Sunday saw TA, TA3, and TA4 take to the track, and it didn't take long for Ernie Francis Jr. to captured his third win of the TA-class season, driving from the back of the TA class field to his second consecutive Trans Am win in Indianapolis.

Joining Francis in victory lane celebrations was Tim Kezman with a redemptive TA3 class victory and Trans Am debutant Warren Dexter who swept all TA4 class sessions on the weekend. In Trans Am's West Coast Championship, Tomy Drissi (TA) and Dane Jorgenson-Smith (TA4) claimed class wins. 🏆

SPEEDING AHEAD

This year's Solo National Championships reached its entry cap in record time.



© Google Earth

It's kick-off time for Runoffs registration

Registration for the 2018 National Championship Runoffs, being held Oct. 16-21 at Sonoma Raceway, is slated to open on Aug 8. Both workers and competitors can sign up for the winner-take-all event's first visit to the picturesque wine county area of Northern California.

Competitors will be treated to the traditional 12-turn, 2.52-mile circuit that has largely gone unchanged since the first event was held on the rolling hills of the Sears Point Ranch in 1968 - this event happens to have been an SCCA-sanctioned enduro.

All Runoffs participants are reminded to check Runoffs supplemental regulations for event-specific information, and to register for the appropriate contingency programs ahead of arriving.

More information can be found at scca.com/runoffs. 🏆

BLOWN AWAY

In an effort to balance forced induction cars in Street Prepared, the Solo Events Board is considering allowing supercharged cars to use alternative drive ratios via pulley and belt changes. Members with an interest in this potential rule change can share their thoughts at sebscca.com.



Courtesy Chevrolet

MEMBERS AT THE PEAK

Since its inception in 1916, the Pikes Peak International Hill Climb has drawn competitors from seemingly every discipline of motorsports and from around the globe, with many of those drivers holding SCCA memberships at one point. The 2018 running of the Race to the Clouds was no different.

While the overall record for the mountain fell with Romain Dumas driving the electric Volkswagen I.D. R Pikes Peak to the Unlimited class win with a time of 7:57.148, topping the SCCA members at the event was Peter Cunningham, backing up his 2017 win with another in the Open class posting a time of 9:27.352 in his Acura TLX. RallyCross competitor Tim Hardy scored a podium finish in the Time Attack 1 class, while everyone's favorite *SportsCar* contributor and racer, Randy Pobst, kept it on the racing surface for a third-place finish in the Open class.



Rupert Berrington

Among those who have held SCCA memberships at some point in their motorsports career were a handful of Porsche Cayman GT4 Clubsport class competitors, including class winner Travis Pastrana, plus J.R. Hildebrand and Mike Skeen. Complete results for the 2018 Pikes Peak International Hill Climb can be found at www.ppihc.org. 📍



Rupert Berrington

HEAD IN THE CLOUDS
SCCA members past and present, including Travis Pastrana (TOP), Tim Hardy (ABOVE), and Randy Pobst (BELOW), tackled Pikes Peak this year.



Rupert Berrington



Jason Bley

INSTANT SUCCESS
The SSC class quickly attracted drivers nationwide.

SOLO SPEC COUPE TO CROWN CHAMPION

The SCCA Board of Directors has approved the new Solo Spec Coupe (SSC) autocross class as National Championship eligible just in time for the 2018 Tire Rack Solo National Championships taking place Sept. 3-7 at Lincoln Airpark in Lincoln, Neb.

With the addition of SSC, there are now nearly 80 championship-eligible classes that can participate at the annual Solo Nationals. At the National Championship event, championship-eligible class winners receive a trophy, a special champion's jacket, and are notated as class champions in the official Solo Rules.

"New in 2018, the SSC class has been very well received across the country," says Howard Duncan, SCCA's Rally/Solo Senior Director. "More than 100 SSC kits have been sold through Tire Rack to date, so we anticipate this will be a well-attended and very competitive class at this year's Tire Rack Solo Nationals."

SSC was developed to focuses on a competitor's driving skill by having racers participate in nearly identical cars. The base platform selected by the SEB is the 2013-'16 Subaru BRZ or Scion FR-S, chosen due to its modest price, rear-wheel drive, and useful as both a "daily driver" and for autocross competition. Vehicles must compete using sanctioned upgrades available only through Tire Rack, SCCA's SSC Performance Package coordinating partner. 📍

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BRAKING UP

The disc brake allowance for Formula Vee, which goes into effect for the 2019 season, has been further updated to now include a minimum weight – the disc brake assembly must weigh 16.5lbs. For complete FV 2019 brake specifications, visit the recommended rule changes link by clicking the “Rules” link on scca.com/roadracing.



Anthony Bristol

WINNER WINNER

Christian Rasmussen picked up a pair of wins during the Mid-Ohio triple race weekend.



Cavin Baker

F4 MID-OHIO TRIPLEHEADER

The Formula 4 U.S. Championship Powered by Honda crossed the halfway point in the season with its June 28-July 1 tripleheader weekend at Mid-Ohio Sports Car Course. There, Dakota Dickerson posted his first win of the 2018 season during Round 7 of the series. “I feel so great after my first win that I can’t wipe the smile off my face,” said Dickerson. “Don [Conner, DC Autosport team owner] and I have been putting our heads together to figure out how to get more speed out of me and the car to

give us the push we need to take over first in the championship.”

Starting from the pole for Round 8, Dickerson had a fierce on-track battle with Christian Rasmussen, losing the lead to the Danish driver and ultimately finishing second. Rasmussen would go on to repeat in Round 9, besting the 30-car field on what would be an extremely hot day.

“The effort my team put in for me to race this weekend was simply amazing,” Rasmussen said after the race. “It was great to finish off the weekend with

two wins to catch up in points.”

The F4 U.S. Championship next travels to Pittsburgh International Race Complex Aug. 3-5 for Keystone Speedfest. In a mixed sports car and open-wheel weekend, the race ticket features the world debut of the F3 Americas Championship Powered by Honda, the F4 U.S. Championships, the Trans Am Series, and Formula Race Promotions’ F1600 Championship, F2000 Championship, and Atlantic Championship. 📍

MEMBERSHIP DRIVE CONTEST

For complete details on the SCCA Membership Drive Contest, log in to ams.scca.com and look under “Forms.”

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REGION LEADERS

(Category based on 2017 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Oregon	17.7%
Detroit	8.5%
New England	7.6%
LARGE REGIONS (401-799):	
Philadelphia	45.6%
Susquehanna	44.7%
St. Louis	8.7%
MEDIUM REGIONS (200-400):	
South Bend	22.0%
Des Moines Valley	21.7%
Tennessee	21.3%
SMALL REGIONS (<200):	
Yellowstone	53.3%
Big Island of Hawaii	46.9%
Chattanooga	46.5%

WELCOMING ENVIRONMENT STATEMENT

To better express core concepts that drive the SCCA, an updated Welcoming Environment Statement has been drafted. Efforts to craft the statement began earlier this year, and SCCA’s Board of Directors approved the new statement in May. It is the hope that this new declaration will henceforth be noted in event Supplemental Regulations and will find a home at Region websites or in publications to remind everyone of standards the Club strives to maintain.

The updated statement reads as follows: *The Mission of the SCCA is to fuel a safe, fun, and exciting motorsports experience for automotive enthusiasts. The Club’s Vision is to be the preferred motorsports community in the United States, built on fun, shared passion and access to an exhilarating motorsports experience. In*

all its activities, the SCCA seeks to foster an atmosphere that encourages living the Values of the SCCA, which include:

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

The SCCA strives to ensure all participants at its events and activities enjoy a welcoming environment. 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. A commitment to a welcoming environment and the SCCA Values is expected of all members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions, and social events when representing the SCCA in print or electronic media.

An expanded definition of Club Values has been created for SCCA employees and now resides in the employee handbook to serve as a guide for those serving members and those who serve the members. 📍

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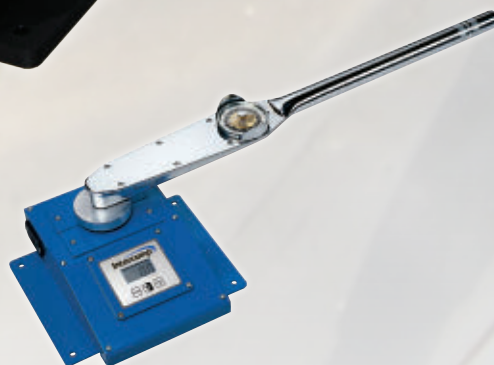
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IMPROVING RUBBER

The Club Racing Board is asking members to provide feedback with regard to a proposed tire rule change for the Improved Touring category. The CRB is considering requiring DOT-approved tires with a minimum tread-wear rating of 200 for all IT cars. Please provide your feedback through crbscca.com.



Perry Bennett



Philip Rove

Sign up now for the 2018 USRRC

The 24th United States Road Rally Challenge (USRRC) will be here before you know it. This year, SCCA's premier Road Rally weekend is being hosted by St. Louis Region, with help from Southern Illinois Region, and takes place Oct. 4-7. The annual celebration of rallying will test the teamwork, time keeping, and route-going skills of SCCA Road Rally teams from across the country.

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

In addition to the regular Road Rally classes defined by the Road Rally Rules this year's USRRC will also offer two additional classes, Historic and Rookie.

For more information about the 2018 USRRC, and a link to online registration, visit St. Louis Region's website at roadrally.stlscca.org.



Rupert Berrington

JUMP INTO ACTION

With only 125 spots up for grabs at the RallyCross National Championship, be sure to register early or else you might be left in the dust.

Register now for the RallyCross Nationals

The DirtFish RallyCross National Championship is a must-attend event for SCCA RallyCross enthusiasts, with the winner-take-all event crowning National Champions in each class of this unique competition discipline. The Oct. 12-14, 2018, championship event returns to the popular Indianola, Iowa, location for

what is certain to be fierce competition at the National Balloon Classic. Registration will open shortly - it may even be open now - and space is limited with only 125 entries being taken, so head to scca.com/rallycross now for more information - and when you're there, don't forget to also sign up for the contingency programs.

PROSOLO FINALE REGISTRATION OPENS

Registration for the Tire Rack ProSolo Series Finale in Lincoln, Neb., opens Aug. 8 for all Tier 1 competitors who have 27 or more points in their respective class. Competitors who have 21 points in class or have scored points in three or more Tire Rack ProSolo Series events can register beginning Aug. 15.

Should the Finale not hit the 300 entrant cap, Tier 3 competitors - those who have scored points at two ProSolo events - can register starting Aug. 22.

This event is likely to fill quickly, so competitors should



Perry Bennett

pay close attention to the dates that apply to their particular registration window, registering at scca.com/prosolo.

START TIME

ProSolo Finale competitors head to the line bright and early on Sept. 1.



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MECHANICS

SCCA's tradition is twofold. The one more celebrated is that of the driver, and that's what led me here 38 tire-sliding, trophy-raising seasons ago. The other, less heralded, more greasy, less healthy eater, is that of the mechanic. Wait, threefold: our officials and race workers (thank you very much).

Now, say you were a rich guy who

I didn't get into SCCA autocross and road racing to work on cars. Some are born great mechanics, some achieve great mechanical talent, and others have tools thrust upon them. I'm definitely in the latter category. Building the car was a means to an end: *driving*. Taking the wheel is thrilling. Scintillating (definition: brilliantly and excitingly clever or skillful - yeah!). Chicks dig it. Meanwhile, building is tedious, frustrating, dirty, and often painful. Only a very rare and special unicorn-class woman digs this.

I worked on cars because I had to if I wanted to race. I barely had the bucks for gas. I got the rich kid's tires from the trash pile. I couldn't *pay* anyone to work on my car. But you know what? I learned I could earn great satisfaction from the process of assembly and maintenance, and real thrills from making my car turn better times; from making my car a winner.

I also had some simple epiphanies:

- Optimizing the ignition timing and air-fuel ratio pays huge dividends, especially if done on a dyno. (Although today's cars do that for you - where's the art in that?)

- Getting the front tires and rear tires to slide about the same amount, do about the same amount of work; creating balance. (Stability controls try, and help, but human talent is still better - for now. And it's art.)
- Here's another: Boosted engines need to run more fuel - run a richer mixture - to survive. Now that was an expensive, painful, character-building lesson.
- How about this one: Auto manufacturers are not as dumb as I first naively thought. Mods must be carefully chosen and executed, or we're making the car worse, not better. As a kid, I truly believed that anything is better than dumb old stock. Not so, young friends, not so.

Which leads me to my neighbor, Tony Jones, who got me thinking about mechanics for this story. He has "The Best Damn Garage in Town," according to me - Accurate Automotive - and I have developed great respect for Tony's skill and talent, especially in diagnosis. Triage. That's what separates the men from the boys in this business: The *why*.

"Some are born great mechanics, some achieve great mechanical talent, and others have tools thrust upon them"

wanted to win above all else. On which do you place a higher priority? I say it's the wrench. I say the fastest pilot on Earth is nowhere in a poorly built machine, whereas a muddling mediocre talent at the wheel can crush the shiny guy with a superior set of wheels beneath him or her. If nothing else, the meticulously assembled racer will finish, rolling right by to the checker, even if the incredibly talented superstar managed to overcome the many issues of his sub-par ride at some point and force it into the lead.



MAD SKILLS

Be it on the pro level or amateur (LEFT), mechanical prowess will take you far in racing.

Real fixers describe the wannabes with a phrase, spoken with a tone of disgust and an expression of distaste: parts changers. That's the short cut. Start throwing new parts (and money) at it. Trial and error. Instead, exactly like a wise, experienced, older physician, real fixers get to the root cause of the issue. That's what we customers are really paying for, or should hope to be. Digging down to decode what's really wrong. Fix it right and it won't come back.

I was towing to a race with my well-worn, and always slightly overloaded Ford E150 van when it suddenly let out a scary-loud *prang!* Oh, man, what was that? I've got another 1,000 miles to go - *prrrrANG!* Yikes! Then all was smooth and silent. I had to check this out, pronto. I stopped in at a helpful transmission shop - that's where I could tell the noise was located, albeit at random intervals. They put it right on the rack, checked the fluid, and that tranny was beat. They put a rebuilt one in right there, got me back on the road by closing time, thank you, and off I went.

PrrrrrRANG! Arrrrgh! Same awful noise. A nagging voice in the back

of my mind had figured it out while waiting. I stopped a few miles up the road and bought an ignition switch and installed it in the parking lot. I realized the old tranny was still working fine. It was the starter that was shorting and ringing out that awful sound. That was the root cause.

Tony has intuition. My brother Gary and I bought a used motorboat a year ago. Ran great on the test ride - has run lousy ever since. On the Fourth of July we saw Tony on his dock nearby, and roped him in. Busman's Holiday. He said he'd give it a listen first, with a knowing glint in his eye - confidence borne of experience. Like me getting in a car I haven't driven before. Yeah, I'll tell you what it's doing and what it needs.

Raise the engine cover and let's go for a little cruise, he says, I just want to listen to it. The boat has a MerCruiser, but it's really just a small-block Chevy with crude single-point injection. Gary eases into the throttle for, literally, one second. "Whoa," says Tony, "hear that? It's snapping." One second. Seems the spark is leaking out the side of the coil wire and jumping to ground.

"Real fixers describe the wannabes with a phrase spoken with...an expression of distaste: parts changers"

We very likely have the original low-miles-but-2001 parts. "Put a coil, rotor, cap, and wires on it," he says. Took him all of one second.

Like Salieri to Mozart, I don't have the talent to do it myself, but I do know enough to appreciate his prodigious ability, and the boat could use the maintenance anyway. I've got a mechanical gene from Dad, but I'm a pro driver. Tony is a pro *mechanic*, with all the respect a racer like me gives to a guy who's really good at this.

Tony dailies a C5 'Vette that is always pristine, and wants to try the track. There's the potential payback. Maybe I'll put him in The Happy Moose Volvo. I can guide him - trade one talent for another. Maybe he'll get hooked (do I sound like an unscrupulous drug dealer? Guilty as charged). The Moose could use a *real* mechanic, the most important part of winning in our wonderful mechanized world. 🍷



EVER READY

Autocross has come to mean more to Kevin Dietz than he ever expected, but that doesn't mean he's going to let you win

WORDS Philip Royle | IMAGES Sean Rice

Getting a hold of Kevin Dietz is no simple task. Admittedly, my timing was off, trying to chat with him mere days before the final Tire Rack Solo Championship Tour of the season. Tour or no, however, I get the impression that Kevin's life is extraordinarily busy, and not just because of his work. You see, he takes autocrossing as seriously as he does his job, and it's probably the reason why he's also one of the few drivers you'll never beat on the autocross course. This guy doesn't stop.





THE NEXT CHALLENGE

Solo Spec Coupe offers unique challenges for the driver, which is exactly what attracted Kevin to the class.

"I've been up for 36 hours straight," he says when we finally connect on the phone. He's in his car heading out of Seattle, beginning the two-hour trek to Hampton Mills in the unincorporated town of Packwood, Wash., for the July Championship Tour. "I've got about an hour before I'll lose reception," he says. Half an hour later, as he enters Mt. Rainier National Park, the cell signal drops and our conversation gets put on hold for the moment.

We reconnect that evening when he calls from his hotel room. It's just past 10 p.m., so I ask if he wants to get some sleep before the busy Friday he has ahead - one that includes instructing at an Evolution autocross school and prepping for the Championship Tour in a car he's never driven. We can talk Friday afternoon, I offer. After all, he's pushing a day and a half without sleep. But no, he's up for it - sleep deprivation

won't stop this guy. So, the conversation begins again.

There's more to Kevin than people generally know. For one, autocross is his life, but not necessarily for reasons they might believe. His adopted dad introduced him to motorsports and, he says, he's never looked back. "I don't have kids and I don't have a big family - I just have my mom and my dad," he reveals. "Solo has become my family, so to speak. Ninety percent of my friends come from the Solo arena. It's become the fabric of my life. This is why I run my company - I love having the time off of work to go and play with cars. I get to work with cars every day in my business."

Kevin's day job, one he built from scratch when he was barely out of school, is the owner of a car detailing business. But don't mistake his taking time off to autocross as him being

"Solo has become my family, so to speak... it's become the fabric of my life"
KEVIN DIETZ

an absentee boss. "I still get in there, because if you want people to respect you, you have to be willing to show up and do whatever it takes," he says.

In Kevin's mind, training new employees in the art of car detailing is much like teaching someone to autocross, and it doesn't take long before I'm convinced. "When I'm instructing on the autocross course and when I'm teaching someone who works for me, it's all about efficiency of movement," he explains. "In autocross, I call it wasted energy. You come into a corner too hot, you stand on the brakes too hard and you blow your brake zone,

you're late on the apex and you're late on the throttle - there's all of this wasted energy. In detailing, it's about the same thing, efficiency of movement and doing many things at the same time.

"Your mind has to be thinking ahead of what you're actually doing. In the car, you can't be in the moment because then you're reactively driving - you have to be ahead of where you are so that you're *actually* driving. Detailing cars is very similar; you have to be thinking about your next step and your next process."

This comparison comes naturally for Kevin; he's had a lot of time to see the similarities. After all, he's been in the car detailing business for 40 years and he's been instructing autocross in some form or fashion for half of that.

To digress for a moment, I should mention why we chose Kevin for this month's cover of *SportsCar*. Elsewhere in this issue



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you'll find that we've chosen Kevin as our pick to win the Solo Spec Coupe class at this year's Tire Rack Solo National Championships in September, so we figured we'd photograph him preparing for the big show at the Packwood Tour. But as it turns out, Kevin decided not to run SSC on this weekend, instead opting to co-drive an STX FR-S - he wasn't even running the STR Honda

S2000 he's scored a number of trophy finishes in at the Solo Nationals. While it looked like our planned photo shoot might have hit a snag, Kevin noted that both the SSC car he'll be driving at Nationals and his STR car that's now up for sale would both be at Packwood with others behind the wheel. Car prep was part of the reason why he'd been up for a rotation and a half of the clock.

This is when I found out that Kevin's foray into SSC happened quite by accident. "The co-driver I've been driving with for the last couple of years bought an FR-S," he says. "We were looking for a good rain car for our local events, so I thought an FR-S would be good for D Street or SSC, which looked like a cool, fun class. So he bought the car and we decided to build it with the SSC kit from Tire Rack."

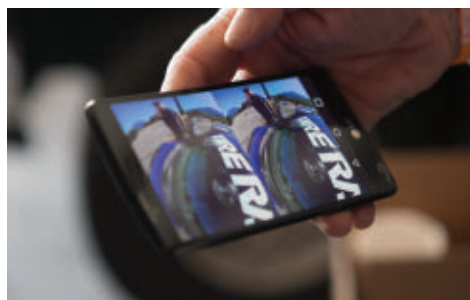
The idea, he says, was to jump full-bore into the spec class next year, but plans have a way of changing. "I still have some unfinished business in STR," he admits. "I've got a second, a fourth, and a couple of top 10s at Nationals. I missed out in 2015 - I think I missed the STR championship by 0.06sec."

The results from that year tell the tale of a back and forth battle



LEARNING THE FAST WAY

(LEFT) Instructing is nothing new for Kevin, and it's paid dividends both in seeing his students succeed and in learning how to go faster himself. (BELOW and BOTTOM RIGHT) Camera systems are useful learning tools, but Kevin thinks 360-degree cameras are arguably as powerful as data acquisition.



"I thought, why would I want to teach, I can't teach anyone anything"
KEVIN DIETZ

between him and Nick Bjoen. Kevin led Nick into day two with a 0.078sec lead, but a tenth of a second slip resulted in Kevin

walking away with a second-place trophy. Of his now 21 visits to the Solo National Championships, that was trophy number 14 that he placed on a shelf - a shelf that now contains an additional two trophies from Nationals. His biggest Nationals trophy came with a championship jacket when he took the C Stock win in 2006.

It's ironic that 2015 came down to a few hundredths of a

second because time is a topic Kevin often dives into when he instructs at Evo schools. "Your hands and feet work in tenths of a second, the hundredths of a second is in your eyes, and thousandths of a second is in the mind," he explains. "If you beat someone by a thousandth of a second that's because you made that decision in your mind a split second before they did."

Finding and capitalizing on that time is the trick, and Kevin has figured out several ways. In a strangely recursive way, Kevin initially picked up his own pace by instructing. "Glen Hernandez encouraged me to teach at every novice school I could," he reveals of a speed secret he learned early on in his autocrossing career. "I thought, why would I want to teach, I can't teach anyone



OUTSPOKEN

Kevin is quick to volunteer in any capacity in order to give back to the sport. That attitude has led him to announcing at road racing and autocross events (ABOVE), as well as heading up a live video streaming project at the Solo Nationals.

anything? But Glen said that not only can I help first timers because I'm better than they are, but the more I teach, the more it's going to make me a better driver."

Kevin took the advice to heart and started volunteering. "I was helping people, but even I didn't know what I was doing," he admits. "But then a weird thing happened - I started winning at the local, Divisional, and National levels."

Through the years, Kevin's also found a number of other tools that have added speed, namely data and video.

"This was back when we were using the Geez Cube data system," he says of his first run-in with data on the autocross course. "Essentially, it was an accelerometer that used math - it could almost generate something that looked like a course if you got the right mass equations.

"Data is great because it doesn't lie," he says. "Glen would

say, I'm flat though there, so I'd try to go flat through that section and I'd spin out. Granted, 20 years ago I couldn't drive that well, but I'd look at the data and it would show that he lifted."

The Geez Cube led Kevin to the MaxQData system, which he assisted in the development of, and now there's SoloStorm, but regardless of the software, data's a tool Kevin uses to maximize performance. "Data gets into the actual true representation of what you did, not what it felt like. I think most autocrossers let their butt dynamometer drive the car. The problem with the butt dynamometer is that it only tells you high g forces; it doesn't tell you whether you were late to the throttle or off the apex or whether you're braking and turning or adding distance."

But with time, things progress, and Kevin has found his next go-fast tool. When you're in the

"If you ever just brush the pedal, you probably could have replaced that with a lift"

KEVIN DIETZ

grid at the Solo Nationals this September, watch Kevin between his SSC runs - there's a good chance he'll have on a VR headset.

"In autocrossing, you have to move your head around and sometimes not look out of that front window, so when I first saw the 360 cameras I knew it was going to be an important technology," he says. "Instead of just watching video, you're actively participating with the video because when you turn your head and look into that corner, the video moves with your head just like in real life. When I started using data, I told people that it would eventually become as important as expensive shocks. With the 360 cameras,

I think this is just as powerful."

There's more to Kevin's story, and I could spend pages discussing his reasons for volunteering at local events, course design philosophy, and his time behind the microphone at National autocross events - something that led him to bring live video streaming to the Solo Nationals for multiple years. But as the clock neared midnight and our conversation began to wind up, Kevin rattled off a number of tips for those looking to be fast at Nationals, and they're all good, so I'll leave you with this: "If you ever just brush the brake pedal, you probably could have replaced that with a lift - you get the same results, but you don't get that abrupt deceleration and acceleration and weight transfer," he says, probably six hours before he's about to jump headlong into a full weekend of intense autocrossing. It's a fitting tip, I believe, because this is a man who certainly never hits the brakes. 🚦

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IT WORKS!



WHO WILL WIN THE SOLO NATIONALS?

We have no clue who'll win the Tire Rack Solo National Championships at Lincoln Airpark on Sept. 4-7, but that won't stop us from guessing

WORDS Paul Brown with Keith and Kristi Brown, Jeff Cashmore, Julian Garfield, Vivek Goel, Danny Kao, Ken Motonishi, and Matt Murray | MAIN IMAGE Perry bennett

Here we are again, trying to predict the winners of nearly 80 autocross classes at the Tire Rack Solo National Championships three months prior to the Sept. 4-7, 2018, event. Simply put, it's impossible - but that's not going to stop us.

Rather than go into the usual caveats and excuses to explain why attempting to predict the winners of this massive, 1,300-plus competitor, winner-take-all event is a difficult thing to do, let's talk about a couple of things we do know. First, we will no doubt pick a few drivers who would rather not be picked. We'll get some of those correct. We'll also pick against a few who will be offended. Again, we'll get some of those right, but for the ones we get wrong, the offended will be able to say, "I told you so!" We're OK with that.

More importantly, we're going to mess up. We may pick someone to win in a car they sold last winter - around that same time they probably also purchased and began competing in a new car, which was undoubtedly something we should have

noticed (but didn't), so we're sorry. We're also pretty sure that there will be a certain amount of classes building on the "L" side, with various semi-compatible classes being combined for championship and contingency purposes. In that vein, we've skipped a number of the Ladies classes that have not seen enough activity through the year for us to field a guess. We're also choosing to skip supplemental classes - you'll notice SSC is in our picks, and that's because it was just approved as a National Championship class.

Lastly, keep in mind that the predictions that follow are made for fun. The fun ends and the competition begins on Sept. 4, however, at which point you should head to www.scca.com and click on the live timing feed for the Solo National Championships and see how realistic our predictions are in real time.

So, after spending a few weeks gazing into a cracked and hazy crystal ball some 90 days prior to the Solo National Championships in Lincoln, Neb., here's what we've come up with...





David Casseboom / Golcane.com

GOING SPEC

Will Teddie Alexandrova pick up the first SSCL title ever? We think so.

STREET

SUPER STREET R continues to be a “who’s who” class, but since **Brian Peters** is in the class, this one seems like an easy pick. We don’t say that flippantly – Sam Strano, Alex Muresan, Matthew Braun, and James Yom are an impressive group to pick against, and we won’t be surprised when we’re wrong. But if we’re wrong, we’ll probably only miss the mark by 0.1 sec.

SUPER STREET R LADIES

Word is **Shelly Monfort** will be competing in SSRL, and it makes no sense to pick against her. Nicole Wong has had an amazing season winning Ladies Challenges in the Hogan Corvette, but we aren’t sure at this point whether she’ll be here or in FSL in the family Camaro. So, Shelly it is!

SOLO SPEC COUPE

The Solo Events Board, with help from the Street Advisory Committee, has been trying to find a place for the “twins” to play competitively – and with the new SSC class, they have. This new class has attracted some impressive depth already, with Kinch Reindl, Max Hayter, Thomas Sotiropoulos, Jonathan Roberts, David Lousteau, and Mike Lawson on the increasingly long list of top drivers to build a Subaru BRZ or Scion

FR-S for the class. Given the freshness of this class and the nature of a spec class, chances are good that the winner may be a hidden gem not on the radar, but we’re going to take a flyer on **Kevin Dietz**, who has done so well on the ProSolo side that we think he’ll take a pass on his STR efforts for this year to claim this championship.

SOLO SPEC COUPE LADIES has been a bright spot in an already successful year on the National Solo scene. **Teddie Alexandrova** seems to have mastered the class, although Jennifer Bedell and Chris Peterson will be a threat.

In **SUPER STREET**, we’re pretty sure whoever wins will be in a GT3 or GT4. **G.J. Dixon** has a collection of championship jackets and seems likely to add another this year. We’re picking him here, though he may put on Hoosiers, in which case we should have picked him to win SSR. The list of dark horses is long, starting with Pat Salerno and co-driver Brian Connors, as well as Perry Aidelbaum, all of whom seem to have a choice of either a GT3 or a GT4 and therefore either SS or SSR. Monty Pack has stepped up his game, and Ryan Clark is figuring out the faster Porsche as he moves up from a win in B

“Solo Spec Coupe has been a bright spot in an already successful year on the National Solo scene”

Street last year. We have not heard much from defending Champ Scott Fraser, but if he returns, we couldn’t put it above him to win.

SUPER STREET LADIES

Though she had previously moved to the Open class, **Jocelyn Huang** is planning to run in SSL since splitting baby maintenance duties is a lot easier when parents are not running in the same class. Although we would remiss if we didn’t mention the fact that Kristi Brown will be there in full attack mode.

A STREET is tough to pick, other than that the winner will probably be in a Corvette. We don’t expect Jason Frank to return for a repeat and we don’t expect the original alien Mark Daddio to show up here, so we won’t pick either of last year’s top two. **Matt Jones**, meanwhile, has earned our pick with his performance in this year’s events. Cody Hunt, John Wolf, Bill Bostic, Todd Kean, David White, Shane Chinonn-Rhoden, Nick Barbato,



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and Vivek Goel are all on an incredibly long list of people we could reasonably pick, and there's always Spring Nationals winner John "Woody" Rogers to watch out for.

B STREET

With BMWs, Corvettes, and Porsches all being competitive, B Street has great diversity going. On the BMW side, we have last year's runner-up Jeremy Foley in the Emmert car up against Doug Rowse. Rachel Baker is one of the Porsche drivers to watch. But Dan Bullis has **Bryan Heitkotter** to contend with, both in Corvettes, and we just can't pick against Bryan.

C STREET

As with A Street, the top picks from the past couple of years have gone elsewhere, leaving a whole slew of new contenders. Robert Carpenter, Tyler Kvetko, Dave Ogburn III, Darrin DiSimo, and Rick Cone would all be worthy picks, but we see this coming down to Andrew Pallotta, **John Hunter**, and D.J. Alessandrini. Home-field advantage and Pallotta's recent acquisition of an STR car tilt the odds on this one, though rumors of Darren Seltzer showing up have us a bit on edge.

C STREET LADIES

Without a whole lot of face-to-face competition this year, we're speculating a bit, but watch for **Tara Johns** to add a championship to her collection. Maria Mayorga, Anne Robinson, and Deana Kelley are all capable of making us wrong on this one.

D STREET should continue to be the realm of the four-cylinder Camaro of **Mark Scroggs**. Weather, course design, or heroic driving could give Dennis Sparks or Jordan Towns a jacket in their Subaru, however, and then there's Brian Kuehl in a Civic Type R to keep an eye on. But this is one of those places where Tom O'Gorman could end up on a whim, in which case we might be inclined to pick him.

D STREET LADIES will lose entries to SSCL, but we're expecting an infusion of Camaros and a Honda or two will keep the class championship worthy. To that end, **Evanthe Salisbury** has been quick in other classes, and we're expecting that to continue here.

"The top picks [in C Street] from the past couple of years have gone elsewhere, leaving a whole slew of new contenders"

E STREET

This class was long the domain of **Bartek Borowski** back when it was Stock and not Street, and the bad news for competitors in what is likely to be one of the largest classes at the event: Borowski is figuring out the 200-tread-wear tires. And while Borowski is our pick to win, don't count out last year's Champ Michael Ron, who will be co-driving with Borowski. Charles Matthews and co-driver Matt Waldbaum will join them towards the front of the field, as will Chris Bailey and Andrew Canak. Meanwhile, Eric Peterson, Alex Kang, and Paul Brown will hope for a Spyder-friendly course.

E STREET LADIES

With perennial contenders Peterson and Bedell off to SSCL, **Meredith Brown** is an easy pick in ESL.

F STREET

We aren't sure about the entry list for FS, and that makes this a tough pick. Jeff Wong is making progress developing his Camaro, but **Jeff Cashmore** looks like the one to beat in the family M3. Mike Leeder and Austin Don are not (yet) household names, but they've been quick this year. A wild card in all of this is the chance that Mark Daddio could show up in either a Mustang of his own, or to co-drive with Don.

F STREET LADIES had just one entry last year, but three showed at the Spring Nationals. We've got to give the nod to **Cindy Duncan**, though if the weather is too hot, Denise Cashmore will swap over to the L class to avoid vehicle meltdown.

G STREET

Vehicle diversity is alive and well in GS. Brad McCann could finally put a Hyundai winner's circle, while Stephen Hui and Des Toups will try in a Civic Si. VWs are

THE ANSWER IS ALWAYS...

Miatas are the weapon of choice in several classes, and for two of those we've picked John Hunter to win C Street (RIGHT) and David Whitener to claim top honors in STS (BOTTOM).

also well represented - Jen Wong has some experience in the high trophies, but we're going out on a limb here and picking Nationals rookie **Patrice Bousquet**.

G STREET LADIES has been a bit quiet at National events this year, but it may turn out to be one of the really deep "L" classes come September. Barbara Seeger (Civic) will be up against Melanie Dorsey and Kristen Acharya (Focus), but **Laura Harbor** may be unbeatable in a MazdaSpeed3.

H STREET

Greg Reno has a long history in H Street in his Mini; Russell Blume has a shorter history. We're going to go with the power car in HS (did we really say that?) and pick **Mike King** to repeat in his Fiesta, but we'd watch out for someone in a new Civic to spoil that pick.

H STREET LADIES

Laney Blume is the easy pick for HSL as she's really showing speed right now.

STREET TOURING

STREET TOURING ULTRA will have a different champ now that Mr. Heitkotter has sold his car. That leaves this a wide-open competition between Lane Borg in his Corvette, and Bill Zerr and **John Hale** in their Subarus. All three seem to be ready to fill the void at



David Cosseboom / Gotline.com

David Cosseboom / Gotline.com



the top of what may be the most weather and course dependent class of the event.

STREET TOURING ULTRA LADIES

We'd probably pick **Tasha Mikko** for STUL even if we were expecting last year's top two finishers to return.

STREET TOURING ROADSTER is sure to have a huge field, and the talent is deep. Kevin Dietz has his S2000 working really well, but we're expecting him to go win SSC. We have not seen much of defending Champ Ian Stewart, but Jonathan Lugod, David Marcus, Mark Dudek, Marcus Pyne, and Ryan Davies will join Mark Shrivastava under the ND MX-5 banner and, in that vein, we're picking class newcomer **Daniel McCelvey** who has taken full advantage of help from setup guru Brian Karwan in preparing his CS ride for ST.

STREET TOURING ROADSTER LADIES is sure to be one of the largest Ladies classes. That might argue for close competition, but this year **Laura Campbell** has been winning by large margins. Jessica "CaPao" Pao has been tearing things up out west, so it won't surprise us if she's so close that she's actually ahead.

STREET TOURING XTREME

We're torn on the STX pick. **Kyle Herbst** looked

like maybe an easy pick early on, especially with his performance at Spring Nationals. We'd watch out for other "twin" drivers Tony Rodriguez and Eric Simmons, and if we were sure that Simmons' co-driver James Tatad would be there, we'd probably pick him to win. Then there's the recent foray of Brian Karwan into "twin" development, where he continues to run STR times despite the ostensibly slower car. Annie Gill has owned hers for a record three years, and maybe that will be her key to success. Steve O'Blenes is always one to watch, and he's got Adrian Cardenas co-driving the RX-8 this year. On the Mini side, Craig Wilcox is always quick, and if we fail to mention Ron Williams, he's sure to win (not trying to jinx him, just giving due respect).

STREET TOURING XTREME LADIES

ought to be among the larger L classes. We're expecting **Mindi Cross** to take this, though Catherine Tran in the O'Blenes car has shown she'll be tough to beat.

STREET TOURING SPORT

David Whitener came up slightly short last year in STS, in the middle of a top three that were separated by about 0.008sec. The king of car testing has not been idle since then, and he has the Miata looking unbeatable - and his

wife Kim will double this car's chances. Chris Bailey and Andrew Canak have the yellow MR2 working really well, and the CRX crew of Adam Barber, Mark McKnight, and Ken Houseal will look to continue the three-year run for that model. Rich Demarco is tough to beat on PAX in Philly Region. Does that translate to another blown pick for us?

STREET PREPARED

SUPER STREET PREPARED has also been quiet this year, with a couple of notable exceptions. Mitch Fagundes continues to develop his R8, and any weather would only make him tougher to beat. But our pick goes to **Ryan Johnson**, who shows that nimbleness can overcome a power deficit in his Elise.

A STREET PREPARED

We've got one of those unanimous pick situations in ASP where, barring mechanical adventures, **Tom Berry** seems unbeatable. We aren't sure of Christine Grice's plans, but she could be a threat to her father in the Open class, and if ASPL makes a class we might see her return there. Aaron Miller, meanwhile, has beaten Berry before and could do it again.



“John Vitamvis took the win... last year, and we aren't seeing much to indicate we should expect anything different”

B STREET PREPARED may see yet another new model at the top, with **Ron Bauer** and his ND Miata taking over from the recent S2000 and Mazdaspeed NB domination. Anthony Porta and Chris Edens will try to prevent that in their Mazdaspeeds.

C STREET PREPARED has been dominated in recent years by **Billy Davis**. The PAX can't even keep up with him. We're not seeing a whole lot of reason to look for a change just yet. Neal Tovsen built a new NB this year, and that may be what it takes, though his luck at Lincoln has not been good.

C STREET PREPARED LADIES ought to have at least three entries, and we're going to pick **Katie Lacey** in the new car over Sharon Eberlein and Stephanie Humphries.

D STREET PREPARED

If we say DSP cars are fragile, maybe they'll all stay together just to spite us. **John Vitamvis** took the win in his BMW last year, and we

aren't seeing much to indicate we should expect anything different this year. Tamra Hunt and Michael Kuhn, on the other hand, look to prove the RX-8 is a better choice.

E STREET PREPARED

P.J. Corrales is planning to be back in the Infiniti to try to shake things up in ESP. Clint Greist in a Mazdaspeed 6 would do the same. **James Darden** has his Camaro working well, though, and ought to keep things traditional - unless Devin Taylor does that instead.

E STREET PREPARED LADIES ought to make this year, and Wendy Allen Scholarship recipient **Johanna Foege** has been driving well in 2018 and should take the win.

F STREET PREPARED

We didn't see a whole lot of FSP activity this year, but the cars do seem to show up in Lincoln in the fall. So, we broke out our multi-sided dice and rolled **Dan Costello** over Steven Duckworth and Geoffrey Zimmer, in the same order they finished last year.

F STREET PREPARED LADIES

With Andrea Albin off to a different class, that leaves the door wide open for **Bailey Costello** in the family CRX.

STREET MODIFIED

SUPER STREET MODIFIED is the land of high-strung cars that demand a lot of attention. **Randall Wilcox** and car owner Eric Anderson have shown themselves to be masters of dealing with that, even between runs with the Miata. That said, Matthew Glagola in his Lotus and Jake Namer in his RX-7 are valid threats.

STREET MODIFIED

David White may be back to defend his title in the 240SX known as Panda. Daniel Stainback and Tim White is quick in Subarus. Jeff Stewart and Mark DeShon are returning with an FR-S and a brand new motor. But our money is on road-hugging weight and obscene power, however, as **Erik Strelnieks** has the Dim Mak GT-R working really well.

STREET MODIFIED LADIES

We aren't hearing too much about SML activity, but we still expect **Diane Bollenbecker** to claim the win in the family Subaru.

STREET MODIFIED FWD has never been won by anything other than a Honda, and we're not seeing any particular likelihood of that changing in the near future. **Chris Haydu** has been looking fast this year, so we'll pick him to return to the top of the

BACK FOR MORE

(LEFT) We suspect John Vitamvis will repeat his win in DSP this year.

FAMILIARITY, CONFIDENCE, AND PRIDE

Editor's note: At the 2017 Tire Rack Solo National Championships, high school student Neelu Yeoh competed at her very first SCCA National Championship event. Calling upon that experience, which certainly didn't go as planned, she penned the following college essay.

Familiarity and confidence: two of the biggest factors I needed as I prepared to compete in arguably the biggest race of my life. Leaving the start line that morning, I had neither. With a broken racecar and crushed spirit, I was forced to jump into an unfamiliar car and compete against a multi-time national champion. So, was I confident? Definitely not.

Sitting in grid, hands trembling, I gripped the steering wheel of a 1989 Honda Civic that was most definitely not mine. The steering wheel, shift knob, and clutch were all unfamiliar, adding to my anxiety as I awaited my first lap at the 2017 SCCA Solo National Championships. This was my chance to prove to myself and everyone else that the hours and hours of time I dedicated to autocross were not all for nothing. This was my chance, and I was about to take it in a borrowed car, as my beloved 1989 Honda CRX's motor gave out just three days earlier.

Too soon, the grid worker approached my car and beckoned me forward, telling me to pull up to the line. I approached the start line, all the while clapping to activate my muscle memory. Lining up with the start cones, I tried to focus on the task at hand: winning my class at Nationals. I stashed everything that

was cluttering my mind: my broken CRX, the unfamiliarity of this car, how the odds were stacked against me, etc. Instead I chanted a phrase my Dad says: "just drive," and Lightning McQueen: "I am speed." Out of the corner of my eye I saw the starter waving his flag, telling me to begin and break out of my trance. Putting the car in gear, I stepped on the throttle and released the clutch, coming to a jerky start.

"Neelu, you need to stay clean; lay off the cones!" is something I commonly hear my dad yell at races and something he said to me plenty of times at the July 2017 autocross. Helmet in my hands I mulled over my previous runs, both of which were dirty. Frustrated, I closed my eyes and visualized the course, moving my hands on the wheel and shift knob and my

feet on the pedals, imitating my motions on course. I crossed the finish line in my mind and opened my eyes, feeling determined to win.

As I pulled up to the start line I knew what I had to do: stay clean and go fast. Throughout that run I called out the braking and turning points and yelled at myself to keep my foot on the throttle, no matter how scary it got. If I wasn't determined, I would have let the fear kick in and my foot lay off the throttle, costing me the win; but I was, and I kept my foot pressed against it. I owe that win and how I placed at Nationals to my determination.

Speaking of Nationals, how did I do? Well, the event might have started jerkily, but it definitely did not end that way. The next day I was walking up to the podium,

accepting my second-place trophy with a huge smile stretched across my face and frankly, a little bit of disbelief in my mind. If two years ago you had asked me where I thought I would be now, I would not have answered with placing second at Nationals. Two years ago I just got my permit. Two years ago I started practicing in the racecar. Two years ago I couldn't keep the racecar on course, as I was constantly spinning it.

So, yeah, I had lots of disbelief in my mind; but also a sense of pride. Pride because practicing nearly every weekend got me here. Pride because the countless hours I spent reviewing data from races paid off. Pride because I placed second at Nationals. Pride because of my determination.

Neelu Yeoh



Rupert Berrington



David Cosselboom / Golcom.com



Perry Bennett

“[Barry Ott and David Fauth] showed up at Nationals last year and dominated a tough CM class”

MOD MANIA

Mark Huffman (TOP) will undoubtedly take the D Modified win this year, and we expect David Fauth (ABOVE, right) to repeat his shoey tradition.

heap. Jinx Jordan is always a threat, and Andy Hollis seems to be able to be quick.

STREET MODIFIED FWD LADIES

We see no reason to expect a change at the top of SMFL, so our pick is **Kristell Janusz**.

PREPARED

X PREPARED

Talk about eclectic. Zachary Sober and Andy McKee will bring third-gen RX-7s. Tired of beating up on the Miatas in DP, Chris Dorsey has elevated his Corolla GTS to XP trim – we’ll see how far he’s come with that project. But **Fred Züst** in his Lotus has won eight of the past 10 years, so despite some time off from autocross due to a recent move across the country, we’re giving him the pick.

C PREPARED

With Brian Peters off to beat up on yet another new class and Mike Maier looking likely to do the same to CAM, that seems to leave the door open for **Robert Lewis** this year in CP. He’s been traveling and getting a ton of good seat time, even winning indexed ProSolo classes, so he might very well have been the pick even if Peters and Maier were in the class.

D PREPARED

With recent dominator Chris Dorsey off to XP, it’s a coin toss between **Todd Roberts** and Steve Hoelscher in a Miata vs. MR2 battle in DP for the win rather than second place.

E PREPARED

Brian Kuehl took EP last year, and we figure he’ll do the same again. Patrick Washburn and Chris Delay seem to finally have an alternator that works now, so they should contend. Ben Wagstaff is developing his Del Sol and will no doubt be a contender soon enough.

F PREPARED

The David Montgomery 914/6 has a streak of five wins going in F Prepared. He may very well extend that, but we’re watching out for Zach Morgan in the ex-Brausen Evo, Alex Jones in the Solstice, and **Jason Frank** in the Strelnieks Boxster – and we really like that combination. FP is both eclectic and deep this year, so no matter how the chips fall, it’ll be a blast to watch.

F PREPARED LADIES

Hilary Anderson Frank has been getting lots of seat time in the Boxster and she’ll be tough to beat.



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Perry Bennett

FOR THE RECORD

Jeff and Shawn Kiesel (LEFT) are the dominating duo in EM and EML, and now with their son competing in F Mod and their daughter in EML, could they become an autocrossing dynasty? (BOTTOM) We expect Kencey Christopher to continue her winning ways, this year claiming FML glory.

“Jeff Kiesel is going for 12 in a row...and we aren’t seeing any signs that someone is capable of breaking that streak”

D MODIFIED

Mark Huffman seems to own DM these days, and we aren’t in a position to argue. Jeremy Ellerby, Peter Raymond, Chris Kunkel, and perhaps Bob Tunnell may be.

E MODIFIED

Speaking of owning a class, **Jeff Kiesel** is going for 12 in a row in E Modified and we aren’t seeing any signs that someone is capable of breaking that streak.

E MODIFIED LADIES is like EM – the streak isn’t quite as long, but the outcome is still **Shawn Kiesel**.

F MODIFIED

As much as we like streaks, we’re expecting Jason Hobbs’ to come to an end this year. We will, instead, pick another Kiesel. **Zak Kiesel** has been awfully fast in FM all year, and we think he’s capable of starting a streak of his own.

F MODIFIED LADIES

With Michelle Quinn off to the Open class, she won’t be looking for her fifth FML title in a row. Meanwhile, Andrea Albin thinks it would be glorious to start her own streak, but she’ll have to contend with **Kencey Christopher**, who might find the junior version of the ACME Special fairly easy to drive.

KART MODIFIED

Daniel Wendel has won two in a row in KM over the formerly invincible Paul Russell – three makes it a streak. Larry MacLeod has been crazy fast when we’ve seen him this year, including at Spring Nationals, but we anticipate the other two to be even faster.

KART MODIFIED LADIES will be fun to watch. **Kate Regganie** gets the nod, but we won’t be surprised if either Dana Gill or Suzanne Segal makes us wrong on that. Gill has had success in the L1 class in ProSolo, and we don’t often see that from KML drivers. 🍷

MODIFIED**A MODIFIED**

The Acme Special is super fast when it wants to run, which has not been its chosen mode for a lot of this year, even before it went to a new owner. We aren’t familiar with its new owner so we aren’t convinced he’ll be fully up to this level of speed in just a few months of ownership. Word is that the Canadians will be there despite an early-season engine problem, but the names **Joe Cheng** and Gary Milligan show up in the back of the rulebook a number of times, so we’re going with those two as the ones to beat.

B MODIFIED

The Ellams have owned B Modified for the past few years. Grizzled veteran **Tom Ellam** is more consistent, but son Matt can be quicker. Zak Moore has graduated and now has a job that offers vacation time, and at least one of our team thinks we should not pick against him. That said, Dan Stone and Clemens Burger are always in contention.



Perry Bennett

C MODIFIED

We don’t see much of Barry Ott or co-driver **David Fauth** throughout the year, but they showed up at Nationals last year and dominated a tough CM class. Given that, not seeing them so far this year is simply a repeat of the pattern. But the win might not be easy with Greg Maloy, Brandon Lavender, and Eric or Jonathan Clements in the field.

C MODIFIED LADIES

Sue Eckles is an easy pick in CML.

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New to the Solo National Championships, the largest autocross of your life? Don't panic! There's a lot to learn, and these travel tips will help

WORDS Reece White | IMAGES Perry Bennett

Far out in the uncharted backwaters of the unfashionable end of the western spiral arm of the Galaxy lays a small, disregarded yellow sun." So begins Douglas Adams' novel, *The Hitchhiker's Guide to the Galaxy*. You won't find mention of the Tire Rack Solo National Championships, SCCA's winner-take-all autocross championship event being held this Sept. 4-7 at Lincoln Airpark, in that novel, of course. But buried in the actual guide, in the middle of the section on visiting Earth, is a destination in the center of a giant cornfield in Lincoln, Neb., that travelers from across the universe are encouraged to visit each September.

How do we know this? The "how" is not important (although we will say there was one year, not so long ago, that Mark Daddio left the glove box of his Corvette unlocked), just that we know the aliens are visiting.

Most of us, however, are coming from places much closer than another planet, but a guide would be helpful for us to get to our runs in on the airfield in Lincoln, Neb. Luckily, we've picked up our own tips on making that trip.

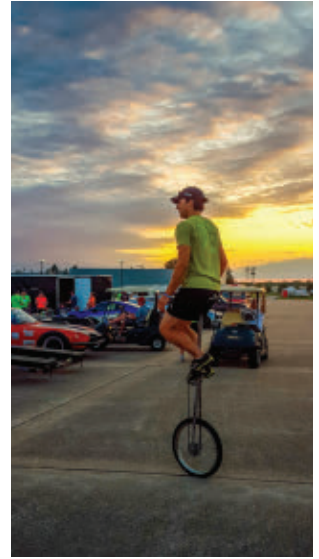
So, if you're one of those aforementioned autocross aliens, this article isn't for you. For the other 1,390 of the 1,400 attending Nationals, keep reading.

THE AUTOCROSSER'S GUIDE TO NATIONALS



CAR CULTURE

The sights and sounds of the Solo National Championships can be overwhelming, and to the uninitiated it may appear to be Burning Man with a little less Mad Max. And while the autocross competition is the core of the event, the atmosphere and fun in the paddock is just as memorable.



PREPPING TO GO

Before you pack to leave for the Solo National Championships, there are a handful of must-dos. Most important is a pre-check of your car, to help ensure you can get through your runs. Mike Brausen, who has been to the Solo National Championships 10 times, recommends going over basically anything on your car that you can get a torque wrench on.

"Bolts come loose over time," Brausen says. "None of these cars were designed to do this."

However, that doesn't mean rebuilding your car just because you can. As a dealership service manager, Brausen is maybe uniquely qualified to give this advice. "The less frequently you take things apart, the better your chances are of not messing it up," Brausen notes. "I bring my spares, I have my backups, but I don't go out of my way to adjust something that is in working condition. You can only make it worse, you can't make it better."

Neil Tovsen, who has seven

runner-up trophies in his 16 trips to Nationals, concurs. "Just take some time to put the car on jack stands, put on some music, and roll under the car and take a look around," Tovsen advises. "Make sure that everything looks right. It's amazing how often I've seen someone get to Nationals and find something wrong with their car that would have been easy to fix last week."

When you load the trailer, put as many of your spare parts on board as you can safely fit. "It always blows my mind how people manage to find a way to complete the event, no matter what goes wrong," Tovsen says. "If you've got the parts, it's worth an extreme amount of effort to fix things that break at Nationals. The more you can be prepared, the better."

GET ON THE ROAD

Along with the racecar, check your truck and trailer. No one wants to be the person posting a picture of a flat tire on Facebook



"The less frequently you take things apart, the better the chances are of not messing it up"

MIKE BRAUSEN

LANDMARKS

(ABOVE) Getting to Lincoln, Neb., is half of the battle, but careful preparation ahead of time will help ensure you get to enjoy seeing landmarks like the Kearny Archway rather than becoming a roadside attraction yourself while broken down on the side of the freeway.

instead of the Kearny Archway as they approach Lincoln Airpark.

"I spend a lot of time checking over my trailer, making sure my lights are working, I make sure all of my bearings are good, the tires have plenty of life left," Brausen says. "I go over my truck and make sure my spare is free and comes down [and] make sure the fluids are up to date."

With all the bolts tightened, the trailer hubs and tires checked, and the fluids changed in your tow rig, there's one last thing to do: According to Deana Kelley and her 20-hour tow from Sierra



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interior, engine or other critical areas. Highly reflective outer layers reflect heat away, and the glass fiber backing layers insulate and protect. They reduce heat soak into interiors keeping drivers and interiors cool. They block heat from floorboards, gas tanks, fairings, transmission tunnels, engine components and interiors. Heat reflective materials also protect wires, cables, hoses, pipes and tubing from radiant heat sources that could cause damage or shorten component life. They prevent things like vapor lock and starter heat soak.

How are They Used?

DEI heat reflective products are constructed of high quality, high temperature-resistant materials and capable of withstanding extreme heat up to 2000F radiant / 1200F direct. Simple peel and stick application on selected products make quick work



Floor & tunnel Shield II

Block engine & header heat from getting into interiors

of protecting critical areas. DEI's Hi-Temp Spray Adhesive or Heat Resistant Sealant/Adhesive can be used to install non-adhesive backed materials. DEI's Cool Tape is ideal for sealing and covering seams to complete the task. Available in numerous sizes and styles, DEI heat reflecting products are moisture and solvent resistant and resist UV degradation for long-term performance. Uses include race vehicles, restoration, marine, truck, SUV's, RV's, aviation and industrial applications such as generator boxes

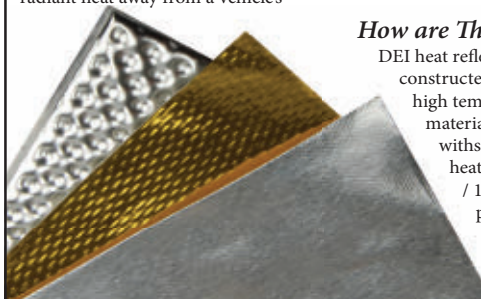
Why Should I Use Them?

Their use can protect components like starters and ignition coils from premature and catastrophic failure, and prevent you from being stranded

due to heat soak and vapor lock. Blocking heat from interiors can also make drivers and interiors cool and comfortable, and improve the efficiency of air conditioners and cooling systems.



Versa Shield protects starters from heat soak



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Vista, Ariz., know your route. “I don’t listen to Google,” Kelley says. “The GPS directions take me through the mountains, which makes for terrible gas mileage. Instead, my route is through the middle of New Mexico, which isn’t necessarily good for my sanity, but is good for the gas mileage.”

ARRIVING IN LINCOLN

Once you arrive in Lincoln, Neb., it’s time to take in the Solo National Championships – a bigger challenge than you might expect. You can learn what will happen by reading Brausen’s Guide to the Solo Nationals on www.scca.com (search “Guide to Nationals”),

and there are countless places to learn to drive faster, including Tovsen’s *Cone Coach* podcast. But what does our guidebook say about how to handle Nationals? First, decide what needs to be done with your car.

Yes, you checked everything before you left, but if you have an open trailer like Kelley, take advantage of it. “The center of my trailer is open, so while the car is still on it I’ll use that as a chance to double check that nothing came loose on the tow,” Kelley says. “I’ve had bolts shake loose on the trailer. The suspension is all loaded up (while it’s tied down), so I’ll get under there and check everything again.”

Next, unpack and make yourself comfortable. Set up a tent, and then unload the grill and the cooler. Depending on how ambitiously you’ve treated this event, you’ll be calling your paddock spot home for somewhere between three and 10 days. Get your bearings, take a look around, and then settle in.

While hitting the practice course is always a great idea, there are two schools of thought on how to approach it. For Kelley, concrete is relatively rare – that means the test and tune is truly that. “Depending on what we’re up to, we’ll spend a lot of money on the practice course,” Kelley reveals. “Whether it’s

testing tires or a setup change, we want to know what the car is doing on concrete. Lincoln is pretty much the only high-grip surface I get to be on all year.”

Others, like Brausen, choose to “run what they brung” and use the practice course to knock any last-minute rust off themselves as drivers. “I try not to change stuff late in the year,” he says, instead focusing his car tuning on the events early in the year, and just aiming his attention on his driving in the championship season.

Whatever you choose, the amount of time on the practice course is limited. While the cliché says to treat the Solo National Championships like any other

SO MUCH ROOM FOR ACTIVITIES

(CLOCKWISE from LEFT) Course walking is part of the process, but don't let it become a burden on your event; Little problems may creep up during the event, so having your tools and spares handy can turn things around quickly; Make sure to keep up on all of your social media duties, finding a seat wherever you can; Be it four square or pizza parties, paddock life can be just as fun as on-course activities; You never have to look far to find friends to hang with – or to help you turn a wrench.



event, toss that thinking out the window – the sheer magnitude of the event, from the size to the announcers calling your name as you approach your runs, reminds you that this is the big time.

"It just doesn't work to think about it like a local [event]," Tovsen says. "There are too many sensory inputs that are screaming at me that this isn't a normal autocross. I have had more success trying to embrace that, rather than pretend it isn't there."

That also means pacing yourself through the week's shenanigans – both the official and, shall we say, "less organized" functions. Find what makes the event fun for

you. For Kelley, that's marking the big wheel ProSolo on the nighttime calendar. During the day, it's not unusual to find someone like Brausen under a fellow autocrosser's car.

"I'm a people person, I like the crowds, I like to wrench on cars," Brausen says. "Find the way you have fun, and the way you relax. I enjoy showing up at Nationals and helping people."

But don't overdo it, which is easier said than done. To be blunt, "Whatever your strategy is, whether it's margaritas or course walks or otherwise, if you are just wind whipped and sunburned by your runs, you are going to suck," Tovsen explains.

Stay in the shade, drink plenty of water, use sunscreen, and be conscious of the number of long walks from your paddock space to the courses you've taken. Remember that standing on concrete for a few days in a row is going to make your joints stiff and sore.

GET READY TO GO

There is one more, very important thing that needs to be done before your helmet straps on. You need to learn where the course goes. Crazy, huh?

For the vast majority of people, concentrating on just one course until those runs are finished is the best course of action (though Tovsen prefers to walk the opposite course just once early on, placing the knowledge in the back of his mind).

But how often should you walk the course? Again, that's a matter of personal preference and managing the energy that was discussed earlier. All of our guides agreed that between three and five walks is the sweet spot, with some of them just building that muscle memory.

"Anything past about four course walks, I'm not actually getting anything out of it," Kelley says. "But if I'm running in the afternoon, I will go on the midday course walk just to see where everyone else is driving, and get an idea of where all the marbles ended up off line."

AND FINALLY...

If it hasn't been clear, the most important piece of the puzzle is to enjoy yourself. "It's really easy to over think it and over stress it," Brausen concludes. "At the end of the day, I'm out here to have fun." 🍷

THE SPRINTS

Chicago Region's June Sprints returns, bringing with it close racing, tense moments, and fantastic finishes

WORDS Tom Schultz | IMAGES Mark Weber

This year's WeatherTech Chicago Region June Sprints was a scorcher in every sense of the word. From on-track battles to photo finishes to the 90-plus degree temperatures that swept in on Sunday, the 300-some competitors who came out for this year's battle in Elkhart Lake, Wis., faced it all - and for those elite few during this Hoosier Super Tour doubleheader weekend, spraying the Mazza bubbly atop the podium couldn't have been a more deserved celebration.

Over the course of the three-day race weekend, eight sets of grouped races took place each day, with 25-minute sprints on Saturday and the longer traditional June Sprints features on Sunday.

The first race was for all Touring classes except T1. Aaron Kaplan in a BMW M3 could very easily have won both races, but luck was not with him. On Saturday, Kaplan led until three-quarters of the way through the last lap when he lost power. John Kachadurian, driving his Porsche 996, had moved into position to capitalize, and he did just that, sweeping past to take an unexpected win. On Sunday, Kaplan again led, but this time it was far from comfortable as Kachadurian stayed right with him. The two traded the lead a couple of times and were side by side for a good share of the final lap. At the flag, Kachadurian got the better run and prevailed by a whisker over Kaplan, making it two for two for him

The second race group featured a mixture of P2, FE, FE2, FC, and FM. Scott Rettich walked away with the FE win both days, as did Brian Tomasi in FC, and Jerrett Voorheis in FM. The other two classes, however, were nail biters. Greg Gyann walked away with P2 and overall on Saturday as Tim Day Jr. dropped out of the race shortly after the green was waved - on Sunday, however, Day was back with a vengeance. Gyann and Day fought for the P2 lead ferociously, with Day leading the first half. Gyann caught him on lap eight of 13 and made his move going into Turn 12. Dare we say



DOUBLE UP

(MAIN) Brad McCall clinched the Touring 1 win both days. (ABOVE) In Formula Continental, Brian Tomasi took two trips to the top step of the podium. (RIGHT) Andrew Whitston locked in a pair of Formula Vee victories over tough competition.





what happened next? Yes, they came together and both were out. That put Armin Megregian into the P2 lead and a surprised FC competitor Brian Tomasi into the overall lead, albeit with FC racer Robert Armington in hot pursuit.

Entering the last lap, Armington got around Tomasi while threading traffic, but Tomasi was the recipient of a great tow from Turn 14 up the hill, allowing him to nip Armington at the flag by 0.215sec. Third overall

and first in P2 was Megregian, driving a brand-new Ligier JS-51 racer - likely the first in the U.S. Meanwhile, Matthias Soler-Obel took FE2 with Saturday's winner, Paul Schneider, in second.

In Spec Miata, Jim Drago was a double winner, although with a 44-car field, neither day was easy. Case in point, Drago's total margin of victory was 0.203sec - that's adding the margins from both days together! Sunday's SM race was marked by long yellows, but

that did not deter Drago, who triumphed over Danny Steyn, Chris Haldeman, and a number of others who were certainly in the hunt.

Group four's FF, FV, and F500 classes did not feature large fields, but the racing more than made up for it. K-Hill Racing entered three identical Mygale FF cars and they ran up front, as expected. Only Tim Kautz in his Piper DP-30 was able to stay with them. On Saturday, however, Kautz was a DNF, allowing the K-Hill cars to

dominate. Jonathon Kotyk took the win with teammate Robert Perona battling him all the way. Kautz was back on Sunday laying claim to the win, but it was not easy. Kotyk had another good run and stayed with Kautz the entire distance, taking the lead for a spell in the race's second half. On lap nine of 13, Kautz caught the draft right and re-passed into the fast and daring Turn 1 - a lead he was able to maintain to the end. Kotyk was second, with K-Hill fellow



runner Yuven Sundaramoorthy third and Jeffrey Bartz fourth.

Both Formula Vee races saw the identical last lap pass and win by Andrew Whitson. Both days, Whitson and Michael Varacins swapped the lead frequently and never were more than a few lengths apart. Further, on both days, Varacins led out of the last corner on the last lap only to have Whitson pop out of the draft and steal the win as they crossed the line. It worked beautifully on Saturday, but to have a carbon copy on Sunday was startling. Varacins may still be pounding his head over having the win snatched from him in the same fashion two days in a row.

Race group five was for the Production category cars, as well as GT-Lite and B-Spec. Both days the race group was rather processional, with the same class winners all having comfortable drives with little to no challenge. Overall, Jon Brakke simply motored off into the distance, leading as he pleased in his familiar red EP Mazda Miata. Tim Schreyer and Breton Williams finished second and third, Schreyer in a BMW 325 and Williams in a Miata. Eric Prill was equally as unchallenged in FP, bringing his Miata to a pair of wins and a fourth overall on Sunday.

“One expects this to be a race of constant change, with the lead up for grabs until the last breath”

The Brakke family had a very good weekend as Jon's brother, Mark, was a double winner in HP. Mark had an easy win on Saturday in his Mazda 2, but Daniel Meller made him work for it on Sunday. Meller led the first half of the race before being caught and passed. Meanwhile, Peter Zeckert took GTL with Kent Carter on top in B-Spec.

The Formula Atlantic, P1, and FB races of Group 6 also had a double overall winner, but it was a “ringer,” if you will. Mirl Swan, whose prep shop has fielded multiple Runoffs FA Champions, had entered Bill Gillespie in a Swift 016.a. However, in the days before the race, Gillespie had a conflict and had to bow out. Since the car was ready and on the way, Swan hurriedly went to Plan B.

A dozen years ago, Hans Peter had won three Runoffs crowns in FA and CSR cars for Swan. Mirl gave Peter a call, Hans dug around and found his old helmet - which had been unused for a good length of time - and

flew to the track. You see what's coming next, don't you? Yes, Peter picked right up where he had left off and easily stroked to wins in both Saturday's short hop and Sunday's feature.

On Sunday, Sedat Yelkin, in his first outing in a Swift 016.a fielded by K-Hill, initially kept Peter in sight, but Peter slowly and inexorably pulled away. Yelkin ran second for the first part of the go until Dudley Fleck reeled him in and passed for second place - that was a reversal of Saturday when Yelkin topped Fleck for second. On Sunday, Lee Alexander was fourth and J.R. Smart fifth. Smart finished both days with a very tired and sick engine, showing a good deal of mechanical sympathy by nursing an off-song mount home fourth and then fifth in class. Smart and the Pabst Racing Services crew kept all fingers crossed, and it worked. Nicho Vardis had the only competitive Formula 1000 car present and he loped to a pair of checkers in his JDR.

In the P1 category, Jason Miller had his Wynnurfst West-Kohler doing its two-stroke scream to good effect on Sunday. He led from the green flag to the checker, although never by a margin big enough to allow him to relax, with Jim Devenport keeping

SPEC RACING

(LEFT) Bobby Sak may have finished second in Saturday's 43-car SRF3 field, but he came back with a win on Sunday that was so close an official margin of victory was not given.



CHUCK HILL RECEIVES WISCONSIN GOVERNOR'S AWARD

The Wisconsin Governor's office, in conjunction with Road America, periodically honors an individual for his or her service to motor racing in Wisconsin. The Governor's Trophy was first awarded in 1987, and has been given over 20 times since then, always in conjunction with the June Sprints. This year's recipient was Charles B. (Chuck) Hill III.

While not well known as a driver or a national figure, Hill has nonetheless had a profound effect upon the racing scene in Wisconsin and Road America. His decades of selfless service partially concluded this past winter as he retired from the Road America board of directors after 33 years of service, the last 17 as the Secretary of the Board.

Hill first came to the track in 1955 - for the very first race. He quickly got involved as a paddock marshal and in Timing and Scoring. His “need for speed” initially involved autocross competition, but he then moved into road racing, specifically in the GP class. He was the Central Division class champion in 1977 and '78. Following that, he retired from the cockpit to focus on his family and career. He remained involved in the sport as an official, being SCCA's Chicago Region RE in 1983. He started a formal steward's program and was the National Chief Steward for a number of years, and then was elected to the Road America board in 1985.

It was in recognition of a full body of work, not only to Road America, but also to racing in general, that the 2018 Governor's Trophy was awarded to Chuck Hill.

Tom Schulz

Apex Performance

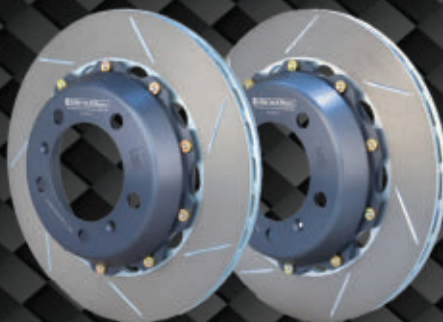
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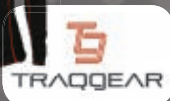


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him in sight for most of the race. However, on the penultimate lap, Daryl Shoff finished off a long chase of Devenport by squeaking past him for second place in class. Devenport wound up third. This was a change from Saturday's race, which went quite differently. During that battle, Miller took off at the green and proceeded to build a very big lead - all was well until Turn 12 of the last lap when the water pump on the Kohler six cylinder broke, ending his race marginally early. Devenport, meanwhile, was in position to take the class win.

The GT1, GT2, GT3, T1, and American Sedan races appeared somewhat processional, although in the cars we're sure it never felt that way. Local star Cliff Ebben was present with his GT1 Trans Am Ford Mustang, and that was all she wrote. Ebben

**"This is certainly...
one event every
self-respecting racer
has to have on his
or her resume"**

was absolutely unchallenged; easily taking wins both days over the Corvette of Dave Ruehlow. The American Sedan race also went completely as expected with nobody running in the same county as Andy McDermid. Jonathon Start was the GT2 winner in a Dodge Viper while Brad McCall took T1 in a Porsche GTS.

This brought us to the final battle of each day, the always-boisterous SRF3 race. One expects this to be a race of constant change, with the lead up for grabs until the last

breath - and on both days, so it was. Saturday's shorter go was exemplified by the last lap where John Black was in the lead as they went through Turn 3 for the final time and, at the checker, he was fifth! Brian Schofield, meanwhile, came through the ruckus to take the win.

Sunday's feature was more of the same - but more so. The start was very slow and late, with Schofield moving into the lead going into Turn 5 - he was followed by Bobby Sak, Trey Ayers, Scott Rettich, and Robison Clay Russell. Lap two saw Sak move into the lead while Ayers took over the point on the third time around. Russell Sak, Rettich, and Schofield followed, and they began to inch away from the group. Russell led laps four and five, with Sak in front for the



next three. Black moved up from the second group and mixed it up, taking over the lead on the ninth lap. Sak led lap 10, Sak led lap 11, and at the end of lap 12 - with one to go - Black inched into first just ahead of Sak and Rettich. Into Turn 12 it was Sak in first. Into Turn 14, the tricky last corner, last lap, Sak still led. Up the hill, under the checker, across the stripe, and the winner

SWEET VICTORY

(LEFT) In a tight 44-car field, Spec Miata racer Jim Drago (2) managed to pull off an impressive double victory weekend. (BELOW, CLOCKWISE from TOP LEFT) Group 2 saw John Kachadurian claim double wins in Touring 2; Hans Peter returned to FA and showed he still had it; Mark Brakke claimed a pair of HP wins in his Mazda 2; Tim Kautz saw problems during Saturday's FF race but pulled off a Sunday win; Jon Brakke dominated EP competition all weekend.



is - Scott Rettich! In a move that was undoubtedly as much skill as it was luck, Rettich gauged the draft perfectly, saw the slightest opening between Sak and the pit wall, and made his move. Sak was just a nose behind, with Schofield third and Black fourth. It was a 52-mile race and Rettich led only the last couple of inches.

Folks, this finish was so close it came down to a line judge, and an

official margin of victory was never given, probably because one could not be calculated. It was that close.

So ended another June Sprints - the latest in an unbroken line, which began in June 1956. This is certainly SCCA's longest continuous running road racing event, and one that every self-respecting racer has to have on his or her resume. We'll see you next year! 🏁

JUNE SPRINTS HOOSIER SUPER TOUR

ROAD AMERICA | Elkhart Lake, Wis. | June 15-17, 2018

SATURDAY

GT1: (10 starters) 1. Cliff Ebben (Ford) 2:09.180; 2. Dave Ruehlow (Chevrolet); 3. Joseph Freda (Chevrolet); **GT2:** (5 starters) 1. Jonathan Start (Dodge) 2:17.738; 2. Scott Sanda (Ford); 3. Richard Ruckh (Chevrolet); **GT3:** (1 starter) 1. Steve Kohli (Honda) 2:36.149; **GTL:** (4 starters) 1. Peter Zeckers (Nissan) 2:41.116; 2. Roy Lopshire (Toyota); 3. Bill Meyer (Toyota);

AS: (6 starters) 1. Andrew McDermid (Ford) 2:29.061; 2. Gregory Eaton (Ford); Matt Jensen (Chevrolet); **EP:** (11 starters) 1. Jon Brakke (Mazda) 2:32.005; 2. Tim Schreyer (BMW); 3. Breton Williams (Mazda); **FP:** (8 starters) 1. Eric Prill (Mazda) 2:35.210; 2. Ken Kannard (Mazda); 3. Michael Sturm (Mazda); **HP:** (6 starters) 1. Mark Brakke (Mazda) 2:44.121; 2. Steve Sargis (Triumph); 3. Daniel Meller (Datsun);

T1: (3 starters) 1. Brad McCall (Porsche) 2:25.349; 2. Bill Collins (Chevrolet); 3. Chris Edens (Mazda); **T2:** (17 starters) 1. John Kachadurian (Porsche) 2:28.088; 2. Michael Lavigne (Ford); 3. Alan Kossof (Porsche); **T3:** (6 starters) 1. Austin Allison (Mazda) 2:41.158; 2. James Berlin (Nissan); 3. Eric Palmer (Mazda); **T4:** (6 starters) 1. Richard Dickey (Mazda) 2:42.067; 2. Thomas Bernacki (Mazda); 3. James Ebben (Mazda); **SM:** (43 starters) 1. Jim Drago 2:45.301; 2. Michael Carter; 3. Michael Gagliardo; **STU:** (5 starters) 1. Kevin Koelemeyer (Honda) 2:35.732; 2. Billy Roberts (Mazda); 3. Whitfield Gregg (Mazda); **STL:** (16 starters) 1. Danny Steyn (Mazda) 2:34.656; 2. David Palfenier (Mazda); 3. Justin Elder (Mazda); **BS:** (4 starters) 1. Kent Carter (Honda) 2:59.640; 2. Joseph Gersch (Mazda); 3. Stephanie Anderson (Mazda);

SRF3: (43 starters) 1. Brian Schofield 2:32.495; 2. Bobby Sak; 3. Scott Rettich; **P1:** (7 starters) 1. Jim Devenport (Norma) 2:07.071; 2. Darryl Shoff (Elan); 3. Chip Romer (Elan); **P2:** (7 starters) 1. Gregg Gyan (Stohr) 2:11.656; 2. Armen Megregian (Ligier); 3. John Patrick Witherspoon;

FA: (8 starters) 1. Hans Peter (Swift) 2:03.371; 2. Sedat Yelkin (Swift); 3. Dudley Fleck (Swift); **FB:** (2 starters) 1. Nicho Vardis (JDR) 2:10.454; 2. Mike Beauchamp (Van Diemen); **FC:** (6 starters) 1. Brian Tomasi (Van Diemen) 2:16.209; 2. Devin Lesueur (Van Diemen); 3. Robert Armington (Van Diemen); **FE:** (11 starters) 1. Scott Rettich 2:17.496; 2. Becker Reardon; 3. Dean Oppermann; **FE2:** (9 starters) 1. Paul Schneider 2:16.765; 2. Mathias Soler-Obel; 3. Max Grau; **FF:** (8 starters) 1. Jonathon Kotyk (Mygale) 2:26.415; 2. Robert Perona (Mygale); 3. Jeffrey Bartz (Van Diemen); **FM:** (4 starters) 1. Jarret Voorhies 2:19.750; 2. Bryce Cornet; 3. Nathan Rattion; **FV:** (6 starters) 1. Andrew Whitston (Protoform) 2:45.850; 2. Michael Varacins (Speed Sport); 3. Alexander Bertolucci (Citation); **F5:** (4 starters) 1. Aaron

Ellis (Ellis) 2:25.628; 2. Steven Jondal (Red Devil); 3. Herb Noble (Scorpion)

SUNDAY

GT1: (8 starters) 1. Cliff Ebben (Ford) 2:08.711; 2. Dave Ruehlow (Chevrolet); 3. Richard Grant (Chevrolet); **GT2:** (3 starters) 1. Jonathan Start (Dodge) 2:19.150; 2. Scott Sanda (Ford); 3. Richard Ruckh (Chevrolet); **GT3:** (no starters); **GTL:** (4 starters) 1. Peter Zeckert (Nissan) 2:41.171; 2. Roy Lopshire (Toyota); 3. Bill Meyer (Toyota);

AS: (5 starters) 1. Andrew McDermid (Ford) 2:29.875; 2. Gregory Eaton (Ford); 3. Matt Jensen (Chevrolet); **EP:** (12 starters) 1. Jon Brakke (Mazda) 2:33.156; 2. Tim Schreyer (BMW); 3. Breton Williams (Mazda); **FP:** (8 starters) 1. Eric Prill (Mazda) 2:37.074; 2. Ken Kannard (Mazda); 3. Mike Gnadt (MG); **HP:** (6 starters) 1. Mark Brakke (Mazda) 2:45.009; 2. Nick Engels (Toyota); 3. Greg Gauper (Honda);

T1: (1 starter) 1. Brad McCall (Porsche) 2:26.853; **T2:** (14 starters) 1. John Kachadurian (Porsche) 2:28.148; 2. Aaron Kaplan (BMW); 3. Michael Lavigne (Ford); **T3:** (5 starters) 1. James Berlin (Nissan) 2:40.877; 2. Austin Allison (Mazda); 3. Patrick Price (Nissan); **T4:** (5 starters) 1. Thomas Bernacki (Mazda) 2:42.787; 2. James Ebben (Mazda); 3. Richard Dickey (Mazda); **SM:** (44 starters) 1. Jim Drago 2:45.132; 2. Danny Steyn; 3. Chris Haldeman; **STU:** (4 starters) 1. Kevin Koelemeyer (Honda) 2:34.807; 2. Billy Roberts (Mazda); 3. Whitfield Gregg (Mazda); **STL:** (17 starters) 1. Danny Steyn (Mazda) 2:34.738; 2. David Palfenier (Mazda); 3. Cliff Ira (Acura); **BS:** (4 starters) 1. Kent Carter (Honda) 3:00.210; 2. Joseph Gersch (Mazda); 3. Fritz Wilke (Ford);

SRF3: (42 starters) 1. Bobby Sak 2:32.626; 2. Scott Rettich; 3. Brian Schofield; **P1:** (8 starters) 1. Jason Miller (WynnFurst) 2:07.999; 2. Darryl Shoff (Elan); 3. Jim Devenport (Norma); **P2:** (7 starters) 1. Armen Megregian (Ligier) 2:17.057; 2. Dennis Cox (Radical); 3. Mark Schnell (Carbir);

FA: (8 starters) 1. Hans Peter (Swift) 2:05.507; 2. Dudley Fleck (Swift); 3. Sedat Yelkin (Swift); **FB:** (Nicho Vardis (JDR) 2:11.929; 2. Mike Beauchamp (Van Diemen); **FC:** (6 starters) 1. Brian Tomasi (Van Diemen) 2:16.027; 2. Robert Armington (Van Diemen); 3. Bill Johnson (Van Diemen); **FE:** (11 starters) 1. Scott Rettich 2:17.666; 2. Becker Reardon; 3. Dean Oppermann; **FE2:** (9 starters) 1. Mathian Soler-Obel 2:16.610; 2. Paul Schneider; 3. Rhett Parkay; **FF:** (8 starters) 1. Tim Kautz (Piper) 2:26.398; 2. Jonathon Kotyk (Mygale); 3. Yuven Sundaramoorthy (Mygale); **FM:** (4 starters) 1. Aaron Ellis (Ellis) 2:24.603; 2. Steven Jondal (Red Devil); 3. Darrel Greening (Red Devil).

HEAD GEAR

Nearly every SCCA member owns a helmet, and since you have to wear it, you might as well make it fun | WORDS Jason Isley | MAIN IMAGE Perry Bennett

A helmet is the essential piece of safety equipment that just about every SCCA competitor owns. Sure, many autocrosses have loaner helmets and RoadRally does not require one but, for the most part, every competitor has one. You don't have to be relegated to wearing a generic white appliance on your head - so why not make a design to match your personality?

Troy Lee was not the first fellow to paint a helmet, but he's arguably the most well known. "I started when I was 11," says Troy Lee, founder of Troy Lee Designs (TLD). "My dad was an artist, my grandfather was a painter and a racer. I would spray my helmets and my dad would pinstripe them."

As Lee got older, custom helmets became a way to supplement his own racing. "I was making money painting helmets while I was racing," Lee explains. "I was painting helmets for other motocross racers [and] eventually I figured out I wasn't going to be a professional racer, so I got more serious about the business. My mom named the company - it wasn't supposed to have my name on it, but it worked out."

Today TLD produces about 750 hand-painted helmets a year, along with having a line of replica motocross helmets. "We paint 15 a week," Lee says. "I draw half of them myself. If someone doesn't know what they want, we can figure it out, because at the very least they know what they don't want. Sitting down with the customer and designing something is still the most fun part of my job."

To get a better idea of how



LOOKING SHARP

(MAIN) Custom graphics on helmets range from mild to wild, with painted (left) or vinyl wrapped (right and TOP) options being limited only by your imagination and budget.

the process works we spoke to Mark Wilson, who manages the paint shop at TLD - he explains that it can cost anywhere from \$300 to \$3,000 for your helmet to be painted by TLD. "It varies," Wilson says. "The design work, the amount of hours that go into it; is there letter, gold leaf, hand painted or air brushed, what kind of theme?"

That's not to say TLD is the only game in town, but regardless of which company you choose, there are some tips to making the process easier. The more information you can supply the artist, the easier it will be for them to create a design for you - maybe there's another helmet design you like or you want to complement the graphics on your car, or perhaps there's

a cartoon theme you like. But it may take some time to see your vision come to life. "We have a number of painters and they specialize in different types of design," says Wilson, noting, "We are always booked months in advance. An average helmet takes about 12 hours to paint."

If you plan to go with a hand-painted helmet, a new white helmet is the preferred canvas, but they can work with used ones that are in good condition. "We sand down a used one and paint them white so we have blank canvas to work from," says Wilson.

Another avenue for custom helmet graphics is a wrap. We spoke to Owen Palmer of 5zero4 Designs about this option. While Palmer typically spends his time

doing graphics on racecars and motorcycles, he has produced a few helmets. "I have wrapped 12 or 13, not many, mostly for people I know," says Palmer. "It's nice to wrap a helmet to match a car that I did."

A helmet wrap can be a more cost-effective option, although it may not be as durable as paint. "A couple of stripes can be \$60 to \$70; a full wrap with a lot of detail can cost \$700 to \$800," he says, noting that if a helmet is available in a base color that is part of your graphic scheme, that can save you money. And, similar to painting, vinyl can be applied to new or used helmets.

Need a new helmet to start the creative process? The two pages that follow have a number of suggestions for you. ☺





Hirotake Arai created the first helmet in Japan for his own protection, not just for business. To this day, the Arai company is still owned and operated by the Arai family, driven by the same motivation of superior protection that drove Hirotake. Arai has never forgotten the most important function of a helmet – protection – which is why Arai focuses on The Consistent Pursuit of Gains in Protection. www.araiamericas.com | (610) 366-7221



GP-6S M6

Using the same shell shape engineering as the state-of-the-art GP-6RC, the GP-6S is found on the top step of podiums around the world every weekend. The single intake/single exhaust vents provide excellent ventilation performance. FIA 8859-2015 and Snell SA2015 certified, and includes factory installed M6 washers and nuts for head and neck restraint systems. **\$859.95**



GP-5W

Favored by touring, rally, and sports car drivers for its wide 90mm (approx. 3.5 inch) eye port, the GP-5W offers enhanced peripherals while leveraging more than 50 years of legendary Arai safety, comfort, and design experience. FIA 8859-2015 and Snell SA2015 certified, and includes factory installed M6 washers and nuts for head and neck restraint systems. **\$809.95**



GP-J3

The lines of the GP-J3 are sculpted around a complex energy management system with a focus on driver comfort. The updated and improved shell shape and construction incorporate extended facial coverage with sculpted "FCS" cheek pads for improved support on longer stage races. Meets Snell SA2015 and FIA 8859-2015 standards. **\$629.95**



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R1-CF GLOSS CARBON

The Roux R-1CF Gloss Carbon helmet is SNELL 2015 and FIA 8859 rated. It includes an integrated water drink tube with quick disconnect, complete radio gear with noise cancelling microphone and speaker pods, COOL-X integrated water cooling system, HANS anchors, and the RELEASE emergency helmet removal system. It also comes with a dark smoke shield, extra shield hardware, and three different size cheek pads for custom fitting. **\$1,399**



R1-C COMPOSITE

The Roux R-1C Composite helmet is SNELL 2015 and FIA 8859 rated. It includes an integrated water drink tube with quick disconnect, complete radio gear with noise cancelling microphone and speaker pods, COOL-X integrated water cooling system, HANS anchors, and RELEASE emergency helmet removal system. It also comes with a dark smoke shield, extra shield hardware, and three different size cheek pads for custom fitting. Available in silver only. **\$899**



R1-F FIBERGLASS

The Roux R-1F Fiberglass helmet is SNELL 2015 rated. It includes an integrated water drink tube with quick disconnect, complete radio gear with noise cancelling microphone and speaker pods, HANS anchors, and RELEASE emergency helmet removal system. Available in matte black or gloss white. **\$549 \$399** (without accessories, in gloss white only)



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REVO CARBON

The all-new REVO CARBON Snell SA2015 full-face helmet provides a premium fit and style option to the helmet line with a carbon finish. Across the chin bar and crown of the helmet are the polished aluminum grill guards of the Siphon 12 Ventilation Network, a system of six intake ports, two forehead ports, and four rearward exhaust ports designed to move heat out of the helmet. Includes a soft knit, hypoallergenic, padded flame retardant liner with removable cheek pads and optically corrected clear view shield.



Two race drivers who shared the same passion for motorsports founded Sparco in 1977. Sparco has grown to be the largest manufacturer of automotive safety equipment in the world. Sparco's ambition for producing the safest driving suit possible is still the number one priority for the company.

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SKYRF-7W

The Sky RF-7W has a carbon fiber outer shell reinforced with layers of carbon-Kevlar. It includes a wider eye opening that can be used for open wheel or closed cockpit driving and features multiple exterior vents to increase circulation to a redesigned interior, cooling the driver reducing the chance of visor fogging. The Sky RF-7W has been designed to accommodate a drink tube and an intercom system. Comes with Hans clips pre-installed. FIA 8859-2015 and Snell SA2015 approved.

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HELPING HANDS

SCCA Foundation supports students and veterans via a pair of worthy programs

WORDS Jeff Jacobs, Vice Chairman SCCA Foundation | **MAIN IMAGE** Roger H. Johnson



Michael Cobb

Several of my articles this year have featured different aspects of the SCCA Archives that are being sorted, catalogued, and preserved at the International Motor Racing Research Center in Watkins Glen, N.Y., with funding coming from the SCCA Foundation. By now, most SCCA members know that the SCCA Foundation is a key promoter and financial supporter of the teen-driving program called Tire Rack Street Survival. Less well known are two other important programs that the SCCA Foundation funding helps support: Formula SAE competitions and VETMotorsports.

To support the next generation of young automotive designers and engineers, for 2018 the SCCA Foundation funded the bottled water supply for the national FSAE competitions in Michigan and Lincoln, Neb. These competitions represent the culmination of hours of work by students to hand build a racecar that will stand up to numerous tests including an endurance run and an autocross course. Students compete against schools from across the nation as well as a few international teams. While this year's Lincoln competition started out soggy, the summer heat followed quickly behind making the 20,000 bottles of water an essential element to the hundreds of students and volunteers participating in the weekend.

In addition, the Foundation continues its sponsorship of two major awards presented at the Tire Rack Solo National Championships each year. The Carroll Smith Mentor's Cup is presented to recognize the important role played by each faculty adviser in support of their team of dedicated students and competitors - Carroll Smith was a trained engineer, Navy pilot, racecar driver, and author. The Dr. Bob Woods Cup, named in honor of Dr. Bob Woods of the University



INVOLVED
From helping place veterans behind the wheel at autocrosses via the VETMotorsports program (TOP) to assisting in any way possible at FSAE competitions (ABOVE), SCCA Foundation's involvement in the motorsports community is diverse.

of Texas, Arlington, recognizes the top finishing student driver in the Formula SAE competition at the Solo National Championships each year.

On the other end of the spectrum is SCCA Foundation's support of the Veteran Empowerment Through Motorsports (VETMotorsports) program, with the partnership proudly succeeding and growing through its second year. VETMotorsports works to integrate veterans into an active race team or facilitate their participation in a motorsports event like autocross, focusing on disabled veterans and their abilities instead of disabilities, demonstrating their value, and helping heal and empower through participation. SCCA Foundation funding has provided several veterans with the opportunity to compete in SCCA autocross events like the CAM Challenge in California and the ProSolo in Texas. In fact, SCCA President and CEO Mike Cobb recently shared his CAM Camaro with veteran Steve Estrada at the Texas event through the VETMotorsports program.

Peter Cline, Executive Director and Founder of VETMotorsports, continues

"The competitions represent the culmination of hours of work by students to hand build a racecar"

to seek additional opportunities to work with SCCA Regions to match local event opportunities with veterans who have expressed interest in the program. "VETMotorsports will be running three events in the San Francisco Region with our volunteer base," explains Cline. "I'm excited about this opportunity, which was a direct result of our participation in the CAM Challenge, and we are greatly appreciative of the support and efforts by the SCCA, SCCA Foundation, and our volunteers."

The SCCA Foundation's support of both these terrific programs is possible due to the generous donations made throughout the year on the (newly updated) Foundation webpage, sccafoundation.org, by SCCA members who donate when they renew their memberships, and by the proceeds of the annual Foundation sweepstakes (winformula1trip.org). 📍

ALWAYS READY

For William Carter, Emergency Services is a job you can never take lightly

WORDS James Kearney | MAIN IMAGE Courtesy William Carter

Will Carter and his teammates have an off-on switch. They sit in an idling emergency services truck fully outfitted and ready to go. "On a really good day, we watch the cars go around and everybody gets to go home safe," he says. But when the fertilizer hits the ventilator, the truck moves quickly. "We constantly monitor the radio, and when a corner calls in an issue, we are ready to move the moment Race Control dispatches us. We are in our fire suits, and [we] put on our helmets as we roll." There is a team of four in the vehicle and Will rides shotgun, formulating the plan for how to approach the scene.

"The first thing we are trained to look for is whether there is anything there that can hurt us and prevent us from doing our job," Will says. They scan the environment for a variety of factors. Where there is an accident, the first issue is whether they can establish a safe zone in which to address the situation. They need to position their vehicle and other safety trucks in such a way that it is safe for the workers to get out of the truck to address the incident. Everything they do, they do as a team. "Running around on a hot racetrack requires that someone have your back," he points out, noting that at the scene his head is on a swivel. "And you have a teammate who is close enough to put his hand on your shoulder."

Will once arrived on an accident scene where one car was atop the other. "The guy in the car on top got out quickly, but the other driver was pretty anxious," he says. Will introduced himself by name, identified his role, and assured him in a calm voice that everything was going to be OK. "You have to remain calm yourself or they won't believe you," he says.

They conduct a quick assessment of the driver's condition. "If they're talking, they're breathing," he points out. "If they are dazed, I'll ask them some questions, like what's their name, do they know where they are, or how



SURPRISED
Emergency Services worker William Carter tries to be ready for anything that happens at the track (TOP), but that doesn't mean he wasn't taken by surprise at the 2017 Runoffs when SCCA President Mike Cobb (ABOVE, left) presented him with a Worker of the Year award.

many quarters make up \$1.50?" But if there is immediate danger such as fire, they act quickly and ask questions later.

If there is any impact, the driver is going to get a ride on the bus, also known as the ambulance. "All drivers claim to be OK," Will says. "They are worried about the condition of their car, [but] we don't take any chances."

Will is mindful that in his role he is never meeting people during their best day. "But they still get to go home," he notes.

He had a terrifying moment when a car at High Plains Raceway hit a Jersey wall and burst into flames. Arriving at the scene was like a driving into war zone. "It had been a big impact and both the car and the surrounding grass was aflame," he tells. "I used a fire bottle to beat down the flames so I could get to the passenger door as the car was

tight along the wall on the driver's side. When it wouldn't open I had to return to the truck for a crowbar. We managed to pull him out through the passenger side and I dragged him to the other side of the truck." Their training kicks in at moments like these. There are so many considerations. Is immediate treatment necessary for serious bleeding or lack of a pulse? Is the ambulance almost here? Is fire a possibility? Will was so intent on the rescue that he didn't realize that at one point he was on fire as well as the driver. "It shook me up for a couple of weeks - I had some difficulty sleeping," he says. "But we have a great team, we debrief together, and we look out for one another when someone has been through something like this."

Will points out, however, that most of their calls are not dramatic. Mostly, they are called to tow a car back to the paddock. But the same training is required to handle seemingly straightforward tasks. "You have to have your wits about you," he points out. "You need to assess every scene for the possible dangers and act accordingly." Out on a hot track, things can go wrong quickly and vigilance must be second nature. "We take our role very seriously. We have a good time as well, but we are determined to keep things as safe as possible."

Will has lived in the Denver area all his life. His dad, Kevin Carter, had been a long time emergency services worker and assembled a solid team and recruited Will into the fold. "At some point he wanted to do other things, and so it was now my team," he laughs. Dad also convinced his son to attend his first Runoffs in 2017 at Indianapolis - and he made sure to get him to the dinner where the awards were announced. Will was totally surprised to receive the Emergency Services Worker of the Year Award. "I am so honored to receive it on behalf of my great team," says Will. "We do everything as a team, and that includes receiving this award." 🍷

12-29 DAYS

Bonnie Lines Aarseth	Oregon
Gregory B. Abbott	Cal Club
Phil P. Alspach	Ohio Valley
Paul Anderson	Wash DC
Virginia H. Anderson	Wash DC
Ken Anderson	Wash DC
Justin Arnette	N Carolina
Ray Bareiss	San Francisco
Cathy C. Barnard	S Texas Border
Kathleen Barnes	New England
Bradley A. Bastian	Blackhawk Vly
Barry J. Bean	Nebraska
Beth Bean	Nebraska
Duane J. Belisle	South Bend
Douglas A. Berger	Oregon
Charlene L. Bettinger	Wichita
Bruce H. Bettinger	Wichita
Jennifer Bicket	San Francisco
Scott C. Boito	E Tennessee
Nick Boley	Colorado
James E. Brostek	Wash DC
Christopher R. Buccola	Chicago
Ann K. Burke	Detroit
Jerry L. Cabe	Guam
Robert L. Cage	Wash DC
Daniel Cain	Cal Club
Tracy Cain	Cal Club
John M. Callahan	Florida
Michael Ryan Cantu	San Francisco
Edward M. Capullo	New England
John Joseph Carnevale	South Jersey
George Carpenter	Ohio Valley
Madison Carpenter	Ohio Valley
Ann R. Chamberlain	San Francisco
William W. Chamberlain	San Francisco
Arline Chrt	Chicago
Kenneth W. Chrt	Chicago
Heather Clark	N Carolina
Mike A. Collins	Cal Club
Ian E. Cook	San Francisco
Dwight K. Cooke	N Carolina
Stuart S. Cowitt	Cent Florida
Kenneth C. Cramer	Milwaukee
Robert Lee Crawford	Wash DC
Robert Crawford	San Francisco
Christine Cwiklinski	Milwaukee
Elizabeth Dawson	Cent Florida
Lisa Diamond	San Francisco
Dian E. Dingle	Susquehanna
Earnest G. Dingle	Susquehanna
Bruce Dover	N Carolina
Patty L. Dwyer	San Francisco
James E. Dwyer	Land O'Lakes
Rick Edwards	N Carolina
Linda E. Fanning	New England
Scott Kevin Farrell	Florida
David Fyffe	Cal Club
Paul Gauzens	Atlanta
Robert Gendron	Cent Florida
Sandy K. Gentry	N Carolina
Jim Gillen	Land O'Lakes
Kathy Gillen	Land O'Lakes
Brian Glaze	Cent Florida
Scott Goodrich	Oregon
Timothy R. Gordon	Ohio Valley
Susan W. Green	Blackhawk Vly
Michael B. Hamilton	Cincinnati
Duane L. Harrington	Neohio
Kenneth Harwood	Wash DC
Marilyn Harwood	Wash DC
John Joseph Hayes	South Jersey
Carl G. Hayssen	New England
William H. Heath	Cent Florida
Joseph L. Helser	Blackhawk Vly
Douglas D. Hendrickson	Blackhawk Vly
Dave Hermann	Blackhawk Vly
George T. Heyl	San Francisco
Ryan Edward Higgins	Milwaukee
Dale S. Hoag	San Francisco
Patrick Hoban	Florida
Dan Hodge	Ohio Valley
Taryn L. Hodge	Ohio Valley
Daniel A. Hoffman	New England

Robert V. Holcomb	Central NY
Randall Holtom	Ohio Valley
Shelia P. Hunter	Wash DC
Lynne Huntting	San Francisco
Charlene Irwin	Cal Club
Thomas Arthur Irwin III	Cal Club
Don W. Johnson	Buccaneer
Jim Johnstone	Lone Star
Kim Joiner	Blackhawk Vly
Michael Thomas Joseph	San Francisco
Edward Kajko	Colorado
Barry Kaplan	Steel Cities
Richard Kase	Blue Mtn
Adam J. Koback	NE Penn
Marianne Krauss	New York
Karen O. Lamm	San Francisco
Bradley Lau	Hawaii
John C. Leps	Cent Florida
Kenneth C. Loerch	St Louis
Gayle S. Lorenz	Wash DC
Marianne C. Lyons	New England
Alec MacPhail	San Francisco
Raymond J. Maliszewski	South Jersey
Timothy Martin	Cent Florida
Marty Martin	Oregon
Gregory L. Martin	San Francisco
Alfred C. Matthews	N Carolina
Clifford L. McCandless	Mahoning Vly
Lowell McClure	Neohio
Michelle L. McColl	Colorado
Fred L. McKinney	N Carolina
Brent McNaul	Lone Star
Gary Meeker	San Francisco
Alan J. Mertens	San Francisco
Douglas B. Mitchell	Detroit
Earl J. Myers	Ohio Valley
Douglas T. Myers	New England
Michael Neff	San Francisco
Phyllis Nelson	St Louis
John H. Nelson	St Louis
Robert Newberg	Blackhawk Vly
Joe Novak	San Francisco
Bernie Novak	San Francisco
Ron Offutt	Buccaneer
Michael O'Halloran	Cent Florida
Peter G. Olivola	Colorado
R. Allen Olmstead	New England
Phillip Osborne	Ohio Valley
Kenneth B. Overstreet	Cent Florida
Lenore Panas	N New Jersey
Jennifer Paradis	Atlanta
Genie Parsons	Cal Club
Kenneth B. Paton	Oregon
Denise M. Patten	New England
Dewitt A. Payne	Susquehanna
Lois Petersen	Arizona
Walter Petroff	Finger Lakes
Tom Phillips	Cincinnati
Robyn Pritchard	Cent Florida
Robin Ragaglia	Cent Florida
Jeffery Reglin	Chicago
Arthur G. Robbins	Wash DC
Steven D. Roberts	Kansas City
Tracy Roper	Cal Club
Bill Roper	Cal Club
Marilyn Russell	Fort Wayne
James Schanz	South Jersey
Ari Schanz	South Jersey
Christopher H. Schimmel	N Carolina
James H. Schmuck	Chicago
Janet E. Schmuck	Chicago
William K. Schubert	Chicago
Tobin Schuster	Milwaukee
Marie E. Sheehe	Finger Lakes
E. Ronald Shellenberger	Wash DC
Eric Shuman	Cal Club
William P. Skibbe	Houston
Greg Skotnicki	NE Penn
Sara F. Snider	N Carolina
Lance R. Snyder	Atlanta
Mark Sommer	NW Ohio
Catherine Stegeman	Chicago
Michael Stegeman	Chicago
Michael A. Stiller	Wash DC

Barry E. Streets	San Francisco
James David Streig	San Francisco
Richard A. Stubendorff	San Francisco
John R. Sutton	Chicago
Leigh W. Swan	Colorado
Courtney Swanson	Blackhawk Vly
Jim Taylor	N New Jersey
Donna Tonkin	Ohio Valley
Patricia Travers	New England
Judith Troemel	Milwaukee
Megan Tyler	Cincinnati
Connie J. VanSchuyver	Houston
Trisha M. VanWestenberg	Cont'l Divide
Stanley Wantland	Wash DC
Judith L. Warren	Wash DC
Andrew C. Welden	Indianapolis
Ashlyn Elizabeth Wensil	Cent Carolinas
Nathan Wesley White	Cent Carolinas
Carl H. Wieman	Des Moines Vly
John A. Willes	Cent Carolinas
Thomas Wilson	Florida
Nikki Wilson	Florida
Dave Yahn	Milwaukee
John (Skip) H. Yocom	Oregon
Sue Young	Indianapolis

20-29 DAYS

Olaf C. Abrahamson	Chicago
Blondie Anderson	Land O'Lakes
Robert Anderson	New England
Janet C. Berry	Arkansas
Gloria Jean Blaha	Indianapolis
Bill Blake	San Francisco
George J. Bloeser	Philadelphia
Judith Bloeser	Philadelphia
Robert Brookfield	N Carolina
Helga Brunner	San Francisco
Bruce Brunner	San Francisco
Linda M. Capullo	New England
Sandra L. Carreiro	San Francisco
Nan Conant	San Francisco
Rhonda L. Corbitt	San Francisco
Robert L. Corbitt	San Francisco
Robert W. Cowie	Cincinnati
Marcy H. Crawford	San Francisco
Jim Creighton	Atlanta
Kevin S. Cullen	San Francisco
Allen Davis	San Francisco
Donald Drennon	Cent Carolinas
William J. Dwyer Jr.	San Francisco
Robert (Rocky) Entriken	Salina
Nancy L. Eubel	San Francisco
Michael Finn	Florida
William Forman	Wash DC
J. Ron Gentry	N Carolina
Marc A. Gerstein	Philadelphia
Louis J. Giallanella	N New Jersey
Mona Gilbert	San Francisco
R.J. Gordy	San Francisco
Joseph H. Gray	Susquehanna
Sandra L. Gray	Susquehanna
Lon G. Hake	Blackhawk Vly
Lynne Hanushek	South Jersey
George (Smokey) Harper	Northwest
Dorothy Harrington	Neohio
Elizabeth R. Harrison	Wash DC
James R. Harrison	Wash DC
Todd Andrew Heilicher	Chicago
Paul D. Helberg	San Francisco
Stephanie G. Helberg	San Francisco
Wanda Helser	Blackhawk Vly
James R. Hooker	Cent Florida
Maggie Jardine	Cal Club
Charlie Johnson	Blackhawk Vly
Tony Jorgensen	Milwaukee
Claire Kelly	San Francisco
Jim Kosco	Florida
Robert Kosky	Great River
Paul Krysiak	New England
Don Landers	San Francisco
Mick Levy	Central NY
Ron Long	Cincinnati
Fran Martin	Cent Florida
Barbara A. Mayes	S Carolina

Robert F.P. Mayes	S Carolina
Barbara McClellan	San Francisco
Karen S. McCoy	Oregon
Kennedy King McElroy	Lone Star
Kathy L. McLeod	Wash DC
Paul McLeod	Colorado
Elisabeth McLeod	Colorado
Timothy G. Meddaugh	Glen
Meg Meyer	South Jersey
Richard I. Mitchell	Atlanta
Mary C. Patterson	Des Moines Vly
Morris A. Pendleton	N Carolina
Karen Petersen	New England
Jerald J. Platsis	San Francisco
Pedro Prado	Cent Florida
Seth A. Reid	San Francisco
Richard Roberts	Milwaukee
Mary Lou Robson	San Francisco
Jim Rogaski	San Francisco
David G. Rollow	Atlanta
John Schmale	San Francisco
Stephen R. Spector	Wash DC
Paula D. Spencer	Chicago
Samantha J. Stoker	San Francisco
Dean J. Stoker	San Francisco
David E. Sullivan	Chicago
John Switzer	Cent Florida
Arthur K. Tapley	Texas
C. David Teal	South Jersey
Dennis Troemel	Milwaukee
Benjamin Tyler	Cincinnati
Marcia L. Ulise	San Francisco
Peter Watson	New York
Heidi S. Weir	Wash DC
David C. Welsh	Cent Florida
Liz Yates	Cent Florida
Ute Zettlitzer	Texas
Thomas A. Zink	Wash DC

30-39 DAYS

Joyce P. Bakels	Cent Florida
Wanda K. Cecil	S Carolina
Toni Creighton	Atlanta
James Crouse	Cent Florida
Dana E. DeShong	Cent Florida
Patrick M. di Natale	Kansas City
Rachel Forman	Wash DC
Paul E. Gilbert	San Francisco
Terrell Hanushek	South Jersey
David J. Kettler	Milwaukee
Margaret Mitchell	Florida
Sharon Prip	Cent Florida
Carol B. Reber	Wash DC
Stirling J. Robertson	Lone Star
Linda Rogaski	San Francisco
Sharon Rollow	Atlanta
Susan Schuster	Milwaukee

40+ DAYS

Rudy W. Avalon	Oregon
Sara J. Brookfield	N Carolina
Bart Carlevaro	N New Jersey
Paul Frank Diringer	Wichita
Kelley Huxtable	Des Moines Vly
David A. Karling	Chicago
Charles Leonard	Cent Florida
Linda Louie	N New Jersey
Scott M. Lucas	Cent Florida

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

**GO RACING**

It's easy to get on track with the SCCA thanks to alternative licensing options and the acceptance of competition licenses from other sanctioning bodies.

GETTING ON TRACK

There are a number of ways to acquire an SCCA Full Competition License

WORDS Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Anthony Bristol

The General Competition Rules (GCR) allow racers who hold current competition licenses, from a number of organizations (including the BMW CCA, Porsche Club, NASA, and more) to race at SCCA Regional events if the license holder is an SCCA member in good standing. The entire list can be found in GCR section Appendix A 2.8.B. But did you know that those who hold a current competition license from one of these organizations can apply for a waiver to receive a full SCCA Competition License?

The full SCCA Competition License clears the holder to race in U.S. Majors Tour and the Hoosier Super Tour race weekends. The Divisional Licensing Administrators may issue the waiver if the racer is an SCCA member in good standing, submits an SCCA Competition License application along with payment, and provides a current, approved SCCA medical form (all applicable forms can be downloaded at www.scca.com/downloads). A list of the Divisional Licensing Administrators can be found at www.scca.com/DLA.

"Pam has done an outstanding job and has the respect and thanks of all of the CRB members as well as my personal thanks"

KEEPING TRACK OF IT ALL

In past columns I have mentioned all of the Club Racing Board CRB members with whom I have had the pleasure of working. A non-voting member of the team is the CRB's Secretary. Through my years as the Chair, the Secretary has been Pam Richardson. Pam is also the chairperson of the American Sedan Advisory Committee, and she races American Sedan with her son Danny, who is always a Runoffs contender - and I suspect he'll be even more of a contender in 2019 when the Runoffs comes to Pam and Danny's home track of VIRginia International Raceway.

The Secretary is responsible for keeping minutes of the meetings, compiling all of the actions taken by the CRB, and moving the letters and our comments into the



Fastrack system. Anything that is not a Tech Bulletin - which is handled by SCCA Road Racing Technical Manager Rick Harris - is taken care of by Pam. Pam also keeps all of the Advisory Committee Chairmen on their toes, especially when it comes to making sure their recommendations are consistent with the GCR in format and accuracy. Pam has done an outstanding job and has the respect and thanks of all of the CRB members, as well as my personal thanks.

REMEMBERING FRANK DIRINGER

On a sadder note, I must mention the passing of one of SCCA's very special members. Frank Diringer was the MiDiv Chief of Tech and a Runoffs tech worker of particular distinction. Frank was a long-time friend of everyone he ever came in contact with, and he taught me how to be a scrutineer. Be it at a Regional, Majors, Super Tour, or the Runoffs, should you get called to impound and Frank was there, you were sure things were going to be done right. It's sad that one more of the really good ones is gone too soon. ☹

SEARCHING FOR THE START

We may not be sure where RoadRally terms like Aristotle and Blackjack came from, but that doesn't make them any less fun | WORDS & IMAGE Rick Beattie

A summer search for the origins of a few seemingly disconnected RoadRally terms triggered memories, insight, and little result. Rally terms like leg, trap, and checkpoint relate well to what they describe. "Buying time" made sense when filling out a delay form that cost a contestant a few penalty points, and "max" for falling for ("buying") a trap and getting the maximum score for that leg - those are easy to understand. But what do names like "Blackjack Control" or the "Aristotle Rule" have to do with RoadRally?

Chairman and rallymaster Jim Crittenden's June 9, 2018, Roads Scholar National RoadRally used a blackjack control on the first leg of the event, so it's not like these things aren't in common use. A blackjack control is usually located just beyond an intersection. The rallymaster's goal is for teams to concentrate on entering the control on time and forget they are working on an instruction that takes them away from the control.

I first saw a blackjack control 35 years ago, but still do not know the origin or history of the term. Jeanne English remembers the term going back to the early 1970s, but not its evolution. Clyde Heckler knew for certain "that Heart of Dixie events in the mid-1970s used blackjack controls frequently; it often seemed like almost every trap was in sight of a control."

Bruce Gezon recalls, "They even had blackjack controls that you entered backward by passing the out-marker but then you had to turn within the control zone to stay on course and avoid the 'entering a checkpoint backward' max penalty by not passing the in-line."

Heckler was also unsure of how the name came about. "If it refers to the card game, it may have to do with the choice to hit or stand/stay," he says. "Here, you either go into the control or you don't. Or maybe it refers to the blackjack club-like weapon in that you get hit over the head with it."

None of us were able to trace the origins back farther than that, and finding the beginnings of the Aristotle Rule proved just as difficult.

A few months earlier, on a National event, chairman and rallymaster Jim

Wakeman used the Aristotle Rule at his March 24, 2018 rally. There are a number of different ways to write the rule, but Wakeman's verbiage read: "No two consecutively numbered NRIs are permitted to be executed at the same intersection."

At the 1987 Wander Indiana RoadRally, the instructions stated the "Course directing actions of consecutively executed number route instructions may not occur at the same intersection," noting, "it's commonly called an Aristotle."

For this definition, executing an overlapping instruction (one whose execution carries over the instructions that follow) should make you start to question where you executed a consecutive instruction the first time. For the earlier definition, a series of turns that follow the main road should be the giveaway you are headed back to the same intersection.

Remember also that if you are executing instruction 12, both 11 and 12, and 12 and 13 are consecutive.

No one is sure why it is called an Aristotle,

"The rallymaster's goal is for teams to concentrate on entering the control on time and forget they are working on an instruction"

however. A while back when Bob Morseburg asked about the name, he received two answers. Either, "The trap is so old, it originated in the days of Aristotle," or the more plausible explanation, "The trap is so hard that one has to think like Aristotle."

Marty Howard started rallying in 1966 and wrote a number of the Greek rallies. He entered his first National in 1979. He's not certain when or where it started, but he is sure he encountered Aristotles before that. "[The origin] certainly wasn't our Greek rallies," he says.

A number of long-time SCCA rally champions were able to give examples and dates for the use of the rule that went back to the 1980s and 1970s, but at least for now Howard has the final say. With yet another way of writing the rule, he made this note for contestants on a July 2018 GTA rally: "Aristotle Rule: We think this concept dates back to the 1950s in TSD rallies. Here is the rule: No two consecutively numbered Route Instructions may be executed at the same physical intersection or same named intersection."

But while the origins of these RoadRally terms may be lost to time, that doesn't make understanding those terms on the fly during a rally any less fun - or frustrating, depending on how your RoadRally is going. 🚩



STEPPING UP

With 10 years of racing under his belt, 15-year-old Riley Salyer is ready to take on the Runoffs | **WORDS** James Heine | **MAIN IMAGE** Tremblay Motorsport Photography



CONTINUING THE TRADITION

Riley Salyer comes from a racing family, so it was only natural for him to start racing as soon as he could.

Come October, Houston Region's Riley Salyer will be among the youngest drivers at the 2018 Runoffs at Sonoma Raceway. Riley, who turned 15 in May, is completing his first full H Production season, racing a Honda Civic that Houston Region workers and drivers have lovingly termed "The Box of Fun." And fun it is, with Riley picking up back-to-back wins this year at the Hallett Hoosier, Hoosier Super Tour and MSR Houston Majors. At the NOLA Super Tour, he finished second and third, while setting an H Prod track record. Along the way, and in addition to leading the Southern Conference HP standings, he also has found time to nab a fourth at the MSR Majors B-Spec race. None of this takes into account his ongoing short-track efforts in his 250cc winged outlaw kart.

"I completed and passed my [SCCA] competition driving school when I was 13 in

"If I wasn't fast enough he would come up behind me and bump the kart, telling me to speed up "
RILEY SALYER

2017," he says. "I had to wait until I was 14 to get my SCCA Competition License. Three weeks after turning 14, I was racing my Honda Civic at Texas World Speedway and took second place both days that weekend."

Like many racers today, Riley started at a young age - 5, to be exact - for his first casual experience in a kart. He grew up around racetracks, he explains. Both of his grandparents, James Rogerson and Fred Salyer, are involved in racing, his dad, Chris, who serves as his crew chief and "chief motivator," is a road racer and autocross competitor, as well as a periodic drag racer.

"My grandpa [James Rogerson] put me in a kart at MSR Houston when I was 5," says Riley. "If I wasn't going fast enough he would come up behind me and bump the kart, telling me to speed up. From that moment on, I was hooked on racing."

"But if it wasn't for my family I wouldn't get to do this," Riley quickly adds. "My parents give up vacations...[and] pay for my entry fees and fuel for races. Both sets of my grandparents are supportive. They stand out in the summer heat with dirt and dust flying and cheer me on. They also bundle up and cheer me on in the freezing cold."

However, not everything in Riley's motorsports career has been a direct line. Several years ago, his young career took a serious detour after his brother, Tucker, now 12, was diagnosed with Leukemia. The diagnosis meant Riley's karting efforts were put on hold. Although now in remission, Riley says



Courtesy Salver family

his racing team, "racing2remission," is named in honor of his brother.

"We raise awareness for childhood cancer and look forward to seeing a cure for this disease one day," he says.

Racing also has taught him a lot about himself and about growing up. "Through racing I have met so many great people," he explains. "I have learned to accept criticism, feedback, and mentoring from other drivers with far more experience than I have."

Perhaps the most important thing about racing is to surround your self with people with experience in the sport, he adds. "The most valuable lessons you will learn will come from the experience of others," he says. "Overcoming fear was a big hurdle for me; fear of wrecking and getting hurt, fear of breaking the car, and fear of failing. I learned you just have to go for it and have fun along the way."

Not a bad perspective. Any other thoughts about the sport?

"I am the youngest competitor at most tracks in my class this season," Riley says. "I have enjoyed the Hoosier Super Tour races with the podium celebrations, pictures, and interviews. I would like to see more tracks at all levels celebrate this way. Also, I want to encourage kids of SCCA members to try racing, learn about Timing and Scoring, registration, [and] taking pictures for social media."

As for himself, Riley adds, in addition to continuing his H Prod and winged-outlaw efforts, he's looking forward to helping with Flagging and Communications as well as Timing and Scoring. Ditto for a shot at autocross, "but I have to wait until I'm 16," he notes.

And in the more distant future?

"I don't know where my future will lead, [but] having a good education is something I know will be important later in life," he says. "I would love to make a career out of racing. Whether it be as a driver or crew member on a team - I just want to be a part of the sport." 🍷

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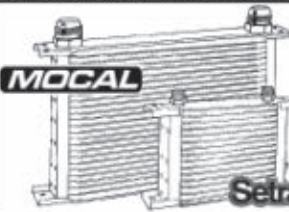



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Jun 1-3 Sonoma Raceway, Calif.

Pickett (TA); Merrill (TA2); Thordarson (TA3)

Jun 15-17 Indianapolis Motor Speedway, Ind.

Drissi (TA); Merrill (TA2); Jorgenson-Smith (TA4)

Jul 27-29 Portland Int'l Raceway, Ore.

Nov 1-3 Circuit of the Americas, Texas



FORMULA 4 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

Dickerson; Rasmussen; Rasmussen

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

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



Courtesy SCCA Pro Racing

PRO RACING

WHAT F3 Americas

WHEN Sept. 21-23, 2018

WHERE Braselton, Ga.

Passing the halfway point of its inaugural season, SCCA Pro Racing F3 Americas competitors head to Road Atlanta.

ROAD RACING



Date Track/Region

Phone numbers are for region registrars



HOOSIER SUPER TOUR
scca.com/supertour



U.S. MAJORS sccamajors.com

NORTHERN CONFERENCE

Jul 28-29 Road America, Wis.

Aug 11-12 Grattan Raceway, Mich.

MID-STATES CONFERENCE

Aug 25-26 High Plains Raceway, Colo.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Oct 16-21, 2018 Sonoma Raceway, Calif.



GO TRANS AM

The Trans Am Series hits Watkins Glen this September for more intense racing action.

Chris Clark



Barbara Photos

RACING SUMMIT

Washington DC Region hosts a Regional race weekend at Summit Point during the first weekend of September.

DIVISIONAL/REGIONAL**NORTHEAST** nediv.org

Jul 28-29 Summit Point/Washington DC
Aug 4-5 New Hampshire Motor Speedway/New England
Aug 10-11 Pitt Race/Steel Cities
Aug 11-12 NJMP/South Jersey
Sep 1-3 Summit Point/Washington DC
Sep 8-9 Palmer Motorsports Park/New England
Sep 15-16 * Watkins Glen/Finger Lakes
Sep 22-23 NJMP/South Jersey
Sep 29-30 Nelson Ledges/Mahoning Valley
Oct 5-6 Thompson Speedway Motorsports Park/New England
Oct 6-7 Summit Point/Washington DC
Oct 19-20 # NJMP/South Jersey
Oct 21 NJMP/South Jersey
Finger Lakes (585) 328-2617
Glen (607) 739-2953
Mahoning Valley (330) 418-3328
New England (508) 561-2188
South Jersey (609) 784-5316
Steel Cities (412) 831-0361
Washington DC (301) 572-7444

All dates/events subject to change

* = Double Event

= Enduro

CR = Course Rally

CT = Club Trial

HC = Hill Climb

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class

NC = National Course

NT = National Tour

PDX = Performance Driving Experience

r = Restricted

Ro = Runoffs qualifier

RT = Regional Tour

SR = Social Rally

TT = Track Trial

v = Vintage

Email addresses for registrars and event organizers are available at www.scca.com

FOR CHANGES

Club Racing (785) 232-7229

Solo, Road Rally (785) 232-7656

RallyCross (785) 357-7259

SOUTHEAST sediv.org

Jul 29 # Road Atlanta/Atlanta
Aug 4-5 Daytona Int'l Speedway/Central Florida
Aug 25-26 Barber Motorsports Park/Alabama, Tennessee Valley
Sep 1-2 # Sebring/Central Florida
Sep 29-30 # Daytona Int'l Speedway/Central Florida
Oct 6-7 # Roebeling Road/SEDiv
Oct 13-14 Sebring/Central Florida
Oct 13-14 *# VIRginia Int'l Raceway/North Carolina
Nov 2-4 *# Road Atlanta/Atlanta
Nov 10-11 # PBIR/Florida
Nov 24-25 Sebring/Central Florida
Alabama, Tennessee, Tenn. Valley (256) 200-5541
Atlanta (770) 617-0801
Buccaneer (912) 398-0147
Central Florida (407) 415-8714
Florida (561) 654-3396
North Carolina (919) 423-6015
SEDiv (704) 575-5960
South Carolina (704) 575-5960

CENTRAL cendiv-scca.org

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

Aug 4-5 Ro* Mid-Ohio/Cincinnati
Oct 13-14 Ro* Mid-Ohio/Ohio Valley
Cincinnati (330) 460-6706
Ohio Valley (330) 460-6706

MIDWEST midiv.org

Sep 1-2 Ro* Hallett Motor Racing Circuit/NeOkla, Okla, Wichita (AVRG)
NeOkla, Okla, Wichita (918) 744-6392

SOUTHWEST sowdivscca.org

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

ROCKY MOUNTAIN coloradoscca.org

Aug 25-26 * High Plains Raceway/Colorado
Sep 29-30 * La Junta Raceway/Continental Divide
Colorado amstine45@gmail.com
Continental Divide
Continental Divide
amstine45@gmail.com

NORTHERN PACIFIC norpac-scca.org

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

2019 schedule to be announced

SCCA ACCREDITED SCHOOLS**FULL COMPETITION LEVEL**

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

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

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

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

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

MSR Houston
 (281) 369-0677 msrhouston.com

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

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

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

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

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

**OFFICERS**

Chairman **LEE HILL**

Vice Chairman **DANIEL HELMAN**

Secretary **TERE PULLIAM**

Treasurer **K.J. CHRISTOPHER**

Assistant Treasurer **BOB DOWIE**

SCCA NATIONAL OFFICE

Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

www.scca.com

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President & CEO

MICHAEL COBB

Vice President & Chief Operations Officer

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Senior Director of Finance

MINDI PFANNENSTIEL

Senior Director of Solo and Rally

HOWARD DUNCAN

Director of Club Racing

DEANNA FLANAGAN

Director of Experiential Programs

HEYWARD WAGNER

Director of Region Development

CHRIS ROBBINS

Director of Information Technology

MICHAEL FITZGERALD

SCCA PRO RACING

Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

www.sccapro.com

Vice President/General Manager

STEVE OSETH

SCCA ENTERPRISES

Phone: (303) 693-2111

14550 E. Easter Ave., Suite 400

Centennial, CO 80112

www.scca-e.com

President & CEO **ROBEY CLARK**

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

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

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

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

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

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

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

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

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

Area 13: **JIM WEIDENBAUM**

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

NOVICE PERMIT / SCHOOL
AND EVENT CREDIT

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

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

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

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

Lime Rock Driver's Club
(860) 435-5000 limerockclub.com

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

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

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

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

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

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

NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School
(888) 732-3220
allenbergdrivingschools.com

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

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

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

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

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

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

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

TIME TRIALS

NORTHEAST nediv.org

Aug 4-5 HC Flintstone, Md./Steel Cities

Aug 10-12 PDX NJMP/South Jersey

Aug 18-19 HC Reading, Pa./Blue Mountain

Aug 18-19 PDX/CT Summit Point/Washington DC

Sep 1-2 TT Summit Point/Steel Cities

Sep 15 HC Spring Weatherly/NEPA

Sep 21 PDX NJMP/South Jersey

Oct 19 PDX NJMP/South Jersey

Oct 13-14PDX/CT Summit Point/Washington DC

Blue Mountain (215) 234-0518

NEPA (Giants) (570) 823-1947

NEPA (Weatherly) (570) 654-0560

South Jersey (609) 784-5316

Steel Cities (HC) (301) 729-2407

Steel Cities (TT) (412) 771-2277

Washington DC (301) 572-7444

SOUTHEAST sedivrac.org

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



PERSISTENCE

Enjoy enduro racing? Central Florida Region is hosting one at Daytona International Speedway during its Sept. 29-30 race weekend.

Oct 12 TE Sebring/Central Florida

Nov 4 TE Road Atlanta/Atlanta

Nov 17-18 TT/TE Roebing Road/Buccaneer

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

Atlanta (770) 617-0801

Buccaneer (912) 398-0147

Central Carolinas (704) 898-0147

Central Florida (407) 415-8714

Florida (561) 654-3396

North/South Carolina (828) 707-7650

CENTRAL cendiv-scca.org

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

SOUTHWEST sowdivscca.org

Aug 31 PDX MSR Houston/Houston

Houston TBD

Texas TBD

ROCKY MOUNTAIN coloradoscca.org

Aug 25-26 PDX High Plains Raceway/Colorado

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

Colorado amstine45@gmail.com

Continental Divide amstine45@gmail.com

NORTHERN PACIFIC norpacsscca.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

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

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 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)

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.

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 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 PennySave 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



WHAT'S STOPPING YOU?



GET ON TRACK AND SAVE SOME BUCKS, THANKS TO HAWK!
VISIT TRACKNIGHTINAMERICA.COM/HAWK FOR THE DETAILS.



ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS

Skip Barber	8/1/1958	Mohawk Hudson
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55-YEAR MEMBERS

Sam Feinstein	8/1/1963	Philadelphia
Ronald A. Sharp	8/1/1963	Des Moines Valley

50-YEAR MEMBERS

William Karl Gonzalez	8/1/1968	Houston
Mike Shroyer	8/1/1968	Colorado
Alan Varacins	8/1/1968	Chicago

45-YEAR MEMBERS

W. Richard Gartman	8/1/1973	San Francisco
Philip G. Perron	8/1/1973	New England

40-YEAR MEMBERS

James H. Bishop	8/1/1978	Mohawk Hudson
Barbara J. Blizard	8/1/1978	Oregon
Jordan Harris	8/1/1978	San Francisco
Todd Andrew Heilicher	8/1/1978	Chicago
David J. Kettler	8/1/1978	Milwaukee
Paul Krysiak	8/1/1978	New England
Wayne L. Kunkel	8/1/1978	New England
Timothy A. McGinley	8/1/1978	St Louis
Vicki M. Outen	8/1/1978	Central Carolinas
Robert D. Snider	8/1/1978	Southwest Louisiana
Tony Wilcoxson	8/1/1978	Atlanta
David P. Wolin	8/1/1978	Cal Club
Edward P. Womer	8/1/1978	Susquehanna

35-YEAR MEMBERS

Eric Wilhem Berg, III	8/16/1983	Tennessee
Sherry L. Bilodeau	8/22/1983	Atlanta
Russell E. Cramer	8/19/1983	Western Ohio
Edward R. Del Monaco	8/30/1983	South Jersey
Rose Del Monaco	8/30/1983	South Jersey
Noel Laurence Hayward	8/9/1983	San Francisco
Richard P. Judd	8/16/1983	New England
John W. Kelley	8/10/1983	Atlanta
Mark Maehling	8/1/1983	Steel Cities
Frank W. Moler	8/19/1983	Houston
Sam Moore	8/30/1983	Central Carolinas
Jay B. Morton	8/30/1983	Washington DC
Tom Reinsel	8/9/1983	St Louis
Michael John Saddleton	8/24/1983	Mahoning Valley
Robert B. Simpson	8/9/1983	Gulf Coast
Fred M. Slick	8/30/1983	Cal Club
Andrew G. Timmons	8/16/1983	Wichita

30-YEAR MEMBERS

George Astudillo	8/3/1988	Cal Club
Thomas L. Board	8/17/1988	Atlanta
John L. Campbell	8/29/1988	Central Florida
Judy Colman	8/30/1988	San Francisco
T. Don Dale	8/17/1988	Kansas
Rex T. Deffenbaugh	8/25/1988	North Carolina
Larry W. Ellis	8/31/1988	Indianapolis
Lee Fleming	8/8/1988	San Francisco
Mark Fosberry	8/16/1988	New England

Mike Gukich	8/23/1988	Colorado
George L. Hartenstein	8/30/1988	Susquehanna
Tom Holt	8/30/1988	Lone Star
Bruce E. Hunt	8/29/1988	Central Florida
Chris A. Katechis	8/5/1988	Tennessee Valley
Cindy Lindstrand	8/26/1988	Milwaukee
Gregory C. Maestas	8/24/1988	Reno
Gregg Matocha	8/5/1988	Lone Star
Rodrick W. McLane	8/30/1988	San Francisco
Dominick Frank Miliano	8/22/1988	Northern New Jersey
Raymond Miller	8/15/1988	San Francisco
Marshall S. Moore	8/23/1988	Milwaukee
Mary Ellen Pellman	8/31/1988	Central Florida
Mark C. Pellman	8/31/1988	Central Florida
Pete Peterson	8/3/1988	Central Carolinas
John W. Ploeger	8/23/1988	Northwest
Cheryl A. Reupert	8/25/1988	Milwaukee
Ron Rinden	8/15/1988	San Francisco
Paul M. Roane	8/16/1988	New England
Roy Rosmantz	8/17/1988	Atlanta
Nancy Pfeiffer Sargis	8/11/1988	Blackhawk Valley
George Schmitt	8/25/1988	Northeast Oklahoma
James Eddie Shelton	8/30/1988	Florida
J. David Smith	8/17/1988	Northwest
Robert W. Snell	8/12/1988	Western Ohio
Beverly A. Stockton	8/18/1988	Central Florida
Norman J. Stockton	8/18/1988	Central Florida
Diane Struve	8/25/1988	Des Moines Valley
Travis W. Washay	8/31/1988	New England
Kevin M. Wheeler	8/12/1988	Florida
George H. Williams	8/12/1988	South Bend

25-YEAR MEMBERS

Richard J. Barlow	8/6/1993	New England
Geoffrey Barlow	8/6/1993	New England
Dennis Beavers	8/18/1993	Gulf Coast
Robert Wayne Bernoteit	8/5/1993	Central Illinois
Charles Broring	8/24/1993	Washington DC
Randy Currier	8/24/1993	New England
Fred T. Fiedler	8/31/1993	San Francisco
Raymond J. Grienke	8/18/1993	Ohio Valley
Catherine Grienke	8/18/1993	Ohio Valley
Gerald A. Kraut	8/12/1993	Land O'Lakes
Staci Madrack-King	8/18/1993	South Jersey
Frank McCormick	8/12/1993	San Francisco
Jeremy Morales	8/10/1993	Indianapolis
Talia Anne Morales	8/10/1993	New York
Deanne Nash	8/24/1993	Land O'Lakes
Charles Opperman	8/5/1993	New York
Judith Opperman	8/5/1993	New York
Alan Orban	8/10/1993	St Louis
Paul W. Ronie	8/12/1993	Central Florida
Albert R. Spadin	8/24/1993	Blue Ridge
Steven R. Taake	8/24/1993	Houston
Garry Tapp	8/5/1993	Colorado
Peter Voorhees	8/5/1993	Glen
Harvey D. Woodward	8/20/1993	Life Member

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@scca-susq.com

Washington DC

svassallo55@yahoo.com

Washington DC (Oct)

msnyder@cqmgtg.com

Western NY autocrosser@gmail.com

SOUTHEAST sedivrracing.org

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

Aug 4-5 Minnesota State College/Land O'Lakes

Aug 12 Whiteside County Airport/Great River

Sep 2 Army Aviation Support Facility

#3/Great River

Sep 22 Chippewa County Airport/Lake Superior

Sep 30 La Crosse Fairgrounds

Speedway/Land O'Lakes

Oct 7 Army Aviation Support Facility #3/

Great River

Great River mmwhitney@mchsi.com

Lake Superior mtuhro@gmail.com

Land O'Lakes jaemmons@cs.com

Milwaukee dberte79@yahoo.com

GREATLAKES greatlakes-scca.org

Jul 29 Upper Valley Mall/Western Ohio

Jul 29 Walsboro 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 Walsboro 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 Walsboro 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 Walsboro 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 Walsboro Airport/Columbus

Sports Car Club

Central Kentucky

dsimcox@prolifitequipment.com

Columbus Sports Car Club

bj.mcgee@gmail.com

Fort Wayne csp137@hotmail.com

Indianapolis smstribling@yahoo.com

Neohio jasonpoikines@gmail.com

Northwest Ohio alexjones@gmail.com

Saginaw Valley racerseant@gmail.com

South Bend

streetsurvival@sbrscca.org

Southern Indiana

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Nov 11 Yoder #2/Wichita
Nov 18 Crowder College/Ozark Mountain
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Kansas wietharnf@sbcglobal.net
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Aug 4 Houston Police Academy/Houston
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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

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Continental Divide
clay-turner@am.com
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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
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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
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Dec 2 Vidinha Stadium/Hawaii
Dec 7 El Toro MCAS/Cal Club
Dec 9 Marana Regional Airport/Arizona Border
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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.
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Nov 11 Turkey Shock, Divisional GTA, Los Angeles, Calif.
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Oct 27 St. Lucie County Fairgrounds/ Central Florida
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Perry Bennett

PROSOLO

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

SOLO NATS SOLD OUT, AND I KNOW WHO TO BLAME

Like so many who were a little slow on the clicker, I will not be competing at the Tire Rack Solo National Championships this Sept. 4-7 in Lincoln, Neb. Why? Because the event sold out. This was no namby-pamby "sold out" either; rather, it was a four-days-and-you're-out kind of sold out. The speed at which the entry list grew took a lot of people by surprise - and for those left out in the cold, there's a wait list. So, for the autocrossers who are a little confused by the fact that they won't be able to participate at Nationals this year, I present a list of people you can blame.

It's no secret that SCCA has seen success in a few of its relatively new categories, and this year saw another one instantly fire on all of its horizontally opposed cylinders: Solo Spec Coupe. This class gained such popularity right out of the gate that suspension kits and tires were in short supply earlier this year. As of this writing, SSC competitors account for 66 of the 1,400 entries at this year's Solo National Championships. But they're actually only one of the sets of folks you can blame for your wait-list blues.

At 91 strong, the Classic American Muscle category accounts for roughly seven percent of the total entry, with roughly half of that number reading "CAM-C" on the doors. This from a category that didn't even exist five years ago! With such tremendous

"With such tremendous growth, it's scary to think where the wild-west CAM road might lead us"

growth, it's scary to think where the wild-west CAM road might lead us.

And then there's Street Touring Roadster - you might be nine years old now STR, but I remember you being a problem from the beginning. During its first year at the Solo Nationals in 2010, STR attracted an astounding 59 entries as a supplemental class. The Solo Events Board soon announced that STR would drop its supplemental classification at the following year's Solo Nationals if the class could attract at least 51 entries. It didn't - it brought 71 instead. This year, STR is set to see 74 competitors vying for the win across Open and Ladies.

Hopefully you realize this column is written tongue in cheek. Obviously, the real culprit for the Solo National Championships hitting its entry cap so quickly is the popularity of the sport. So, if you want to point fingers as to why you're currently on a wait list, point them at yourself. Autocross is fun and affordable, and chances are you've told some of your friends about your weekend adventures in parking lots dodging cones, and some of those undoubtedly started autocrossing, too. On top of that, it seems like the Solo National Championships itself has become a bit of a cultural phenomenon - forget the autocross, go once and you'll return simply for the action in the paddock.

I guess there's no one to truly blame for too many autocrossers wanting to attend this year's Solo Nationals, but there is a lesson to be learned: next year, register first and sweat the details later. ☹

FROM THE ARCHIVES

10 YEARS AGO... **SEPTEMBER 2008**



- Our top notch team of prognosticators took a crack at predicting who would be the ones to beat as the Tire Rack Solo National Championships visited Heartland Park Topeka.
- A little know program called iRacing.com went from beta testing to live internet racing.

25 YEARS AGO... **SEPTEMBER 1993**



- The 1993 installment of the Solo Nationals was set to descend upon Salina, Kan., and we looked to our crystal ball for who might go home as champions.
- Scott Sharp went flag to flag as Trans Am visited Toronto, continuing a dominating season and securing the points lead.

50 YEARS AGO... **SEPTEMBER 1968**



- The Road America 500 race wrapped up with the team of Skip Scott and Chuck Parsons taking the win.
- The SCCA was quickly outgrowing its Westport office, having consumed the second story with its 23 employees.

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