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17 18 19



Sparco Terra
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gold (17), light grey (15-18),
rally gold, white (16-17)
16 17 18



Sparco Terra SE
gloss black
15 16 17 18



Kosei K1 Racing
silver
15 17



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



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



Enkei Tuning TMS
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17 18



Advanti DST Storm S1
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Advanti DST Storm S2
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17 18



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15 16 17



M.R. MR924
graphite silver, black
19



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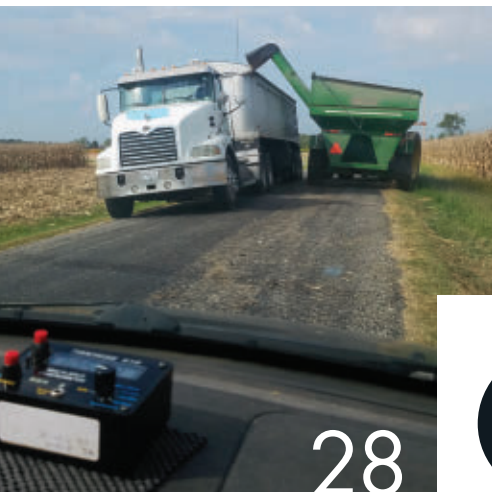




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THE AUDIT BUREAU MEMBER
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COVER PHOTOGRAPHY Rupert Berrington





CHRIS ROBBINS

SCCA DIRECTOR, REGION DEVELOPMENT

SCCA CONVENTION THE OTHER CHAMPIONSHIP EVENT

As of this writing, we've just completed five SCCA championship events. While the Member Services and Administration teams remained in Topeka to keep the operation going, much of the SCCA National Staff and plenty of volunteers were onsite at these championships working hard to produce fun and exciting events for members.

But we're not done yet! There's one more "championship event" to put on which has been designed and developed just for you. It's even more special as we achieve a milestone!

"The Convention...isn't all serious business. We also have several fun activities and social engagements"

In 2019, the SCCA will celebrate its 75th anniversary, and you're invited to join us in Las Vegas for the biggest birthday party of all as the 2019 SCCA National Convention kicks off a year of festivities! "Celebrating our Legacy - Building our Future" is the theme for the Club's Diamond Anniversary Convention, which takes place Jan. 17-19, 2019, at the South Point Hotel, Casino & Spa in Las Vegas, and registration is open now.

The SCCA National Convention is a yearly gathering for those who seek to learn, trade ideas, and teach each other in the pursuit to better themselves and improve the Club at every level. Members attend two days of the Leadership Academy to hear fresh ideas, attend training and certification courses, and have

organized discussions. The National Convention also hosts the SCCA Annual Meeting and SCCA Hall of Fame and Awards Banquet.

A couple Attendee Assistance Programs are available. One is the Ascender Program designed to help bring rising SCCA leaders to the National Convention. Regions can bring one Ascender at no additional charge for every three standard Convention attendees. The Region Pioneer Program is designed for Regions that have not sent a representative in the last three years, and they receive one free general admission entry for a member of their choice. For more information about these programs, contact Rick Myers at rmyers@SCCA.com.

What can you learn at the National Convention? How about ways to find a new, energetic Membership Chair. They can serve the group in many ways, including acting as ambassador for new members and those outside the organization. How do you find someone who can do the job? There's a Leadership Academy session (or several!) to help you.

If adding someone to your organization is good, multiplying your numbers should be even better. What are some new, innovative ways to attract and retain members? There will be multiple sessions at the Convention to help you gain, retain, and multiply your Region!

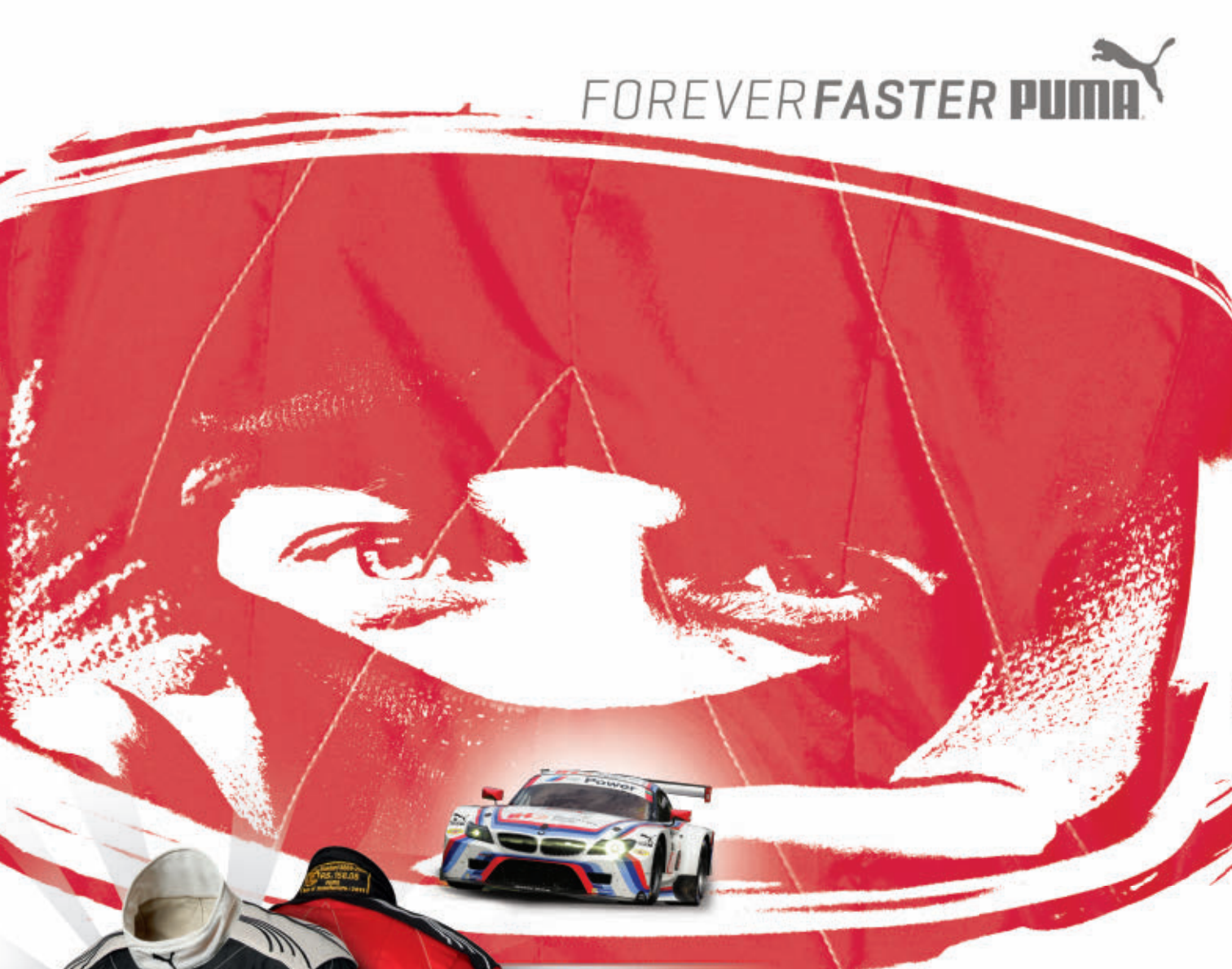
Many of our Region volunteers work with antiquated and outdated processes, and they're comfortable and accustomed to using the old, less-than-optimal process. But a new process will make life much easier and the task more

efficient to complete, and there will be several sessions to help folks get more comfortable with the new processes.

"Division" is more than a group of Regions. Division can also mean a significant distinction or difference between two groups, which causes the two groups to be considered as very different and separate. Tribalism can tear apart an organization, as can bad behaviors. There will be several opportunities at the Convention to discuss why ensuring a welcoming environment can save your events and even your Region.

The Convention, however, isn't all serious business. We also have several fun activities and social engagements over the course of the event. What's in store for those who attend? Here's a short list: food, drinks, learning opportunities, renewing old friendships, vendors, networking opportunities, celebrations, insights, new friendships, and more. There have always been opportunities to have fun, including karting, bowling, hitting the Las Vegas strip, or just hanging around South Point. Last year, the first-ever SCCA Pinewood Derby took place, and we hear the DEB (Derby Events Board) is cooking up some fun again this year.

The 2018 SCCA National Convention was the largest in recent memory, and the best according to those who attended. What can we do to top that? This is our 75th Diamond Anniversary, and we expect even more happy attendees to come celebrate and learn with us, so head to scca.com/convention and register ASAP for the 2019 SCCA National Convention! 🍷



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MAX HEADROOM

In the December edition of *Fastrack*, the Road Racing Board recommended an allowance for Production category cars to modify the driver's side floor pan for the purpose of lowering the driver's seat. This type of modification was already being utilized in Spec Miata and should improve driver-seating position in a number of applications.

JEFF LORVE



2019 NATIONAL SOLO SERIES SCHEDULES ROLL OUT



HEADS UP

The 2019 Tire Rack SCCA National Solo programs get underway in March.

Spanning some 22 events running from coast to coast, SCCA has released the schedules that comprise the 2019 Tire Rack Solo Championship Tour, ProSolo National Series, and Match Tour.

Combined, nine events constitute the 2019 Tire Rack Championship Tour with an additional two being organized as Match Tours, with both series sharing one weekend at Bristol

Motor Speedway in July.

The 2019 Solo National Tour again opens at South Georgia Motorsports Park with the Dixie Champ Tour. A great atmosphere and fantastic BBQ make this a very well-attended event each year. From Georgia, the Tour slides north for the Charlotte Champ Tour that will run Friday and Saturday due to site restrictions Sunday. March then closes with

the Texas Champ Tour at either Mineral Wells Airport or the Texas A&M Riverside Annex (the exact location to be determined)

Meanwhile, the 2019 Tire Rack SCCA ProSolo schedule is comprised of 10 events this year, as well as the year-end Tire Rack ProSolo Finale in early September.

In a change from the previous few years, the ProSolo series

will open in California in late March, offering a great reason to head west and escape winter weather. And with the loss of the El Toro site near Los Angeles, Crows Landing now offers West Coast competitors a rare look at a National-level autocross course on concrete.

ProSolo's second round of competition stays west and takes place a week later with a



Jeff Loeve

DON'T WEIGHT, ACT NOW

With the 2018 competition season closing, check the latest edition of the GCR for your 2019 race weight. A number of cars were gifted weight changes by the Road Racing Board over the holidays, so whether you're adding or subtracting, it's best to do it before you get to the track. Just ask us how we know...

2019 TIRE RACK SCCA PROSOLO NATIONAL SERIES

DATE	LOCATION
March 29-31	Crows Landing Airport, Crows Landing, Calif.
April 5-7	Auto Club Speedway, Fontana, Calif.
April 12-14	Grenada Municipal Airport, Grenada, Miss.
May 3-5	MetLife Stadium, East Rutherford, N.J.
May 23-25	Lincoln Airpark, Lincoln, Neb. (Spring Nationals)
May 31-Jun 2	Mineral Wells Airport, Mineral Wells, Texas
June 14-16	Grissom Aeroplex, Peru, Ind.
June 28-30	Arkansas Aeroplex, Gosnell, Ark.
July 26-28	Former Hampton Lumber Mills, Packwood, Wash.
Aug. 2-4	Oscoda-Wortsmith Airport, Oscoda Township, Mich.
Aug. 30-Sept. 1	Lincoln Airpark, Lincoln, Neb. (Finale)

2019 TIRE RACK SCCA SOLO CHAMPIONSHIP TOUR AND MATCH TOUR

DATE	TYPE; LOCATION
March 15-17	Championship Tour; South Georgia Motorsports Park, Cecil, Ga.
March 21-23	Championship Tour; zMAX Dragway, Concord, N.C.
March 29-31	Championship Tour; Texas TBD
April 26-28	Championship Tour; NASA Crows Landing Airport, Crows Landing, Calif.
May 26-27	Championship Tour; Lincoln Airpark, Lincoln, Neb. (Spring Nationals)
June 7-9	Championship Tour; Seneca Army Depot Landing Strip, Romulus, N.Y.
June 14-16	Match Tour; San Diego County Credit Union Stadium, San Diego, Calif.
July 3-5	Match Tour; Bristol Motor Speedway, Bristol, Tenn.
July 5-7	Championship Tour; Bristol Motor Speedway, Bristol, Tenn.
July 12-14	Championship Tour; Former Hampton Lumber Mills, Packwood, Wash.
July 26-28	Championship Tour; Grissom Aeroplex, Peru, Ind.
Sept. 3-6	Solo National Championships; Lincoln Airpark, Lincoln, Neb.

Perry Bennett



Jay Bonvalet

THE SWEEP

Robeson Clay Russell took top honors in the Super Tour and at the Runoffs, claiming the Super Sweep title along the way.

SCCA CROWNS 2018 HOOSIER SUPER TOUR CHAMPIONS

While the Hoosier SCCA Super Tour 2019 schedule has already been announced (see last month's news section), let us take a moment before moving forward to fête the 2018 Hoosier Super Tour point champions from across 28 different classes.

One standout this year is driver Robeson Clay Russell, the 2018 Hoosier Super Tour point champion in SRF3. He also earned the SCCA U.S. Majors Tour Southeast Conference SRF3 championship, took the SRF3 Tire Rack Pole Award at the 2018 National Championship, and brought home a Runoffs win at Sonoma Raceway in his Angry Llama/SVN/Compren Motorsports SRF3 racecar. As such, Russell becomes the sole competitor in 2018 to earn an SCCA Road Racing Super Sweep award.

Only the top six regular-season finishes counted toward a driver's 2018 points total. Points were also awarded for a seventh and final race, the Runoffs. For each race, points were awarded to the top 20 finishers in each class. Winners earned 25 points, and 21 points went to second. Points were then doled out to others starting with 18 and descending to a single point for the 20th finisher.

2018 HOOSIER SUPER TOUR POINT CHAMPIONS

CLASS	DRIVER, CAR
AS	Brian Mikes, Ford Mustang
BS	John Phillips, Honda Fit
EP	Matthew Reynolds, Mazda Miata
FP	Charlie Campbell, Mazda Miata
HP	Nick Engels, Toyota MR-2
F500	Russell Strate Jr., Scorpion S-1
FB	Gary Hickman, Phoenix F1K.12
FA	Paul Ravaris, Pro Formula Mazda
FC	Charles Moran, Van Dieman RF99
FE	James Libecco, SCCA FE Mazda
FE2	Thomas W. Burt, SCCA FE2 Mazda
FF	David Livingston Jr., Spectrum 14H
FM	Bryce Cornet, Formula Mazda
FV	Andrew Whitston, Protoform P2
GT1	David Fershtand, Oldsmobile Cutlass
GT2	Max Nufer, Chevrolet Camaro
GT3	Jeff Dernehl, Mazda RX-7
GTL	Larry Svaton, Mazda MX-5 Miata
P1	Darryl Shoff, Elan DP02
P2	Armen Megregian, Ligier JS 51
SM	Chris Haldeman, Mazda Miata
SRF3	Robeson C. Russell, Spec Racer Ford Gen3
STL	Danny Steyn, Mazda MX-5
STU	Kevin Koelemeyer, Honda Civic
T1	Brad McCall, Porsche Cayman GTS
T2	Bill Collins, Chevrolet Corvette
T3	William Hendrix, Nissan 350Z
T4	Ross Murray, Mazda RX-8

trip to Auto Club Speedway in Fontana, Calif. This venue features challenging elevation changes as well as tricky on- and off-camber turns, challenging even the best of drivers. And, as usual, fantastic welcome parties are anticipated at both West Coast events.

The remaining events in the Championship Tour, ProSolo National Series, and Match

Tour schedule will be filled with excitement with local flair thrown in for good measure. All series will culminate with competition in Lincoln, Neb., with the ProSolo Finale taking place Aug. 30-Sept. 1, and the Solo National Championships on Sept. 3-6.

All dates are subject to change, so competitors should check for the latest information at scca.com/solo. 📍

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RALLYCROSS TRIPLE THREAT

RallyCross TripleCross honors go to select competitors who, in a single season, claim a Regional RallyCross win, a National Challenge victory, and a National Championship all in the same class. In 2018, Chang Ho Kim (RIGHT), Myles Goertz, Brianne Corn, and Leon Drake accomplished the feat.



Rupert Berrington



Chris Clark

MOTOR CITY

The Trans Am
Series will visit
both new and old
venues in 2019.

TRANS AM REVEALS 2019 C'SHIP SCHEDULE

The Trans Am Race Company has announced a 12-event 2019 Trans Am Series presented by Pirelli schedule, with many of the same venues and dates returning from the 2018 championship season. The upcoming competition will feature two key additions: Trans Am's return to Memorial Day Weekend at Lime Rock Park and its first appearance at WeatherTech Raceway Laguna Seca since 2004.

"We were very pleased with our schedule in 2018," says John Clagett President of the Trans Am Race Company. "Our goal has always been to assemble a schedule packed with world-class tracks. With that in mind, when the opportunity arose to add both Lime Rock Park and Laguna Seca, we had to take action; they're both fantastic venues and welcome additions to our full championship."

Trans Am's return to Memorial Day Weekend at Lime Rock Park, May 24-27, marks the series' 30th appearance in Lakeville, Conn., and comes in the wake of a three-year absence, reuniting the historic pairing of track and series.

The return of the Trans Am Championship to Laguna Seca, May 3-5, marks the full series' first appearance in the West since a 2011 event at Miller Motorsports Park. Trans Am's last appearance at the Monterey circuit came in 2004.

"The West Coast has played a huge role in Trans Am throughout its history," Clagett explains. "Championships have been made and lost on the West Coast, former champions have called it home; we want to continue that history and foster its growth. After careful consideration, we've made the decision to bring our full championship west and start a new chapter of Trans Am in the west; and Laguna Seca is

the perfect place to begin this next chapter."

Trans Am will also host its West Coast Championship presented by Pirelli again this year, featuring the additions of Thunderhill Raceway Park and WeatherTech Raceway Laguna Seca to its 2019 docket, expanding the regional championship to six races in total. 📍

2019 TRANS AM CHAMPIONSHIP PRESENTED BY PIRELLI

DATE	VENUE
March 1-3	Sebring International Raceway, Fla. *
March 29-31	Road Atlanta, Ga. *
May 3-5	WeatherTech Raceway Laguna Seca, Calif.
May 24-27	Lime Rock Park, Conn. ^
May 31-June 2	Chevrolet Detroit Grand Prix (TA2) ^
Aug. 1-4	Indianapolis Motor Speedway, Ind. *^
Aug. 8-10	Mid-Ohio Sports Car Course, Ohio ^
Aug. 22-24	Road America, Wis. ^
Sept. 5-8	Watkins Glen International, N.Y. ^
Sept. 20-22	Virginia International Raceway, Va. *
Oct. 4-6	Circuit of the Americas, Texas *
Nov. 14-16	Daytona Int'l Speedway, Fla. *

2019 TRANS AM WEST COAST CHAMPIONSHIP

DATE	VENUE
April 12-14	Thunderhill Raceway Park, Calif. *
April 26-28	Auto Club Speedway, Calif.
May 3-5	WeatherTech Raceway Laguna Seca, Calif.
June 14-16	Sonoma Raceway, Calif. *
July 26-28	Portland International Raceway, Ore.
Oct. 4-6	Circuit of the Americas, Texas

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^ Northern Cup

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BOOSTED

In the November edition of *Fastrack*, the Solo Events Board has recommended a change to the Street Prepared category rules that will allow supercharged cars alternative pulley ratios for increased boost, better aligning them with turbocharged cars which have enjoyed boost allowances for some time.



Rupert Barrington



Clark McInnis

LOOK SHARP
Reserved numbers for the Majors and Super Tours mean you can sport the same number all season long.

MAJORS AND HOOSIER SUPER TOUR NUMBER REGISTRATION OPENS


Racers intending to compete in the 2019 SCCA U.S. Majors Tour or Hoosier SCCA Super Tour can now apply online for Series Registration at MotorsportReg.com. Those paying the \$50 Series Registration fee can reserve a single or two-digit number in a Conference of their choosing. The same number can also be reserved, if available, in other Conferences for an additional \$50 per Conference.

Per GCR section 9.3.28.a, the numeral "1" shall be exclusively reserved for current

National Champions in each class for National events. A Series Registration fee of \$150 allows competitors to register a three-digit number, with the leading digit required to be "1", for all Conferences. Reserved numbers will be honored until two weeks prior to an event.

Registration allows drivers to prepare number graphics for their cars that will be good for the 2019 season. Registered participants can receive a special U.S. Majors Tour hard card, but only if they have a

headshot photo associated with their SCCA member profile. Registrants will also receive series decals for car placement prior to events, as well as a discount coupon on merchandise at sccgear.com.

In-Conference reserved numbers will be given priority over out-of-conference reserved numbers for event registration. In the case of a dual-conference event, any duplicate reserved number requests will be resolved by earliest event registration. 

MEMBERSHIP DRIVE CONTEST

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

MEMBERSHIP DRIVE REFERRAL LEADERS FOR OCTOBER 2018

NAME	REF	REGION
Robert Beers	90	Susquehanna
Brian Ghidinelli	71	San Francisco
Warren Leach	47	San Diego
Carol Deborde	16	Reno
Karen McCoy	14	Oregon
Christopher Abele	11	NE Ohio
Bob Arnold	10	Central Kentucky
Jose de Miguel	10	Puerto Rico
Jeremy McCauley	9	Allegheny H'lands

1,980 additional members have at least one referral.

REGION LEADERS

(Category based on 2017 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Central Carolinas	18.9%
Florida	14.8%
Oregon	11.7%
LARGE REGIONS (401-799):	
Susquehanna	40.7%
Philadelphia	39.1%
New York	22.3%
MEDIUM REGIONS (200-400):	
Tennessee	19.1%
Kentucky	16.6%
Eastern Tennessee	15.0%
SMALL REGIONS (<200):	
Yellowstone	63.3%
Big Island of Hawaii	50.0%
Puerto Rico	43.2%

THE SCCA HALL OF FAME CLASS OF 2019

Seven individuals, all who have made significant contributions to the SCCA and the world of motorsports, have been announced as the Club's newest Hall of Fame class, adding their names to a list of timeless superstars.

David Ammen, Dr. Frank Falkner, George Follmer, Patricia "Patc" Henry, John McGill, Dorsey Schroeder, and Henryk Szamota make up the 2019 Hall of Fame class, which joins the prestigious

rankings of those who have been inducted into the SCCA Hall of Fame since the Hall's creation in 2005. This year's group of inductees represents every aspect of what has built the Club into what it is today. From the behind-the-scenes direction of Falkner and Henry to the vision and dedication of Szamota to the driving skills of Follmer and Schroeder, the SCCA would not be what it is today without the hard work put forth by these people.



Chris Clark




SportsCar Archive

THE NEW CLASS

The 2019 Hall of Fame includes Dorsey Schroeder (LEFT) and George Follmer (BELOW, left).

The latest class will be formally inducted during the SCCA Hall of Fame and Awards Banquet that takes place on Saturday, Jan. 19, during the 2019 SCCA National Convention at the South Point Hotel, Casino & Spa in Las Vegas, Nev. Tickets to attend the 2019 Hall of Fame and Awards Banquet can be purchased through scca.com/convention at a rate of \$125 per ticket.

Coverage of the 2019 SCCA National Convention, including the Hall of Fame and Awards Banquet along with profiles on each inducted member, will appear in the March issue of *SportsCar*. 



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HIGH TECH GT

The Road Racing Board has released preliminary rules for the new non-Runoffs eligible GTX road racing class. The class will feature a mix of FIA GT3, SRO GT4 cars as well as TCR, Grand Am tube frame, and existing SCCA GT-1 cars that have improved aero, brakes, and fuel injection.



Courtesy Honda



Rupert Berrington

ALL IN
All 28 National classes will be invited to the 2019 Runoffs at VIR.

2019 RUNOFFS: WHO'S INVITED?

The SCCA Road Racing department has confirmed no changes to the eligible classes for the 2019 SCCA National Championship Runoffs, scheduled for Oct. 8-13 at Virginia International Raceway in Alton, Va.

The same 28 classes that made up the 2018 Runoffs, held in October at Sonoma Raceway, will compete at the 2019 Runoffs. New regulations announced in May 2018 guaranteed places

in the preeminent SCCA event for classes reaching a certain level of entries over the past two seasons, with additional classes being included based on venue space and event format.

Per SCCA General Competition Rules section 3.7.4.C (Invited Classes), "The Road Racing department, in consultation with the Club Racing Board, will determine and announce by January 1 the Runoffs-eligible classes invited to

the next Runoffs consistent with the event format and venue."

"Based on initial surveys, we expect a strong car count for the Runoffs at VIR," SCCA Director of Road Racing Deanna Flanagan says. "We will plan the event based on the same 28 classes from 2018, with the understanding that grouping classes together for qualifying and races will continue to be necessary."

The 2018 Runoffs classes are: Formula 500, Formula 1000, Formula Atlantic, Formula Continental, Formula Enterprises, Formula Enterprises 2, Formula F, Formula Mazda, Formula Vee, Prototype 1, Prototype 2, Spec Racer Ford 3, GT-1, GT-2, GT-3, GT-Lite, E Production, F Production, H Production, American Sedan, B-Spec, Spec Miata, Super Touring Lite, Super Touring Under, Touring 1, Touring 2, Touring 3, and Touring 4.

Five classes (Formula 500, Formula 1000, Formula Atlantic, Formula Enterprises 2, and GT-1) will be on probation for the 2019 Runoffs because they were below 10 cars at the 2018 event. If they do not have a minimum of 10 participants at the 2019 event, the class will run as a supplemental race, but no National Champion will be named. 📍

2018 SCCA BOARD ELECTION RESULTS ARE IN

The SCCA has announced results for the SCCA Board of Directors elections conducted in five of the SCCA's geographic Areas. Two new Board members were selected, and three incumbents rejoin the Board for another three-year term in office.

Bob Dowie, of Chester, New York, retains his position as Area 1 Director. Peter Jankovskis, of Lisle, Ill., won his bid for the Area 5 Director seat. In Area 7, Dan Helman, of Huffman, Texas, retains his position, as does Area 8 Director Arnie Coleman of Colorado Springs, Colo. Finally, Jeff Zurschmeide, of Lake Oswego, Ore., won his bid for the Area 13 Director seat. 📍

2019 SCCA BOARD OF DIRECTORS

AREA	DIRECTOR
1	Bob Dowie
2	Jack Burrows
3	Lee Hill
4	Marcus Merideth
5	Peter Jankovskis
6	Chris Albin
7	Dan Helman
8	Arnie Coleman
9	Charlie Davis
10	Earl Hurlbut
11	Jason Isley
12	Tere Pulliam
13	Jeff Zurschmeide



SCCA NATIONAL CONVENTION SCHEDULE NOW AVAILABLE

The schedule for the 2019 SCCA National Convention has been released, and with nearly 100 sessions on tap and hundreds of hours of education and fun planned over the course of the Jan. 17-19 event which will celebrate SCCA's 75th anniversary, the event is primed to be a fantastic kick-off to the 2019 racing season and the Club's Diamond Anniversary.

In addition to seminars covering everything from Timing and Scoring to Scrutineering to lithium batteries in motorsports to a variety of town hall meetings, the National Convention, which takes place at the South Point Hotel, Casino & Spa in Las Vegas, Nev., will also host a bevy of fun activities on the side.

The SCCA Pinewood Derby will return this year, taking place after the Annual Convention and Welcome Party on the opening night of Convention. Like last year, there will be two pinewood derby classes: Spec BSA and Unlimited. Spec BSA cars are subject to the rules and regulations of BSA Pinewood Derby competitions. Unlimited cars are subject only to what can get through TSA checkpoints, and they must be able to fit into the track starting gate. Rental cars will also be available.

Registration for the SCCA National Convention can be found at scca.com/convention, while room reservations at the South Point Hotel, Casino & Spa can be made by visiting the hotel's reservation webpage at southpointcasino.com. 📍

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 SCCA MEMBER SINCE 1980

PASS WITH HONOR

It's Thanksgiving Day and I'm almost a week past my deadline. Sorry, Editor Royle. I was planning to write about gratitude again, because racing involves such a large tribe of sports car enthusiasts, families, friends, and companies to make it possible. But I just can't. I'm pissed. No, really, I'm sick. Heartsick. It's this long trend toward on-track vehicular aggression that's just taken the wind

"There's a line of reasonable defense of a corner, and they were so far over it, it turned my stomach"

out of my sails lately, while way down below, my internal boiler is steaming, and angry pressure has built up.

There is a potent and toxic combination of ingredients manifesting on the world racing stage. At the highest levels, pro racing officials have backed down, and as a result, aggressive drivers have risen. The blocking in Formula 1 comes to mind, taking out one's own teammate, crazy. Win at any cost. As regular readers know, I have no respect for that. There's a line of reasonable

defense of a corner, and they were so far over it, it turned my stomach.

The volatile mixture includes a high level of crash safety, blended well with the fan interest drawn by dramatic conflict, spiced hot with extreme crash visuals, all boiled together in a green stew of money soup.

The inspiration for this latest rant? The finish of the 2018 NASCAR racing season. Not the last race, but the one at Martinsville, a qualifier of sorts under the current NASCAR "playoffs" structure. Please find the YouTube video if you have not already.

You've seen in this column my hard-won definition that a clean pass starts with getting into the peripheral vision of the driver ahead, before they turn for the corner. It's about vision. *Don't hit what you can see.* You can see the car you're trying to pass, but once turning, he cannot see you. Simple.

In this finish at Martinsville, Martin Truex Jr. has worked on Joey Logano for a good 10 laps, eventually utilizing better mid-corner grip to get up next to him and beat him to the lead. A nice maneuver with barely a rub. One short-track lap to go. As they head into the last corner before the

checker, they're single file. No hole to the inside, no dive bomb possible. It's as if the leader Truex Jr. is pulling a yellow trailer. No way by. Well, except...

Logano needs a win to get into the finals. So, he just straight shoves Truex out of the way. Flat chrome-horned him. No nose under, no I-thought-I-was-in-there. Oh, no. Not even close. Front bumper banged to rear - a rude, low-brow boot to the behind, with all the class of a barroom brawl, but none of the blind passion. This was a cold stab in the back, in front of God and everybody. "Sorry, Mr. Leader, gotta go, see ya."

Truex earned that lead with a better handling and driven car, and Logano just stole it back in a full-on mugging. Very similar but less coldly blatant was the spin-to-win at the Daytona 500 this year, as was the sad justification from the announcers at the time, and from some commentators afterward. "Well, the mugger wanted to win really bad, and the only way to snatch it back was to drive right around the rules of sport and steal it." Okay not exactly those words, maybe, but that's just what it sounds like to me.

And the crews leap for joy and hug



each other. How can you celebrate the murder of sportsmanship, in what is by definition a sport? Even more importantly, can we continue to hold the line at sports car events and in SCCA Road Racing, while watching highly paid hooligans screw each other on the professional stage?

I'm angry and saddened at the same time. Many of us in the SCCA follow these races, as does a worldwide audience, and when such dishonorable behavior is allowed, it affects the evolution of racing everywhere, and it's wrong. It's for the money. NASCAR specifically is working to hang on to its dwindling crowd, but the real cause was also money, pricing themselves out of the market. They lost their base. Blue-collar Southerners cannot afford \$150 seats and pay-per-view. The kids need shoes and health insurance.

The mindset of punt-to-win racing is illustrated well by a column in the *Daily Herald*, "Suburban Chicago's Information Source," penned by one Jenna Fryer. Headline: "Logano put it all on the line, as he should have." Watch the video. This attempted justification infuriates me. From my very first article a good 14 years ago, I have been working

to turn the tide *against* this soulless operandi. Ms. Fryer is by no means alone. Then what's in the first line of copy? "Re-watch *Days of Thunder* a couple hundred times..." to get some perspective on Logano's choice. What? It's a *movie*. It is not real life, people! Didn't your momma tell you that?

Funny, look through my book of columns, soon to be released, and you'll see me write "He's seen *Days of Thunder* one too many times" while training and complaining over the foolish moves of some misguided overly aggressive driver. And here she is holding up a Hollywood screenplay as a blueprint for proper racing etiquette! Arrrrgh! Have you ever wanted to just tear your hair out and run screaming into the woods? Worst of all, a growing number of pundits are chirping along with this.

She properly calls Truex a "gentleman, a sportsman worthy to be called champion," then utterly negates it with "But Logano had to have that win." You know what, Jenna and the rest of the world? Sometimes you just get beat, fair and square. That's why it is called "sport." Sometimes, you just don't get to win, and Logano got beat. And tightly controlled NASCAR allowed

"How can you celebrate the murder of sportsmanship, in what is by definition a sport"

it, because they're too expensive and they're desperately trying to hold on.

The crowd at Martinsville booed, and I say bravo fans. They know. Boos of disgust. If you don't play by the rules, then you are not winning. You are committing murder of the sport, in cold blood. Might as well just walk up and drop your golf ball in the hole, screw the club. Leap over and tackle the quarterback, before the snap.

Ms. Fryer concludes with, "If more drivers raced the way Logano did on that lap, people might start watching again." Ma'am, if everyone drove like that, there would soon be no more cars in the race. There are two places for unceremoniously ramming a competitor out of the way: demolition derby, or *Death Race 2000*. Maybe the fans are sick of this lack of integrity? Maybe true heroes don't drive like criminals? Maybe race fans want a winner they can respect?

Drivers, *be* that winner! 🚗

BUMP-N-RUN

Did Joey Logano (22) take it a little too far when he bumped Martin Truex Jr. out of the way for the NASCAR win at Martinsville?





MOVING THE EARTH

Competitors at the DirtFish RallyCross National Championship displaced a good amount of terra firma in the quest for a title. Josh Armantrout (LEFT) pushed hard and managed a third-place finish in Stock All Wheel Drive.



With nearly 120 hardcore RallyCross competitors on tap, the 2018 National Championship event couldn't help but deliver the action

WORDS Max Lawson (Stock category), Larry Smith (Prepared category), Jim Rowland (Modified category), and Philip Royle (Constructors category), with editorial additions and periodic color commentary by the SportsCar staff

IMAGES Rupert Berrington

Spectators may call it a dramatic finish; the driver who falls short, on the other hand, probably refers to it as pain and frustration. Either way, the 2018 DirtFish SCCA RallyCross National Championship was filled with it all, from the aforementioned drama, pain, and frustration, to camaraderie, sportsmanship, and glory. In other words, the RallyCross Nationals delivered.

Heading into the Oct. 12-14, 2018, weekend in Indianola, Iowa, competitors knew no battle would be easy. Weather was primed for a challenging-yet-manageable three days back at the National Balloon Classic field in Indianola, Iowa, after a brief hiatus in Kansas the previous year, and the pre-event entry count was flirting with record numbers. If everything held up, the 2018 RallyCross Nationals was going to be extraordinary.

FIND THE LINE

Even with frost on the ground, RallyCross competitors would not be deterred from walking the course.



But nothing is flawless. "Indianola's Memorial Balloon Field looked picturesque, but drivers would learn that looks can be deceiving," recalls Stock Rear Wheel Drive competitor Larry Smith. "The trouble began with Friday's 'fun run,' which typically offers a chance to learn the conditions - but some drivers were forced to climb out of the course in reverse as they struggled just to finish the mud-covered track."

The problem, however, was somewhat limited, and

"The narrowest margin of victory came in Prepared Front Wheel Drive with just 0.635sec separating the top two"

once the competition began, it was business as usual.

By the time the flying dirt settled, some 119 competitors had wound their way through three distinct courses over two days of competition, making 10 runs each. The narrowest margin

of victory came in Prepared Front Wheel Drive with just 0.635sec separating the top two after they had each logged more than eight minutes at speed on course. The largest margin of victory, meanwhile, came in the newest class, Constructors 2WD. While the Constructors class didn't attract the masses, it's a builder class in its infancy, so a small turnout was anticipated.

As for that dramatic finish we mentioned at the beginning? Well, you'll want to read the Stock Front Wheel Drive coverage

that follows. Just remember that a cone penalty is worth two seconds, so striking a cone on your last run and losing the National Championship by 1.9sec has to sting. And it probably stings even more when the same thing happened to the same driver the year before. Motorsports can be harsh.

Before you jump into the event coverage that follows, it should be noted that planning for the 2019 DirtFish SCCA RallyCross season is well underway, so head to scca.com/rallycross for the latest news.



Stock Front Wheel Drive

An Integra, Abarth, Reatta (proof positive that almost anything can be a fast RallyCross car), Mazdaspeed3, Escort, Camry, and a pair of Neons made Stock Front the most diverse class of the event. It was also the first class to run on the drying courses after the Prepared drivers had done a successful job of digging up most of the pesky grass.

R. Abner Perney piloted his weirdly rare and clean Buick Reatta to land just outside the trophies ahead of Christopher Ealer, Jeff Wagenknecht in his Escort, and Tim Ealer. The Ealers' Mazdaspeed3 suffered a cracked radiator halfway through the event with both drivers subsequently offered seats in Sasa Cerninski's Neon and Clayton Hodson's Camry; Cerninski and Hodson, in turn, rounded out the final results.

Keith Lightfoot bounced along extra aggressive-like on Sunday in his Fiat Abarth to overcome his slower first runs of the event and snatch third place from Kim Hapgood who held onto the fourth and final trophy spot in her bright yellow Acura Integra.

The duel for first place was between veterans Chang Ho Kim in his Integra and Donald Carl in his Neon, who immediately gapped the rest of the field. In a grim repeat of 2017, a single late cone penalty on Carl in his final run had him knocked down to second place behind another quick and clean driver. So, this year it was Kim who took the victory by a hair under a single cone penalty - a 1.903sec margin of victory after a grueling 10 runs. Hey, kids, just say "no" to cones!



Stock Rear Wheel Drive

In a geological sense, the Stock Rear Wheel Drive class was made up of a few strata of close-knit battles.

The inner core consisted of a smattering of Miatas and BRZs. The final order was Jacob Wheeler (Miata), Larry Smith (Miata), Evan Markewycz (BRZ), Forrest Smith (Miata), and Drew Tonnesen (BRZ). Tonnesen, it should be noted, had the dubious distinction of being the most penalized of the class, racking up a couple of gate penalties (ouch) in addition to a cone call. Meanwhile, the red and yellow Kansas City Chiefs flag flying on the Smith Miata looked cool, but the added drag probably didn't help.

The outer core was approximately four seconds wide and contained a 350Z (Austin Dowda), a 240SX (Logan Altmyr), and a light bar-unibrow Miata (Adam Raymer). Dowda suffered with an inoperable clutch master slave cylinder on the way to the event but still managed to best Altmyr despite having to use his starter to get off the line. While third in this group, Raymer was first of all the NA Miatas in the class.

The 75-hundredths-of-a-second-wide mantle was made up of a Boxter (Daniel Shea) and a newer Miata (John Voegeli), and both were awarded the final trophies of the class. While their positions remained static for the majority of the event, a final hero-run by Voegeli came ever so close to upsetting the order.

The crust's drivers made up of Ryan Miles in his Boxter and returning Champion Sean Grogan in his MR2 were both aggressive from start to finish during the event. While they swapped fastest times in class, it was Miles who grasped the top spot on his first run and never let go. In a rarity in RallyCross, these top two Stock Rear drivers obtained lower combined times than the quickest Stock Front driver. Impressive.





Stock All Wheel Drive

Stock All's 18-car class was largely a Subaru vs. Mitsubishi battle, although there was a Ford and an Audi adding spice to the mix. Unsurprisingly, there was one specific year and model of Mitsubishi present (2006 Evo), and a sizeable variety of Subarus.

To be blunt - Z.B. Lorenc put a hurtin' on the class in his Subaru, besting second-place Jan Gerber in his borrowed Evo by nearly 16sec to make this Lorenc's second championship in a row. Lorenc was incredibly consistent and absolutely clean during the event. It might have been a closer contest, but a loose charge pipe at the starting line on Peter Schaefer's Evo knocked him down from a close second to an eventual fifth place.

Josh Armatrout, meanwhile, gave hope to those owning Stock All Wheel Drive cars built in the last decade that are also not Subarus or Mitsubishi's by taking third place in his 2016 Ford Focus RS over Steve Ducharme in his Evo IX.

The fight for the sixth and final trophy spot came down to penalties, with Mike Holzinger's clean driving in his WRX beating out Charles Wright's one cone in his RS by less than a second.

On a side note, as a spectator, this class was nutty to watch - a total blast. Even during their final runs, these drivers were still flinging clods of earth hither and yon while clawing around the course.

Prepared Front Wheel Drive

Traction was the theme throughout the Prepared Front class. David Capesius went through the course flogging the turbo of his SRT4, demanding more speed and traction, while Robert Seelig commanded his CRX Si with control, drifting through corners at times. It was a dance of skill and talent, with a dose of luck in there as they plowed through the courses hoping their cars would stick when needed.

And the battle between these two was almost non-stop. Seelig kept Capesius on the ropes from course one, run one, through to course two, run four, but Capesius was relentless and cut Seelig's lead to a skinny 0.132sec before the end of Saturday's competition.

When Sunday's runs resumed the competition, it was still anyone's game. Capesius threw down a 67.8sec first run, but Seelig bested it with a 67.6; Capesius then blasted out a quick 66.0sec second run with Seelig crossing the line barely a tick over a 66.1. But the final runs of the National Championship delivered the answer Capesius was looking for - his 63.133 crowned him the champion when Seelig ran 0.879sec slower with a 64.012, putting Capesius ahead by just 0.635sec.





Prepared Rear Wheel Drive

There may have been 10 cars in the Prepared Rear Wheel Drive class (and a surprisingly diverse 10 cars, too, with everything from Miatas to FR-S's to a BMW 318ti, a Mercury Cougar, and even a Mercedes E55), but it turned into a two-driver show both battling in NB Miatas.

Myles Gertz and Shawn Roberts led the pack in the group almost from run one. These two drivers seemed evenly matched in their Miata's as they traded the lead back and forth, with only Eric Adams in an FR-S keeping pace (and that was only for the first run).

Roberts - it should be noted, wheeling a unicorn themed car - scored a lucky break when Gertz suffered a mishap with a cone on the fourth run of course two, but that wasn't enough to ensure the unicorn's safety. So, Gertz ended Saturday with a 1.571sec advantage over Roberts - but would it be enough?

When Sunday morning arrived, and the Prepared Rear group took to the course, Gertz gave a pretty definitive answer to that question with a resounding "yes." His first run on Sunday took that advantage and added significantly to it, stopping the clock 2.68sec faster than Roberts. Roberts shot back with a quick 68.2sec run, but it was only 1.4sec faster than the second run Goertz logged. Even then, Roberts didn't give up, besting Goertz on the final run by another 1.3sec. But time advantage Goertz had previously logged was too much to overcome and Goertz took the win nearly 1.6sec over Roberts.



Prepared All Wheel Drive

The Prepared All class was a battle of two Marks - and between them, they obliterated the competition. 2017 PA Champion Mark Macoubrie, commanding his WRX STI with precise discipline, and Mark Hill, driving his Evo IX with wild abandon, rocked the class, leaving third place some 43sec behind.

Macoubrie's opening shot of the event was an impressive 1.3sec faster than Hill's attempt, and he kept that intensity rolling as he logged faster times than Hill through all course one runs. Course two saw more of the same, although Hill was keeping pace enough to recover should Macoubrie ever encounter a problem. But unfortunately for Hill, it was he who found that problem - on the final run of course two, Hill tagged a cone.

Into Sunday, however, it was obvious that Hill wasn't going down without a fight, as he consistently scored faster times than Macoubrie. But Macoubrie's last minute tire change before his final Sunday run doubled with Hill's acquired cone the previous day sealed the deal, and Macoubrie claimed the Prepared All National Championship by 2.177sec.

Forty-some seconds back, Eric Schaub finished third, Harold Denham took fourth, and Ron Binkley took the final trophy position. Of note is that Binkley was 0.002sec away from fourth; the three cones he accrued on Sunday dropping him from a potential third-place finish to fifth. Which brings us back to our Stock Front coverage: just say "no" to cones.





Modified Front Wheel Drive

Modified Front Wheel Drive has historically been a battle waged on the line between reliability and maximum power-to-weight ratio, with most past champions having experienced an unexpected mechanical rite of passage in pursuit of victory. Though a couple of cars suffered hiccups, this year was mainly about drivers quickly adapting the right level of aggression to soggy-but-improving conditions.

Defending Champion Bret Hunter felt confident of his odds, provided that his supercharged Honda CRX could complete the weekend without fault. Ominously, the car sputtered to a halt just as he crossed the finish line while in the lead at the end of the Saturday morning runs. Hunter had to dash to his afternoon work assignment, but competitors from the Stock run group generously helped solve an alternator wiring fault in time for the car to continue - what a great community of racers. Electrical gremlins squashed, Hunter maintained his speed throughout the weekend and earned his second SCCA National Championship by an 11sec margin.

Second place went to Finger Lakes National Challenge winner Scott Carlson, followed closely by co-driver Philip LaMoreaux in their Volkswagen Golf. Both sped clear of a tightly contested mid-pack through penalty-free runs. Dixie National Challenge winner Alan Hoppe Jr., coned early, but steadily progressed from seventh to fourth throughout the weekend in his Volkswagen GTI. A Nationals first-timer, Hoppe capitalized on Sunday cone strikes by podium regular Jon Olschewski to take the final trophy position.



Modified Rear Wheel Drive

Classic enthusiast cars and high-flying dirt rooster tails put on a show for Modified Rear Wheel Drive spectators and workers. With an average vehicle age of 33 years, the class included a 1977 Corvette, 1977 BMW 320is, and not one but two 1985 Toyota Corollas. But as rain soaked the site prior to competition, success would come down to choosing the most effective tread pattern to kick up the dark Iowa soil.

The front of the pack saw Brianne Corn in a first-gen 1.8L Mazda Miata trading fastest runs with Vaughn Micciche's 1987 Porsche 924S, a repeat of the Finger Lakes National Challenge two months prior. As each experimented with tire choices on the damp-but-drying courses, Corn picked up fewer cone penalties and found a Sunday pace that would seal her second RallyCross National Championship title. The feat would join a trophy shelf already crowded by MR class victories in all three 2018 DirtFish RallyCross National Challenges.

Third place belonged to 2017 class Champion Doug Leibman, staying penalty-free in a 1971 Super Beetle proven to be formidable in all conditions. Just behind, Corn's co-driver and car builder Peter Dozeman earned the fourth and final trophy in his meticulously prepared Miata. Though a trio of cones denied Dozeman a podium spot, crowds of note-taking grid admirers marked him a threat for next year. Also hindered by cones, frequent class front-runner Dustin Kirk settled for fifth in his 1985 Corolla GT-S.





Modified All Wheel Drive

Modified All Wheel Drive repeated its annual exhibition of horsepower, tight finishes, and frequent cone upsets. Max Lawson turned in a redemptive drive for a 2017 championship bid that eroded in muddy conditions, advancing from third to first on Saturday afternoon and never looking back. Despite a cone on his final run, Lawson's 2006 Evo remained beyond the reach of a resurgent Orion Fairman, whose Sunday times outmatched the field. Fairman made deft use of the 2005 Subaru STI that also took second last year in the hands of Lothrop Withington IV, who sold it in favor of a 2010 Evo X with a semi-automatic gearbox. Though cone penalties held Withington to third place this year by just a tenth of a second, his slate of fast raw times foreshadowed the RallyCross potency of the relatively unproven Evo X.

Warren Elliott drove his 2006 Evo to fourth place, adding another trophy to his expansive collection. Just two tenths behind, Nationals first-timer Jess Moeding earned the fifth and final trophy with a cumulative time that would have made him runner up, minus cones. Likewise, Eric Less had the right pace for second place, but had to settle for sixth due to cone trouble.

And, with much to debate about the fastest cars and drivers, Modified All looks forward to bench racing gold ahead of its 2019 rematch.



Constructors Two Wheel Drive

The Constructors category, made up of Constructors Two and Constructors Four Wheel Drive, is the latest to join the RallyCross fray - and with nearly unlimited potential, it's also one of the most exciting. "With growth of the RallyCross program, there was a group of competitors who wanted to be able to use their skills to build a RallyCross-specific vehicle, which is why these two new classes were created," RallyCross Board chairman Steve Hyatt explained in early 2018 when the Constructors category was unveiled.

As is implied by the name, the Constructors rules allow significant freedom in design. To quote the RallyCross rules: "The Constructors Category is intended for four-wheeled vehicles altered in excess of the Modified Category allowances, such as dune buggies, sand rails, tube frame/chassis vehicles, kit cars, and similar types of custom-built vehicles."

But being in its infancy, it was no surprise when only two drivers, sharing one car, showed up at the 2018 RallyCross National Championship. Driving a modified 1991 Nissan Sentra, Leon Drake and Jim Perrin took turns battling for the lead. The outcome of that battle could be foretold early, however, as it only took Drake two runs to amass a four-second lead. While both scored DNFs on their third runs, the weekend got worse and worse for Perrin as he carried a total of five cones by the end of competition; compared to Drake's all-clean (and fast) runs, Perrin never stood a chance. The result was Drake as the class winner and the category's first RallyCross National Champion by a mile, the 20.332sec margin of victory the largest of the event.



**ALL THE ELEMENTS**

The RallyCross Nationals featured three challenging courses over two days, along with nearly 120 enthusiastic competitors.

MODIFIED FRONT WHEEL DRIVE

1. Bret Hunter Honda CRX	403.952
2. Scott Carlson Volkswagen Golf	415.199
3. Philip LaMoreaux Volkswagen Golf	416.030
4. Alan Hoppe Jr. Volkswagen GTI	422.418
5. Jonathan Olschewski (Honda Civic); 6. Bryan Tipples (Honda CRX); 7. Alan Hoppe (Volkswagen GTI); 8. Jonathan Nagel (Subaru Legacy); 9. Anthony Jackson (Ford Escort GT); 10. Jorge Gonzalez (Subaru Legacy)	

MODIFIED REAR WHEEL DRIVE

1. Brianne Corn Mazda Miata	412.290
2. Vaughn Micciche Porsche 924S	422.474
3. Doug Leibman Volkswagen Super Beetle	428.109
4. Peter Dozeman Mazda Miata	430.763
5. Dustin Kirk (Toyota Corolla GT-S); 6. Carmen del Genio (Mazda Miata); 7. David del Genio (Mazda Miata); 8. Marcus Merideth (Mazda Miata); 9. Todd Wicker (BMW 325is); 10. Matthew Grainger (Mazda Miata); 11. Ryan Redenbaugh (Toyota Corolla); 12. Edwin Cunill (BMW 320is); 13. Christopher Lynch (Chevrolet Corvette)	

MODIFIED ALL WHEEL DRIVE

1. Max Lawson Mitsubishi Evo	402.721
2. W. Orion Fairman Subaru WRX STI	407.359
3. Lothrop Withington IV Mitsubishi Evo X SE	407.464
4. Warren Elliott Mitsubishi Evo IX	409.807
5. Jess Moeding Mitsubishi Lancer	410.022
6. Eric Less (Subaru WRX); 7. Bob Martin (Mazda 323); 8. Todd Briley (Subaru Impreza 2.5RS); 9. Nick Lyle (Subaru WRX); 10. Jason Fuller (Subaru WRX); 11. Susan Lawson (Mitsubishi Evo); 12. Alex Reinkordt (Subaru Legacy); 13. Valerie Briley (Subaru RS); 14. Eric Lassiter (Audi S4); 15. Kevin Schatz (Audi A4); 16. Dillon Dunphy (Subaru WRX); 17. Justin Abide (Honda Civic)	

CONSTRUCTORS TWO WHEEL DRIVE

1. Leon Drake Nissan Sentra	550.536
2. Jim Perrin (Nissan Sentra)	

DIRTFISH SCCA RALLYCROSS NATIONAL CHAMPIONSHIP

NATIONAL BALLOON CLASSIC
Indianola, Iowa | Oct. 12-14, 2018

STOCK FRONT WHEEL DRIVE

1. Chang Ho Kim Acura Integra	488.965
2. Donald Carl Plymouth Neon	490.868
3. Keith Lightfoot Fiat Abarth	504.295
4. Kim Hapgood Acura Integra	506.741
5. R. Abner Perney (Buick Reatta); 6. Christopher Ealer (Mazdaspeed3); 7. Jeff Wagenknecht (Ford Escort ZX2); 8. Tim Ealer (Mazdaspeed3); 9. Sasa Cerninski (Plymouth Neon); 10. Clayton Hodson (Toyota Camry)	

STOCK REAR WHEEL DRIVE

1. Ryan Miles Porsche Boxster	481.118
2. Sean Grogan Toyota MR2	484.523
3. Daniel Shea Porsche Boxster	493.520
4. John L. Voegeli Mazda Miata	493.595
5. Austin Dowda (Nissan 350Z); 6. Logan Altmeyer (Nissan 240SX); 7. Adam Raymer (Mazda Miata); 8. Jacob Wheeler (Mazda Miata); 9. Larry G. Smith (Mazda Miata); 10. Evan Markewycz (Subaru BRZ); 11. Forrest Smith (Mazda Miata); 12. Drew Tonnesen (Subaru BRZ)	

STOCK ALL WHEEL DRIVE

1. Z.B. Lorenc Subaru Impreza	466.378
2. Jan Gerber Mitsubishi Evo IX	482.125
3. Josh Armantrout Ford Focus RS	486.016
4. Steve Ducharme Mitsubishi Evo	493.773
5. Peter Schaefer Mitsubishi Evo	493.970
6. Mike Holzinger Subaru WRX	494.901
7. Charles Wright (Subaru Impreza 2.5RS); 8. Jay Kurth (Subaru Impreza); 9. Kevin Dobrowolski (Subaru Impreza 2.5RS); 10. Karter Bollman (Subaru WRX); 11. Brian Ogara (Subaru Legacy); 12. Sean Travers (Subaru Impreza); 13. Noah Quick (Subaru WRX); 14. Sean Heinrich (Subaru Legacy); 15. Josue Aleman Montoya (Subaru WRX STI); 16. Greg Little (Subaru Legacy); 17. Steven Bright (Audi TT Quattro); 18. Kevin Brown (Subaru Impreza Outback)	

PREPARED FRONT WHEEL DRIVE

1. David Capesius Dodge SRT4	498.735
2. Robert Seelig Honda CRX Si	499.370
3. Erik Carlson Nissan Sentra Spec V	508.427
4. Randy Patten Dodge SRT4	510.867
5. Jim Rowland (Nissan Sentra Spec V); 6. Jason Lang (Honda Civic Si); 7. Greg Cheney (Ford Fiesta ST); 8. Trent McQueen (Acura RSX Type S); 9. Jon Seaton (Ford Fiesta ST); 10. Stephen Hyatt (Mazda2)	

PREPARED REAR WHEEL DRIVE

1. Myles Goertz Mazda Miata	508.877
2. Shawn Roberts Mazda Miata	510.475
3. Kyle Nilson Mazda Miata	523.824
4. Eric Adams Scion FR-S	525.338
5. Katie Orgler (Mazda Miata); 6. Eileen Bollig (Scion FR-S); 7. Howie Johnson (BMW 318ti); 8. Gonzalo San Miguel (Mazda Miata); 9. Michael Gallant (Mercedes E55); 10. Justin Sibert (Mercury Cougar)	

PREPARED ALL WHEEL DRIVE

1. Mark Macoubrie Subaru WRX STI	486.191
2. Mark Hill Mitsubishi Evo IX	488.368
3. Eric Schaub Subaru Impreza 2.5RS	531.854
4. Harold Denham Mitsubishi Evo IX	533.503
5. Ron Binkley Subaru STI	533.505
6. Riley McDowell (Subaru WRX STI); 7. James Israelsen (Audi 90); 8. Shane Blankenship (Dodge); 9. Christian Retterer (Mitsubishi Eclipse GS); 10. Mike Coons (Subaru WRX); 11. Brad Turnbull (Subaru WRX STI); 12. Melissa Sherowski (Subaru Forrester 2.5XT); 13. Brian Hillgoss (Subaru Impreza); 14. Joshua Brooks (Subaru WRX); 15. Brandy Haugo (Subaru Impreza); 16. Cliff Jette (Subaru WRX); 17. Dawn Lively (Subaru WRX)	



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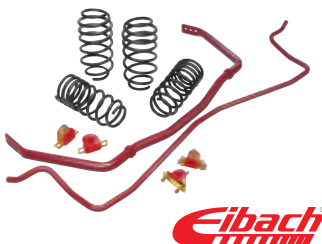
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James Heine



James Heine

THE CHALLENGE

WORDS Rick Beattie

THE WINNING WAY
(ABOVE) There are numerous historical sites throughout Southern Illinois, and this year's USRRC visited many. (ABOVE RIGHT) Chuck Larovere and Rick Beattie won the Le Petit Rallye du Rocher National Touring rally.

On Oct. 4-7, 2018, SCCA's St. Louis Region presented the 24th running of the United States RoadRally Challenge. For the Regions involved in making the event happen, it was the culmination of nearly three years of work; for the competitors, it was four days of carefully planned rallying in the Midwest, centering on the USRRC's headquarters in Columbia, Ill. There was even an Oz-like rainbow near the finish, wrapping up the event quite nicely - and at least one member of the group was from Kansas.

The challenge competitors faced in contesting the 2018 USRRC came not from difficult instructions, strained interpretations of the RoadRally Rules, or quick speeds. It was more in the describing of it in the

absence of typical rally stories about unique traps, routes, and intersections that weren't part of the style for those four rallies.

The four-day RoadRally was organized by chairman and rallymaster Jim Heine, along with rallymasters Ron Ferris and Tom vonHatten, with the support of the St. Louis and Southern Illinois Regions. But putting on an event of this magnitude required far more help. "[I] first proposed the weekend to our Region [Board] at the beginning of 2015 and to the [RoadRally Board] in mid-July 2015," Heine explains, noting that he received enthusiastic support from the Region's RE, Peter Zekert, and the Board. "Basically, Peter and the Board said, 'Tell us what you need, and we'll try to help,'" he says.



Photo: iStockphoto.com/H. Ben

EVENT REPORT

MAKING IT HAPPEN

(TOP LEFT to RIGHT) The Kaskaskia Trails National Course rally paid homage to the historic Kaskaskia-Cahokia Trail. St. Louis Region assistant RE (left) and SCCA President Mike Cobb handled checkpoint duties during the Le Petit Rallye du Rocher. Tom vonHatten and Debbi Laitenberger found heavy rains had impacted the route during the day's precheck. (BELOW) Competitors cruised past the Old Baum-Salem Evangelical Church, which has been abandoned since WWII, during both Friday and Saturday rallies.

James Heine



James Heine



James Heine



And help they did. "Among our control workers for the USRRC, we had almost the entire Board participating as well as Region members from our Solo and Street Survival programs," says Heine. The St. Louis rally program had been building on "easy-to-run Regional events [like] game rallies, [tulip rallies], and on social rallies to popular local destinations," Heine continues.

From the start in 2015, Heine

had the event format and a few headquarters locations in mind. In April of the following year, vonHatten organized a Monopoly Redux rally in Columbia, Ill., that began at City Hall and ended at Reifschneider's Grape and Grill, a 12-minute walk away. VonHatten told Heine about his contact, Sue Sprago, the Columbia tourism and community relations coordinator.

Heine tells of doing "an informal SWOT analysis," as he

describes it, before selecting a location for the event, but the effort by Columbia to provide the rally committee with contacts, potential banquet locations, warnings about possible date conflicts, and even invitations to car shows is what really helped in the selection.

Columbia, Ill., is a little more than a dozen miles from the St. Louis Arch and 30 minutes from Lambert International Airport.

Many Regional rallies had started in Columbia, and it seemed to be near great rally country.

The USRRC rally used no unpaved roads, and the paved ones were excellent. There was very little local traffic, and although the wide flat fields of the Midwest were present, river bluffs, hills, and varied terrain made for a great drive.

A typical USRRC weekend has three rallies: Course, Tour,

Mark Morgan



ON THE ROAD

(LEFT, top to bottom) Wendy Harrison and Craig Beidelman took top honors in the Monopoly Redux Divisional GTA Rally. Many teams got to exercise their Time Allowance skills due to the fall harvest. Teams assemble at City Hall in Columbia, Ill., and await the start of the Monopoly Redux. Red Bud, Ill., was the lunch stop for both the Kaskaskia Trails and Le Petit Rallye du Rocher.

James Heine



Rose vonHatten



Mark Morgan



James Heine

and GTA National-length events from Friday through Sunday. This committee dispensed with a National GTA and instead produced two Divisional and two National events for Thursday evening through Sunday morning: A Divisional-length Tour, Tulips by Night; a National-length Course, Kaskaskia Trails; a National-length Tour, Le Petit Rallye du Rocher; and a Divisional-length GTA, Monopoly Redux, on Sunday to complete the weekend. The event began with a Thursday evening dinner provided by the committee at American Legion Post 581.

Tulips by Night presented quite a challenge. The event was a Monte, and although the time and distance to a possible control location were given, finding it and the exact timing line in the dark was the challenge.

Bruce Gezon and his navigator Bob Morseburg, who won the weekend both overall and in Class E, did well on this rally, finishing in a tie for first with the team of Steve Gaddy and Chris Bean. Each team had just two points for the eight scored legs. Jeanne English, who liked the Monte Carlo event the best, and her navigator Karl Broberg, were first in Class L with three points while Jessica Toney and her navigator J Toney won Class S with four points. The Kaskaskia Trails Course rally ran the next day.

Gaddy, who drove while Bean navigated, liked the Course rally best. "The traps were appropriate for a USRRC," he says. "I was pleased they were more thought provoking than I had expected."

Although it was his favorite, Gaddy and Bean fell behind here, finishing second to Gezon and Morseburg with 218 points to

their 82. Toney and Toney won Class S with 256 points and English and Broberg took first in Class L with 332 points.

Saturday's Tour rally, Le Petit Rallye du Rocher, was a well-written event. Chuck Larouere did a great job driving for my navigation, resulting in a first in Class E win with 11 points. Gezon and Morseburg finished second in Class E with 12 points, but still holding on to their weekend lead.

Toney and Toney again won Class S with 50 points while English and Broberg took first in Class L with 63 points. This event also ended with a second committee-sponsored dinner at American Legion Post 581.

Admittedly, all four events had problems along the route, with missed car numbers by control crews in the dark on Thursday, a missed stop sign on Friday, a control not set up in the correct location on Saturday, and some problems interpreting the rules on the Sunday rally, and scoring issues delayed results until the next morning for the first three rallies. But despite these issues, Gaddy concluded that "overall, these were well planned events written by an experienced committee who put significant work into the planning process." A couple things reveal more evidence of that.

"Through our Solo group, we also contacted the SAE/automotive technology group at Southern Illinois University-Carbondale, and that group through team leader Andrew Erickson provided three of our seven control crews for Saturday's Petit Rallye du Rocher," Heine says of the event's extensive planning



Rose vonHatten



Mark Morgan



James Heine



Wendy Harrison

process. "We couldn't have asked for better help."

Erickson brought six students: Aaron Hetherington, Rafael Alvarez, Eric Ray, Zach Greiter, Quentin Clehouse, and Andrew Erickson. They are all automotive technology students and autocross in a 1994 Honda Del Sol. "RRB chair Jim Crittenden, St. Louis Region RallyCross chair Steve Slotten, and rally

veteran Jim Hathcock helped the three crews," Heine explains.

"We learned so much about the sport; we really liked the idea of an automotive race that doesn't take such a toll on the car," Erickson says. "We all enjoyed the culture and all the people we met along the way. Not only was everyone friendly, they also taught us new things, and told us stories along the way

that really showed just how much everyone loved doing this."

One other thing: St. Louis Region had invited SCCA President and CEO Michael Cobb to join the group. Larouere and I were fortunate that Cobb joined us for the first two legs of the Le Petit Rallye du Rocher. His comments after the event, most of which started with, "Wow," varied from, "This is

actually *fun*," and, "This seems pretty challenging," to, "Wow, what does one do with all the 'rally stuff' in this car? The GPS tracker, the custom route scrolling device, and all the other synchronized technology in the car made me feel like I was in a jet fighter rather than a Chevy Malibu rented from Avis."

Cobb said he was concerned we would drop him off in a



James Heine

FOR THE WIN

(Clockwise from TOP LEFT) John Emmons mans Control 4 on the Kaskaskia Trails Rally. Jeff Boris and Chuck Hanson take in the countryside of Fountain, Ill. Bruce Gezon and Bob Morseburg were the Equipped Class overall winners. In the Limited Class, Jeanne English and Karl Broberg took the win. The team of Jessica and J Toney won the Stock class. David and Art Zemon claimed the Gateway Regional Cup. Tom and Rose vonHatten had sweep duties covered. Near the end of the Le Petit du Rocher, and under a rainbow, Jose Hernandez and Carla Russo await competitors.



James Heine

the board's place names. Points were added to your score for "landing on" a property and deducted for "RXR" signs.

Wendy Harrison and Craig Beidelman won the event, which was scored in a single group rather than by class. "Our favorite events are GTA, so we were looking forward to Monopoly, and we enjoyed it tremendously," they reported. They used their time on the course to look for signs and then added up the points when they got to the restaurant parking lot. "The hardest part was adding the dollars together for the final number. We kept getting different totals," they said.

"[The event] made good use of the countryside," Gezon, who finished third with Morseburg, says. "We were treated to some of the Mississippi floodplain and levees while touring the historic towns among the bluffs." To Gezon it was a "sign hunt of the old days," but he thought that being told to use only signs on the right side of the car made the hunt much easier.

Lunch was back in Columbia at Reifschneider's, where Gezon concluded that for the few minor problems, "reasonable resolutions were administratively made, and everyone seemed happy with the result."

Most teams and workers agreed. Cobb quite possibly put it best after the event. "My overall takeaway: I truly enjoyed my experience, learned quite a bit, and saw another side of the SCCA adage, 'I came for the cars but stayed for the people.'"

Details of the 2019 USRR have yet to be announced, so keep an eye on scca.com/ for roadrally for breaking news. 📍



James Heine



James Heine

cornfield - which, ironically, we did at the second control location to allow him a chance to work with the control crew.

Back on the road, St. Louis Region followed the rule to "always leave them laughing," with the Sunday GTA rally, Monopoly Redux. Using a downsized interpretation of the iconic game board, teams followed a simple route to locate signs that matched

2018 UNITED STATES ROADRALLY CHALLENGE

Columbia, Ill. | Oct. 4-7, 2018

OCT. 4 - TULIPS BY NIGHT III

RESULTS: pos/class driver/navigator (car) total. 1/1E, Gezon/Morseburg (Mini) 2; 1/1E Gaddy/Bean (Infiniti) 2; 3/1L English/Broberg (Mitsubishi) 3; 4/1S Toney/Toney (Toyota) 4; 5/3E Starr/Head (Subaru) 7; 6/4E Larouere/Beattie (Chevrolet) 9; 7/5E Duea/Pearsall (Nissan) 11; 8/6E Palidar/Daily (Nissan) 16; 9/7E Thompson/Rosevear (Subaru) 20; 10/2L Engblom/Babbe (Subaru) 40; 11/3L Wetzel/Stocker (Kia) 56; 12/8E Boris/Hanson (Ford) 94

OCT. 4, 2018 - KASKASKIA TRAILS

RESULTS: pos/class, driver/navigator (car) total. 1/1E, Gezon/Morseburg (Mini) 82; 2/2E Gaddy/Bean (Infiniti) 218; 3/1S Toney/Toney (Toyota) 256; 4/3E Thompson/Rosevear (Subaru) 282; 5/1L English/Broberg (Mitsubishi) 332; 6/4E Larouere/Beattie (Chevrolet) 516; 7/2L Harrison/Beidelman (VW) 526; 8/5E Palidar/Daily (Nissan) 563; 9/6E Boris/Hanson (Ford) 639; 10/7E Duea/Pearsall (Nissan) 728; 11/8E Starr/Head (Subaru) 832; 12/3L Wetzel/Stocker (Kia) 877; 13/4L Engblom/Babbe (Subaru) 1571

OCT. 5, 2018 - LE PETIT RALLYE DU ROCHER

RESULTS: pos/class, driver/navigator (car) total. 1/1E, Larouere/Beattie (Chevrolet) 11; 2/2E Gezon/Morseburg (Mini) 12; 3/3E Gaddy/Bean (Infiniti) 16; 4/4E Palidar/Daily (Nissan) 19; 5/5E Thompson/Rosevear (Subaru) 20; 6/6E Starr/Head (Subaru) 29; 7/1S Toney/Toney (Toyota) 50; 8/1L English/Broberg (Mitsubishi) 63; 9/7E Boris/Hanson (Ford) 64; 10/8E Duea/Pearsall (Nissan) 96; 11/2L Wetzel/Stocker (Kia) 113; 12/3L Harrison/Beidelman (VW) 143; 13/4L Engblom/Babbe (Subaru) 153; 14/2S Zemon/Zemon (VW) 408; 15/9E Emmons/Van Vleet (Honda) 657

OCT. 7, 2018 - MONOPOLY REDUX

RESULTS: pos, driver/navigator (car) total. 1, Harrison/Beidelman (VW) 140; 2, Gezon/Morseburg (Mini) 225; 3, Palidar/Daily (Nissan) 290; 4, Starr/Head (Subaru) 325; 5, Lynch/Lynch (Mazda) 500; 6, Gaddy/Bean (Infiniti) 525; 7, Boris/Hanson (Ford) 635; 8, Toney/Toney (Toyota) 710; 9, Wetzel/Stocker (Kia) 950; 10, Larouere/Beattie (Chevrolet) 985; 11, Thompson/Rosevear (Subaru) 1215; 12, Engblom/Babbe (Subaru) 1460; 13, English/Broberg (Mitsubishi) 1955; 14, Duea/Pearsall (Nissan) 2125

2018 EVENT POINTS STANDINGS

DRIVER	NAVIGATOR	TULIPS	KASKASKIA	ROCHER	REDUX	TOTAL
EQUIPPED CLASS						
Bruce Gezon	Bob Morseburg	10	20	16	8	54
Steve Gaddy	Chris Bean	10	16	12	3	41
Chuck Larouere	Rick Beattie	5	10	20	1.7	36.7
Brian Palidar	Michael Daily	3	8	10	6	27
Mike Thompson	Fred Rosevear	2	12	8	1.6	23.6
Gary Starr	Dave Head	6	3.8	6	5	20.8
Jeff Boris	Chuck Hanson	1.9	6	4	2	13.9
Jim Duea	John Pearsall	4	4	3.8	1.3	13.1
John Emmons	Lois Van Vleet	0	0	3.6	0	3.6
LIMITED CLASS						
Jeanne English	Karl Broberg	10	20	20	1.4	51.4
Wendy Harrison	Craig Beidelman	0	16	12	10	38
Richard Wetzel	Andy Stocker	6	12	16	1.8	35.8
Cheryl Babbe	Gail Engblom	8	10	10	1.5	29.5
STOCK CLASS						
Jessica Toney	J Toney	10	20	20	1.9	51.9
David Zemon	Art Zemon	0	0	8	0	8
Sandra Lynch	James Lynch	0	0	0	4	4
Bud Price	Cathy Price	0	0	0	0	0

WORK FOR IT

Danny Steyn started from the front but had to overcome an off-track excursion to claim the STL win.



BREAKING NEW GROUND

The 2018 American Road Race of Champions at Road Atlanta marked not only great racing, but also new beginnings both on and off the track

WORDS Paul Brewer
IMAGES Clark McInnis



SCCA's Atlanta Region always finds something new to spice up its annual funfest, the season-concluding Gran Turismo East-sponsored American Road Race of Champions (ARRC). This year, things got both serious and fun with the GT-3 Challenge presented by MPI kicking off at the ARRC, plus there were Spec MX-5 feature races to boot. All the action kicked off on Friday, Nov. 2, with a little bit of a splash.

The vast majority of qualifying

on Michelin Raceway Road Atlanta's 2.54-mile Georgian circuit took place on Friday on a wet track, making grid positions not a true representation of what might transpire during the dry races. But the damp beginning to the weekend really helped set the scene for a truly interesting weekend.

ARRC racing kicked off on Friday with the Atlantic Pro Cup. The APC featured a mixture of SRF3 with tin top racers in several classes. SRF3s tend

to dominate this race, and the APC at the ARRC was no exception as the top four SRF3s lapped the entire field. And to top it off, Justin Weir squeezed out his brother, Thomas, by 0.446sec for the overall win. Other tight and notable races throughout the 28-car race group included battles between Robert Garrison and Mike Taylor for STL, and Michael Carter and Danny Steyn in Spec Miata.

Saturday's first race featured STL, STU, T3, T4, and all of

Production - and the race action lived up to its potential. Pole winner Danny Steyn pulled off the race of the weekend in his STL MX-5, continuing to build on his stellar year of racing. Steyn led from the pole until going off in Turn 1 on lap three, dropping back to 11th, well behind the leaders. But by lap 16, Steyn had fought his way through the pack and reassumed the lead. He then stretched that lead to a 4.5sec margin of victory.



Race two was the ground pounders, GT-1, GT-2, GT-3, GTA, and AS. The grid was set by a 10-lap qualifying race on Friday afternoon with Joseph Freda's 'Vette on pole next to Zach Monette in a Mustang.

Freda and Monette had a great battle for overall lead until Monette pulled off late in the race giving Freda a clear win. In GT-3 competition, Jeff Dernehl's RX-7 dominated; this was definitely a

portent for things to come in the GT-3 Challenge feature race.

The first of two Spec MX-5 Challenge races held during the ARRC was up next. With the season title and a large check up for grabs fans didn't leave disappointed.

Turn 10 was exciting on virtually every lap. Peter Ensor took the win with Thomas Martin on his tail just 0.174sec back. This meant that Ensor only had to finish fourth or higher and ahead

of Martin on Sunday to claim the \$100,000 scholarship for the 2019 Battery Tender Global MX-5 Cup season that goes with the title.

Group 3 was for all Improved Touring classes and boasted an impressive 24-car field. Matt Reppert sat on the pole in his ITS BMW, but ITS racer Willie Phee grabbed the lead at Turn 1 and held it for a couple of laps, at which point Reppert assumed the point. Then Phee suffered a

problem dropping him half a minute back, leaving ITS racer Harold Corbin to chase Reppert for the win.

Will Perry grabbed the ITC win, Theodore Thorp took the ITA win, and Robert Garrison claimed the IT7 win.

The F5, CF, FF Group 4 race proved once again that Turn 1 can bite. Polesitter Ryan Mayfield led from the green to the first corner - where he had an off (although he did continue) - gifting



IN THE LEAD

(Clockwise from TOP LEFT) Checking out, Tray Ayres dominated the P2 race. As usual, the Spec Miata contest was hard fought, this time with Michael Carter emerging the victor. After trailing the SFR3 pack for much of the race, Dana Webster made a move on lap eight that paid off with the win. Joseph Freda (82) pulled off the double, winning both GT-1 races with his Corvette.



THE CHALLENGE

The inaugural GT-3 Challenge race took place at the ARRC, offering great incentives and awards for competitors (BELOW). Jeff Dernehl (BELOW MIDDLE, 71) claimed the first win, and with it the lead in the yearlong points chase. (BOTTOM) A number of GT-3 Challenge competitors gathered to commemorate a new beginning for the GT-3 class.

THE GT-3 CHALLENGE

Mazda, Hoosier Tires, Max Papis Innovations (MPI), and SCCA worked together to create the GT-3 Challenge to showcase the predominantly tubeframe class and encourage GT-3 racers to bring out their impressive machinery. The series debuted at the 2018 ARRC, with three more races taking place at U.S. Majors Tours during 2019, and the finale occurring at the 2019 Runoffs at VIR.

But why should you care about GT-3? Well, as David Cook, business development manager for Mazda Motorsports, explains, the GT-3 competitors' development of their cars "encompasses the spirit of the sport."

"Our sport is turning toward turn-key solutions, so the age of the racer working on the car him or herself seems to be passing by," notes Tom Long, Mazda development driver for the Global Mazda MX-5 Cup. "The GT-3 class gives the opportunity for the driver to tinker. This is something that gives additional value to the racer and the sport."

Once the series came to light in 2018, companies like Hoosier and MPI were quick to come aboard. "For us, it is



very important to support the grassroots racer as all racers should have access to the best safety equipment," adds Jan Zimmer, head of marketing for MPI. "[Supporting the GT-3 Challenge] is a way for MPI to give back to the sport."

Combined, these companies are working together to encourage more competition in GT-3 by assisting racers with entry fees at GT-3 Challenge events, as well as awarding some competitors with free tires and MPI steering wheels. The entries in this inaugural event certainly demonstrated a high level of development and



innovation, as well as commitment to the sport – one racer bought a GT-3 car just for this race since his car wouldn't be completed in time. Will the GT-3 Challenge be enough to reinvigorate this exciting class? The 2018 ARRC showed it's off to a good start.

outside polesitter Eric McRee with the lead. A few laps into the run, Turn 1 and Turn 7 then bit a couple of other competitors, bringing out double yellows and bunching the field.

At the restart, McRee and Mayfield, now back in contention, ran nose-to-tail; Mayfield made the pass and took the win with a 0.622sec margin of victory. Phil Kingham in CF and Sam Lockwood in FF had a great race,



**MAKING IT LOOK EASY**

(TOP LEFT) On the vintage side, Phil Kingham (27) won both CF races. (LEFT) Paul Schneider won Sunday's FE2 feature race. (BELOW LEFT) Pro racing champ Tom O'Gorman cruised to the STU win.



finishing fourth and fifth overall.

Spec Miata took to the track next, so spectators rushed to Turn 1 for the start - and they weren't disappointed. Danny Steyn, in his usual pole position, led the gaggle of Miatas into Turn 1, but an incident just behind the leaders subtracted three cars from immediate contention. Luckily, the chaos only required a local yellow, so racing continued. Steyn fell back to seventh early and, in a repeat of his earlier performance in the weekend, fought back to the lead. The result was different, however, as Steyn had an off at Turn 7 on the final lap and the hard-fought win went to Michael Carter over Elivan Goulart and Jim Drago. Margin of victory on this one? 0.228sec.

SRF3, SRF, and FV hit the track next and had their usual nose-to-tail melees - for the first 16 laps, at least. John Jernigan Jr., John Greene, Jean-Luc Liverato, and Russell Turner were glued together until Dana Webster joined the pack on lap eight and swaps of position occurred at Turn 10A. By lap 11, Webster assumed the lead over Turner and eventually pulled a bit of a margin for the win. Justin Weir, meanwhile, jumped to third on the penultimate lap.

Many of the fast open-wheelers - FB, FM, FC, FE, FE2 - were up next with a few P1 and P2 cars thrown in for good measure. An interesting aspect here is that last year's winner, FB racer Alex Mayer, was starting well back in the pack. Could he find a path to the front?

At the green, overall polesitter FB racer Jose Gerardo led initially, eventually falling to second overall when Tray Ayres in P2 made the pass. Then Gerardo dropped to third overall when - you guessed it - Mayer

GOODBYE, OLD FRIEND.

"As someone who has spent much of the last 45 years in the old Road Atlanta tower, working amidst the demolition and construction going on around us during Atlanta Region's 2018 ARRC brought forth many memories and emotions and me.

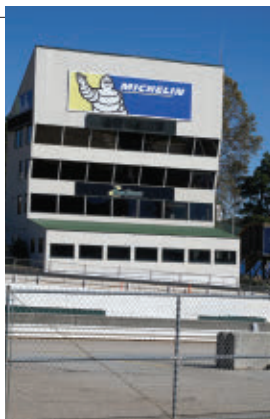
"It was easy to be nostalgic reminiscing over the events happening in and around it; remembering the people trudging up those damned stairs (the biggest complaint by far by anyone who ever made the climb: 'Getting steeper every year!' 'Why don't you have an elevator?'), going to talk to the stewards, consulting Timing and Scoring, checking in with the media, and attempting to get a better view - because there was always so much to see from the tower.

"Timing had the best seat in the house at Road Atlanta. All the history made on the track passed through our view out

those windows - then clicked our stopwatches, scored on endless tear sheets, and later captured in the millions of transponder hits.

"Originally, a wood building in that fabulous 1970s hippie rustic style like all the other outbuildings around the facility, stucco covered the concrete monolith that stood over everything we did there. It wore the brands of all our sponsors; that will continue over with the renaming of the track and the tower yet to come. When the new building was announced, I told everyone, 'The Michelin Man ate our tower!'

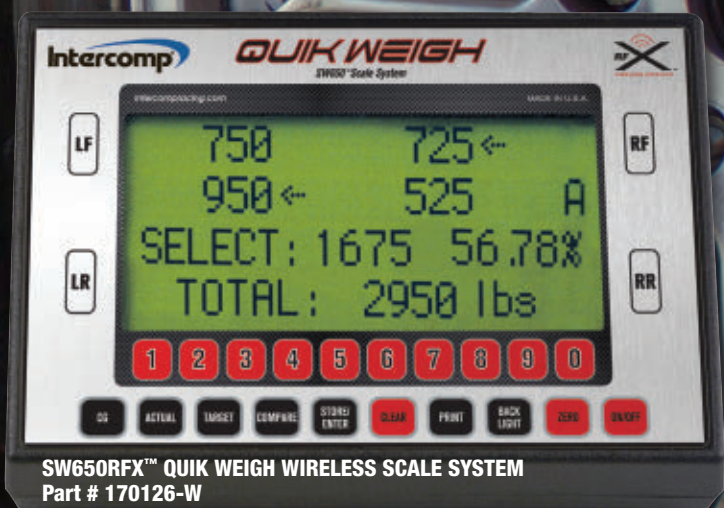
"The new building promises to be quite spectacular. It will be many times larger than our humble beginnings and will have much going on, including entertainment options and every amenity for whatever anyone could ever need or want at a racetrack. Why don't you have an elevator? This place will have two. That has been loudly cheered by all as a really, really good thing.



"I look forward to our new home and the adventures that await. We take with us all that we have done before and prepare to write new chapters in our racing history. I will always cherish the memories - well, everything except for those stairs."

Jenny Paradis, Atlanta Region Chief of Timing and Scoring

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**FIGHTING BACK**

(TOP LEFT) An off-course excursion at the start made things challenging for Ryan Mayfield, but he clawed his way back to the front of the F500 field for the win. (LEFT) Matt Reppert got the best of the ITS field, driving his BMW to victory. (BELOW LEFT) Peter Ensor (13) came out on top in both Spec MX-5 Challenge races, clinching the overall series win along the way.

made the pass for second overall just passed the halfway point. Mayer wasn't going to catch Ayres, however, so he settled for second overall and first in FB.

A cool, crisp Sunday greeted the American Pen Company Right Coast Formula F Feature Race competitors. Polesitter Andrew Dobbie held the lead into Turn 1 in his FF with David Harmison's CF, up from third on the grid, close behind. Lap two saw a CF do an exciting 360 - three times - shooting the racer into the gravel at Turn 10A, bringing out the safety car. The restart on lap seven saw Dobbie leading, and he held that honor to the finish. FF racer Sam Lockwood grabbed second and Phil Kingham was third overall, first in CF.

AMERICAN ROAD RACE OF CHAMPIONS | ROAD ATLANTA | BRASELTON, GA. | NOV. 2-4, 2018**FRIDAY**

GT1: (4 starters) 1. Joseph Freda (Chevrolet); 2. Zachary Monette (Ford); 3. Harry Hinkle (Dodge); **GT2:** (3 starters) 1. Michael Attaway (Chevrolet); 2. Richard Ruckh (Chevrolet); 3. Mike Cottrell (Mazda); **GT3:** (6 starters) 1. Jeff Dernehl (Mazda); 2. Stacy Wilson (Mazda); 3. Rob Warkocki (Mazda); **GTA:** (9 starters) 1. Tyler Wilson (Pontiac); 2. Jay Gomer (Chevrolet); 3. Billy Joe Holley (Chevrolet); **ATLANTIC PRO CUP - SRF3:** (7 starters) 1. Justin Weir; 2. Thomas Weir; 3. Russell Turner; **STU:** (1 starter) 1. Alex Phelps (Mazda); **STL:** (3 starters) 1. Robert Garrison (Mazda); 2. Mike Taylor (Honda); 3. Jon Sewell (Acura); **SM:** (12 starters) 1. Michael Carter; 2. Danny Steyn; 3. Joe Crowell; **SMSE:** (1 starter) 1. Bill Roland; **ITA:** (2 starters) 1. Mike Conrad (Acura); 2. Mark Sellers (Mazda); **IT7:** (1 starter) 1. Martin Reiter (Mazda); **IT7R:** (1 starter) 1. Steve Rose (Mazda)

SATURDAY

GROUP 1 - STU: (1 starter) 1. Alex Phelps (Mazda); **STL:** (7 starters) 1. Danny Steyn (Mazda); 2. Daniel Williams (Mazda); 3. Palmer Rogers (Mazda); **T4:** (1 starter) 1. Thomas Hart (Mazda); **T3:** (1 starter) 1. Assen N. Rachev (Mazda); **EP:** (4 starters) 1. Peter Norton (Caterham);

2. Robert Garrison (Mazda); 3. Russ Gezon (BMW); **FP:** (2 starters) 1. Richard P. Anderson (Fiat); 2. Bill Waters (Triumph); **HP:** (4 starters) 1. Will Perry (Honda); 2. Charles Fullgraf (Honda); 3. John Fine (Honda); **SPU:** (1 starter) 1. Jim Coman (Mazda);

GROUP 2 - GT1: (4 starters) 1. Joseph Freda (Chevrolet); 2. Paige Monette Alexand (Chevrolet); 3. Harry Hinkle (Dodge); **GT2:** (2 starters) 1. Richard Ruckh (Chevrolet); 2. Mike Cottrell (Mazda); **GT3:** (7 starters) 1. Jeff Dernehl (Mazda); 2. Stacy Wilson (Mazda); 3. Rich Grupp (Mazda); **GTA:** (8 starters) 1. Billy Joe Holley (Chevrolet); 2. Randy Walker (Chevrolet); 3. Bob Davis (Chevrolet); **AS:** (1 starter) 1. Dainton Brooks (Ford);

GROUP 2A - SPEC MX-5: (12 starters) 1. Peter Ensor; 2. Thomas Martin; 3. Nick Bruni;

GROUP 3 - ITS: (9 starters) 1. Matt Reppert (BMW); 2. Harold Corbin (Mini); **ITC:** (2 starters) 1. Will Perry (Honda); 2. Terry Topping (Honda); **IT7:** (4 starters) 1. Robert Garrison; 2. Tom Lyttle; 3. Martin Reiter; **IT7R:** (1 starter) 1. Steve Rose; **ITX:** (1 starter) 1. Michael Kolf (Mazda);

GROUP 4 - F5: (9 starters) 1. Ryan Mayfield (Scorpion); 2. Eric McRee (NovaRace); 3. Jeff DeLong (KBS); **FF:** (9 starters) 1. Sam Lockwood (Spectrum); 2. Steve Roux (Wyvern); 3. David Petzko (Spectrum); **CF:** (Phil Kingham (Zink); 2. Michael Rand (Crossle); 3. David Harmison (Royale);

GROUP 5 - SM: (36 starters) 1. Michael Carter; 2. Elivan Goulart; 3. Jim Drago; **SMSE:** (3 starters) 1. Frederick Baker; 2. Bill Roland; 3. Hubert Duprez;

GROUP 7 - SRF3: (18 starters) 1. Dana Webster; 2. Russell Turner; 3. Justin Weir; **SRF:** (4 starters) 1. Efen Ormaza; 2. Malcom Lockhart; 3. Richard Little; **FV:** (3 starters) 1. James Vaseff; 2. John Lampley; 3. Rob Henley;

GROUP 8 - P2: (3 starters) 1. Tray Ayres (Van Diemen); 2. Bryan Yates (West); 3. Brian Branco (Ligier); **P1:** (2 starters) 1. William Munholland (Elan); 2. Wade Richardson (Stohr); **FB:** (5 starters) 1. Alex Mayer (JDR); 2. Reilly Harris (Van Diemen); 3. Jose Gerardo (JDR); **FE2:** (4 starters) 1. Craig Haltom; 2. Theodore Thorp; 3. Andrew Cross Jr.; **FE:** (2 starters) 1. James Libecco; 2. Bailey Monette; **FS:** (2 starters) 1. Scott Woodruff (Ralt); 2. Russ McBride (Ralt); **FC:** (2 starters) 1. Marc Stern (Van Diemen); 2. James Belay (Van Diemen); **FM:** (2 starters) 1. Ty Young; 2. Robert Russell

SUNDAY

SPEC MX-5: (12 starters) 1. Peter Ensor; 2. Nick Bruni; 3. Thomas Martin;

ATLANTIC PRO CUP (GROUP 8) - SRF3: (2 starters) 1. James Libecco; 2. Elizabeth Byerly; **SM:** (1 starter) 1. Chris Haldeman; **ITA:** (1 starter) 1. Mark Seiler; **STU:** (1 starter) 1. Alex Phelps;

ATLANTIC PRO CUP (GROUP 8/9) - STU: (2 starters) Tom O'Gorman; 2. Alex Phelps; **STL:** (1 starter) 1. Mike Taylor; **ITA:** (2 starters) 1. Ray Seiler; 2. Clinton Ritchie II; **ITB:** (1 starter) 1. Victoria Haughwout; **ITS:** (4 starters) 1. Blake Meredith; 2. Fred Brett Fugett; 3. David Plott; **T3:** (1 starter) 1. Simon Tibbet Rachev; **SM:** (7 starters) 1. Taylor Hagler; 2. John Luney; 3. Charles Habisreutinger; **SRF3:** (1 starter) 1. James Libecco;

FORMULA F RIGHT COAST - FF: (7 starters) 1. Andrew Dobbie (Mygale); 2. Sam Lockwood (Spectrum); 3. David Petzko (Spectrum); **CF:** (10 starters) 1. Phil Kingham (Zink); 2. David Harmison (Royale); 3. Wayne Nicolette (Lola);

FORMULA ENTERPRISES FEATURE RACE - FE2: (5 starters) 1. Paul Schneider; 2. Craig Haltom; 3. Eric Cruz; **FE:** (2 starters) 1. James Libecco; 2. Bailey Monette;

GT-3 CHALLENGE - GT3: (9 starters) 1. Jeff Dernehl; 2. Stacy Wilson; 3. Rich Grupp

Next up was the second ARRC round of the Spec MX-5 Challenge race – and this was for all the beans. Ensor pulled out all of the stops to make this one happen, leading every lap and clinching the title and the purse. It wasn't a cakewalk, however, as his margin of victory was only 0.128sec over Nick Bruni.

The FE and FE2 race that followed was light with only seven entries, and polesitter Paul Schneider was up by three seconds, but the rest of the field was close. And it continued – for four laps, at least. Three cars spun into the gravel at Turn 10A bringing out the black flag all. When the race resumed, Schneider blitzed the field for the win with more than a minute over his closest competition.

Next up was the GT-3 Challenge presented by MPI, and this class, heavily endorsed by Mazda, featured some of the best-looking racecars of the weekend. They were fast, too! Jeff Dernehl qualified on pole in his beautiful RX-7 followed by Stacy Wilson in another looker of an RX-7, with Rich Grupp next up in his RX-3 stunner. They finished in that order after a strong performance.

The final event was the Atlantic Pro Cup and ECR, which ran concurrently. As expected, James Libecco took his SRF3 to the APC win. Meanwhile, pro racer, pro champion, and multi-time Solo National Champion Tom O'Gorman grabbed the overall ECR win in his STU Honda Civic.

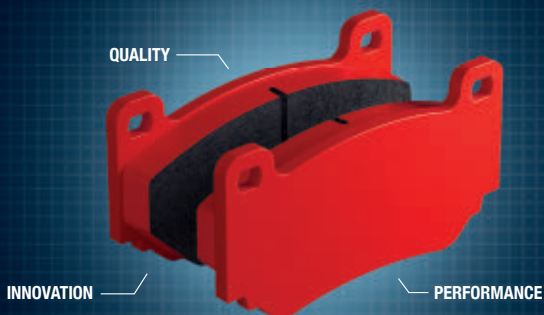
With that, another Gran Turismo East ARRC came to an end. SCCA's Atlanta Region always manages to keep this weekend fresh, and this year was fresher than most with the excitement of the GT-3 Challenge presented by MPI and the Spec MX-5 Challenge races. ARRC racers also got to bid farewell to the iconic timing tower. Next year, the new and expanded tower will be there to greet us. Don't miss it. 📍

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DON'T CALL IT A

NUMBER ONE

The year was 1969, and Formula Ford drivers battled hard to become SCCA's first FF National Champion. Skip Barber started the Runoffs race 20th in his No. 99 Caldwell, but by lap 13 he found himself leading second-place qualifier Daniel Fowler's Beach to the checkered flag at Daytona International Speedway.

COMEBACK



Like the young track star who discovers distance running later in life and garners headlines in the Masters' class, Formula F at 50 is showing fresh legs

WORDS Steve Nickless

MAIN IMAGE Courtesy Daytona Speedway

For more than half of Formula Ford's 50-year history, it was the SCCA's most popular and populous racing class. But, with costs escalating, supplies of its Ford 1,599cc engine drying up, and entries dwindling in the 1990s, Formula Ford was essentially being put out to pasture. Then in 2009, after much deliberation within the class, Formula Ford was renamed "Formula F;" and a more modern and affordable Honda engine of similar displacement was introduced into the fray.

So, is that the FF story? Nope - not by a long shot.

Rushing headlong into the SCCA's 75th anniversary year in 2019, there will be celebrations at several of America's premier racetracks of Formula Ford's 50th as the venerable, once-global-giant, single-seater class is enjoying a most unlikely renaissance.

A decades-old mantra of "Want to go racing? Go Formula Ford!" is being heard again as drivers young and old are rediscovering the bang-for-the-racing-buck that FF of almost any vintage represents.

With a reliable Ford four-cylinder engine and sturdy gearbox, readily obtainable tires, and a wide variety of chassis choices, FFs were proper racing cars - more potent than their nearest-by-the-numbers rival, Formula Vee, when they first showed their space-frame front-radiator faces at SCCA races in 1968.

"The basic 'sense' of Formula Ford appealed to a large number



Steve Schnabel/SportsCar Archive

of people here in the U.S. all at the same time," the late Jules Williams explained to *SportsCar* on the occasion of FF's 20th anniversary in 1989. "Here was a nice racecar - a genuine race chassis - with a reliable motor in it. And an impressive number of cars came in, all at one time."

Williams would win the very first official SCCA "National" Formula Ford race, the Southern Pacific Division season-opener at Willow Springs Raceway on March 23, 1969. By then he had been racing the Lotus 51B bought new from a Texas-based importer for almost a year in the SCCA's Formula B class.

"The FB guys had mixed feelings about the FFs," Jules recalled. "We were 'low technology interlopers' - looked down upon. But, gradually, the attitude of most of the FB drivers changed, becoming more a matter of 'benign indifference.'"

In 1968, the quality of the Formula B fields at many events was spotty. By the end of the

summer, FFs made up more than half the FB fields in many areas, and what Jules termed a "quiet clamor" began within the ranks for a separate class.

The SCCA, with an abundance of single-seater classes in its club racing repertoire including FA, FB, FC, a healthy and popular Formula Vee, and plans for Super Vee on the drawing board, moved cautiously.

Over the winter of 1968-'69, however, with more 100 made-in-England FF chassis already in the country, and three of the four top American Vee constructors - Gene Beach, Jerry Mong (Bobsy), and Ray Caldwell - building FFs, the SCCA Board took action. In winter 1968-'69, Formula Ford - a standalone class featuring 1,599cc Ford crossflow engines with very limited modifications - was added to the approved classes list.

And the fun began!

Formula Ford was an English invention, unveiled in June 1967, created to meet



SportsCar Archive

"The FB guys had mixed feelings about the FFs. We were 'low technology interlopers'"
JULES WILLIAMS

BACK IN THE DAY

(ABOVE) FF racing in the late 1960s and early '70s may have looked different from today, but the drive to win is still the same. (ABOVE) In 1994, Formula Ford racers celebrated the 25th anniversary of the class with a massive gathering at Willow Springs International Raceway, the location of the first SCCA National FF race.

a critical need on the part of one of the biggest race-driving schools - Motor Racing Stables - for reliable engines.

History points to a massive sea-change in the racing culture through the late 1960s, as a sport once reserved for only the wealthiest few became increasingly accessible to every man, and every man, who had seen the 1966 movie hit *Grand Prix*, wanted to race a single-seater.

The SCCA with its expansive class structure was at the forefront of this trend in the U.S., providing an opportunity to race, and do so affordably. Almost overnight, Formula Ford shoved Vee aside at the leading edge of the sport-for-all-with-dreams. The FF ranks swelled quickly, all seven SCCA divisions sending drivers to the 1969 American Road Racing Championships (what is now called the National Championship Runoffs) held that year on the Daytona high banks where experienced, 33-year-old Harvard University graduate

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Wishing everyone a safe and fun 50th anniversary season!

— Jay, Cameron, Colin, Josh & Mark

THE EARLY DAYS

(RIGHT) This Pro-Ford race in 1976 showcased much of the variety of the day, with a pair of Zink Z10s leading a Crossle 30F and a Tiga. (BOTTOM) This November 1973 Cal Club Regional race at Riverside clearly illustrates the early popularity of the FF class.



Bill Sparks



Steve Nickless

John "Skip" Barber, racing a factory-supported Caldwell D-9, was crowned the first SCCA FF National Champion.

Barber was also the second FF National Champion, following up in 1970 with a dramatic win at Road Atlanta, then driving a quite unique Italian-made Tecno.

Interestingly, while Britain dominated the U.S. FF market in sales straight through to the middle 1980s, homegrown chassis from Caldwell, ADF, Zink, Eagle, Citation, and Viking took 17 of the 24 National Championship wins at Road Atlanta.

Through its first 20 years, Formula Ford was the spawning ground for virtually all the drivers graduating to Formula 1, including many who would claim World Championships: Emerson Fittipaldi, James Hunt, Jody Scheckter, Ayrton Senna, Michael Schumacher, Damon Hill, and Jacques Villeneuve all had FF racing on their resumes.

In the U.S., there were several pro racing pinnacles - IndyCar, SCCA Can-Am and Trans Am, Prototypes - but as in Europe, for nearly two decades, the drivers reaching the top could look back on SCCA Formula Ford beginnings: David Loring, Gordon Smiley, Bob Earl, Danny Sullivan, Willy T. Ribbs, Phil Krueger, Bob Lobenberg, Chip Ganassi, Dennis Firestone, Ed Pimm, Kevin Cogan, Scott Brayton, Davy Jones, Jon Beekhuis, Dominic Dobson, Jimmy Vasser, Bryan Herta, Scott Atchison, Dean Hall, Michael, John and Jeff Andretti. The list goes on and on - an endless parade of talent through SCCA Driver's Schools, Regionals, and Nationals.

In 1993, just ahead of Formula Ford's U.S. 25th anniversary,



I wrote: "Ayrton Senna and Chip Ganassi were terrific Formula Ford drivers who passed right through [this class], Ayrton en route to the F1 World Championship, Chip on his way to becoming an IndyCar [driver and] team owner. Today they have little in common but, as fiercely determined, winning FF drivers, they are bound together in the motor-sports fabric."

"As a winnowing-out battleground from which only a few dreams ever survived, FF racing [in the 1970s and '80s] was harshly demanding of

individuals. There was always a lot of pushing and leaning and blocking, much of it with serious consequences. Which makes the number of enduring friendships that began here quite astounding."

Indeed, the intensity of the racing in those decades where FF peaked in a frenzy is very difficult to capture in words as are the "friendships which began here." Seventy car FF fields at the June Sprints and Riverside Nationals were not unusual, and FF grids were packed at Regionals and Nationals elsewhere, even

though stalwarts like four-time SCCA National Champ Dave Weitzenhof, East Coast star Bruce MacInnes, double-champ Eddie Miller, Jackson Yonge, and many other "area specialists" were incredibly tough to beat.

At stake in the 1970s and '80s, though, were not only a driver's future but also the survival of a burgeoning number of chassis manufacturers able to build semi-stable businesses around the FF class. It's fair to say that the whole idea of a "production race car" emerged from the FF concept,



THROUGH THE YEARS

Many racers made their name in Formula Ford, including (LEFT, from right to left) Carl Haas, Jimmy Vasser Jr., and Dave Weitzenhof. (BOTTOM LEFT) The FF chassis narrowed up in the 1980s compared to the wide designs of the 1960s, with suspension also moving inboard, but the racing stayed just as intense (MIDDLE LEFT). (RIGHT) Want to know more about FF? The author of this article wrote *the* book on the class. While the 178-page tome is out of print, used copies can be found online.



Motor Racing Stable's original order for 50 Lotus 51 Formula Fords in 1967 for its school and race series was one of Lotus Components' largest single orders ever.

Then, in 1983, the Swift DB-1 happened: The third Formula Ford chassis design by ex-McDonnell Douglas aerospace engineer David Bruns was a huge leap forward. A National Championship winner first time out in 1983, it soon laid waste to the FF market, proving virtually unbeatable on many tracks for the next decade.

At almost the same time,

the SCCA - determined to keep a handle on costs at the entry level - unveiled the Sports Renault: Spec chassis, spec engine, spec tires, ruthless control of the parts inventory, and incredibly attractive pricing. Oh, and a pro series to go along with it.

In intensity and numbers, Formula Ford never truly recovered. Then in the 2000s with declining entry counts and Ford engine sourcing issues, the SCCA in conjunction with Honda introduced a second powerplant, renaming the

class to Formula F - the "F" now noting the Ford-powered cars and cars with the 1,496cc Honda motor sourced from the Fit. With the neat Honda engine package slipping surprisingly easily into several existing FF chassis, Formula F was soon established in SCCA and as an entry level pro series in both the U.S. and Canada.

Happily, for its fans of old, FF refused to die. Almost simultaneously with the announcement of the new Formula F came word that production of the Kent Ford engine block had been resumed, potentially spurred by Honda's announcement of entering the class. In a way, Honda's entry, although changing the direction of the class, also saved it in the U.S.

With engines and other critical components newly available, and an abundance of chassis parked in the back corners of garages all over the U.S. (some put estimates of surviving FF chassis near the 1,000 mark), most of the major vintage racing groups took a fresh look at Formula Ford, warmly inviting them, and splitting them up into three sensible sub-classes (loosely Pre-1973; 1973-'81; and 1982-'08).

Last year saw FF fields of more than 40 cars at vintage events in several areas of the country, an entry boon for SCCA Regionals in those same locations as older FFs showed up to "re-stock" the Club Ford class.

There are also new "all-comer" series like the prototypical six-event Right Coast FF Series hosted by two long-time SCCA movers and shakers Mike Rand and Joe Marcinski, where Kent Fords (Historic, Club, and Modern)



"In a way, Honda's entry, although changing the class, also saved it in the U.S."

line up alongside Hondas in a three-races-per-weekend format.

Only a few of the more than 200 FF manufacturers remain, as sales volume of new cars is nothing like it was in the 1970s and '80s. Still, the market for new Kent FFs for the UK as well as Honda-powered FFs for North America and Duratec Fords for Australia have kept nearly a dozen manufacturers afloat, and the wide-track, dart-shaped 21st century FFs are so spectacular.

It's the older cars, the pre-2009 chassis, though, that have our attention heading into this anniversary year. For a reasonable price, there's a fantastic amount of track time on offer for SCCA Regional regulars; for teenagers looking for an affordable first step in a real racing car; and for oldsters like Yours Truly, who hear the echoes of Formula Ford's rich past and can't wait to get back out there. 📍

GOING FOR IT

We look back at the young SCCA members we featured in 2018 and discover what the season brought | WORDS James Heine

Over the course of the last year, *SportsCar* has profiled numerous young, enthusiastic SCCA members from across the country. During those features, those members spoke of their goals and aspirations – but what have they been up to since? We decided to find out.

We last spoke to Milwaukee Region Spec Miata racer Tyler Brown in the March 2018 issue. Now president of the Milwaukee School of Engineering's Baja SAE Club, Tyler is working on a senior-design project for reconfiguring the gearbox for his club's Baja vehicle. He notes that his Sneaky Moose Motorsports team has built and sold an additional Spec Miata and added another two customers to its shop program.

"I personally had my first Spec Miata win, and also my first Spec Miata win at an SCCA Majors event, the CAT Majors at Road America," he adds. "Our Sneaky Moose Motorsports team had four podium finishes and also a fifth-place finish at the June Sprints."

For himself, Tyler has done well, too. "[I] had a fourth and fifth at the Blackhawk Majors," he says. His season also involved ninth- and 15th-place finishes at the June Sprints. "I lost my transmission on the out lap of qualifying," he says, which meant he started the races both days in 20th position.

At July's CAT Majors, after setting a good qualifying time, a brake failure dimmed his chances on Saturday, when he finished eighth. But that unfortunate beginning to the weekend set the stage for his first Spec Miata win the following day. "I was a little upset," he concedes. "I had the pace for winning both days, but the brake failure ruined that."

Jameson "Jay" Savage, who we last spoke to in the April 2018 issue, says his 2018 season did not go as planned, but it was still a blast.

"The season started with an April test session of my sister Holly's Bugeye Sprite," he says. "Being that we live in Michigan, it ended up being quite the cold test day, as the temperature stayed around 35 degrees F. At the end of April, my sister completed her Driver's School at Waterford Hills. Sleet and rain on Saturday morning meant she had a cold start to her season as well."

As for his own racing season, progress has been slow going. "We were unable to make as much progress on my GTL Nissan as we had planned," the Western Michigan Region member explains. "So, I ended up having to drive other cars this year. I drove my dad's EP Prelude at the Gingerman Regional in May and then my GTL Corolla at Grattan in August. The majority of the season was spent working out the bugs in my sister's car and giving her the opportunity to get some seat time."

"This changes my 2019 plans, as we were not able to get the car sorted in 2018," Savage continues. "I have not ironed out my schedule 100 percent, but I would like to run Grattan, Mid-Ohio, and Road America in preparation for going to the 2020 Runoffs at Road America."

Over in RallyCross, Trent Mahnken, who we spoke to in the May 2018 issue, has also faced issues. "This year, RallyCross has been full of challenges," Trent reports. "I've been gaining speed, [but] I have been having tire issues. I have de-beaded and run flat more times than I would like

"I personally had my first Spec Miata win, and also my first Spec Miata win at an SCCA Majors"
TYLER BROWN

to admit." It's all about finding the perfect tire pressure and the most grip, he points out.

For 2019, Mahnken says he plans to switch from Stock All-Wheel Drive to Modified Front-Wheel Drive. "I have a '97 Neon that's stripped. It may not be fast, but it will feel like it's a prepared racecar, hence it will feel faster," he says.

While optimistic about the switch, there will be a lot to learn, the Western Michigan Region member admits. "Some of the best people in Detroit SCCA race Mod Front."

In addition to his RallyCross efforts, Mahnken intends to include autocross in his 2019 plans. "I hope to do some autocross this summer, so I can get some paved-surface racing. I've even found racing at college. Ferris University, where I go to school, has a Baja team that I have joined so I can get seat time in a different type of car."

Taylor Harris, who we spoke to in the August 2018 issue, has progressed with his racing. "I raced my first SCCA weekend [a triple Regional in August] and finished 10th out of 22 drivers," he says. "It was really fun and exhilarating racing wheel-to-wheel with everyone."

His SCCA plans for 2019? "I plan to race all the events at Portland International Raceway next season. Plus, maybe a couple races in California," he says.

James Heine



Andrew Peterson



Courtesy Jameson Savage



Courtesy Austin Bradshaw





Jeff Loewe

EARNING IT

Many of the young members we featured in 2018 faced challenges throughout the competition season. All of them, however, including (clockwise from BOTTOM LEFT) Austin Bradshaw, Jay Savage, Trent Mahnken, Austin Fairfield, Riley Salyer, and Tyler Brown, learned from their experiences and will be back for more in the coming year.



Mark Weber



"I won HP in the Southwest Division and won the Southern Conference"
RILEY SALYER

Riley Salyer, hailing from Houston Region, has been very active since we spoke with him in the September 2018 issue. "My 2018 rookie season in SCCA has been awesome," says Salyer. "I won HP in the Southwest Division and won the Southern Conference Championship. My sponsor, MSR Houston, sent me to Sonoma for the Runoffs, and I came home with a top-five finish at my first Runoffs."

A high school sophomore, Riley reports that, in school, he is focused on earning credits toward a college degree. "When I'm not at school, I will be working with MSR Houston's competition-licensing school to improve my communication skills and learn more about coaching new drivers," he adds.

For his racing, he sees a new class on the horizon, potentially moving from HP to Touring 3 for

2019. "I'm currently speaking with Honda about an opportunity to compete in T3 in a new Honda Civic, possibly running with my grandfather in a sister car," he says. "We are looking to partner with the Honda Dealer Association to host events at children's hospitals in the Super Tour cities, because raising awareness about childhood cancer remains a priority for Riley Salyer Motorsports."

For Oregon Region member



Mark Weber

WHAT THE FUTURE HOLDS

(MAIN) For Becker Reardon, the immediate future means focusing on school, with a hope to get back behind the wheel in Formula Enterprises. (BELOW) Likewise, Taylor Harris has a goal of racing more in the coming season.

"I look forward to racing the car in my first SCCA Majors and Super Tour race this year"
AUSTIN BRADSHAW

Austin Bradshaw, the time between when we spoke to him for his feature in the October 2018 issue and now has been busy as well. "After years of watching all of my friends online and on TV, I attended the SCCA Runoffs for the first time and had an unforgettable experience," Bradshaw reports. "I served as a crew member for Cheap Fast Racing, and team owner Darren Dille was able to bring home a fifth place in E Production in his RX-7 - a very gratifying moment for our team."

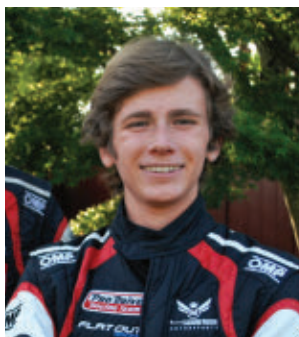
Along with being a crewmember, Bradshaw notes that he worked with over 65 teams and drivers as their photographer. "I was honored to capture images for some of the modern icons in SCCA, such as Andrew Aquilante, Preston Calvert, Jesse Prather, Matt Reynolds, and many others."

Flying Bye Photo, his photography business, has even enabled him to purchase another racecar. "The car is a 1972 E Production Mazda RX-2, and it is a big upgrade compared to

my current RX-7," he says. "It was owned by a friend I have looked up to for years. It seems unreal to see one of my favorite cars of all time in my garage, especially being one that I watched as a young kid for so many years. I look forward to racing the car in my first SCCA Majors and Super Tour race this year in Portland."

On the flip side is Becker Reardon, a South Bend Region member we featured in the November 2018 issue. "Since we last spoke, I have not been back in the car," he reports of his road racing in the Formula Enterprises class. "Our last event of the year was a Majors event at Grattan Raceway which, by the way, was one of my favorite courses I've ever driven. Tons of elevation, very physical, and technical, which makes for a super-raw driver's track. We were happy to end our season there with two second-place finishes."

In addition to his SCCA efforts, Reardon reports that he has spent time with close family friend Ben Chefec, racing go-karts. "I love any weekend at the track, even when I'm not driving," he says. Pounding away at the fundamentals or coaching another driver helps your own driving, he explains. "[Also] being on the wrenching side of things



Todd Harris

"It was really fun and exhilarating racing wheel-to-wheel with everyone"
TAYLOR HARRIS

gives you a ton of perspective and respect for how much it takes to be a winning team."

As for the present, he has shifted his focus to school. "I am well into my first semester here at Purdue Polytechnic South Bend," he says. "All of my courses have been going very well, and my motorsports background makes me feel right at home in a mechanical-engineering program."

So, what's in store for 2019? "It is still very much up in the air," he admits of the coming season.

"I hope we can pull something together, so I can continue to chase my dream. But regardless of the future, I am extremely thankful for everything my racing has taught me. Adversity is something all of us involved in motorsports know too well; this is just another one of those moments. I am going to keep pushing and hope to see myself in a racecar in 2019."

And, finally, in the last issue of *SportsCar*, we spoke to Chicago Region member and Flagging and Communications worker Austin Fairfield. "Lately, I have been working on school and trying to pass all of my classes," Austin admits. But for 2019, he adds, in addition to his classes at Indiana University-Purdue University Indianapolis, where he is pursuing a career in motorsports and mechanical engineering, "I hope to get an internship with IndyCar, [becoming] a tech official - along with trying to be more active in karting."

Because of school and because of his hoped-for internship with IndyCar, "the amount of flagging I will be doing will be less," he says about the coming race season.

Next month we'll start following along with a new group of young, enthusiastic SCCA members, and we can't wait to see where their season takes them. 🏁

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BACK FOR MORE

Solo National Champion John Hunter gives the 2019 MX-5 a whirl and discovers an additional 26hp makes “the answer” even better

WORDS John Hunter | MAIN IMAGE Perry Bennett



I cannot lie. When I received the call asking if I would be interested in taking exhibition runs in the new 2019 Mazda MX-5 at the SCCA Tire Rack Solo National Championships with Ron Bauer, Deana Kelley, and Tara Johns, I was both excited for and

dreading the opportunity. With Mazda's announcement that the new car would have 26 more horsepower, rev to 7,500rpm (up 700rpm from the previous car), as well as add features such as the new telescoping steering wheel, among others,

how could I not be excited about the new car? I knew it was going to be the business. Which is why I also dreaded driving it - I knew I was going to want one. I was going to want it very much. As it turns out, I wasn't wrong.

Let's get right to it: How was

the power? When I initially hit the gas in this 2019 model, which was outfitted with STR-class modifications, I was hard pressed to notice any difference between it and the current car. Now, this definitely isn't a bad thing, as the ND has always had a stout



MORE ZOOM

The 2019 Mazda MX-5, known as the ND2, offers a more powerful and rev-happy engine than its predecessor. For the 2019 autocross season, the new and improved MX-5 has been classed in C Street, where it's sure to be a hit.

even tickling the rev limiter, even in STR trim. Which means the days of constantly shifting into third gear on larger, National-style courses in C Street should be all but eliminated.

But while the power is the big talking point of the new car, I don't think anyone should overlook some of the other new features. Specifically, the new telescoping steering wheel. Having had a chance to run the car on the 2018 Solo Nationals Test-n-Tune course in the rain, I can say that being able to adjust the steering wheel fore and aft really helped me find a seating position that didn't pin my helmet to the roof when the top was up. I heard from several taller drivers that the adjustable steering wheel position helped them finally get comfortable in the car, as well.

Speaking of comfortable, the optional Recaros were also a huge hit with all who took the opportunity to try the new car on for size at the event. I know I found them to be sublime. The fact that they were heated was also a nice touch, especially when the weather turned chilly on the Friday of the event.

When the ND MX-5 came out in 2015, it was love at first drive for me. The chassis was brilliantly capable. Nimble yet composed. Light on its feet. It was everything a Miata was supposed to be. And now, with its new, more powerful and playful motor, the 2019 Mazda MX-5 should cement itself as, without a doubt, the best Miata ever made. Oh, and a truly great sports car. 🍷

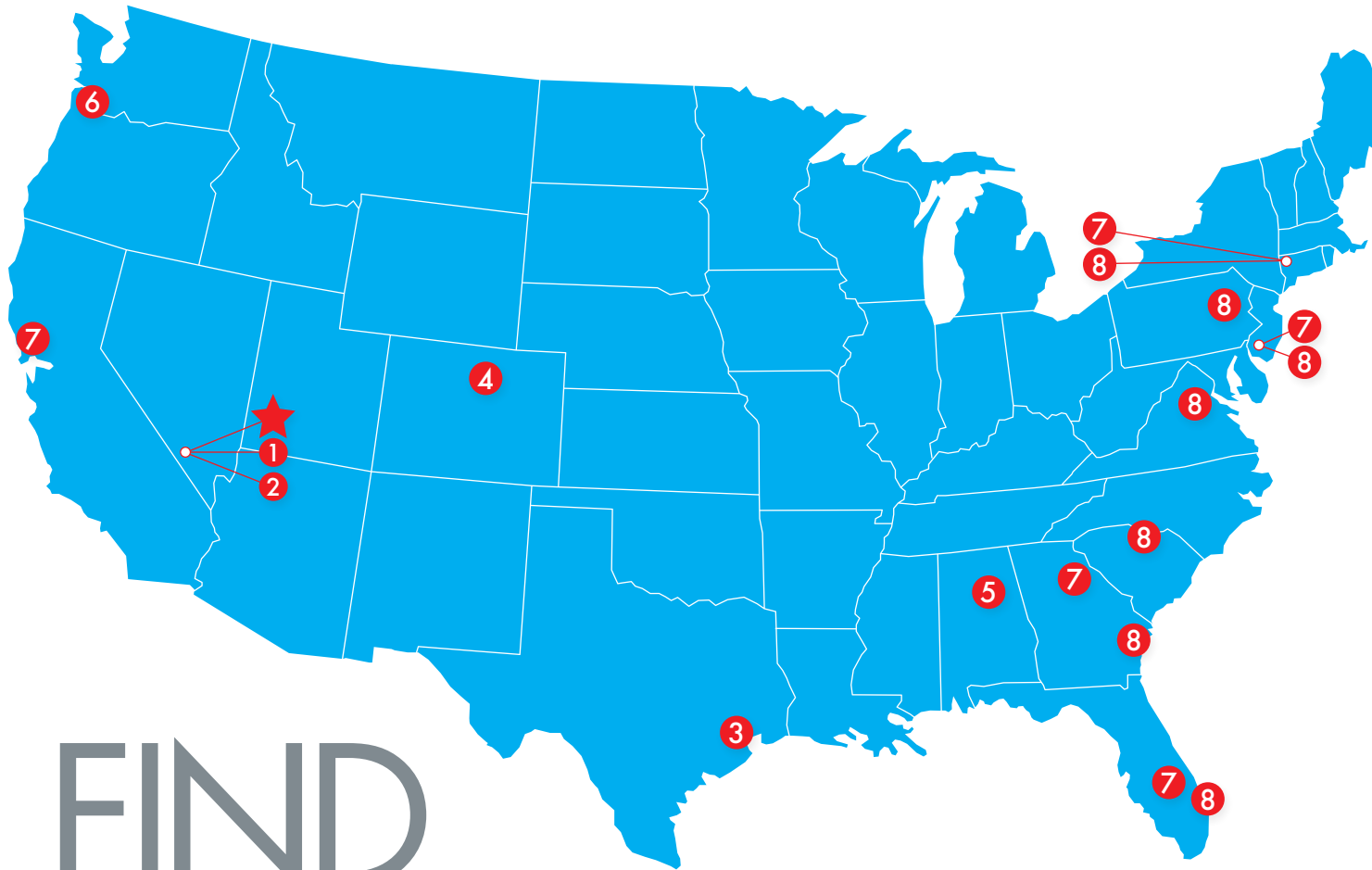
low end and strong mid range for a four cylinder. But where the 2015-'18 version of the car starts to taper off around 6,000rpm, the new one keeps pulling and pulling and pulling, all the way to its glorious new 7,500rpm redline. Deana Kelley



Courtesy Mazda

said of the new motor, "I was excited by how hard it pulled all the way to its new, higher redline. While obviously being stronger overall, it feels like the NC motor in that it loves to be spun out."

And that new, higher redline proved enough to keep us from



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WITH A SMILE

For 25 years, Bev Heilicher has been the smiling face SCCA Runoffs competitors have been greeted by in the Competitors Service Center. Her involvement in the Club goes well beyond that, however, and at the 2018 Runoffs, SCCA's Deanna Flanagan and Eric Prill presented Heilicher (center) with a Worker of the Year award.

BEHIND THE SCENES

For Steward Bev Heilicher, a race weekend is a two-way street, and she does all she can to make that street as smooth as possible

WORDS James Kearney | IMAGE Philip Royle

In her youth, Bev had always been a car person. But it was in 1972 when a cousin who worked Flagging and Communications brought her along to Donnybrooke Speedway (now Brainerd International Raceway), just 2.5 hours north of her home in Minneapolis, that she became captivated. She had a Corvette and belonged to some local car clubs and did some TSD rally and autocross events. However, when her cousin wasn't working F&C he raced a Mini Cooper, so he knew lots of folks and introduced her to both drivers and workers. "Everyone was friendly and accepting of me and they suggested I join the Club and help them out. Even though I was technically not old enough, I was issued a logbook and I came back to the next event."

When she reported for duty she was asked what she wanted to do. "I asked them where they needed the most help to make the event go well and they had me work the pit and paddock, and the rest became history," she recalls.

This desire to help the show run smoothly has defined all her days with the SCCA. She has held licenses in Pit and Paddock, Tech, Race Administration, Flagging and Communication, as well as Registration prior to becoming a Steward in 1986. Bev has also worked, both as a volunteer and an employee, for a major raceway for over 25 years. As a result, "I've seen the racing world from the point of view of the owner, the worker, the driver, and a Region," she notes. "Everyone

wants to make the event run as smoothly as possible. I try to do whatever I can to make the event a success so that everyone wins."

Back in the day you needed to be recommended by two existing Stewards to be considered for the program. "Norm Esau and Dick Kantrud came to me and said I should consider it," she says. "They said I always got things done and that they knew I was familiar with the GCR as I was always asking them questions on the rules."

She likes that the Steward's program has taken positive steps to overcome an "us versus them" perception. "It has been a nice change to see. The communication piece is everything. We want to help the drivers better understand the process and proposed actions. It is better when workers see where the drivers' views are coming from. Feelings change for the better when everyone understands one another."

For the last three years she has chaired the Steward's Training and Development Committee to help lead that change.

Bev is also a longtime Runoffs worker, and she likes that Protest Central is now called Competitor's Services Center. "I've done this assignment for the last 25 years. When drivers are fresh off the track and they come to our area, they may not always be at their best. I try to offer them a calm and thoughtful ear to work toward a resolution. They may need to see the Chief

Steward or perhaps they need to connect with a Driver's Advisor. We want to match their needs with the available resources."

Bev says the best part of her job at the racetrack is that she gets to talk with wonderful people. "From the first day that I helped out at a Road Rally, I've met fascinating people," she says. "Both drivers and workers keep me up to date with what is working in their home Regions and I can often take great ideas back to my home Region for consideration. I get to see talented and skilled workers along with talented drivers."

The hardest part of her job is that of assessing penalties. She takes no glee in this most difficult of tasks. "You have to look at the overall picture," she notes. "I make a point of ensuring that I have heard everything a driver has to say. However, penalties are a necessary part of the task. When all is said and done, I ask the driver if we can at least shake hands, and most of them do." She says she remembers her mom telling her to always remember that manners do matter, and to remember the golden rule.

Appreciating the work and commitment of everyone involved in putting on a race is a major theme of Bev's. She sometimes walks the grid and shakes every driver's hand and thanks them for coming. She takes the same approach with the workers. "We are all on a two-way street. Without workers there'd be no drivers, but without drivers, we wouldn't have a race. We are a team effort."

Bev says she knew they were talking about her when they began to announce the Steward Worker of the Year award at the 2018 National Championship Runoffs. "They said the recipient always got to the event early, helps with setting everything up, and greeted everyone with a smile. That's me - I'm always behind the scenes," she says. "I want everyone to go away with a warm personal feeling."

Bev also won the drawing from all nine of this year's Workers of the Year for a free trip, courtesy of Mazda, to either the 24 Hours of Daytona or the 12 Hours of Sebring. She hasn't yet decided which it will be but notes that either way it will be hard to be a spectator after all her years on the inside. 🍷



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**KEEP WHEELING**

Many things have changed in the 10 years Jim Wheeler (LEFT and BELOW) has served on the Road Racing Board, but as Wheeler notes, the sport's evolution is an ongoing battle that will continue to challenge those who serve on the RRB.



PHIL ROYE

THE LAST 10 YEARS

As Jim Wheeler steps down as the chairman of the Road Racing Board, he looks back on the last decade. | **WORDS** Jim Wheeler, Chairman, Club Racing Board | **MAIN IMAGE** Jeff Loewe

This is my final column for SportsCar as the chairman of the SCCA Road Racing Committee. As I go into the final few months of my 10-year stint on the CRB, eight as chairman, I want to thank the Board of Directors who had the confidence in my dedication to this sport to appoint me as the RRB's Chair. I know that Bob Dowie did a pretty good "sell job" on them, and I thank him for that. I also thank all of the racers, crewmembers, stewards, and workers who have brought their concerns to me, with the expectation that I would spend the time and effort needed to help resolve their issues. Through all of it I have tried to maintain a sense of humor and a sense of obligation to get it right. While at times I have failed to get things right, I am still proud of my batting average.

The members of the Board of Directors change every year,

but the one thing that has never changed is their individual dedication to the SCCA and motorsports. I have shared that dedication and will continue to work for the Club at a Regional and Divisional level, and I will always work to better the class I race in, American Sedan.

While I have been a member of the RRB, we have introduced the non-traditional SCCA Driver's School. This has brought countless new drivers into SCCA in Divisions where conventional SCCA Driver's Schools have not been available. We also introduced several of the sport's most popular classes, including STL, and revived once fading classes like GT-2. This RRB waded through the details with the demise of Showroom Stock and the introduction and expansion of the Touring

classes. The current two popular Prototype classes were formed out of the smoking remains of dying Sports Racing classes.

To top it off, at the last several National Championship Runoffs, the town hall meetings - which used to be slugfests - have been positive and constructive. I think that is because of the hard work and dedication of the entire RRB. Sure, we still get a few grumbles, but even Mike Pettiford had good words for the RRB at Indy and Sonoma - and Mike has always spoken his mind (and was usually right). Of course, I would like to believe he was really right with his compliments during the last couple of Runoffs.

During the last eight years, the e-mails and texts I have received calling for special investigations and committees dealing with a multitude of issues have

"All in all, heading the Road Racing Board for nearly a decade has been an exciting and rewarding journey"

numbered in the thousands. Many of you were involved as tech persons, stewards, and members of various courts. We dealt with the Radon issue, the American Sedan valve lift fiasco at Road America, and the classic Spec Miata *head-mageddon* at Laguna Seca.

All in all, heading the Road Racing Board for nearly a decade has been an exciting and rewarding journey, and as I hand the chairman keys to the RRB over to Peter Keane, I wish him good luck and hope he will enjoy his tenure as much as I did. 🍷

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BRINGING THE LIGHT

Want to save nine cents per hour? By swapping your garage's old fluorescents for LEDs, you can live the dream too | **WORDS** Paul Brown

Almost every successful (or non-successful) autocross project begins at a home garage. But much like with the varying prep levels and competitiveness of car builds, not all home garages are created equal. Now, that's not to say you need a price-is-no-object *garage mahal* to build a successful racecar; but a few tweaks to your existing setup may help.

My wife and I built a nice workshop back in 2001. Lighting in a shop is an important consideration, and I went with a dozen standard four-foot fluorescent shop lights plus another pair over the workbench. That worked quite well for the past 17 years, but they have always had the standard fluorescent problem of being very dim when they start up cold, and over the years a number of fixtures have failed, plus the bulbs have begun to burn out regularly. Fluorescent bulbs lose a considerable amount of their light output as they age, so I should probably have been replacing these bulbs more frequently anyway, but I'm glad I didn't because LEDs have come down in price enough to be a worthwhile replacement consideration.

Relatively recent advances in LED technology have resulted in superior color temperature ranges, so now a nice white light is available. The ballast in a dual 40-watt fluorescent fixture adds another five to 10 watts to the equation, and the really cheap fixtures I bought can't possibly be at the better end of that range.

Assuming 10 watts per ballast, 14 fixtures with two 40-watt bulbs would take 1,260 watts. I hadn't added that up before I started

looking at the LED upgrade, but that's a good incentive to look for some improvements in efficiency. Forty-inch LED bulbs are mostly 18 watts each. Doing the math, converting the whole shop to LEDs will drop the wattage use from 1,260 to 504. Even at 12 cents per kilowatt hour, that savings adds up when you're wrenching on big projects.

Now, let it be known that I'm a cheapskate, so I'm willing to put in a bit of time working on something. Looking at some of the options available, I could replace individual bulbs, or buy complete fixtures. Bulbs are currently available for just over \$10 each. A full LED fixture would add \$5 or \$10 to that. Thinking ahead, the fixtures I saw didn't have easily replaceable bulbs - even if these have a claimed lifetime of 50,000 hours, there will inevitably be a few premature failures. Replacing a bulb will be cheaper than replacing an entire fixture. And the color temperature selection was a lot better with the individual bulbs, too.

Looking at replacement bulbs, there's an immediate choice to be made. They are available in either single-ended or double-ended varieties. What's the difference? It's all in the wiring. Double-ended means that one wire goes to one end of the fixture and the other wire goes to the other end of the fixture - that's how fluorescent bulbs are wired. In a single-ended arrangement, the wires go to just one end of the fixture, with a wire going to each pin on that end of the bulb. The latter is a whole lot simpler, but there's a caveat: Some fixtures have the pins

on each end of their fixtures jumped and would require some replacement parts to work with that configuration. Wiring diagrams are available on-line, but without taking one of the existing fixtures apart, I had no way of knowing if what I had would work, so I went with the double-ended bulbs. Since they cost the same, and there's plenty of existing wire in each fixture to handle either configuration, there's not a lot of downside.

Those really cheap fixtures I bought have snap-on plastic end caps. Fortunately, they are simple to pop apart without damage. It turns out they would have worked just fine with single-ended bulbs. But ultimately it took me about an hour to wire up the first one, then eventually I got the process down to 15 minutes. Yes, I'm spending four hours to save fifty or a hundred bucks. I did mention I'm cheap, didn't I?

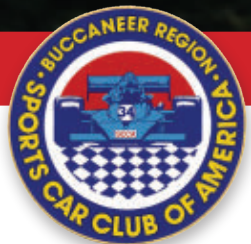
And the light? Compared to the new LED bulbs, the old fluorescents look orange and dim. Since the old bulbs were supposedly a cool white color, both the color and dimness are probably related to their age. LEDs are not supposed to fade with age, so these new lights should maintain both their brightness and color. The LED's ability to provide full output even when they are cold has also been noticeable.

Doing the math, I'm going to save about nine cents per hour of usage. At that pace, it will take a couple of years to recover the costs of this upgrade, but they will eventually do just that. After that, it's money in the bank - nine cents at a time. 🟡



BUCCANEER REGION 2019 SCHEDULE

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**ZERO OUT**

Anyone who's run a RoadRally will be familiar with a line of cars sitting, seemingly waiting for something to happen. Then, as each minute passes, they leave one at a time.

CAR ZERO TIME

CZTs can bring madness in SCCA RoadRallies, but abandoning them is not necessarily the answer | **WORDS** Rick Beattie | **IMAGE** Rick Beattie

Organizers of the 2018 USRRC had a number of scoring problems that were increased by the use of CZTs, so much so that event organizer Jim Heine joked he'd never use them again. But while CZTs can create havoc, the advantages are worth the risk if potential problems are addressed.

CZTs are Car Zero Times. Contestants start each leg of the rally at a time given for a phantom Car 0, plus their car number in minutes. When a team encounters an open control, the control crew gives the team their recorded in-time and leg slip. There is no need to give them an out-time. The control crew can easily score the leg since they know the car's out-time and in-time.

Passage controls are even easier. The cars don't stop so the crew just records the in-time and calculates the leg score. The only issue is that time allowances (TAs) have to be figured into the score.

I first saw CZTs used in the early 1990s with passage controls on the Virginia Creeper rallies organized by Earl and Jean Hutson of Blue Ridge Region, SCCA. The TAs were not on separate slips, but on a single page where you listed *all* the TAs for that section of the rally and then turned in that page at the next rest break. At least once

we received our score as we entered the restaurant parking lot at the end of the day.

I've used CZTs with passage controls, instructing teams to repeat or increase their TA if needed at each restart time, so long as the cumulative time didn't exceed 19.50 minutes in a section. That gives the control crew time to move to the next location. At least twice something happened on the route that delayed a number of the cars and I had no way to reset the cars with a new out-time.

Kevin Poirier and Chris Hale's use of CZTs with passage controls, TAs, and run/work is a method well worth considering. Their Oregon 1,000 is 1,000 kilometers long. A strong committee helped with planning, coordinating, and helping at the breaks, with only Poirier and Hale with a sweep car working the 621-mile route.

This year's O1K was three weeks before the USRRC and, ironically, they also ran into problems using CZTs. Teams used a TA form similar to that used by Hutson with additional columns for CZT and the time they left leaving the out-marker.

For run/work, Poirier and Hale recorded the in-time for the first car reaching a control, gave the clock to that car's crew, then left to set up the next control. Each team had all the information they needed

to score the cars passing them except for the TAs. The sweep car gave the end control crew a new CZT at the back of the line, in effect increasing their car number.

Everything was fine until a car drove off course. We were working the control and waited an additional 20 minutes until the sweep car arrived. Sweep was also running the event so the two of us were at least 20 minutes behind.

Add to that a few incorrect route mileages caused by equipment problems during the course measurement and we ended up very late with two other cars.

The O1K uses transit zones between "stages" much like SCCA Pro Rallies did. Word got to the sweep car via shortwave, we reset our positions in the order of control last worked, not car number, and two transits later everything was back to normal.

I walked in the door at the dinner, shook Poirier's hand, and told him sincerely it was the best rally I'd ever run. Everyone shared other stories at dinner and awards were given out with dessert.

Don't give up on CZTs. Be specific about how TAs are taken and prepare for the inevitable glitch. They do allow two people to staff all the controls on a great rally for at least 621 miles. 📍



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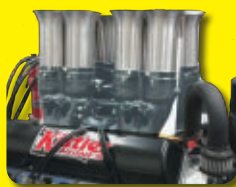
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CELEBRATING THE 75TH

While SCCA celebrates its milestone anniversary, the SCCA Foundation is working to preserve those memories and build for the future

WORDS Jeff Jacobs, Vice Chairman, SCCA Foundation | **MAIN IMAGE** Courtesy SCCA Foundation

The SCCA celebrates its 75th anniversary in 2019. Throughout the year, the Club will honor this significant milestone in many ways, including specially branded events, publications, and gear. It is a unique opportunity to celebrate and remember our role in the history of American motorsports and to talk about what we want for the future direction of the organization. One of the ways the Club remembers its past is through the SCCA Foundation, which plays a significant role in preserving our collective memory of the past 75 years through the SCCA Archives.

Following the relocation of the Archives to its new home at the International Motor Research Center in Watkins Glen, N.Y., an amazing amount of work has been performed to catalog, organize, and properly store all of the materials that comprise our Club's recorded history. Each month, in 2018, the Foundation's articles on this page of *SportsCar* featured a different aspect of this amazing collection. From Region publications to event dash plaques, from race programs to driver records, the stories resulted in many member e-mails relating fond memories of events or offering additions to the Archives collection. And to offer more information on this process, the IMRRC's lead Archivist, Jenny Ambrose, will be a featured speaker at the SCCA National Convention as part of the 75th anniversary celebration.

In addition to helping the Club celebrate the history behind this milestone, the Foundation is looking ahead to 2019 and beyond. Of course, each year we have significant fundraising goals to cover our commitment for the continued Archives work (\$30,000 annually) and the growth of the Tire Rack Street Survival program (around \$35,000 annually). This is in addition to our



IN THE PAST

The SCCA has 75 years of rich history to curate and call upon, and the SCCA Archives techs (MAIN) are up to the task.

historical support of the Formula SAE competitions and awards, as well as the new funding support for the VET Motorsports program, which has also been featured on these pages.

Among the future-looking projects under consideration for the SCCA Foundation Board of Directors is the pressing need to expand the available storage space at the IMRRC, which will be part of a major capital campaign conducted in conjunction with the Research Center. The Foundation is also exploring the funding of an "oral history" program for the Archives through which we would record



on video the living memory of our Club from long-term members who experienced so many amazing events and accomplishments first hand. We also look to continue the terrific growth of participation by SCCA Regions in the Tire Rack Street Survival program, which set a new record for the number of schools held in 2018. Through this program, the Club is having a meaningful impact saving the lives of teen drivers, the very people we need to ensure that the Club continues for another 75 years.

Fundraising will continue to be critical to the Foundation's future success. The generosity of our fellow Club members has been both amazing and touching. Whether in the form of small additions to membership renewals or entry fees, larger checks from Regions holding charity events, or estate donations by those who remembered us in their will, all of the donations the Foundation receives go directly to support these great programs. Members can also look forward to another exciting sweepstakes in 2019 as our major fundraising mechanism. But the Foundation Board also challenges each member and Region to find an additional opportunity to chip in to the fundraising efforts that ensure the Foundation will continue to grow these important programs into the future.

The Foundation also welcomes donations of time and passion. Perhaps the teen driving program has a special place in your heart, maybe the Archives preservation work speaks to your inner historian, or you may have a special skill or talent for fundraising and grant writing - the Foundation Board welcomes volunteers for committee work and special projects throughout the year. If you'd like to learn more about how you can get involved, please write to us at info@sccafoundation.org. 📧



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Aug 8-10 Mid-Ohio Sports Car Course, Ohio
Aug 22-24 Road America, Wis.
Sep 5-8 Watkins Glen International, N.Y.
Sep 20-22 VIRginia International Raceway, Va.
Oct 4-6 Circuit of the Americas, Texas
Nov 14-16 Daytona Speedway, Fla.

TRANS AM WEST COAST C'SHIP

Apr 12-14 Thunderhill Raceway Prk, Calif.
Apr 26-28 Auto Club Speedway, Calif.
May 3-5 Laguna Seca, Calif.
Jun 14-16 Sonoma Raceway, Calif.
Jun 26-28 Portland Int'l Raceway, Ore.
Oct 4-6 Circuit of the Americas, Texas



FORMULA 4 f4usampionship.com
2019 schedule to be announced



FORMULA 3 f3americas.com
2019 schedule to be announced

PRO RACING

WHAT Trans Am Series
WHEN March 1-3, 2019
WHERE Sebring, Fla.

The Trans Am Series jumps into its 2019 season with a return to Sebring International Raceway.



Date Track/Region
Phone numbers are for region registrars



HOOSIER SUPER TOUR

scca.com/supertour

Jan 11-13 Sebring Int'l Raceway, Fla.
Feb 8-10 Circuit of the Americas, Texas
Mar 15-17 Road Atlanta, Ga.
Mar 30-31 Hallett Motor Racing Circuit, Okla.
Apr 12-14 VIRginia Int'l Raceway, Ga.
Apr 26-28 Buttonwillow Raceway Park, Calif.
May 18-19 Portland Int'l Raceway, Ore.
May 31-Jun 2 Mid-Ohio Sports Car Course, Ohio
Jun 14-16 Road America, Wis.
Jun 21-23 Watkins Glen Int'l, N.Y.
Jul 26-28 Laguna Seca, Calif.



PRO RACING

WHAT F3 Americas

WHEN Soon

WHERE The best race tracks

The SCCA Pro Racing F3 Americas series is prepping for its second season.



U.S. MAJORS sccamajors.com

NORTHEAST CONFERENCE

Apr 12-14 VIRginia Int'l Raceway, Va.
Apr 27-28 Summit Point Raceway, W. Va.
May 11-12 Pittsburgh Int'l Race Complex, Pa.
Jun 21-23 Watkins Glen Int'l, N.Y.
Jul 13-14 Thompson Speedway, Conn.
Jul 20-21 NJMP, N.J.

NORTHERN CONFERENCE

May 4-5 Blackhawk Farms Raceway, Ill.
May 18-19 Gingerman Raceway, Mich.
May 31-Jun 2 Mid-Ohio, Ohio
Jun 14-16 Road America, Wis.
Jul 13-14 Road America, Wis.
Aug 10-11 Grattan Raceway, Mich.

SOUTHEAST CONFERENCE

Jan 4-6 Homestead Miami Spdwy, Fla.
Jan 11-13 Sebring Int'l Raceway, Fla.
Mar 15-17 Road Atlanta, Ga.
Apr 12-14 VIRginia Int'l Raceway, Va.
Jun 8-9 Charlotte Motor Speedway, N.C.
Jun 29-30 Roebeling Road, Ga.

MID-STATES CONFERENCE

Mar 30-31 Hallett Mtr Rng Circuit, Okla.
Apr 13-14 Circuit of St. Louis, Ill.
May 18-19 Heartland Mtrspts Park, Kan.
May 25-26 Pueblo Mtrspts Park, Colo.
Jul 6-7 High Plains Raceway, Colo.
Aug 10-11 Raceway Park of the Midlands, Iowa
Aug 24-25 High Plains Raceway, Colo.

SOUTHERN CONFERENCE

Jan 26-27 MSR Cresson, Texas
Feb 8-10 Circuit of the Americas, Texas
Mar 30-31 Hallett Mtr Rng Circuit, Okla.
May 4-5 Eagles Canyon Raceway, Texas
May 25-26 MSR Houston, Texas
Aug 31-Sep 1 MSR Houston, Texas

WESTERN CONFERENCE

Jan 13-14 Sonoma Raceway, Calif.
Feb 1-3 Auto Club Speedway, Calif.
Mar 2-3 Willow Springs Raceway, Calif.
Apr 26-28 Buttonwillow Rcway Prk, Calif.
May 18-19 Portland Int'l Raceway, Ore.
May 25-27 Pacific Raceway, Wash.
Jul 26-28 Laguna Seca, Calif.



Garvin Baker

SOON TO START

By the time you read this, the 2019 F4 U.S. Championship schedule will have been unveiled.



Mark Weber



ROAD RACING

WHAT U.S. Majors Tour

WHEN Jan. 4-6, 2019

WHERE Homestead, Fla.

The U.S. Majors Tour kicks off with a Southeast Conference battle at Homestead-Miami Speedway.

THE RETURN

The Western Conference begins its 2019 Majors season with a return to Sonoma Raceway on Jan. 13-14.



Jay Bonvillian

CALENDAR KEY

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 available at www.scca.com

FOR CHANGES

Club Racing (785) 232-7229

Solo, Road Rally (785) 232-7656

RallyCross (785) 357-7259

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Oct 8-13, 2019 VIRginia Int'l Raceway, Va.

DIVISIONAL/REGIONAL

2019 schedules to be announced

STREET SURVIVAL SCHOOLS

2019 schedule to be announced

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

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

MSR Houston
(281) 369-0677 msrhouston.com

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

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

Simraceway Performance Driving Center

(800) 733-0345
simracewaydrivingschool.com

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

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

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

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

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

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

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(303) 435-5000 limerockclub.com

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

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ROAD TRIP

Feb. 8-10 will see the second in an 11-race weekend Hoosier Super Tour series, this one taking place at Circuit of the Americas in Texas.



Mark Weber

ProFormance Racing School
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(866) 932-1949 skipbarber.com
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Thompson Speedway Motorsports Park
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Waterford Hills Road Racing Inc.
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TIME TRIALS
2019 schedules to be announced
TRACK NIGHT IN AMERICA
2019 schedule to be announced

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

J. Peter Martin 12/1/1953 Buccaneer

55-YEAR MEMBERS

Patricia Dewitt 12/13/1963 San Francisco
Charlton H. Jones 12/1/1963 Atlanta
James J. Schardt 12/1/1963 Western Ohio

50-YEAR MEMBERS

James P. Christian 12/1/1968 Colorado
Gwen Grady 12/1/1968 Land O'Lakes
Jeffrey R. Miller 12/1/1968 Milwaukee
Jerry Orr 12/1/1968 Land O'Lakes

45-YEAR MEMBERS

Dennis J. Kay 12/1/1973 Milwaukee
Gary M. Ozburn 12/1/1973 Atlanta

40-YEAR MEMBERS

Richard C. Bontempi 12/1/1978 San Francisco
Emery C. Duell 12/1/1978 Northern New Jersey
Ronald E. Emmerson 12/1/1978 Oregon
David A. Hall 12/1/1978 Detroit
Judy K. Hudak 12/1/1978 Saginaw Valley
Harvey A. Lewis 12/1/1978 Buccaneer
Mervin Merlyn Neher 12/1/1978 Nebraska
Cliff Rademaker 12/1/1978 Houston
Daniel K. Thiel 12/1/1978 Finger Lakes
Steven J. Tupper 12/1/1978 Milwaukee

35-YEAR MEMBERS

Neal C. Bellamy 12/13/1983 Texas
Daniel J. Cashman 12/29/1983 Texas
Robert L. Frogner 12/29/1983 San Francisco
Terry H. Gough 12/29/1983 San Francisco
Patrick M. Kosuth 12/28/1983 Neohio
Robert H. Masch 12/29/1983 Cal Club
Larry W. Mason 12/13/1983 Cal Club
Lewis Milkavich 12/9/1983 Arizona
Shirley Milkavich 12/9/1983 Arizona

John E. Souder 12/28/1983 Northwestern Ohio
Scott Walker 12/14/1983 Central Florida

30-YEAR MEMBERS

Raymond F. Boyer 12/22/1988 New England
Christopher P. Cancellieri 12/12/1988 Continental Divide
Marc E. Dana 12/23/1988 Central Florida
Teresa A. Halloran 12/12/1988 Southern West Virginia
Ralph R. Johnson 12/22/1988 Des Moines Valley
Edward M. Knapp 12/12/1988 Steel Cities
Allen E. Kugler 12/12/1988 Susquehanna
Daniel A. Lipperini Sr. 12/5/1988 NE Pennsylvania
Pasqua B. Martinez 12/12/1988 Chicago
Kathleen E. Matuszek 12/22/1988 Glen
Gail Miller 12/23/1988 Milwaukee
Jason R. Miller 12/23/1988 Milwaukee
George Russell 12/13/1988 Fort Wayne
David J. Skinner 12/12/1988 Washington DC
Linda M. Starkweather 12/12/1988 North Carolina
David M. Thilenius 12/22/1988 Arizona
William D. Vehe 12/23/1988 Chicago

25-YEAR MEMBERS

Michael Lee 12/8/1993 Western New York
Deborah Davis 12/22/1993 South Carolina
Mark Dennis 12/21/1993 Finger Lakes
Brad Drew 12/22/1993 Cal Club
Michael J. Frost 12/7/1993 New England
Jean Green 12/6/1993 New England
Jerry Grigg 12/15/1993 Middle Georgia
Greg Hartmann 12/7/1993 Central Florida
W. David Jackson 12/7/1993 Central Florida
Jerry Klyop 12/2/1993 Cincinnati
Ralph L. Kosmides 12/21/1993 Northwest
Vincent T. LaManna 12/2/1993 Finger Lakes
Kaitlyn B. Schubert 12/15/1993 Chicago
Kenneth Van Horn 12/8/1993 Washington DC
Kevin J. Youngers 12/16/1993 Colorado

SOLO**TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR**

Mar 15-17 South Georgia Motorsports Park, Ga.
Mar 21-24 zMAX Dragway, N.C.
Mar 29-31 Texas TBD
Apr 26-28 Crows Landing Airport, Calif.
May 25-27 Lincoln Airpark, Neb.
Jun 7-10 Seneca Army Depot, N.Y.
Jul 5-7 Bristol Motor Speedway, Tenn.
Jul 12-14 Hampton Mills Lumber Yard, Wash.
Jul 26-28 Grissom Aeroplex, Ind.
TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS
Sep 3-6 Lincoln Airpark, Neb.
TIRE RACK® SCCA PROSOLO
Mar 29-31 Crows Landing, Calif.
Apr 5-7 Auto Club Speedway, Calif.
Apr 12-14 Grenada Municipal Airport, Miss.
May 3-5 New Meadowsports Complex, N.J.
May 23-25 Lincoln Airpark, Neb.
May 31-Jun 2 Mineral Wells Airport, Texas
Jun 14-16 Grissom Aeroplex, Ind.
Jun 28-30 Arkansas Aeroplex, Ark.
Jul 19-21 Hampton Mills Old Lumber Yard, Wash.
Aug 2-5 Oscoda-Wurtsmith Airport, Mich.
Aug 30-Sep 1 Lincoln Airpark, Neb.

TIRE RACK® MATCH TOUR.

Jun 14-16 San Diego County Credit Union Stadium, Calif.
Jul 3-5 Bristol Motor Speedway, Tenn.

CAM CHALLENGE

Mar 21-23 zMax Dragway, N.C.
Apr 12-14 Grenada Airport, Miss.
Apr 26-28 Crows Landing Airport, Calif.
May 31-Jun 2 Mineral Wells Airport, Texas
Jun 14-16 San Diego Credit Union Stadium, Calif.
Aug 9-11 Grissom Aeroplex, Ind.
Sep 3-4 Lincoln Airpark, Neb.

REGIONAL

2019 schedules to be announced

SOUTHERN PACIFIC

Dec 30, 2018 Aloha Stadium/Hawaii
Hawaii.kauaisti@gmail.com

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

ROADRALLY**NATIONAL/DIVISIONAL**

2019 schedule to be announced

REGIONAL

2019 schedule to be announced

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

RALLYCROSS**DIRTFISH NATIONAL CHALLENGE**

2019 season to be announced

DIRTFISH NATIONAL C'SHIP

Sep 20-22 National Balloon Classic, Iowa

REGIONAL

2019 schedule to be announced

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



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NEW PRODUCTS



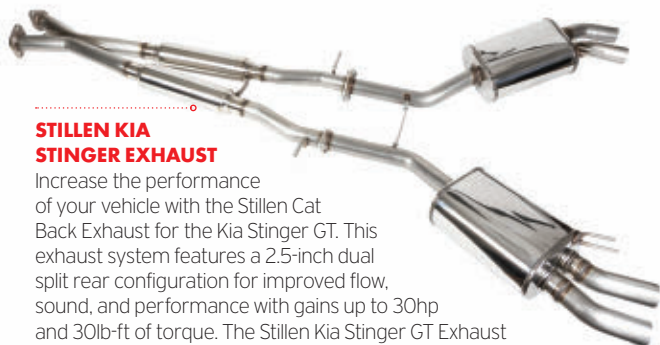
RICHMOND GEAR CARBON FIBER DRIVESHAFT

Richmond Gear has announced a new line of carbon fiber driveshafts that are designed to handle today's modern muscle cars. Richmond Gear driveshafts transfer more power to the wheels while saving critical weight and are intended for racing and performance applications. richmondgear.com



MANTIC TRIPLE DISC CLUTCH

Mantic Clutch USA introduces its Triple Disc Clutch for the C7 Corvette. This kit includes a sprung center and cushioned discs, using Mantic's cerametallic friction material. Pedal effort remains relatively low, approximately a 12- to 15-percent increase over the OE clutch pedal feel. These kits offer up to 1,515lb-ft of torque capacity at the crank, which is roughly 1,250-1285lb-ft at the wheels. manticclutchusa.com



STILLEN KIA STINGER EXHAUST

Increase the performance of your vehicle with the Stillen Cat Back Exhaust for the Kia Stinger GT. This exhaust system features a 2.5-inch dual split rear configuration for improved flow, sound, and performance with gains up to 30hp and 30lb-ft of torque. The Stillen Kia Stinger GT Exhaust utilizes the factory outlets that are integrated into the rear bumper valance for a clean look. stillen.com

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hawkperformance.com



HOLLEY MID-MOUNT ACCESSORY SYSTEM

Holley has introduced its race-focused version of the Mid-Mount Complete Accessory System. This kit gives racers all of the benefits of Holley's accessory drive system, as each accessory bolts directly off the water pump with Holley's patent-pending "bracketless" design, which incorporates everything needed: an LT1-style water pump, LT1-style hairpin alternator, crank damper, hard-anodized billet aluminum pulleys, belt, heater hose adapters, power steering to -6AN hard line, and alternator plug/harness. holley.com



LUCAS OIL PENETRATING OIL AEROSOL

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lucasoil.com

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

THROUGH THE YEARS

I'm a bit of a nerd when it comes to my recreational reading. Case in point: One of the genres I really enjoy is time travel. I'm not strict about the genre, either, as the book I'm currently reading isn't *really* a time travel novel; the expanse of history in the protagonist's life is the book. *How to Stop Time* centers around someone who lives for a long time, but author Matt Haig does an excellent job of jumping back and forth through the centuries, offering a different take on the genre than some of my other time travel favorites like Stephen King's *11/22/63* and Jack Finney's *Time and Again*. But regardless of whether the book is a tried and true time travel adventure or not, the theme is often the same: Every person in the past builds the world we have today, and those today mold the future.

Seventy-five years ago, on what was probably a chilly Saturday evening in February, seven automotive enthusiasts met at a Boston brownstone to form a club for automotive enthusiasts. The concept was simple, but the decisions they made when they entered the residence of Chapin Wallour that day changed not only their lives, but also the lives of automotive and motorsport fans around the world for decades to come. And, most importantly, it changed your life.

Did you know, for instance, that the wire wheel logo that sits atop of this

magazine - not to mention on your competition car and perhaps on some of your clothes - is essentially the same art that Mr. Wallour designed prior to that first meeting in 1944? It really doesn't matter whether it was a specific or arbitrary decision he and others made when fashioning the logo after a Rudge Whitworth wheel containing a red drum brake, but it was that stroke of the pen that

bore witness to what has become an iconic mark in the world of motorsports. Without that moment and those people in that house, this very moment would be different.

Each year during the Hall of Fame Banquet at the SCCA National Convention, I find myself reflecting on what made the Club what it is, and I often get lost in those moments. During last year's Hall of Fame celebration, I glanced around the room as Janet Guthrie made her acceptance speech and saw 480-something other SCCA members living her past with me. We were all there, but we were also living moments from decades earlier, witnessing a time where she helped define the course of motorsports. Some moments were humorous, others unbelievable, but every single one of them affected the day that came after it, and the day after that - and those moments built an incredible future. It was history in the making, both back then and at that Convention.

I hope you attend the next SCCA National Convention and Hall of Fame induction ceremony in January 2019 (register at scca.com/convention) so you can experience this for yourself, and I also encourage you to stay tuned for what we have in store in the coming months in *SportsCar*. On the docket are numerous stories celebrating events that have made SCCA's Diamond Anniversary so important, and I can't wait to help bring those to life in the pages of *SportsCar* - a publication that has written history in its own right, having been published for SCCA members since March 1944.

Now, on to other book recommendations. Have I mentioned I also enjoy reading poorly written apocalypse and zombie novels? 🍷

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FROM THE ARCHIVES

10 YEARS AGO... JANUARY 2009



- The 45th Runoffs had come to a close at Heartland Park Topeka, marking the third and final installment at the track.
- The RallyCross National Championship was held in Lebanon, Tenn., at the Nashville Superspeedway, attracting 69 competitors.

25 YEARS AGO... JANUARY 1994



- A self-proclaimed perfectionist, Scott Sharp put in a dominating season, making his Trans Am title run look like a walk in the park.
- At 50-years young, Elliott Forbes-Robinson proved he was getting better, not older, as he added a World Challenge title to his already impressive resume.

50 YEARS AGO... JANUARY 1969



- The ARRC visited Riverside Raceway where some 313 drivers took the green flag to the delight of the 15,000 fans in attendance.
- Denis Hulme was the Can-Am champion. With the title came \$93,060 and a new car.

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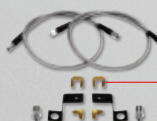


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TANDEM



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INTEGRAL



GS REMOTE

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COMPACT

PEDAL ASSEMBLIES



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BALANCE BAR



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PEDAL



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HYDRAULIC CLUTCH PEDAL



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BRAKE/CLUTCH PEDAL



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