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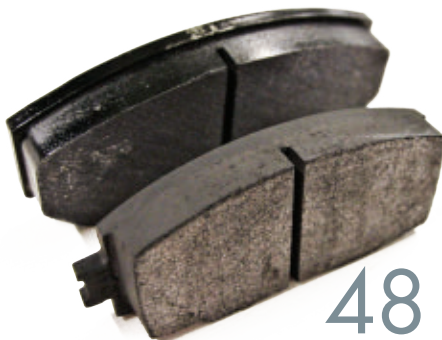


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MIKE COBB

PRESIDENT & CEO, SCCA INC.

CELEBRATING OUR LEGACY, BUILDING OUR FUTURE

In January, the SCCA met in Las Vegas for our National Convention. And while this issue was produced prior to the convention, it's never too early to pass along information that will have been presented there, like the theme: Celebrating our Legacy - Building our Future. Along those lines, of the key messages at this year's convention was that of leveraging the rich history of the SCCA in service of building the future. In support of this, I'd like to provide a brief summary of the message shared in Las Vegas.

OUR LEGACY

On Feb. 26, 1944, a group of sports car enthusiasts met at the Boston, Mass., home of Chapin Wallour to form a club dedicated to the preservation of sports cars. At that time, the vintage market was covered by existing car clubs focused on the preservation of veteran motorcars, so the seven founding members gathered that night with an eye on the then-current generation of "sports cars." It was specifically identified in the minutes from that first meeting - the SCCA was to concentrate on cars made after 1914. "Sports car" was defined as "any quality car which was built primarily for sports motoring as opposed to mere transportation. In other words, any car which rates higher than average in construction and engineering, and which, preferably, has open body work."

The list of cars owned by founding members sounds like museum pieces today: a Duesenberg "J" double cowl Phaeton, a Lancia Lambda 5th Series Roadster, a Kissel Speedster, Stutz DV 32 Sports Tourer, Mercer Series 4 Raceabout, Isotta Fraschini Type 8A Castagna Convertible Coupe, a Rolls Royce Phantom I Ascot Phaeton, and more. To further define the "sports car" orientation of the Club, the constitution stated that membership in the Club shall be restricted to owners of sports cars, sponsored by one current member, seconded by another, and elected by unanimous vote of the officers. Then, that new member must pay the yearly dues within 30 days - three dollars.

BUILDING OUR FUTURE

Fast-forward 75 years. As we celebrate our legacy (while building for the future), we have seen an unprecedented amount of change. Today, the Sports Car Club of America has over 65,000 members, hosts over 2,000 motorsports events of all types across the country while serving enthusiasts through 116 local Regions. We host the largest amateur Road Racing National Championship in North America (the SCCA Runoffs), one of the largest amateur motorsports events in the world based on participation (the Tire Rack SCCA Solo National Championships), and our Track Night in America Driven by Tire Rack program is putting more than 10,000 drivers a year on road racing circuits across North America while delivering a fresh and unique SCCA experience. When it comes to the diversity of "sports cars" that we get to have much #funwithcars with, the breadth and depth of cars that "rate higher than average in construction and engineering" today is absolutely mind blowing, ranging from Alfas to Volvos and all points in between.

Change is inevitable, and with all this change, it's not uncommon for businesses or organizations to have to "pivot" in order to open themselves up to new opportunities and maintain relevance. However, as we pivot into our next 75 years, we will continue to focus on delivering a safe, fun, and engaging motorsports experience for enthusiasts, and we will do so while leveraging our legacy - using what we've learned along the way to help us deliver the motorsport experiences needed to propel the Club into the future.

See you on course (wearing some SCCA 75th Anniversary gear) soon! 🏁

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2019 DIRTFISH RALLYCROSS NATIONAL CHAMPIONSHIP

The RallyCross Board has opted to return to the National Balloon Classic Memorial Balloon Field in Indianola, Iowa, for the 2019 DirtFish SCCA RallyCross National Championship. Slated to take place Sept. 20-22, this will be the second year in a row that the venue has hosted the end-of-year championship event.



Rupert Berrington

2019 BRINGS TIME TRIALS NATIONALS EXPANSION

With the success of the 2018 Tire Rack Time Trials Nationals at NCM Motorsports Park in Bowling Green, Ky., SCCA has announced it has locked in the location for the next decade. The next Time Trials Nationals is set to take place at the end of September 2019 and is expected to once again draw participants from all over the country.

"Being able to partner with NCM to host the TT Nationals for the next decade gives us the foundation needed to build a strong and stable program," explains SCCA's Director of Marketing and

Experiential Programs Heyward Wagner. "Between the first-class facilities, the challenge and versatility of the track, and the staff's dedication to delivering a 'best of' experience, NCM is a perfect fit for SCCA's premier Time Trials event."

In addition to a long-term home for this key event, the Tire Rack Time Trials National Tour presented by Hagerty is set to launch in 2019, bringing the experience of the TT Nationals to enthusiasts across America. Kicking off April 13-14 at Thunderhill Raceway Park in Willows, Calif., the Tour then visits Pittsburgh

International Race Complex two weeks later, then Carolina Motorsports Park in May. The summer stops of the Tour are Portland International Raceway, High Plains Raceway, and Heartland Motorsports Park in June followed by stops at Thompson Speedway Motorsports Park and GingerMan Raceway in July.

A dedicated SCCA Time Trials website - timetrials.scca.com - creates a standalone space for drivers and officials of the program, becoming the home for Time Trials news, events, National Tour registration, and rules. 📍





Rupert Berrington

CROSSING OVER

In the January edition of *Fastrack*, the Road Racing Board has recommended the classification of the popular Scion FR-S and Subaru BRZ in autocross Solo Spec Coupe (SSC) trim for Touring 4 road racing. The addition of GCR-mandated safety equipment, as well as other small changes, will be the only variances from SSC autocross trim. This classification is the first such type to require the use of 200 treadwear tires in SCCA Road Racing.

2019 TIRE RACK TIME TRIALS NATIONAL TOUR PRESENTED BY HAGERTY:

DATE	LOCATION
Apr 13-14	Thunderhill Raceway, Willows, Calif.
Apr 27-28	Pittsburgh Int'l Race Complex, Wampum, Pa.
May 25-26	Carolina Motorsports Park, Kershaw, S.C.
Jun 8-9	Portland Int'l Raceway, Portland, Ore.
Jun 15-16	High Plains Raceway, Deer Trail, Colo.
Jun 22-23	Heartland Motorsports Park, Topeka, Kan.
Jul 5-6	Thompson Speedway Motorsports Park, Thompson, Conn.
Jul 28-29	GingerMan Raceway, South Haven, Mich.
Sep 27-29	NCM Motorsports Park, Bowling Green, Ky. (TT Nat'l's)



Peter Bennett

CAM CHALLENGE 2019 SERIES SCHEDULE

The Tire Rack CAM Challenge Powered by SCCA returns for 2019, powering through six weekends before heading to the series season finale in Lincoln, Neb., during the 2019 Tire Rack SCCA Solo National Championships. At that final event, champions will be crowned in all three CAM classes, plus an overall CAM Challenge Series Champion will be determined.

Points will be awarded at all seven scheduled events in 2019, with the CAM Challenge Championship Finale having weighted points 50-percent greater than the previous six regular-season events. Details on points will be released before the season's start in March. However, competitors will score points in their best two CAM Challenge events plus points gathered at the Finale, all in a single class. CAM entries will continue as supplemental classes at the Solo Nationals Championship, but points will be tallied as part of the CAM Challenge Series.

The season opener of the CAM Challenge season begins in March at zMax Dragway. However, CAM class competition and the Challenge will run Friday and Saturday due to site restrictions on Sunday. Then it's the Gulf States CAM Challenge in April at Grenada Municipal Airport in Mississippi. The series next stops at Crows Landing in California followed by Mineral Wells Airport in Texas, and then it heads to the San Diego County Credit Union Stadium in California.

Stops in the series are held in conjunction with Tire Rack ProSolo National Series or Championship Tours, with one exception. The penultimate round of the CAM Challenge, taking place in August at Grissom Aeroplex in Indiana, will feature a standalone event. Less than a month later, the CAM Challenge Championship Finale will be contained within the Tire Rack Solo Nationals Championships at Lincoln Airpark. 📍

2019 CAM CHALLENGE SCHEDULE

DATE	LOCATION
Mar 21-23	zMAX Dragway, Concord, N.C.
Apr 12-14	Grenada Municipal Airport, Grenada, Miss.
Apr 26-28	Crows Landing Airport, Crows Landing, Calif.
May 31-Jun 2	Mineral Wells Airport, Mineral Wells, Texas
Jun 14-16	San Diego County Credit Union Stadium, San Diego, Calif.
Aug 9-11	Grissom Aeroplex, Peru, Ind.
Sep 3-4	Lincoln Airpark, Lincoln, Neb. (Inv'l)

MICHAEL CARTER WINS MAZDA ROAD TO 24 SHOOTOUT

After an extensive evaluation of four young drivers at the Bondurant Main Track at Wild Horse Motorsports Park in Phoenix, Ariz., 18-year-old SCCA member Michael Carter from Savannah, Ga., was selected as the winner of the 2018 Mazda Road to 24 Shootout.

With the \$100,000 Mazda Motorsports scholarship awarded to Carter, he will compete in the 2019 Battery Tender Global Mazda MX-5 Cup presented by BFGoodrich. "What a journey this has been," says Carter. "The reason I started racing a Mazda was because of the Mazda Road to 24 Shootout. It was our one single goal all along and to finally accomplish that is surreal."

To earn his invitation to the Mazda Road to 24 Shootout, Carter put together an impressive 2018 season as he finished second in the SCCA Hoosier Super Tour points, won the Spec Miata Challenge, and won in Spec Miata at Atlanta Region's ARRC.

"I heard something from Michael and his father that really hit a chord with me which was that they built a Spec Miata with the sole purpose of going up the Mazda Road to 24 ladder," says John Doonan, Director, Mazda Motorsports. "That really speaks to the challenger spirit at Mazda, to why we have the Shootout, and to the family that we have at Mazda." 📍



McMurray

CHECKERED FLAG: AL BEASLEY SR.

Albert "Al" Beasley Sr. was a mainstay of the Sports Racing community. With well over 30 Runoffs starts, he scored the CSR SCCA National Championship in 1986 followed by the DSR National Championship in 1988 and was awarded the SCCA President's Cup in 1988. Sadly, Beasley passed away on Dec. 3, 2018.



Geoffrey Hewitt



Courtesy VET Motorsports

PROUD

SCCA is honored to help support veterans in their quest for speed.

SCCA Foundation Extends Support for VETMotorsports

Thanks in part to a generous grant from the SCCA Foundation, the SCCA will continue its support VETMotorsports outreach program that engages active military and veterans in transformative motorsports experiences.

The program, which is run in partnership with the award-winning non-profit VETMotorsports, will continue to place active military, National Guard, Reserve, Gold Star parents, and veterans with service-connected injuries and their caregivers inside the ropes and behind the wheel at select SCCA events, as well as create mentorship opportunities for them with SCCA members and staff.

The program, which launched in 2017, has already hosted qualifying participants in autocross, road rally, and road race pit crew events.

"This has been an outstanding program by every measure," says Arnie Coleman, SCCA Foundation Executive Committee member. "It's not only allowed our SCCA family to welcome and give something back to the brave men and women who've served our country, but also to engage our Regions and members in new outreach efforts. We're excited to see what more we can do in 2019 and beyond." 🍎



Cavin Baker

FULL FIELD
The F4 U.S. Championship is once again set to break FIA entry records.

F4 AND F3 READY FOR 2019

The momentum of the SCCA Pro Racing Formula 4 U.S. Championship Powered by Honda and F3 Americas Championship Powered by Honda series continues into 2019 with a duo of packed race schedules hitting some of the most challenging race circuits in North America.

The F3 Americas Championship, featuring the only North American application of the Halo safety device, a 303hp motor derived

from the Honda Civic Type R engine, and new Hankook slicks developed specifically for the championship, opens its 2019 season at Barber Motorsports Park, as the support race to the IndyCar Series during the Honda Indy Grand Prix of Alabama on April 5-7. Meanwhile, tight turns and intense elevation changes will challenge the F4 U.S. Championship field for its season four debut on April 18-20 at Road Atlanta. 🍎

F3 AMERICAS POWERED BY HONDA 2019 SCHEDULE

DATE, VENUE/SUPPORT SERIES

Apr 5-7	Barber Motorsports Park, Ala.
Apr 18-20	Road Atlanta, Ga.
Jun 21-23	Pittsburgh Int'l Race Complex, Pa.
Jul 26-28	Virginia Int'l Raceway, Va.
Sep 13-15	Sebring Int'l Raceway, Fla.
Sixth Date	TBA

F4 U.S. CHAMPIONSHIP POWERED BY HONDA 2019 SCHEDULE

DATE, VENUE/SUPPORT SERIES

Apr 18-20	Road Atlanta, Ga.
Jun 21-23	Pittsburgh Int'l Race Complex, Pa.
Jul 26-28	Virginia Int'l Raceway, Va.
Au 8-10	Mid-Ohio Sports Car Course, Ohio.
Sep 13-15	Sebring Int'l Raceway, Fla.
Nov 1-3	Circuit of the Americas, Texas (Formula One weekend)

SCCA helps with creation of Time Attack Council

SCCA, GRIDLIFE, and Global Time Attack have come together to create the North American Time Attack (NATA) Council, which aims to be a leadership committee dedicated to the development, evolution, and success of time-based, competitive motorsport events such as Time Attack and Time Trials.

The goal of the council is the progression of motorsports through the consultation and collaboration of its members in the planning and execution of programs and events. NATA and its member organizations seek to represent the interests of all drivers, from beginner to professional competitor, in order to ensure access, inclusivity, consistency, and a high-quality driver experience.

The future of Time Attack is bright!" SCCA Director of Marketing and Experiential Programs Heyward Wagner says. "SCCA is thrilled to formally align with GRIDLIFE and Global Time Attack. Each represent the best of what the



Clark Morris

TRACK READY

The North American Time Attack Council allows drivers to easily run in multiple series.

sport can be and the shared commitment to progression and development is inspiring. The NATA not only creates strength between the three, but as the SCCA [Time Trials] program is in its infancy, this is an amazing opportunity to learn from the best in the industry." 🍎



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SCOTT GOODYEAR JOINS SCCA PRO RACING

Scott Goodyear, 11-time Indianapolis 500 starter and former ABC color commentator, has been named Race Director for the SCCA Pro Racing Formula 4 U.S. Championship and F3 Americas. Goodyear's job will kick into full gear in April when the two series begin their seasons.



Courtesy SCCA Pro Racing



Kevin Baker



Kevin Baker

AN ENCORE FOR F3 AND F4 CHAMPS

After locking up their respective SCCA Pro Racing F3 Americas and F4 U.S. championships, Kyle Kirkwood and Dakota Dickerson were offered the opportunity to participate in the inaugural four-hour Michelin IMSA Sportscar Endurance race at Sebring International Raceway, courtesy of Onroak Automotive North America.

The championship duo was each paired with a co-driver as they took on the IMSA LMP3 class behind the wheel of sister Ligier JS P3 prototypes.

Driving the No. 13 ANSA Motorsports prototype, Kirkwood's team hit the track strong with his partner, 2018 IMSA Prototype Challenge Roar before the Rolex 24 winner Roman De Angelis, qualifying in second. De Angelis wheeled the Ligier into first place before jumping out at the two-hour mark to make the driver change with Kirkwood.

"Roman did an amazing job to give me a great starting position," Kirkwood says. "He qualified us second and maintained position. The team

GOING RACING

F3 Americas champ Kyle Kirkwood (LEFT) and F4 U.S. champion Dakota Dickerson (RIGHT) both earned seats at the 2018 Michelin IMSA Sportscar Endurance.

took a gamble with the pit stops and it worked perfectly in our favor to put us in first. All I had to really do was keep my head down and push, which is something I was able to do all year."

Dakota Dickerson made up exceptional ground as the second driver of the No. 2 Ligier JS P3 ANSA Motorsports car, clocking similar fast-times to the race leaders. Dickerson broke into the top-10 before mechanical issues at the midpoint sidelined the effort.

"All in all, it was a super fun experience getting to drive the ANSA Motorsports Ligier JS P3," Dickerson says. "I'll definitely be looking for more opportunities to drive a Ligier in LMP3 in 2019. There is so much that goes into endurance racing and I am very thankful to Onroak Automotive for the opportunity." 📍

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 NOVEMBER 2018

NAME	REF	REGION
Robert Beers	90	Susquehanna
Brian Ghidinelli	73	San Francisco
Warren Leach	47	San Diego
Carol Deborde	16	Reno
Karen McCoy	14	Oregon
Christopher Abele	12	NW Ohio
Bob Arnold	10	Central Kentucky
Jose de Miguel	10	Puerto Rico
Wanda Cecil	9	South Carolina
Jeremy McCauley	9	Allegheny Highlands
Susan Puls	9	Wichita
Carl Somerton	9	Snake River

2,030 additional members have at least one referral.

REGION LEADERS

(Category based on 2017 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Central Carolinas	17.4%
Florida	14.0%
Oregon	11.2%
LARGE REGIONS (401-799):	
Susquehanna	39.0%
Philadelphia	37.4%
New York	22.0%
MEDIUM REGIONS (200-400):	
Tennessee	19.1%
Kentucky	15.2%
Eastern Tennessee	14.2%
SMALL REGIONS (<200):	
Big Island of Hawaii	50.0%
Yellowstone	50.0%
Puerto Rico	45.9%

TRACK NIGHT REGION DEVELOPMENT GRANT RETURNS

Thanks to the success of SCCA's Track Night in America Driven by Tire Rack, which saw nearly 9,200 entries across 141 events at 32 different tracks around the country in 2018, the program will again invest directly in SCCA Regions thanks to the Track Night in America grant.

For 2019, the Track Night Region Development Grant is funded with \$50,000 to be distributed to Regions for the purposes of training, equipment upgrades, marketing, or offsetting costs of pilot

events. Heyward Wagner, SCCA's Director of Marketing and Experiential Programs, points out that funds do not need to be used for Track Night activities. The monies are being offered to support any Region development activity across the board. "SCCA Track Night in America Driven by Tire Rack exists to help grow our Club," says Wagner. "As part of that vision, the Track Night program provides support to Regions, so they can better position themselves to be able to give members the best possible

SCCA Regional experience."

Grant applications must be submitted online at www.scca.com/pages/scca-region-development-grants. Submissions are due no later than Feb. 15, 2019. Grant requests will be reviewed by a five-person committee made up of SCCA Board of Directors members and SCCA National Staff. Submissions will be judged on both merit and need. If all funds are not distributed in the first round, a second submission window will be opened.

In evaluating a grant, the selection committee will give the



most attention and focus to projects that are innovative or demonstrate a need, are backed by a project management plan, and will have a positive impact on a Region or the Club as a whole. Submissions should include: goal and purpose, anticipated result, project timeline, project budget, and amount of grant request. Applications without a realistic and cost-effective budget will not receive consideration. 📍

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I'M LOOKING FOR A NEW CAR

I'm shopping for a new car. Honestly, I'm a little embarrassed when I show up at track days. I have a reputation. I think I need a cool car. I mean, I'm driving, videoing, and writing about some of the most advanced and technically fabulous cars on earth, up to and including the Audi R18 and

2006 MX-5 Miata, purchased from an ad in my longtime Central Florida Region newsletter, from a true hero of mine, former career NASA engineer and space shuttle launch director Bob Sieck. Gray cars that I have to buy keep coming to me.

Unfortunately, I chickened out on the build once I learned what it takes to build a Spec E46, but they are fantastic racecars. I got behind the wheel of a good one at the Pacific Grand Prix U.S. Majors Tour, thanks to Scotty B. White, and loved it.

I don't own anything newer than a 2004 model car. I just sold my 2004 Volvo V70R hot rod turbo wagon, and I'd love another wagon, but they are rare animals, also part of what I like, frankly. I tow with a trusty 2004 Tundra that is nearly as smooth as a Lexus, and works seamlessly, but it's not a status builder. Then there is the 1995 Camaro Z28, clean-low-miles-rebuilt-title-stick, that came to me in a coaching deal. This is a hooligan ride in which it is hard to resist the urge to kick the tail out, and which may yet land me in jail. Hard to beat the American V8

rumble and instant torque, but it sure isn't silky and solid like the Bimmer, even with 100,000 fewer miles.

But speaking of the sound and muscle of a Chevy small-block, I've been looking hard at a new Camaro SS 1LE. Flirted with buying our *Motor Trend* test car, but it didn't work out - yet. Based on the GM Alpha platform, and even shared with Cadillac, this chassis is a dream to drive on the track, in all versions from the barrel-bottom turbo-four to the supercharged, road-wrinkling ZL1. The balance is so in tune that stability control is hardly necessary. It's always working both ends together, providing copious driving satisfaction better than any Mustang save the Shelby GT350R on super-sticky rubber.

I've been dancing with the idea of an SS 1LE Camaro for so long that now there is another choice, the surprising Camaro Turbo 1LE. When the sixth-gen was new, we tested the base 2.0-liter four at Streets of Willow and I came away very impressed. Much lighter than the SS V8, all off the nose, I called it "like the love-child

"This is a hooligan ride in which it is hard to resist the urge to kick the tail out, and which may yet land me in jail"

Porsche 919 prototypes that won the 24 Hours of Le Mans, and then I drive up in an 18-year-old BMW with 155,000 miles on it that won't unlock its driver's door. But, by the way, it is a really nice street car.

I bought my 330Ci from an autocrosser in Chattanooga after seeing it on the now-defunct and sorely missed SCCA Targa Southland two years ago. Clean and shiny, it was the perfect model for an evolutionary track-car-to-Spec E46 build. And it was gray. I hate gray. So was my



of an SS and an MGB." With 275 horses, it has more power than my '90s collector's item Z28. Modern technology marches on. And 10-plus more mpg, to boot. The SCCA staff had one for a courtesy vehicle for a while, and I heard lots of good things from both track and Solo events.

I've also glanced at the EcoBoost Mustang, another turbo-four. With the Performance Pack and a little suspension work, my buddy's car was a sweet ride with 30-plus mpg that would out handle the V8s. The only downside was the engine wheezed at high revs. It was all bottom end, amazingly so. Serious twist at just 2,500rpm, but not satisfying at merely 5,000, even chipped.

On the other end of the spectrum, I also danced and debated over an exotic offered by my friend Hayes Harris at wirewheel.com: The Lotus Evora. A true lightweight sports car in the tape-the-lights-and-race SCCA tradition, the Evora is a little bigger than the delightful and unique Elise, with a vestigial 2+2 back seat; too small for humans but just right for my

suitcase and race bag on trips to the airport. Yeah, I'm talking daily-ing it.

Hayes specializes in British cars and frequently fixes insurance-totaled Loti. Seems rather minor damage to the clamshell bodywork sends these cars to the salvage lot, and the rebuilt-title versions are a lot cheaper with little downside. This appeals to my Uncle Ralph miser gene. My way into something that looks a lot like a supercar.

I drove his first tempter when he brought it out to Sebring; I loved the quick responses but hated the recalcitrant shifter. Apparently, there is a fix. Check my Instagram for the intricate-artwork shift tower of the Elise V6 Cup I drove recently; tight and right. This was also the 276hp NA Toyota V6 version.

Next from Hayes came an Evora S, with a Lotus-TRD supercharger and another 80 ponies. Just under forty thou, it was right at my limit. I visited the ad over and over until one day, it disappeared. He who hesitates is lost. Or did it save me?

On a big purchase, I find it hard to commit. A Lotus comes with a little

"I called it 'like the love-child of an SS and an MGB.' With 275 horses, it has more power than my '90s collector's item Z28"

more risk than the usual, garden-variety, see-yourself-coming street ride, though that rare and special sense of something different and extreme is enticing. I don't want same ol' same ol'. But I do want to make it to the airport.

Then I visited my friend Zeke up at Atlanta Motorsports Park. He got a new ride with his usual hand controls; a BMW M235i. 3.0-liter turbo six. Tuned to 400 German-engineered horses. When I tested one when new, I said, "Best-handling BMW I've driven in 10 years." So well balanced, and I am utterly seduced by that. I *wish* they offered the Touring (wagon) - that'd make it such an easy pick.

So many choices, so little commitment. Shopping and buying is one of a car guy's greatest pleasures, don't you agree? So, what would you choose: Camaro 1LE, Lotus Evora, or BMW? 📍

FOUR BANGER

(ABOVE) A ride that surprised Randy when he realized it had made his potential new-car list is the turbo four-cylinder Camaro with the 1LE suspension package.

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The future of open wheel racing in the Western Hemisphere now has a defined path with the introduction of the F3 Americas Championship Powered by Honda. Affordability is a key component to the FIA supported championship, from the Ligier JS F3 chassis to the 303-horsepower Honda Performance Development version of the new Honda Civic® Type R® turbocharged K20C1 motor and the Hankook tires designed specifically for the series, the car is completely made and assembled in the United States. The F3 Americas teams race chassis that meet the most current global FIA safety specification, including the first North American application of a race car Halo. Compared to the F4 U.S. Championship car, the F3 chassis features more configurable aero components, 47% more horsepower, increased impact safety structures, and more sophisticated data acquisition.

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April 5-7 / Barber Motorsports Park

June 21-23 / Pittsburgh International Race Complex

September 13-15 / Sebring International Raceway

April 18-20 / Road Atlanta

July 26-28 / Virginia International Raceway

TBA Date

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NUMBER ONE

(MAIN) Kyle Kirkwood backed up his 2017 F4 U.S. title with the inaugural F3 Americas championship in 2018, leaving little doubt he is number one. (FAR RIGHT) The Trans Am Series saw a number of hotly-contested title fights. Did your favorite driver get it done?



THE SKY'S THE LIMIT

WORDS Jeff Zurschmeide, Jason Isley, and Philip Royle
IMAGES Chris Clark, Seth Does, and Gavin Baker

We wrap up the 2018 SCCA Pro Racing season by jumping into the stories behind SCCA's professional championships... and discover 2019 should be even better



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DRIVER'S CLASS

After wrapping the 2018 Trans Am TA championship where he successfully defended his title, Ernie Francis Jr. is ready for more – both in and out of Trans Am

WORDS Jeff Zurschmeide | IMAGES Chris Clark



For the last five years, Ernie Francis Jr. has won everything it's possible to win in the SCCA Pro Racing Trans Am Series Presented by Pirelli. "Overachiever" is the term that springs to mind. Like his namesake father, Ernie is tightly focused on his racing career. He raced karts as a child and graduated to cars at age 13, earning his chops in Spec Miata. At age 15, he went pro in Pirelli World Challenge, clinching the Rookie of the Year honors. The next year he raced both World Challenge and Trans Am's TA3-A class and won Trans Am class championships in 2014 and '15. With the advent of the TA4 class, Ernie moved

over for the 2016 season and won that, too. For 2017, he took the Trans Am TA class championship, and now, as you might expect, he's done it again.

"Trans Am has been pretty good for us," he says.

But don't go thinking that Francis coasted to any of his championships. The competition in Trans Am is fierce, and this year's championship was hard to achieve. "The year was difficult for us, for sure," Francis admits. "It started off really well with winning at Sebring. Road America was where the season took a turn. We had a big wreck there, which took us out of that race."

Veterans of Road America

will nod sagely at this story. "We were going through the Kink in practice and the car in front of us blew its engine and laid oil right at the apex," Francis recalls. "It happened about four seconds before I got there, so they didn't have the flag out yet and I came through on a fast line, hit the oil, and just slid off right into the outside concrete wall. It took out the whole front driver's side door, deck lid on the driver's side, [and] rear bumper on the driver's side."

With his car all but destroyed and out of the race for the weekend, Francis and his team got to work setting things straight – but it took a while to exorcise the demons.

"We got the car turned in



10 days from being completely wrecked to back on the road for Watkins Glen," he says. "I was leading the race there, and then had the crank pulley snap off of the car. I think the wreck might have fatigued it, but that took us out of that race. Then at VIR we had issues with the bodywork on the car from the wreck. So, we

NO EASY STREET

Mid-Ohio (LEFT) was the last of a podium streak for Ernie Francis Jr. and his Breathless Racing Ford Mustang team. During the following round at Road America, an incident in the infamous Kink left the team fighting gremlins for the remainder of the season. Despite this, Francis did have his fair share of interviews for Trans Am's TV coverage during the season (BOTTOM LEFT).

"It's really just the driver doing all the work...there's no ABS, no traction control, no driver aids"

ERNIE FRANCIS JR.

But we got to the track and went fast immediately. Winning there was enough to lock us in for the championship as long as we started the race in Daytona."

As it happened, the tough times weren't over, but the car held on long enough to get the primary job done. "We qualified second for the Daytona race," Francis says. "We had a transmission issue that took us out during the race, but we didn't really care that much. As soon as we took the green flag we won the championship and that was all we really cared about that weekend."

With experience ranging from nearly stock TA4 cars to purpose-built Trans Am machines, Francis has been able to make himself into a versatile racer.

"Honestly, it's a lot different in TA," he says. "The car is much faster, much lighter, and a lot lower to the ground than what I'm used to. With a TA4 or TA3, or even the TA2 cars, you can be very aggressive with the way you turn the car around. With the TA car, you have to be gentler with it. You can't just throw the car in like you want to."

Francis also believes that getting the car set up for his style makes a big difference. "I can get over some of the curbs pretty good," he says. "That really helps us out in places like COTA where we can really climb over the curbs if we have to. I think my background doing go-karting helped out with some of the TA driving. I think also doing some open-wheel testing with Schmidt Peterson in their Indy Lites car helped out."

In addition to winning the driver's title, Francis earned the TA Team Championship for the Breathless Pro Racing team.

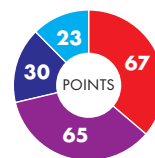
"They did a great job from beginning to end," he says, "and after the wreck they all really had to work hard. Especially Mark Meissen, our chassis builder. The car got back to his shop and within nine days he had the car turned around. He re-clipped the whole front end, put on a new nose, door, hood, and deck lid. He replaced everything on it and got the car rewrapped. It was a big deal and they all did a great job. They really earned that team championship for sure."

After winning everything there is to win in Trans Am, Francis is still coming back for more. "I think the Trans Am Series is just a fun place to race," he says. "They make it very enjoyable and, honestly, where else can you race cars this crazy, this fast, with this much horsepower where it's really just the driver doing all of the work? There's no ABS, no traction control, no driver aids to help you out. It's all really just you in a car. That's what keeps me coming back."

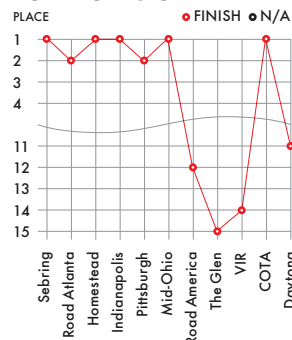
Francis has certainly conquered Trans Am - multiple times - and he has plenty of other racing on his schedule for the coming season, so should we expect to see him back behind the wheel in Trans Am anytime soon? "I think I'll be doing a few different things next year," he says. "I'll be splitting my time between road course racing and circle track driving. I have the NASCAR Drive for Diversity program that I do. I'm back in that program again in 2019 as well doing part-time with the K&N East Series and full-time driving late model stocks. I'll have a pretty big driving schedule [in 2019], but I think Trans Am will be back on that schedule for sure."

**TA BY THE NUMBERS****MANUFACTURERS' CHAMPIONSHIP**

Ford
Chevrolet
Cadillac
Dodge

**DRIVERS' CHAMPIONSHIP (top 5)**


Ernie Francis Jr.	279 (points)
Lawrence Loshak	252
Chris Dyson	246
David Pintaric	242
Amy Ruman	235

ERNIE FRANCIS JR.'S ROAD TO VICTORY

had three really bad races in the middle part of the season. We were so close to actually locking in the championship, and that made it very tough for us. We had to regroup after that, but luckily after VIR we had about a month off."

After the midseason troubles, Francis went into the late-season races with only a five-point lead in the series. If his streak of bad luck continued, the championship could just slip away.

"We were pretty stressed out about it," Francis admits. "Going into the final rounds at Circuit of the Americas and then Daytona we just needed the car to work right. We did a lot of testing before we went there.



Competing in Trans Am's TA2 wasn't an obvious fit for formula car racer Raphael Matos, but with the 2018 TA2 title in hand, it's obvious he belongs

WORDS Jeff Zurschmeide | IMAGES Chris Clark

THE RIGHT FORMULA

There are few drivers in the SCCA Pro Racing Trans Am Series Presented by Pirelli with as much varied experience as Raphael "Rafa" Matos. The Brazilian-born driver has spent his career driving formula cars, prototypes, sports cars, and touring cars - and now, in 2018, he's conquered America's Road Racing Series.

"I started racing back in my

home country Brazil and my city Belo Horizonte back in 1992, a long time ago," Matos says.

"My father was a passionate motor racing fan and we started go-karting. That's when things started getting more serious."

But while the Brazilian racing scene is healthy, Matos wanted to play in the big leagues.

"Eventually I had to choose between going to Europe or the

United States," he says. "So, back in 2003, I chose to come here."

Since arriving in America, Matos has honed his craft as a formula car driver, winning championships in the Skip Barber Formula Dodge and Star Mazda series before moving into the A1 Grand Prix series. Next, he won championships in both Champ Car Atlantics and Indy Lights. Matos moved up to IndyCar

in 2009 and twice competed in the Indy 500. Additionally, he has raced at the 12 Hours of Sebring, Rolex 24 Hours of Daytona, and the Petit Le Mans in America, as well as in a South American touring car series known as Stock Car Brasil.

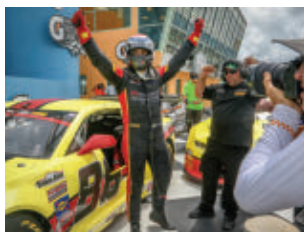
"I won the IndyCar Rookie of the Year title back in 2009 and was able to race again for a full season in 2010," he recalls.

A HARD DAY'S WORK

Victory (BELOW) was far from assured for Rafa Matos, but he and his team worked hard to overcome any issues and wrapped up the TA2 class championship with wins at multiple tracks, including the challenging Mid-Ohio circuit (LEFT).

"Some races we thought we had things covered and then we ended up having to work our way back"

RAFA MATOS



up the gear box within five laps. I said I wasn't sure my driving style would fit with this car, but he encouraged me to keep going. We raced at Detroit and almost won the race. From then on, I became part of the family."

For a longtime formula car driver, Trans Am was a completely new kind of racing. Matos ran five events in the 2017 Trans Am season, finishing 13th in the TA2 class. He took second at Detroit and earned a pole position at Road America that year.

"It was the cars that really attracted me as a driver," Matos notes. "I like the power of the cars, the sound, and how good the cars look. Also, I think the Trans Am Series has a lot to offer. There's a lot of history with the past champions, and I think there is some really good momentum going."

That momentum was enough to carry Matos back for a second year driving the 3-Dimensional Services Group Chevrolet Camaro in TA2, and this time he dominated the season.

Matos claimed his first pole position in the season opener at Sebring, finishing second. Then he won at Road Atlanta and Homestead and took first and then second in the two midseason races at Detroit. In the second half of the season, he won at Mid-Ohio and Watkins Glen,

scored a third at VIR, and finished just off the podium at Daytona.

"It was a year of ups and downs," Matos recalls. "Some races we thought we had things covered and then we ended up having to work our way back and recover. I think you're always learning. Racing is such a dynamic sport, and everything changes all the time. So, you always have to be at the top of your game and keep your mind open to new things."

In addition to Matos taking the Driver's Championship, the Coleman Motorsports Group claimed the Team Championship in TA2, with help from appearances by IndyCar veteran Paul Tracy and Jan Heylen. The team also fielded Doug Peterson in the TA class.

"I've been thinking about who I have to thank for this beautiful year," Matos says. "Certainly, Doug Peterson for his unconditional support to our team. I'm also really proud of the 3-Dimensional Services, Coleman Motorsports group. Those guys are flawless, and they work so hard. We fight to be the best every day - in the shop, in our car preparation, or at the track, we never give up. This team deserves this championship, every single one of them."

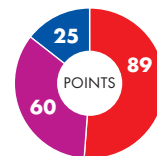
Thinking about the season to come, Matos is eager to return to Trans Am. "I already told the team that I would love to come back [in 2019] and try to go for a second championship," he says. "It's really entirely up to them but, at this point, I think there is a very good chance that we will come back. If worse comes to worse and we don't come back, I still want to be part of Trans Am." 🏁



TA2 BY THE NUMBERS

MANUFACTURERS' CHAMPIONSHIP

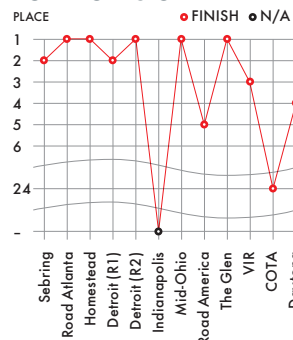
Chevrolet
Ford
Dodge



DRIVERS' CHAMPIONSHIP (top 5)

Rafa Matos	309 (points)
Tony Buffomante	261
Ethan Wilson	207
Keith Prociuk	203
Tom Sheehan	189

RAFA MATOS' ROAD TO VICTORY



"2011 was a half-season in IndyCar. We didn't qualify for the Indy 500 and that kind of hurt our program. That was it for Indy cars, and I kind of raced all around after that."

Matos came to Trans Am in 2017 as an entirely new direction. "Doug Peterson called me and invited me to drive his car at Detroit," recalls Matos. "We had a test at Sebring and I blew

GOING FOR IT

Clinching the 2018 Trans Am TA3 championship may not have been Alline Cipriani's initial goal, but once the possibility arose, she didn't hesitate | WORDS Jeff Zurschmeide | IMAGES Chris Clark



As the 2018 season began, Alline Cipriani didn't expect to win the 2018 SCCA Pro Racing Trans Am Series Presented by Pirelli TA3 class championship. And, considering she didn't win a single race during the season, the odds were stacked against her. But with a podium finish and a handful of fourth places, that's exactly how it played out - and she'll take it.

"My story with Trans Am started two years ago when we tried to homologate our Ginetta to race in the [Trans Am] Series," she explains. "Last year our car was accepted to race, so the idea in the beginning of the season was to do just the Southern Cup

races to present the Ginetta and to show how reliable the car is. But after some races, we realized how strong we were and that we could fight for the championship, so we decided to go on."

Hailing from Sao Paulo, Brazil, Cipriani is the U.S. representative for the Ginetta brand, so getting the Ginetta G55 into Trans Am was already a big win for her. The TA3 class includes such road racing heavyweights as the Aston Martin Vantage, Chevrolet Corvette and Camaro, Dodge Challenger and Viper, Ferrari 430 and 458, Ford Mustang, Lamborghini LP570, and the Porsche 996, 997, and Cayman. Tough company to compete with.

"We chose Trans Am because we wanted to show the Ginetta to the drivers and teams," she says. "The brand is very well known in England and in Europe, but not in the U.S. yet."

The Trans Am points structure rewards consistency, and Cipriani was the only driver to make every single race on the calendar. In all, 27 drivers made appearances in the class, and Cipriani generally made the top 5 at every event. Her sole podium finish in her Ginetta USA G55 was a second at Pitt Race in August (behind the very fast Cindi Lux).

"After the early races, I realized I was third in the points and that was interesting because I could

fight for the championship," she says. "I had a really good, reliable car, so I decided to run the whole championship and see how it would end. We did pretty well, and I'm so happy with the team. It was a great effort from our side. In the end, we could celebrate!"

But Cipriani's road to the championship was far from straightforward. Although she has extensive experience in Brazil, she relocated to Miami in 2014 and raced locally for three years. 2018 was her first year of racing at American tracks outside of Florida.

"I started racing in 2011 in Brazil and raced there from 2011 to 2014," she says. "In 2013 I won my first title, the Brazilian

SOLID PERFORMER

On-track consistency and reliability (LEFT) were key to Alline Cipriani's TA3 class championship. While she finished on the podium only once during the 2018 season (BOTTOM, left), a yearlong solid performance earned her top honors over tough competition.

"We learned and improved so much together and I'm proud of what we achieved" **ALLINE CIPRIANI**

I was expecting my first son."

Balancing her racing career with a new child at home wasn't easy. "It is really hard," she admits. "Some races, like Watkins Glen, I stayed away from my baby for a week. It's hard to be away from him, but when I'm racing I'm concentrating on what I'm doing. After the sessions, as soon as I get away from the car I take my cell phone and I call the nanny and ask about my son. But when I'm driving, I concentrate on what I'm doing."

Concentration was necessary because the Trans Am schedule took her to an entirely new set of tracks. "I had never even been to most of the tracks before," she explains. "The only tracks I had driven were Homestead and Sebring, so I had to learn to drive the others. I had to study all the tracks, and I spent some good hours in simulators and watching hundreds of videos before every race. Besides all this commitment, I also had to be physically and mentally prepared, and I also had to change the way I used to drive, as most of my racing career had been enduro races. It was an intensive year for me, but it was really good - I learned a lot."

In the end, it was being there at every event and delivering good finishing positions that put Cipriani into the championship. However, she didn't lock up the title until the final race of the year at Daytona. Going into that race, she was only nine points ahead of Mark Boden and his Fall-Line Motorsports Porsche 991 GT3. Boden had four class wins and two second-place finishes in 2018. Boden finished fourth at that race while Cipriani finished sixth, but that was enough to seal the deal.

"Definitely, 2018 is an unforgettable year for me and for my entire team," she says. "We learned and improved so much together and I'm so proud for what we achieved. To be crowned as TA3 champion, Rookie of the Year, and Team Champion just showed how we worked hard to win everything that we could in the series."

Winning in Trans Am is also good news for her prospects as a Ginetta distributor. With some changes, the Ginetta G55 is homologated to race in both TA3 and TA4 classes, as well as the GTS class in Pirelli World Challenge.

"Our idea is to show the car and be present in more championships so that people can get to know the brand," she says. "The car is very reliable. It stayed perfect through the whole championship. We're so happy to represent this brand. It's a really nice car. It was [Ginetta's] first year in the series and we won with Warren Dexter in TA4 and with me in TA3."

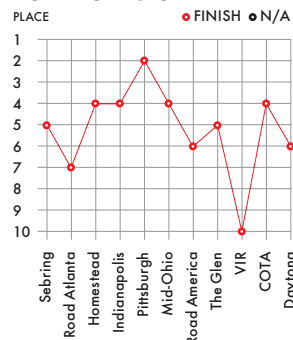
What does the future hold for Cipriani? Winning the TA3 championship and Rookie of the Year has opened some doors for Cipriani, but she hasn't made any firm decisions about the coming season. "I received some invitations to race in Brazil," she says, "but since we're living in Miami, my hope is to continue racing here in the U.S. We are thinking we'll do a few races in Trans Am next year. I would love to run for the championship again and defend my title in TA3, but this will be possible only if we find a sponsor. I hope a great company can support a champion female driver in this traditional and amazing series. I'm looking forward to seeing everybody again!" 🍷

**TA3 BY THE NUMBERS****MANUFACTURERS' CHAMPIONSHIP**

Porsche 71
Dodge 40
Ginetta 30
Chevrolet 27
BMW 17
Ford 8

**DRIVERS' CHAMPIONSHIP (top 5)**

Alline Cipriani **230 (points)**
Mark Boden **225**
Tom Herb **194**
Dave Ricci **168**
Milton Grant **157**

ALLINE CIPRIANI'S ROAD TO VICTORY

Enduro Championship, and did my first international race. I started racing in the USA at FARA, the Florida Regional Championship, from 2014 to 2016. I was champion twice and vice-champion once. In 2017, I took a break from the tracks because

SIX FOR SIX

Warren Dexter may have joined the battle for the 2018 Trans Am TA4 championship late, but that wasn't going to stop him | WORDS Jeff Zurschmeide | IMAGES Chris Clark



Warren Dexter was late to the SCCA Pro Racing Trans Am Series Presented by Pirelli TA4 series, stepping into his Joe's Hand Cleaner/Dexter Racing Ginetta G55 at Indianapolis Motor Speedway in mid-June for the fourth round of the TA4 class championship – but once he arrived, he dominated. At Indianapolis, Dexter was fastest in every session, qualified on pole, led every lap, and carried away the win. That just about sums up the rest of his TA4 season, too.

After his victory at Indianapolis, Warren repeated his performance at Pitt Race, Mid-Ohio, Road America, Watkins Glen, and Circuit of the Americas. In all, his 2018 season included six race

weekends, six pole positions, and six wins. A season like that doesn't just happen. Like most successful young drivers, Warren began his training 10 years ago in go-karts and then progressed into Spec Miata.

"We did a couple years of karts at our local track," Warren recalls. "None of the competition was too fierce; it was more of a local thing. I was just figuring out how to drive. I was 12-years old when we started so I didn't know how to drive anything. I started racing in Spec Miata when I was 15. That went really well for me. I had three Regional championships, and then we started doing some bigger National races in my senior year of high school."

The "we" that Warren mentions is his family team. His father Zane Dexter got into racing when the Motorsport Park Hastings track was built near the family's home in Central City, Neb. Warren's brothers Ryan and Dillon also race.

"The kids got started in Spec Miata at pretty young ages," Zane says. "I didn't get started racing until I was about 40, and I'm 52 now. We're located in the middle of Nebraska, so the opportunities are fairly slim, but we're very fortunate that Motorsport Park Hastings is located about an hour away from us. The kids took right to it, because they've always been around mechanical stuff. You know, working on vehicles – and they really enjoy working on

the racecars, and they are very adept at it, especially Warren."

After their success in Spec Miata, it was time for the Dexter family to take the next step. "We had wanted to take a step into professional racing for a few years," Warren explains. "We started seriously looking for a series to start running pro. We were trying to get some more exposure. Something with some TV time. Because we're just a privately funded team, we were looking for the most bang for our buck. That led us to Trans Am. Any other series we could run with our Ginettas was going to be a lot more travel and money, so that made Trans Am the best choice for us to get our feet wet."

TO THE TOP

Warren Dexter was no stranger to 2018 TA4 podium celebrations (BELOW, right). Of the six races he contested, Dexter scored six poles and six wins, including at the fast and flowing Circuit of the Americas (LEFT).

"I don't want to say it really caught us off guard, but it did a little bit" **WARREN DEXTER**



With his brother Ryan Dexter racing another Ginetta in TA3, Warren focused on driving his car in TA4. But the Ginetta is a bit of an oddball because the TA4 class is intended for American muscle cars. "My dad fell in love with those cars, watching them on TV," Warren explains. "Over in the UK they have their own series called the Ginetta Super Cup. It's like Spec Miata but it's G55s. We got in touch with Ginetta USA and we found the car, and then we ran it in an amateur series for about a year. We knew we had found the car that we liked and then we found a series that we liked as well.

"Even though it's not your typical pick for Trans Am, the Ginetta fits in perfectly there," he says. "It was an unorthodox pick, but for us it ended up being a really good choice."

But even with two cars in Trans Am, the Dexter Racing team is still very much a family centered operation. "We do everything in-house," Warren explains, "setup, maintenance and, really, pretty much everything except welding in roll cages and actually doing the engine work on the motors. It was a really big learning curve. Everything we've learned is just from networking with people and finding valuable people who are willing to help us."

In addition to the race prep, driving in the Trans Am Series has been a serious education compared to amateur competition. "I think

one of the biggest things I learned, since we do all of our own stuff, is the extra level of time management and preparation required to run in a professional series," Warren reflects. "I don't want to say it really caught us off guard, but it did a little bit.

"At first I was complaining because it's a little less track time than our amateur series," Warren admits. "I felt like we didn't have anything to do. Then the more serious things got, it ended up that we almost didn't have enough time between sessions to chase all the things we wanted to chase with the car."

Warren's championship is all the more impressive when it's understood that he did it while simultaneously attending college at the University of Nebraska at Lincoln. "A lot of the season happens when I'm in school," he says. "So, I'm not entirely sure yet what's going to happen [in 2019]. I have to figure it out. I'm studying mechanical engineering and it's a pretty heavy course load to try and do while I do the maintenance on the car and the setup on the car, and I'm loading and unloading the trailer. So, it's a little bit of a struggle, but we'll figure something out - [our plans aren't] 100 percent set in stone yet."

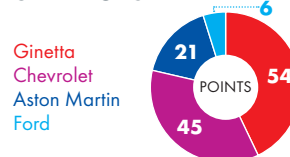
Thinking longer term, Warren plans to pursue a racing career both in the driver's seat and in the paddock.

"I want to be at the Rolex 24 at Daytona," Warren says. "Either driving or as an engineer on a team. That would be my dream goal. We've been down to that race a lot and I have really fallen in love with it. That's been the thing: Where else could I be? What else could I do? Well, that's where I want to be, that's what I want to do. But getting there is kind of a tough road." 🏁



TA4 BY THE NUMBERS

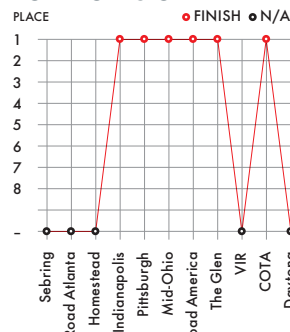
MANUFACTURERS' CHAMPIONSHIP



DRIVERS' CHAMPIONSHIP (top 5)

Warren Dexter	207 (points)
Steven Davison	145
Todd Napieralski	113
Bill Baten	45
Andrew Aquilante	35

WARREN DEXTER'S ROAD TO VICTORY



THE FAMILY THAT WINS TOGETHER

Warren Dexter's championship boosted his family into the team championship for TA4, and his father Zane is excited about that. "We definitely owe Ginetta USA a lot," Zane admits. "They were very helpful to us. We shared paddock space, and they have some mechanics who really knew what was going on with the car."

The team is pleased with the performance of their Ginetta race cars and hopes to expand their program. "We had a couple of incidents...but the cars are just tough as nails," Zane declares. "We've got three Ginetta G55 racecars in the Trans Am Series for the upcoming year, and we will have a seat available for a funded driver."



BEST COAST
(LEFT) Trans Am's West Coast Championship winners Tomy Drissi (center, TA), Thomas Merrill (left, TA2), and Oli Thordarson (right, TA3) celebrated their 2019 titles.

TRANS AM WEST COAST

Twenty racers battled in a five-race sprint for the 2018 Trans Am West Coast Championship

WORDS Philip Royle
IMAGES Seth DeDoes

2018 marked the second time in recent history the SCCA Pro Racing Trans Am Series has ventured west for its West Coast Championship, and this year some 20 drivers spanning four classes battled for the overall wins.

Tomy Drissi's run to the TA West Coast title may have seemed like a runaway based on points, however, it was far from easy. Indeed, Drissi sat on the pole for three of the four weekends he competed in, but he only managed the win

once. Truly, had Tim Adolphson not scored a DNS at the Portland International Raceway round and then decided to compete at COTA, it very well might have been his name at the top of the TA West Coast Championship points.

In contrast, the West Coast Championship battle for the TA2 title was dominated by rookie Thomas Merrill, whose four poles and four wins in as many weekends tied up the title quite tidily. And, while there may have been the possibility of another racer sliding in with a challenge should Merrill step wrong, competitors Michael Mihld, David Smith, Brad McAllister, and Richard Diehl were busy battling each other, splitting those precious championship points and letting Merrill build an insurmountable points lead.

The final title presented by Trans Am for the West Coast Championship went to Oli Thordarson in TA3. Thordarson faced class competition in 2017, but for 2018 the TA3 field sat mostly vacant, allowing Thordarson to cruise to his second championship title in Trans Am competition.

Of note is the TA4 West Coast Championship, which saw Dane Jorgenson-Smith score a pair of wins, one over his closest competition, Joe Bogetich. However, the class didn't meet the minimum criteria for crowning an overall TA4 champion.

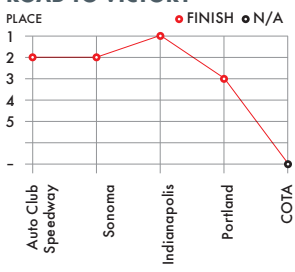
For 2019, Trans Am will once again head west, this time in a six-race series that will see competitors tow from Thunderhill to Auto Club Speedway, then to WeatherTech Raceway Laguna Seca, Sonoma Raceway, Portland International Raceway, and finally to Texas for the final round at Circuit of the Americas. 📍

TA WEST COAST C'SHIP BY THE NUMBERS

DRIVERS' CHAMPIONSHIP (top 3)

Tomy Drissi	112 (points)
Tim Adolphson	76
Greg Pickett	69

TOMY DRISSI'S ROAD TO VICTORY

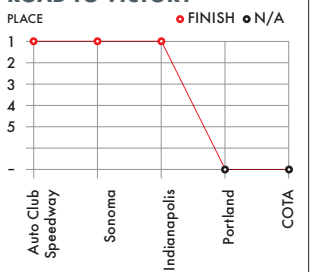


TA2 WEST COAST C'SHIP BY THE NUMBERS

DRIVERS' CHAMPIONSHIP (top 3)

Thomas Merrill	140 (points)
Michael Mihld	125
David Smith	121

THOMAS MERRILL'S ROAD TO VICTORY

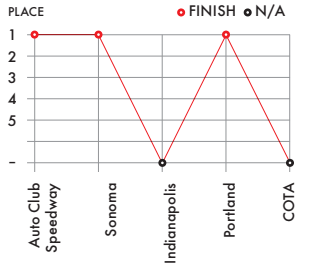


TA3 WEST COAST C'SHIP BY THE NUMBERS

DRIVERS' CHAMPIONSHIP

Oli Thordarson	102 (points)
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OLI THORDARSON'S ROAD TO VICTORY





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Like many racers with aspirations of sliding into the seat of an IndyCar, Dakota Dickerson got his start in karting, but his path brought him to SCCA long before the SCCA Pro Racing Formula 4 U.S. Championship Powered by Honda series was an option. “I started with Spec Miata back in late 2014,” says the young Dickerson. Adding: “It definitely helped.”

For the now 21-year-old Dickerson, the racing bug came early, with cadet karts at age 6. Years in the karting ranks eventually led to the Skip Barber Karts to Cars Scholarship Shootout in 2014, where he finished second. In 2015, Dickerson was asked to represent his country as part of the Team USA Scholarship program, and then capped off the season as the Skip Barber USF2000 Mazda Motorsports Scholarship Champion. Then the 2016 season saw Dickerson flourish in the USF2000 ranks, earning himself the Rookie of the Year title.

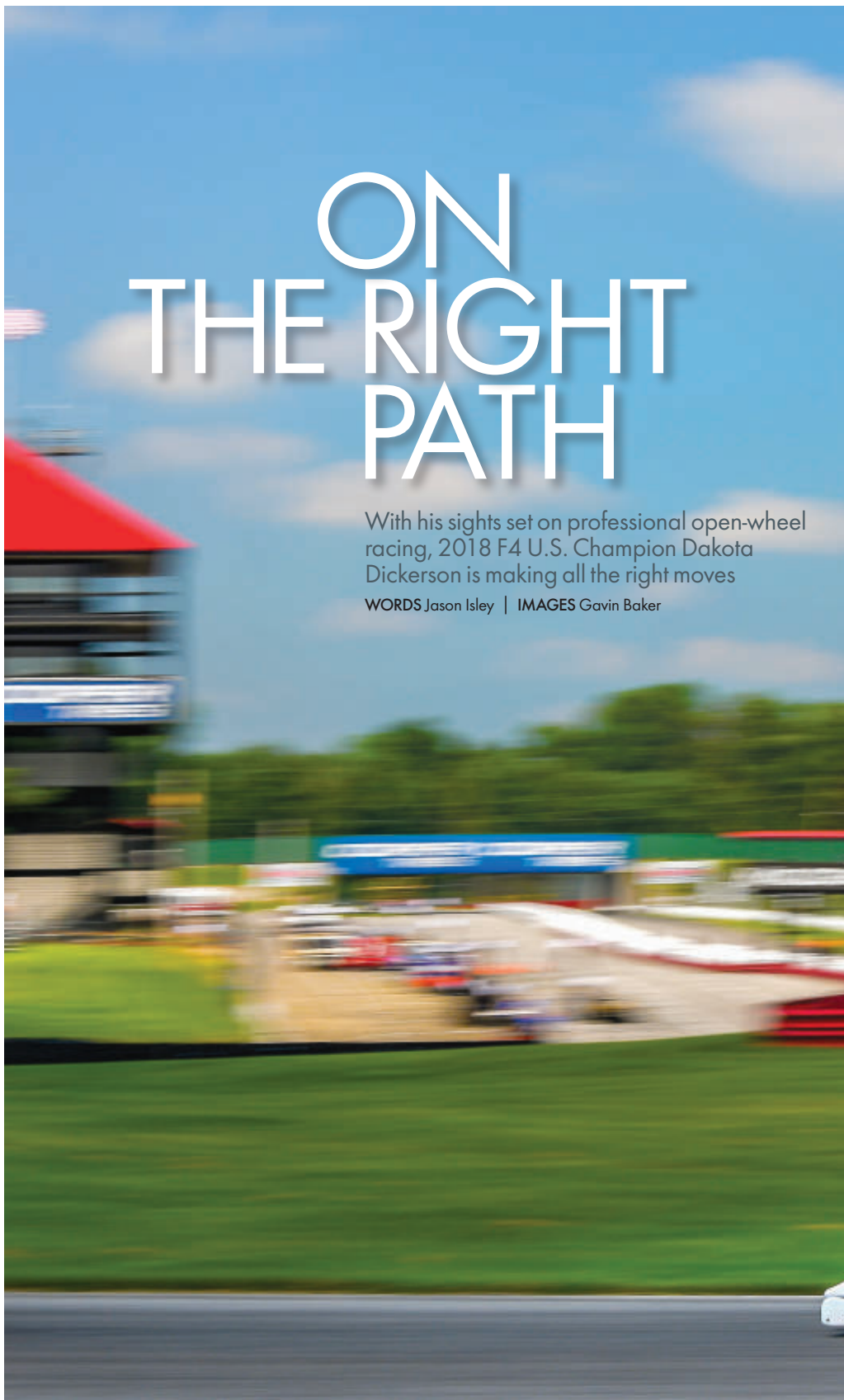
THE GRAND STAGE

Efforts on track (RIGHT) earned Dakota Dickerson (ABOVE) the 2018 F4 title.

ON THE RIGHT PATH

With his sights set on professional open-wheel racing, 2018 F4 U.S. Champion Dakota Dickerson is making all the right moves

WORDS Jason Isley | IMAGES Gavin Baker







ON THE RUN

(ABOVE) Large and highly-competitive fields await competitors in F4, and Dakota Dickerson (center, 9) took the challenge dutifully. (BELOW) Dickerson was a force to be reckoned with behind the wheel of his F4 racecar, logging four wins and 11 podium finishes during the 2018 season.

2017 brought a pivotal moment in the young driver's career. After starting the season in USF2000, and sitting fifth in series points after three rounds, Dickerson jumped over to the F4 U.S. Championship. "I did a partial season in 2017," says Dickerson. "We did 11 of the 20 races. Doing the partial season in 2017 in F4 was a big help, especially because F4 is one of the few series in the U.S. that does a standing start. Plus, there are three races in a weekend with a certain tire allocation, so knowing how the series is run and getting the experience helped get 2018 going on a good foot."

The skills learned in his early days helped him in his quest for the 2018 F4 U.S. Championship title. "There is a clear difference between Spec Miata and F4, but one thing that is similar is that both cars, relatively speaking,

are lower horsepower," Dickerson explains. "The Spec Miata has around 125hp, and the F4 car has 160hp with the Honda power plant, so the cars, in a way, require a similar driving style - they are momentum-based cars. Going all the way back to when I did Rotax karts, it was a similar driving style, where you had to carry a higher minimum speed throughout the corner. You can't just dive in super deep and carry speed out of the corner."

The 2018 F4 U.S. season started modestly for Dickerson, who didn't even have a ride lined up in the weeks prior to the first green flag waving - but consistency, and key wins aided him in the title chase. "We were able to win four races, finish on the podium 11 times, and finish in the points in all but one out of a total of 17 races," says Dickerson.



"You are looking out to the crowd and the very first table out front is all the F1 guys and teams"
DAKOTA DICKERSON

Upon winning the 2018 F4 U.S. Championship title, Dickerson was invited to the FIA year-end Prize Giving ceremony in St. Petersburg, Russia. "That was a lot of fun," he admits. "My mom and myself went out a few days early to go sightseeing. The banquet was Friday night. They had a red carpet. The venue was massive. It was absolutely stunning. They took us backstage and briefed us on what was going to happen, then they count us down, we grab our trophies, and we walk on stage. You are looking out to the crowd and the very first table out front is all the F1 guys and teams. It was super cool being able to experience that. That is something I will remember for the rest of my life."

In addition to the title came a generous \$230,000 scholarship, which helps propel Dickerson to next level. "We will use the

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MOVING UP

(LEFT) With an F4 title in his back pocket, Dakota Dickerson (center) is headed for the SCCA Pro Racing F3 Americas Powered by Honda series in 2019, where he is likely to be back on the podium. (BELOW) The post-race interview is part of the game for pro racers, and Dickerson handled them like the champion he is.

BALANCED PERFORMANCE

For drivers looking to showcase raw talent versus dollars spent on car development, the Formula 4 U.S. Championship Powered by Honda might be the place to go. "F4 is probably one of the most equal series I have run in," says 2018 F4 champion Dakota Dickerson. "I've run and tested with a few different teams, and all of the cars have been prepared well, and the cars have been very equal. Some of it comes down to which team you are running with, but a large part of it depends on the driver."

With fields averaging more than 30 cars, and numerous teams to choose from, it should be easy for any driver to find the right fit. "We ran with DC Autosport with Cape Motorsports," says Dickerson. "Being associated with the DC guys, who have won a few championships throughout their careers as well, they pushed me to be the best that I can be - I think there is always something you can learn. Looking at data and seeing how you can improve as a driver, and adjust your style to different tracks, was something I learned this year."

scholarship to run the SCCA Pro Racing F3 Americas Powered by Honda championship next year," says Dickerson. "We're still in the process of deciding which team to run with - there are a lot of great teams out there. The scholarship is really close to covering almost the entire season. The one thing in racing, which is sort of the nature of the beast, is you can spend as much money as you want. We could always do more testing, crash damage is always on your mind, but in terms of running cost, the scholarship comes really close."

Things are going to happen fast for Dickerson as the 2019 season approaches, especially considering that, as of the time of this writing, he had yet to drive an F3 car. "I'm planning on getting into the car in January - I've heard it's fantastic," he says. "It's got a lot of horsepower, almost double the F4 car, bigger tires, and a lot more aero. It should be a fun car to drive."

So, what does the future hold for Dickerson beyond F3? "The end goal would be IndyCar,"

says Dickerson. "Getting into IndyCar in the next two to three years would be amazing. So, doing F3, and then seeing where the FIA ladder system goes in the U.S. is a big question mark for me. If they bring over a regional F2 program, that would be great; if they don't, we will try and find some way to stay in open-wheel cars."

But this being racing, a curveball was thrown his way shortly after the F4 season concluded in mid October: Dickerson was among a select group of drivers invited to take part in the inaugural four-hour Michelin IMSA Sportscar Encore at Sebring International Raceway, where he piloted the Ligier JS P3 prototype. "I did get to experience an LMP3 car recently at Sebring, and I just got back from Daytona doing an LMP3 test," says Dickerson. "That was a lot of fun. If I can get behind the wheel of that sometime during the season to do a few races, that would be great. I would also look at sports cars in the future if I can't find an open-wheel option." 🏁

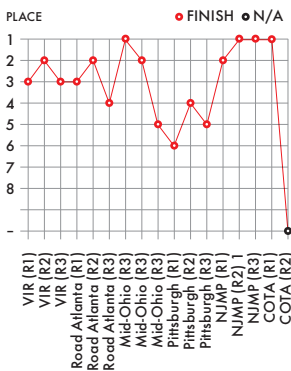
"Getting into IndyCar in the next two to three years would be amazing"
DAKOTA DICKERSON

F4 BY THE NUMBERS

DRIVERS' CHAMPIONSHIP (top 5)

Dakota Dickerson	269 (points)
James Raven	208
Christian Rasmussen	196
Joshua Car	168
Benjamin Pedersen	166

DAKOTA DICKERSON'S ROAD TO VICTORY



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CHASING THE DREAM

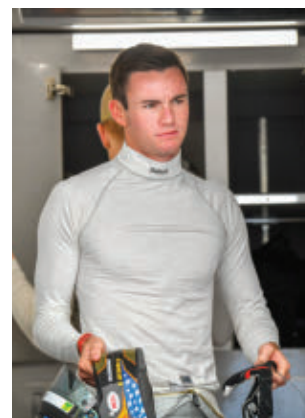
The 2018 F3 Americas Championship
was Kyle Kirkwood's for the
taking, and he did just that

WORDS Jason Isley | IMAGES Gavin Baker



**LOOKING BACK**

Kyle Kirkwood (BELOW) used his mirrors a lot during the 2018 F3 Americas season (LEFT) – after all, that was the only way he could see his competition.



The start to the inaugural SCCA Pro Racing F3 Americas Championship Powered by Honda was a challenging one, as the Onroak Automotive-designed Ligier JS F3 was faced with a number of delays with the FIA testing standard for the newly mandated Halo still in flux. "They were supposed to have a car finished by January, but all of the delays held them back for so long," says Kyle Kirkwood, the 2018 F3 Americas champion. "I think for the first race there were only four cars ready, and people were still putting them together."

The first F3 Americas race took place at Pittsburgh International Race Complex, and saw Kirkwood sharing the front row with polesitter Baltazar Leguizamon. Kirkwood had a rough start, with an off-track excursion on the first lap, but he trudged his way to the front once more and never looked back. Kirkwood then closed out the inaugural race weekend with victories in all three rounds. "It's quite an overwhelming feeling to come in and win all three races," Kirkwood admits.



For Kirkwood, the early success in F3 came courtesy of the wave he was still riding having claimed the 2017 SCCA Pro Racing F4 U.S. Championship Powered by Honda title, and he is quick to credit his team. "What contributed to all of our F3 wins was the momentum that we had," says Kirkwood. "We found an extremely good setup right away with Abel Motorsports. Right in the first test we started trying random things and found something that worked really well. We were like a second quicker than everyone. Then everyone else found it and they got within a few tenths in qualifying, but we were still way quicker in the races."

As the series moved on to Mid-Ohio for another tripleheader, it seemed that no one could equal the combination of Kirkwood and his Abel Motorsports team - three more races, three more wins. "I doubt it could've



"We've been consistently quick, but I don't know how much quicker I could have gone"
KYLE KIRKWOOD

gone much better," says Ian Brown, Abel Motorsports race engineer. "Kyle has such a unique combination of skills. He operates at a level that I've only seen from guys fighting for top-level professional championships."

It wasn't until the ninth round, the third race of a tripleheader

weekend at New Jersey Motorsports Park, that Kirkwood showed any sign of weakness as he made an uncharacteristic mistake and used up his tires early. "There were two races we didn't win," says Kirkwood of his 2018 F3 season. "One was due to a mechanical failure, one was due to me - I just overcooked the tires and threw it off the track."

As the series moved to Road Atlanta for another three races, Kirkwood was back in top form - but the rest of the field was catching up. "This was absolutely the best round of F3 so far this season," Kirkwood points out. "We've been consistently quick, but I don't know how much quicker I could have gone that race even though we were pushing that entire round. The competition was catching up every race, and the results were getting closer and closer."

The penultimate weekend of the F3 Americas series was a visit to NOLA, and this was the first, and only, time Kirkwood finished off the podium. "We had a failure in our left rear, and if I had continued the race it could have cost us the weekend," Kirkwood notes of the tough decision that ultimately helped more than hindered. "The championship was still up for grabs, so it was more important to focus on the long-term team goals than the single race."

Taking the conservative strategy in Round 13 was the right one, and Kirkwood bounced back, claiming the final two races of the weekend and securing the 2018 F3 Americas championship. "We had some struggles with mechanical failures but fought through them," Kirkwood says. "However, we snuck away from the [NOLA] weekend with two wins and a DNF, and we clinched the championship early."

THE ROAD FORWARD

Kyle Kirkwood was fast the moment he jumped into his F3 Americas car (LEFT, and BOTTOM LEFT). Perhaps it was his attention to detail (BELOW) that gave him a leg up on the competition, or maybe he was still carrying momentum from his 2017 F4 U.S. Championship title. Either way, he handily won nearly every round in the 2018 F3 series.

With the pressure of the championship points battle behind him, Kirkwood was able to focus on capping off a record-making season as F3 visited Circuit of the Americas for its final race weekend. "The one that's really special is the COTA race with all the F1 teams there," says Kirkwood. "On Sunday, the final race of the season, I was leading it and there were probably 150,000 fans there. I lost a front wing element and lost a lot of downforce - it really hurt in the esses. Benjamin Pedersen and I were side-by-side starting at Turn 16, all the way to Turn 4. That was a crazy race. I lost about a second losing that front wing element, but we were able to hold him off."

An F3 Americas title now in hand, Kirkwood looks to the future with a clear goal, but perhaps not a defined path to get there. "There are a lot of things to think about," he admits. "Since I started in karting when I was 5, the goal has been IndyCar. I'd like to do something Honda powered. I've always been with Honda, I've been with them since 2012 with karting."

But Kirkwood's yearning for IndyCar may force a change in alliances. "I'm looking at Pro Mazda. It's not really a step up from this past year, but it might be necessary due to [the F3-supplied] scholarship and funding," says Kirkwood. "There really isn't another step that SCCA or Honda has in place right now - I think that will be something in the future - so I have to pick a path. It's tough figuring it all out, but hopefully I will have something sorted out soon."



Recently, Kirkwood had an opportunity to try something different, racing a car with a roof for the first time at the inaugural four-hour Michelin IMSA SportsCar Encore endurance at Sebring International Raceway. "Ligier and Onroak put a pretty good deal together with Anza motorsports," says Kirkwood. "I did that one race at the Michelin Encore, that was my first race ever in sports cars. It was a really special moment to be able to win that having just sat in the car that Friday. That was one of the better weekends I had the entire year, and certainly one of the most exciting - stepping into the LMP3 car for the first time and doing so well."

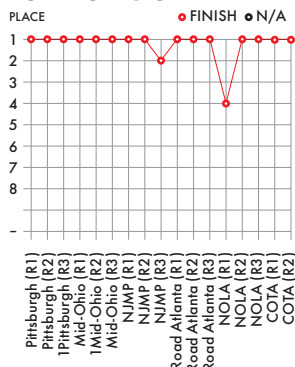
But, while the brief distraction of this IMSA outing was a rewarding one, it hasn't changed Kirkwood's focus. "I'd really like to do some more of that, but for me, open wheel is my dream." 🏁

F3 BY THE NUMBERS

DRIVERS' CHAMPIONSHIP (top 5)

Kyle Kirkwood	405 (points)
Baltazar Leguizamón	276
Benjamin Pedersen	183
Jacob Abel	124
John Paul Southern Jr.	106

DAKOTA DICKERSON'S ROAD TO VICTORY



THE NEXT LEVEL

The Onroak Automotive-designed Ligier JS F3 utilized in the F3 Americas Championship Powered by Honda is a pretty big departure from its F4 U.S. Championship counterpart, and no one knows this better than Kyle Kirkwood, having wrapped up the inaugural F3 Americas title on the back of a tremendous - and successful - 2017 F4 title run. "They are vastly different cars," Kirkwood notes. "The longer wheelbase of the F3 car, an added 100hp, more down force - it's vastly different. It's more of a point-and-shoot car versus the momentum required in F4."

Car and tire management become an even bigger role in your race strategy as you progress up to F3. "It's actually a very difficult car to drive," says Kirkwood. "As soon as you step into the F3 car with the turbo you can scorch the tires so quickly. You have to have a strategy going into it. There are a lot of added aspects that F4 doesn't have. It's a huge step up."

While driving styles may differ between F4 and F3 cars, the skills gleaned from racing in such a big field can help get you out front. "My two years in F4 elevated my race craft in cars immensely," says Kirkwood. "That was probably the biggest thing that has helped me."

A PROFESSIONAL ATMOSP

As the 2019 competition season nears, an evolving SCCA Pro Racing finds itself building for the future | WORDS Philip Royle | MAIN IMAGE Gavin Baker



POWHERE



The off-season's been a little busier than we anticipated, in a good way," SCCA

Pro Racing's General Manager Sydney Yagel explains to me when I ask her about how she's been spending her time since the three primary SCCA Pro Racing-sanctioned series (F3 Americas Powered by Honda, F4 U.S. Championship Powered by Honda, and Trans Am Presented by Pirelli) concluded their 2018 seasons. Busy indeed, as Yagel explains, since SCCA Pro Racing's goals and future vision extend well beyond developing existing partnerships, attracting new teams, and renewing old relationships; rather, a multi-year evolutionary vision is being developed to change the face of SCCA Pro Racing as a whole.

"We're bringing FRP back onboard, so we'll be doing their sanctioning and insurance next race season with the hopes of growing that into more operational and stewarding support and possibly expanding the footprint of series that are operated between the two of us," Yagel says of rekindling old relationships.

THE BIG TIME

(LEFT) F4 and F3 were popular support races during the 2018 F1 COTA weekend, where fans were able to meet all of the drivers (ABOVE).



FRP is short for Formula Race Promotions, with its series being the F1600, F2000, and Atlantic Championship Series. Those series are predominantly based on the East Coast, with all three classes drawing numerous SCCA racers who also race in the U.S. Majors Tour and Hoosier Super Tour in Formula F, Formula Continental, and Formula Atlantic. You don't have to go back far in SCCA Pro Racing's history to find that SCCA Pro sanctioned FRP's weekends until FRP opted for another sanctioning body. But while FRP's organizers will still utilize another sanctioning body in 2019, the organization will once again become more involved with SCCA Pro Racing.

"A lot of racers run SCCA races as well as their series, so the benefit for the racers is a more cohesive, familiar

operational unit," Yagel explains. "And just like with F3 Americas, the F4 U.S. Championship, and Trans Am, drivers [in FRP's series] could use one of their pro races to count toward their participation for the National Championship Runoffs - that was certainly a bonus for them."

There's also another benefit to renewing the FRP relationship for young racers. "For the 14-year olds, they can't run with us [in F3 or F4], so for those who are on the East Coast, we've been sending them to FRP. That gives those drivers a year in open-wheel cars so that when they turn 15 they're familiar with formula cars and are comfortable in that racing atmosphere."

This is just one of the many moving parts that SCCA Pro Racing is working on during the off-season. Another is the

Creventic 24H Series. "2017 was the first year that they ran under an SCCA Pro Racing sanction [during their Circuit of the Americas round], and they came back in 2018," Yagel says. "The organization's super awesome to get along with and it's a neat format as far as the racing goes - it's a mix of GT3, GT4, TCR and then some TC cars, and they all run together."

During the down time on the Creventic race weekend, SCCA Pro Racing had the option of slotting in a race of its own - and for that, they turned to SCCA racers. "We actually ran a Pro SRF exhibition race which had 42 entries and there was a little prize fund," she says, adding, "and the racing was awesome." SCCA's involvement with Creventic goes beyond simple sanctioning and marshalling, too, with SCCA Pro



Chris Clark

Racing aiding in the recruitment of U.S. teams that might be interested in contesting the 24-hour endurance headliner.

As a side note, Yagel notes that SCCA Pro Racing is in conversations with SCCA Enterprises to create a pro series utilizing the Formula Enterprises chassis as well as Spec Racer Fords, renewing a partnership that has shined in the past.

GROWING IN NUMBERS

(Clockwise from LEFT) SCCA Pro Racing sanctions the North American stop for Formula E during its New York street race weekend. F3 and F4 drivers gathered during the 2018 season finale at Circuit of the Americas. F4 podium finishers are interviewed for the *F4 U.S. Championship Today* video series. Trans Am has recently attracted a number of notables to the series, including past series champ Boris Said. Trans Am has also enticed drivers from other series, including multi-time ALMS prototype champion Chris Dyson.



Gavin Baker



Chris Clark



Gavin Baker

SCCA Pro Racing also sanctions Formula E in its stop Stateside. This year, SCCA Pro Racing will sanction Rounds 12 and 13 of the series during its July 13-14 romp around the unique 14-turn Brooklyn street circuit. But while relationships with FRP, Creventic, SCCA Enterprises, and Formula E are welcomed by SCCA Pro Racing, they could be considered the cherry on the top of what SCCA

Pro Racing is predominantly known for: Trans Am, F3 Americas, and the F4 U.S. Championship.

While Trans Am and SCCA have been synonymous since the 1960s, the path the two have taken has shifted through the years. Eventually, a partnership was inked between the Trans Am Race Company (TARC) and SCCA allowing TARC management, marketing, and operational

freedom over the Trans Am Series. Today, the relationship is as strong as ever, with TARC and SCCA Pro Racing heading into the third year of a 25-year agreement.

"This unprecedented agreement gives both TARC and SCCA Pro the opportunity to focus on the future of the Trans Am Series," John Claggett, the president of TARC, said when the 25-year contract was announced in January 2017. "This

"We once again averaged the highest F4 driver participation in the world"

SYDNEY DAVIS YAGEL

agreement allows both partners to concentrate on building and constantly improving the series."

On top of that, TARC will be partnering with other SCCA Pro Racing-sanctioned series on certain weekends, most notably in August 2019 when the F4 U.S. Championship will appear alongside Trans Am on the NASCAR Xfinity Mid-Ohio Challenge race bill.

When it comes to the F4 U.S. Championship, 2018 was a banner year. "For F4, we once again averaged the highest F4 driver participation in the world at 31 cars," Yagel says of the regional FIA series that SCCA Pro Racing manages alongside F3 Americas. "We had the highest F4 event entry at VIR, which was our opening race, with 37, although only 33 drivers ended up taking the green flag. Our lowest F4 count was at Road Atlanta with 29 drivers."

COTA also proved strong with 33 F4 entries, although that showing comes as little surprise considering that competition weekend supported Formula 1.

Looking forward, both the F3 Americas and F4 U.S. Championships look strong in the coming competition season, with packed schedules including a number of race weekends run in conjunction with FRP, and several where SCCA Pro Racing series are the headline events.

"I like having the 'SCCA Pro' bill," says Yagel, noting that SCCA Pro Racing-headlined weekends offer the chance for SCCA Pro Racing to offer more to its participants. "We want to be a name that people associate with professional racing, and with that premier image comes the expectation of



SEASON'S GREETINGS

(LEFT) F3 and F4 autograph sessions allow fans and racers to connect. (BOTTOM) Formula Race Promotions and SCCA Pro Racing fit well together, especially considering FRP's F1600, F2000, and Atlantic Championship Series easily cross over to SCCA Road Racing.

SCCA AND PRO RACING: THE EARLY DAYS

The memo went out to all SCCA members: "SCCA Competition Regulation 1-61, 'SCCA license holders shall not compete in any event which is disapproved by the Club.' The road races at Indianapolis Raceway Park, June 24-25, and the Players 200, Mosport, Canada, June 24, are disapproved - repeat disapproved - by the SCCA for the Club's competition license holders. - Executive Director." The year was 1961. That memo was a warning shot (one that the *Competition Press* headlined as "War!"). Those were very different times from today.

The belief by the SCCA then was simple, and one that was backed by Charles Moran, SCCA's president at the time. In the pages of *SportsCar* he wrote: "I am utterly convinced that, as the Club is now constituted and as racing is run in this country, our entire future as a Club, and our entire future as the strongest body in sports car racing in this country, depends on our foundation of amateurism. If we lose this we lose our Club, our sport and everything that so many have built up over the past 10 years."

1960 was a turning point for the SCCA and amateur motorsports in America, and SCCA was arguably on the wrong side of history. Leading up to this was the creation of USAC as a sanctioning body, with USAC aggressively trying to conquer American motorsports, both amateur and professional. So, in 1960, SCCA's Board of Governors (now known as the Board of Directors) debated the topic of professional racing and its place in the SCCA. Some Governors thought that professional racing was acceptable, while others felt it ruined the sport.

Following the debate, a policy was issued, stating: "Competitive events

things that we've not necessarily been doing in the past.

"When you go to a Formula 1 race, you know the atmosphere that you're walking into. When you go to an IndyCar or NASCAR race, you know the atmospheres to expect. They're all different because, in addition to serving different fans, they're serving different teams and partners and sponsors. You have to take that into account to put everything together, and we want to present the package that is the SCCA Pro atmosphere," Yagel explains.

Are there any specific aspects of the weekends SCCA Pro Racing is looking to improve? "Communication is the number one thing we want to improve on," Yagel says of an enhancement that will benefit the teams both during the competition weekend and between races. "We're making sure that teams are involved in the decisions that are made. We don't want to decide things in a vacuum.

"We also want to enhance the paddock atmosphere - this



Chris Clark

is not only what the paddock looks like, but the feeling that teams and drivers and fans have when they're in the paddock."

But, she says, the F4 U.S. Championship and F3 Americas products are winners. "The format of racing, the cars, the package - all of that is great," she says. "It's the last part of the puzzle that makes it whole, and putting those final pieces together is what we're looking to nail down."

Among other things, included in the pile of puzzle pieces are more scholarships and benefits for winning the F4 U.S. and F3 Americas series - defining what has generally become known as a motorsports ladder.

"None of it is going to be something we fully achieve

in 2019," she says of the improvements SCCA Pro Racing foresees. "It's easily a three-year process of changing and growing, and then we'll be continuously evolving. The moment that we stop trying to develop ourselves and our programs, we fall victim to complacency."

From series development to continuing to strengthen relationships, there's a lot to do before the 2019 race season kicks into gear. The trick to their success, Yagel notes, is getting even the smallest of details right come show time. "You often lose sight of the little things simply because they don't take much effort," she says, pointing out that the SCCA Pro Racing staff, which most recently includes Scott Goodyear as the Race Director for both the F3 Americas and F4 U.S. Championships, is up to the challenge. And considering SCCA Pro Racing has brought the world such historical powerhouses as Trans Am, Can-Am, F5000, and more, they've proven that they know how to succeed. 🍷



conducted by SCCA or its Regions will be on an amateur basis. Prizes in these events will be limited to the usual trophies or equivalent. It is not permissible in an SCCA event for the Regions, sponsor, promoter or any other person to award or give prize money, travel expenses, starting, appearance, or expense money or any other valuable remuneration other than the usual cups and trophies." Furthermore, the statement read, "Members of SCCA to be eligible for the competition in its events must maintain their amateur status at all times. Members who participate in events, unless specifically exempted by the Board of Governors, at which prize money, travel expense, appearance money, etc. or any other valuable remuneration is offered or given to participants shall immediately forfeit their membership privilege."

During this time, ACCUS had received international authority from the FIA over international races in America, and Grand Prix races were set for Sebring in 1959 and Riverside in 1960. Beyond that, ACCUS evolved to include representation from the major sanctioning bodies in

the U.S., including NASCAR, USAC, and SCCA. With the position with ACCUS, each sanctioning body could petition for certain events to be listed as "international" for competition licensing purposes. To that end, USAC's international races were mostly listed as professional, while SCCA insisted theirs be amateur in nature. Needless to say, an amateur race rarely attracted international drivers, while professional races on U.S. shores, boasting purses and prizes, would – those professional races also attracted some of SCCA's top drivers.

By 1961, the SCCA had relaxed its policy of SCCA drivers not being able to compete in professional races – but not all of the SCCA agreed. While SCCA had created a committee to grant SCCA racers approval to compete in certain pro races, the SCCA Board of Governors disagreed vehemently, mailing the memo that opened this story to every SCCA member. USAC responded with a mailing to all U.S.-based racers stating that USAC had tried to work with the SCCA, and that SCCA members needed to contact the Board of Governors to voice

BACK WHEN...

(Clockwise from TOP LEFT) While SCCA actively opposed professional racing in the 1950s, Club members like Carroll Shelby had become a powerhouse at pro events. Jim Hall clinched the win at SCCA's first official pro race, the Feb. 3, 1963, USRRC. Eventual overall '63 USRRC champ Bob Holbert gets chased by Augie Pabst.

their displeasure. USAC also urged SCCA racers to violate SCCA's ban.

As this came to a head, USAC had the bulk of racing drivers in America, and the FIA had banned SCCA license holders from participating in international races. The Competition Press was right, this was war.

The story goes on and on, but by late 1961, the Board of Governors backed down and reversed its decision, noting it would reinstate all suspended SCCA licenses and that the Club would even sanction its first professional race series in the coming years, called the United States Road Racing Championship.

The war between USAC and SCCA continued, but now it was a battle between professional racing sanctioning bodies.

2019 SCCA PRO RACING SCHEDULES

F3 AMERICAS POWERED BY HONDA

www.f3americas.com

DATE	VENUE
April 5-7	Barber Motorsports Park, Ala.
April 18-20	Road Atlanta, Ga.
June 21-23	Pittsburgh International Race Complex, Pa.
July 26-28	Virginia International Raceway, Va.
Sept. 13-15	Sebring International Raceway, Fla.
Sixth Date	TBA

F4 U.S. CHAMPIONSHIP POWERED BY HONDA

www.f4uschampionship.com

DATE	VENUE
April 18-20	Road Atlanta, Ga.
June 21-23	Pittsburgh International Race Complex, Pa.
July 26-28	Virginia International Raceway, Va.
Aug. 8-10	Mid-Ohio Sports Car Course, Ohio.
Sept. 13-15	Sebring International Raceway, Fla.
Nov. 1-3	Circuit of the Americas, Texas

2019 TRANS AM CHAMPIONSHIP PRESENTED BY PIRELLI

www.gotransam.com

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
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 International Speedway, Fla.

TRANS AM WEST COAST CHAMPIONSHIP PRESENTED BY PIRELLI

www.gotransam.com

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

**STEPPING UP**

When Helmets off to Heroes needed help in 2018, Washington DC Region stepped up. The end result was a Veteran's Day program to remember, with on-track instruction (LEFT) and even helicopter rides (BOTTOM).

HELMETS OFF TO HEROES

On Veteran's Day 2018, 30 active duty service members and veterans hit the track as guests of the SCCA and friends | **WORDS** Mark Hillyer | **IMAGES** Travis Dixon

Helmets off to Heroes (HOTH) founder Miriam Schottland is a legend in the Washington DC area motorsports community. Inspired by the experience of instructing a wounded veteran, she created a Veteran's Day program to honor those who served our country. Enlisting the help of Bill Scott, an SCCA racer and owner of Summit Point Motorsports Park, as well as instructors from the SCCA, PCA, BMW, and Bill Scott Racing, they hosted their first event in 2008 at Summit Point, and after nine years of refinement, Miriam had the event running like clockwork. Unfortunately, Miriam was unable to continue with the 10th anniversary event. Determined to uphold the cause, and with only two months until 2018's Veteran's Day, SCCA's Washington DC Region offered to spearhead the 2018 HOTH. And, with the Region's Track Events Program, alongside the Potomac Region of the Porsche Club of America, the track, insurance, and food

were funded through generous sponsorships of the event.

Once the logistics were sorted, registration was opened. Within 24 hours, the 30 slots were confirmed, and another 20 veterans waitlisted. Volunteer support for the event was amazing – they came from all over the mid-Atlantic region with more than 30 instructors and 40 support workers.

The veterans, driving as much as two-and-a-half hours to reach the track, began arriving at Summit Point Jefferson circuit at 6:30 a.m. and were greeted with temperatures in the 20s. Drivers took their cars for a cheerful tech inspection and then headed to the classroom for orientation of the day's activities.

While this was taking place, the volunteers set up a slalom course, a braking drill, and a skid pad. At 28 degrees F, it was not clear if they were using water or ice on the skid pad, but it was tons of fun either way. But thanks



to the dedication and flexibility of the instructors and workers, the morning drills ran without a hitch. Plenty of cones were abused, the skid pad did not fully ice over, and the braking drills used up plenty of cold rubber. The veterans then returned to the classroom for a brief on racetrack procedures in preparation for the afternoon.

Ken Rychlik, an SCCA road racer from American Helicopters, landed his Bell 206L-3 helicopter in the paddock and spent the next two hours flying the vets around the track during their off session. There was also a surprise visit from Miriam, making it a very special day for her, the volunteers, and the veterans. The lunch served by the SCCA self-proclaimed "Ladies Auxiliary" and the

Potomac region PCA was hot and delicious. The break ended with a photo shoot of the helicopter, veterans, and instructors with their cars on the front straight.

The afternoon plan put the drivers on track with instructors for a low-speed orientation session on the Jefferson short course, they were then split into two groups, each driver with an in-car instructor, for three 30-minute sessions. One veteran brought a new Tesla Model 3 and showed its awesome electric car acceleration on the front straight. Of course, that was offset by multiple trips to the Summit Point charging station.

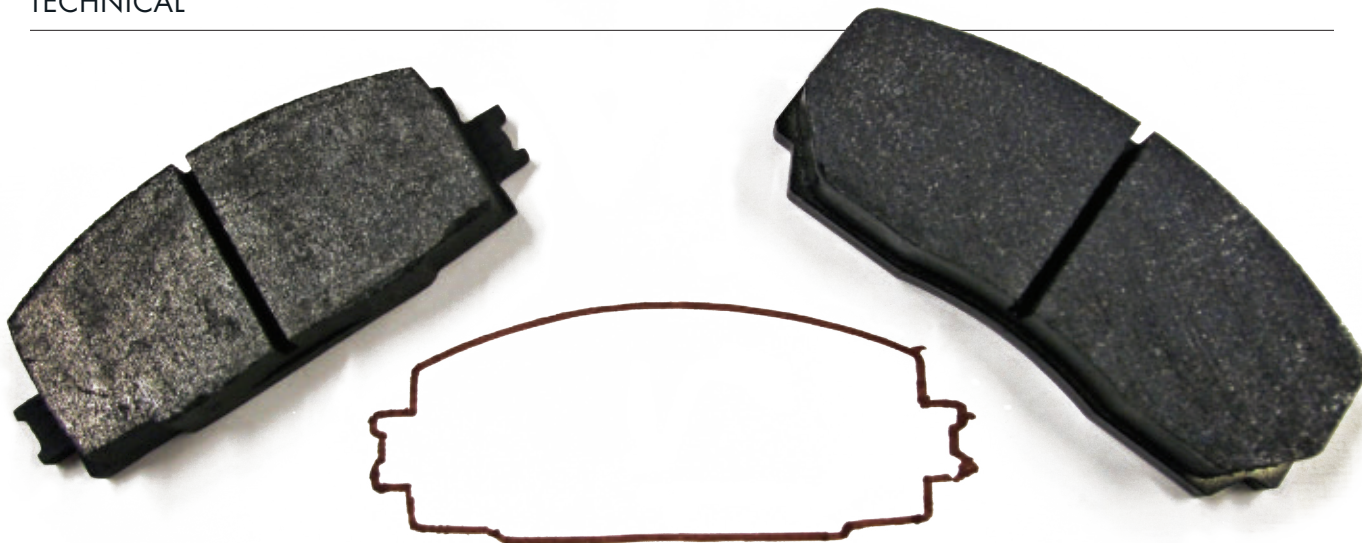
Mixed in were a few opportunities where instructors could take students out in their own cars. In the end, the event had no incidents, no dents, and smiles all around.

This event could not have happened without the dedication and generosity of many folks in our community, and the DC Region is eternally grateful for their support. 🍷

WE NEED A BIGGER TROPHY SHELF

FLYING LIZARD WINS RECORD FOUR STRAIGHT
AT 25 HOURS OF THUNDERHILL.





BRAKING POINT

Regardless of vehicle, brake pads are an easy and cost-effective way to improve lap times | WORDS & IMAGE Jason Isley

TRACES OF SUCCESS

(ABOVE) It's possible to cut a large brake pad (right) down to size (left) for a custom application, but it's a process best left to a specialist.

Be it your daily driver, tow rig, or racecar, upgrading brake pads is arguably the easiest way to improve braking for any vehicle. Simply swapping out your road-going pads for something designed for the task at hand is a surefire way to improve braking performance. But sometimes that simple task isn't so simple after all.

When it comes to selecting brake pads, the choices often seem endless, but we have found - on more than one occasion - that the application we needed simply didn't exist. Take our Runoffs-winning H Production Toyota Yaris for example. It's hard to blame any motorsports brake manufacturer for overlooking this one - it's simply not a car people expect to see on a racetrack. But with classes like B-Spec gaining in popularity and events like the Tire Rack Time Trials National Tour making it possible to put almost anything into highly demanding braking situations, you may find yourself in need of a brake pad that doesn't exist.

Years ago, when facing this problem, we were urged to reach out to Porterfield Brakes, as word was they could produce brake pads for anything. A quick visit

to the www.porterfield-brakes.com revealed that they did, in fact, offer custom brake pads. Surprisingly, we were not limited to Porterfield's friction materials when ordering a custom pad.

When looking for a custom brake pad fitment, the best place to start is with one of your OE pads. You can trace the backing plate onto a piece of paper and fax or scan and e-mail it to Porterfield and, based on decades of experience in this niche market, the folks at Porterfield can select the appropriate donor pad to start with, which they then cut down to size via their proprietary procedure. It's that simple - but there are some caveats.

"It has to be in a compound that is available in a size that is appropriate to cut the pad," says Wendy Charlier of Porterfield Brakes. "Many things factor into the equation, like the thickness of the material, backing plate thickness, and overall size. We do try to select the least expensive version that will work to help keep the 'custom' cost down."

If you find yourself shopping for a custom brake pad and aren't sure what friction material is right for you, Porterfield can help. "We will make what the customer

wants, [but] if they are unsure, we match it to their use," Charlier says. "It is up to the customer to meet the temperature ranges and modulations required for selecting that compound. Obviously if someone is looking for a Hawk DTC-70 or Raybestos ST47 for a 1,500lb car, we would advise against it. However, at the end of the day, the customer is king, and we give them what they want - with a warning, for sure."

Back to our Yaris racecar: We wanted a Hawk DTC-60 front pad, but Hawk didn't make the application. The recommendation from Porterfield was to use a Hawk HB1 10G.775 as our donor pad - this is a race-specific pad for an Alcon or AP Racing caliper. But this recommendation had us wondering if all pads in a given line are created equal. In other words, is the friction material used for a Hawk DTC-60 on the front of a C5 Corvette the same as one for a Spec Miata?

For that quandary, we turned to Edwin Mangune, the Motorsports Field Manager for Hawk Performance. "A Hawk Performance DTC-60 pad compound is always a DTC-60," Mangune explains. This was further clarified by Charlier: "Custom

pads only refer to the shape, as the compound wouldn't ever change by model," she says. "To expand further, a Porterfield R-4 is always the same formulation. This goes for all compounds; if the desired friction or outcome is different, we would select a different compound all together."

And don't fret if your car uses drum brakes. "We can reline any brake shoe," says Charlier. "If a new core is not available, the customer can send in their cores and in about two weeks we send it back relined in one of our Porterfield compounds, R-4, RD-4 or R4-S."

So, would you want to go to the trouble of having a custom pad produced if there were readymade choices for your car? We think so. Braking feel - modulation and control - are as important as stopping power, so if you find a friction material that you like but the application isn't available, this is an option if it's not offered for your car. A few years ago, we heard good things about a limited availability Raybestos compound, so we ordered custom pads for one of our racecars that normally runs off-the-shelf Hawks. Hey, you never know until you try. 🚗



For over 25 years, Hawk Performance has been producing premium friction products that stop you faster, and last longer. Whether you are looking to cut seconds off of your track time, need additional stopping power for your large vehicle, want a product that is cleaner and quieter, or just don't want to have to think about brakes and rotors, Hawk Performance has the products to keep you safer.

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DYNAMIC TORQUE CONTROL (DTC) RACING ROTORS

Hawk Performance has developed the ideal rotor that optimizes brake performance and durability for a wide range of sports cars and racing environments. DTC directional rotors seamlessly mesh advanced design and metallurgy to create the perfect "matched set" system when run with our DTC-series brake pads.



HIGH PERFORMANCE STREET CROSS-DRILLED TALON ROTORS

Talon high performance street rotors were engineered leveraging Hawk Performance's decades of experience to bring you the highest quality OE replacement rotors. The cross-drilled designs optimize thermal efficiency, heat dissipation, and strength to give the best braking power for your daily driver.



HIGH PERFORMANCE STREET SLOTTED-ONLY TALON ROTORS

Using Hawk Performance's proprietary curved slot design, and engineered to fit your vehicle's current braking system without modification, Talon slotted-only street rotors are built to stop you faster, and last longer. The precision milled slots maintain a clean pad surface and expel debris to improve your OE braking.



FERRO-CARBON STREET HPS 5.0 BRAKE PADS

In a world where cars are getting bigger and faster, Hawk Performance HPS 5.0 brake pads are specifically engineered to improve upon your OE braking capabilities. HPS 5.0 delivers shorter stopping distances and improved performance under heavy braking conditions, while maintaining street car friendly characteristics to enhance the driving experience.



STREET BRAKE FLUID

New Hawk Performance DOT4 Brake Fluid! When you already have the best brake pads and rotors to keep your vehicle stopping safely, you need the brake fluid to round out the best braking team. HP520 is premium specification brake fluid recommended for use in the hydraulic brake systems of all cars, commercial vehicles, and motorcycles.





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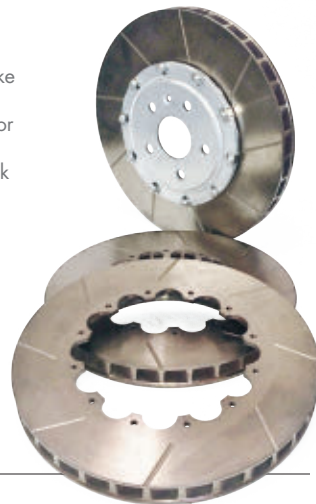
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LESSONS LEARNED

These may be early days for Spec Miata racer Preston Pardus and his motorsports career, but that doesn't mean the lessons are passing him by | **WORDS** James Heine | **IMAGES** Rick Corwine

Over the past two seasons, 22-year-old Central Florida Region member Preston Pardus has racked up an impressive record in Spec Miata. In 2017, he was fourth in U.S. Majors Tour Spec Miata points in the ultracompetitive Southeast Conference, the Spec Miata National Champion, Central Florida Driver of the Year, and Mazda Road to 24 Finalist.

2018 was equally impressive for Preston: Second in SM Majors competition in the Southeast Conference, third in the 2018 Hoosier Super Tour, and fifth at the Runoffs in Sonoma.

"There is so much that I enjoy about racing," he explains. "It is like a high-speed game of chess. In a close Spec Miata race, every move made has a counter reaction. Also, I truly enjoy the SCCA people I have met the past five years. Every event we go to has a neighborhood block-party atmosphere. Everyone there shares the same passion for motorsports and is willing to help a fellow competitor at a moment's notice. Because of the SCCA, I have learned a tremendous amount of life lessons from the incredible folks on and off the track."

And that fact, he adds, has made him a better person in daily life. "I am very fortunate and blessed to have been raised in a motorsports family through my parents, who support such a hobby," Preston says. "My father, Dan, grew up as a kid who sold newspapers at Daytona International Speedway during Speedweeks just to be able to watch his heroes storm around the high banks. He was able to capture a track championship back in the early 1980s at New Smyrna Speedway. He was able to climb the stock-car ranks and make it to the highest level by making a NASCAR Winston Cup start in the first race under

the lights at Daytona in 1998. He would make starts in the NASCAR Busch Series in the years that followed, but he then transitioned into a play-by-play announcer for Speed TV and then HDNet."

At the same time, Preston adds, his dad encouraged him to give motorsports a try. "So, we went out and got a quarter midget. From the age of 8 to 14, I raced quarter midgets with my sister at the local tracks around us."

He moved up to the SCCA and to Spec Miata in 2013 when he obtained his SCCA novice permit, Preston explains, and since then he has been racing in the Southeast Division at the Regional, Majors, and Super Tour levels.

"Through winning the SCCA Runoffs at Indianapolis, I was chosen to be a finalist in the 2017 Mazda Road to 24 Shootout, and I was able to watch my good friend, Selin Rollan, capture the \$100,000 scholarship."

In 2018, in addition to his Spec Miata efforts, he also has relished opportunities to compete in GT-1, T3, and SRF3, Preston notes.

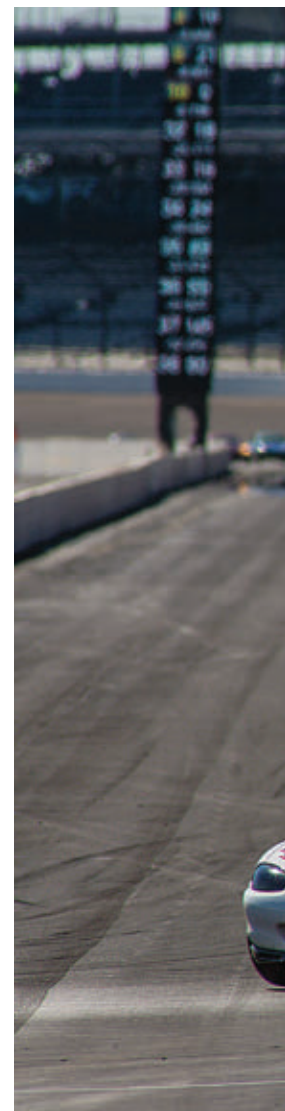
As you might suspect, the senior Pardus has been a major influence in his life, Preston explains.

"Without a doubt, my father has been instrumental in my racing career through and through," he notes. "I would not have been able to get behind the wheel of a racecar without the support he provides. He is my backbone when it comes to anything racing, and he has taught me everything I know. You name it, from learning how to turn the wrench to how take a certain turn on-track. He has been there every step of the way. We work on the car in our race shop hand-in-hand, from the normal maintenance to spraying paint on a new Spec Miata."

All of this creates amazing memories, Preston observes.

What about the memories he might make this year? On the personal side, Preston notes, he will continue with school - he attends Daytona State College - and working in the family business, Danus Utilities. On the motorsports side of things, he

"There's so much I enjoy about racing. It's like a high-speed game of chess"
PRESTON PARDUS



BANNER YEAR

Preston Pardus excelled in 2017, winning the Spec Miata title at the National Championship Runoffs (ABOVE and LEFT), and earning an invitation to Mazda's Road to 24 Shootout.



says he will continue in Spec Miata but also further his development as a driver by racing more diverse cars on a more frequent basis.

"It has been a blast changing driving disciplines, such as hopping out of a Spec Miata in to a GT-1 and then right back in to a Spec Miata, because you get to analyze the difference between each car," he says.

It helps his development, too, to be part of a great SCCA Region and to be close to a brace of world-class racetracks.

"I have been blessed to be a part of the Central Florida Region, and we are fortunate to have two iconic tracks in North America, and the world for that matter, in our backyard - Daytona

International Speedway and the legendary Sebring Raceway."

Finally, from time to time, Preston serves also as a driver coach, and his advice for aspiring young drivers, or anyone interested in racing, is straightforward: "Get to the racetrack first before even purchasing a car and walk around the paddock to ask questions," he says. "Everyone is so helpful in the SCCA community. Just talking within the paddock can help influence the path you want to take. Even if you are not in a position to get behind the wheel of a racecar, join your closest SCCA Region. Being a corner marshal gets you involved with a tight community while at the same time getting up close to the action." 📍

PRESTON ON SCCA RACING AND ITS COMMUNITY

What makes the SCCA and Spec Miata racing so appealing is the outstanding community built around it, observes the Central Florida Region's Preston Pardus.

"There are so many drivers in Spec Miata who are willing to give a wealth of knowledge to anyone just getting started or anyone with a problem," he says.

That attitude extends to other classes as well, he adds, and it creates a welcoming environment for a family enthusiastic about and involved in racing.

"At the Regional races, my sister, Danielle, competes in STL and dabbles in SRF3," Preston explains. "We try to make every SCCA event a family road trip, with my mom, dad, sister, and our beloved Bassett hound, Bentley, all making the trip in the family RV."

STARTING THE ACTION

For John Sutton, the 2018 Starter Worker of the Year, there's more to being a starter than meets the eye | **WORDS** James Kearney | **IMAGE** Trudy Sutton

It is early in the morning at Road America. "The quiet before the storm," says John Sutton. "I think that is my favorite racetrack moment. You can savor the anticipation of an interesting day ahead." John lives out in the country by Blackhawk Farms along the Illinois-Wisconsin border. He's been working at racetracks since 1966. His brother raced Saabs and worked corners at Wilmont, a 9/10-mile road course that has been gone almost as long as John has stayed in the sport, working corners at first and later climbing the starter's tower.

"It was exciting and, back then, it was dangerous," he says. "You could hang 10 toes on the track. Safety was a matter of how fast you could run. You had to stay on the ball. But there were surprisingly few incidents." Years later he had a close call as he was going out to check on a stalled car just past the Kink at Road America and a Porsche went by him in the grass at a good clip. He never saw it coming. In 1992, a back problem meant he had to look for a different role and the Region was looking for a starter.

His new role was not the same as working the corners, but not all that different either, he says. "You have more flags and more responsibility, but I picked it up quickly as I knew what was going on around the track by then. I knew the language." He admits to being nervous at first. "You can screw it up if you try hard enough, and you are up there for everyone to see."

John explains that initially you have a mentor standing behind you who may tap you on the shoulder or whisper in your ear when it is a good time to throw the green. "One of the best pieces of advice I got was that if they look good, throw the green because they're not going to get any better," he chuckles.

His goal is to make it a fair start for all, as equal as it can be. He knows right



"If they look good, throw the green because they're not going to get any better"

JOHN SUTTON

GO TIME

John Sutton has been around race tracks for decades and he has seen a lot. He's also leaned a lot, with his excellence in the Starter specialty earning him a Worker of the Year award.

away whether, from his perspective at least, it was a good start. "You can second guess it six ways from never," he notes. "Sometimes a driver might get lucky and make a move just as I bring my arm up. It's all a part of the game, I guess." Like anything else, he says, the longer you do it the more comfortable you get with the role. John does note, however, that he still gets a tinge of excitement every single time.

Some folks think the time between throwing the green and throwing the checked may be one long break, but nothing could be further from the truth. "There is a lot to stay on top of," John says. "We are fortunate to have a great group of starters

in CENDiv. We may trade off the task of being the point starter - the one with the flag - but everybody helps with each other's race."

There is a back-up starter and a lap chart guy or gal. Both the point and back-up starters wear headsets and divide up the job of communicating with the tower. "The back-up starter helps me keep things straight and the lap chart person is there in case everything goes to hell at Timing and Scoring or on the track."

It can also get really busy for a variety of reasons. He recalls a race at Road America where they had 17 calls for sound violations for 15 different cars in just five laps. "That's a lot of numbers to put up on the board."

Mistakes are possible, but he does his level best. "A Formula 500 leader crashed on the last lap and the call was garbled. By the time it was cleared up the actual winner had crossed the line without receiving a checkered flag. Making matters worse, it was that driver's first win. As John tells the story you can still hear the tone of regret in his voice. But at least he's never dropped the checker. "I keep a death grip on it," he admits. "Have I grabbed the wrong flag? Yeah, I once inadvertently threw a checker early when I meant to throw a blue flag." He says he heard about that one for a while.

John works eight to 10 weekends a year and shows no signs of quitting. But while he works races a lot, he wasn't at the 2018 National Championship Runoffs to get his Worker of the Year Award for Sound, but he was pleasantly surprised to get a call from his Division Steward to inform him he'd won. "It was a big surprise, I never expected it," he says. "I almost feel guilty about it, to tell you the truth. Our whole crew deserves it, it should be considered an award to all of them." 🍷



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**NEW YEAR**

As the 2019 SCCA Road Racing season takes the green flag, the Road Racing Board, now headed by Peter Keane (BELOW) will continue to ensure equality through the classes.

THE SEASON BEGINS

With 2019 comes changes to the Road Racing Board, and to the way the RRB interacts with you | **WORDS** Peter Keane, Chairman, Road Racing Board

The 2019 SCCA Road Racing season is upon us and there have been some changes to the Road Racing Board (RRB). Jim Wheeler, the previous chairman, and Todd Butler are stepping away from the RRB. I would like to thank both Jim and Todd for their dedicated service to this Club. In their place, are a few new folks trying to fill their shoes.

My name is Peter Keane, and I am the RRB Chairman. I grew up in God's paradise, Cocoa Beach, Fla., one hour south of Daytona and two and a half hours away from Sebring. As I kid, I enjoyed several Daytona 500s, 24 Hours of Daytonas, and 12 Hours of Sebrings (the 24 hours of Daytona was my favorite because I could ride my dirt bike in the infield all weekend). I can remember a 24 hour in the mid 1970s when my dad was annoyed with me because after a long rain delay and only a short time remaining, I missed the restart because I was riding through some big mud puddles.

My sports car career started in the spring of 1988 when I met Randy Pobst in a line waiting to get into a nightclub with my friend

Pat Steward. Two weeks later I was helping Randy drive the tow rig to the IMSA Firestone Firehawk Watkins Glen 24-hour race.

Randy is a true sports car enthusiast and believed that Pat and I needed driving experience to be good crew guys. He insisted that we autocross the Firehawk supercharged MR2 with him. He later had us build Linda (his better half) an ITC Ford Fiesta (Randy really likes weird cars) and let both of us use the Fiesta for our driving schools. Randy constantly taught us the craft of autocross and then road racing.

Randy and I spent countless hours while riding in the tow rig contemplating cars we could build for Improved Touring or Showroom Stock. I was the traditional engineer picking practical platforms and he would always go with the obscure. He even went as far as to come up with a scheme to shift a 1984 Dodge Colt GTS 8-speed twin stick transmission. He had a plan to shift gears with over and under final drives to get the ultimate ratios. He would make the engine noise as he moved his hand in some weird manner.

This experience somehow led me to the Improved Touring Advisory Committee and



then ultimately to the RRB. For the past few months I have been RRB co-chairman with Jim Wheeler, and I can tell you that being the RRB Chairman is a daunting task. I have the utmost respect for the job Jim has done over the years. I am proud to say that not only is Jim Wheeler a great leader, but he's a great friend. I am glad to know he will continue to be a point of reference for me as RRB chair.

The goal for the RRB moving forward is communication, communication, communication. We plan to improve communication with the members, Regions, SCCA staff, and the technical inspectors. We are going to improve our social media presence, too, and interact more with the members.

And, perhaps more importantly, the RRB intends to make the rules simpler and more user friendly. With every change we are going to ask ourselves, does this change make SCCA Road Racing better? We are optimistic that we can make it better.

But P.S.: Randy and your *Pobst Position* monthly column, it's time to move over, there's a new *SportsCar* sheriff in town. 🍷

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**PICK A TOOL**

Working on your autocross car is much easier if you have the right tool. However, sometimes the correct tool isn't what you thought.

TOOL TIME

It's the autocrossing off-season, so let's talk tools | **WORDS** Paul Brown

With this being the winter, few of us are actually autocrossing right now – so let's instead discuss inexpensive tools we can use at events. After all, even the most basic SCCA competitor shows up with something in the trunk. Or, at least, they should.

Grid-usable air compressors are something most could use, and it's something we should discuss in this column – but first, let us talk about hockey pucks. Hockey pucks can be purchased individually, but it is possible to find a dozen for just under \$20. What am I going to do with a dozen hockey pucks, you ask? Well, if I lose one, it's no big deal. And, if I need to carve one up to fit in a small floor jack, it's not a problem. If I lose the one I carved up, once again, it's no big deal.

So, what's so cool about hockey pucks and floor jacks? They are a very durable hard rubber yet using one to pad a floor jack will do wonders to avoid destroying a pinch weld or jack point. Properly applied with safety in mind, these will also be useful to pad jack stands. I've bought clip-on jack stand pads before, and the ones I bought are clearly not going to last long – they weren't quite single-use disposable, but they were far from durable.

For a small floor jack, it would be easy to

carve a hockey puck so it fit snugly in the cup of the jack. Make it fit tight and it won't fall out when the jack is moved around, and it won't stick to the pinch weld when the jack is lowered. Further customization might be handy, too, like with a bolt through the puck for a C5 Corvette – the nice thing there is, properly applied, the puck isn't (tenuously) attached to the car, and therefore can't be forgotten and dropped somewhere on course. Other cars with weird jack points? Hockey pucks are pretty darn adaptable. Carve, drill, glue – at about a buck and a half apiece, I'm open to experimentation.

A different, but even more commonly used tool is a 12-volt portable air compressor. We've all had them, and, like those clip-on jack stand pads, most of them seem to be practically a single-use sort of tool. They compress air with a liberal application of noise and vibration, and they generate enough heat to melt themselves in a few uses even without trying to air up an RV tire.

A few years back, a friend tried a different sort of compressor, and it worked. It wasn't super noisy or hot, it didn't vibrate all that much, and it seemed to be built to work over and over again. I had to try one – and the one I bought in early 2014 is still going strong. It has been

rained on and spent countless hours in the sun, just like most of our grid tools. It pumps enough air that it's almost as fast as using an air tank, and it's a tiny fraction of the size of an air tank, so we've used it almost exclusively to air up race tires at the beginning of any run group. Granted, it has not been run over (yet), but it might survive even that. In any case, this Viar compressor is almost five years old and it shows no signs of asking for a replacement. This is not a paid endorsement – I bought it with my own money, and it's just a nice product.

Viar has various models, with different volume capabilities, some with cigarette lighter adapters, some with alligator clips. The one I use happens to be the cigarette lighter option since with most stock vehicles that's the easiest access, but there are options available.

Sometimes better tools cost significantly more than the cheap stuff (as is the case with the Viar). But if you pay more and the part works better and lasts longer than the cheaper option, it's probably a good investment. And, for everything else, there are hockey pucks – both inexpensive and durable.

With that said, is it time to go autocrossing yet? I hear the Tire Rack Dixie Solo Championship Tour is just around the corner.... 📍



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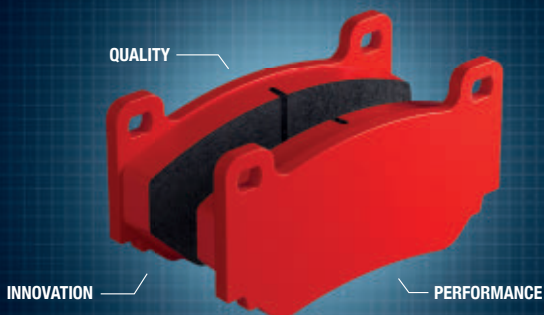
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**GOOD TIMES**

Frank Beyer (seen LEFT on the *Covered Bridge 50*, and BELOW) wrote the *Route of All Evil* RoadRally to celebrate his 50 years in the sport.

THE LOVE OF MANY

In search of a challenge, 16 rally teams tackled the 2018 *Route of All Evil* | **WORDS** Rick Beattie | **IMAGES** Mark Johnson

Frank Beyer wrote the *Route of All Evil* SCCA Divisional RoadRally to celebrate his 50 years in the sport, and on Nov. 3, 2018, that rally gave 16 teams a good start on the northeast winter events. It wasn't for the weak, either - the route was an 11-hour trip in three sections starting in Norwich, New York, and traveling through Oneonta and Cooperstown before returning to the start. The rally certainly played off its name.

The subtitle, "Easier Said Than Done," reared its ugly head in at least one way for the organizers. Clearing trees four times to open up the course didn't allow a pre-check of Leg 12, where, of course, another tree was down and the leg had to be discarded.

The rally was billed as "brisk" with the first sentence confirming that the "event shall contain no course following or timing 'traps.'"

The rally had no penalty for taking a Time Allowance (TA). Mike Mazoway, who teamed with Beyer in the early 1970s, said he was one of the first rallymasters to eliminate it. "He always felt that mistakes will happen and that it should not be a reason to risk the safety of the general public or the participants in the process of making up lost time."

Choosing Saturday, Nov. 3, for this year's event was no accident, either. My impression is that Beyer is a big admirer of Ted Goddard and his *Covered Bridge Rally* which, for 50 years,

was held on the first Saturday in November.

In a nod to Goddard, Beyer used speed changes to five decimal places (which will give an even mile per minute factor) and the automatic pause of 0.30 minutes if you drove through a covered bridge.

Mike Mazoway knew "Frank always wanted to see how devious he could be writing a trap rally." Beyer admitted that "the first two *Routes of All Evil* [1975 and '76] were flat-out trap rallies" where he picked up his "altered" ego "Dr. Devio."

Mazoway notes that the 1975 event was "about 60 miles around and through the City of Syracuse. I don't think anyone completed the entire course, and let's just say there were not many smiles at the finish."

Beyer took over the *Black River Stages Club Rally* in 2001, organizing it with Mark Johnson. It was named SCCA ClubRally of the Year.

Johnson has witnessed firsthand Beyer's "commitment to the fun side of rallying. There have been times we've needed those free TAs because we were laughing so hard in the car [that] I couldn't drive."

No one mentioned TAs for laughter, but Mark Stone finished first in Class E with six points with Marc Goldfarb navigating.

Satish Gopalkrishnan thought the event was very well written with a good mileage measurement. Gopalkrishnan finished first in



Class L earning just 53 points with his navigator Saveria D'Souza. They mistakenly took a TA that cost them 50 points and a possible final score of seven. He described the roads as mostly unpaved and narrow with the CASTs being "quite brisk."

Jordan Melin and his navigator Elizabeth Mohan finished second in Class S, 50 points behind the team of Chris Wright and Jeffery Gunn, who finished with 337 points. Melin had been rallying for 10 years. For Mohan, this was her second rally and the first with them as a team. "The application compared it to the *Vermont Winter Challenge*, which is really what sold me on it," noted Melin. He didn't have difficulty with "traps, missing mileages, [and] tough navigation. The real difficulty was maintaining the average speeds."

Finishing not far behind in Class S with 440 points, Griff Jones driving for Chris Haka "had a very enjoyable time." Jones went on to note that "[Beyer] changes speeds often for both safety and driving enjoyment."

Jones has been rallying for over six years in stock Class; just pen, paper, and a \$4 calculator. He described the rally as not really more difficult but it required driving "just a tick faster than ideal." "It required a revisit of team coordination and communication, but the overall challenge and experience was truly awesome."

The love of many is the *Route of All Evil*. 🍷



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REMEMBER WHEN

Trans Am has been a part of SCCA's rich history since the 1960s (BELOW). And while the series may have changed into the 1970s (LEFT) and beyond, the racing has remained just as amazing. Many of the Trans Am logs and homologation reports from back in those days still exist, with some residing in the SCCA Archives.



REMEMBER THAT?

SCCA Archives: A Lasting Record of Trans Am History

WORDS Jeff Jacobs, Vice Chairman, SCCA Foundation | **IMAGES** SCCA Archives

A significant part of the SCCA's 75-year history includes the glory days of SCCA Pro Racing's Trans Am Series. Much of that important history is recorded in the collection of the SCCA Archives at the International Motor Racing Research Center (IMRRC) in Watkins Glen. With funding provided by the SCCA Foundation, the staff at the IMRRC has sorted, catalogued, and properly stored a wide variety of historical materials about the Trans Am Series. The collection documents Trans Am from the beginning with the Pony Car era of 1966-'74, through the expansion of the rules to include GT cars in 1973, the later tube frames, and into the new millennium.

The collection includes photographs, race programs, correspondence, press releases, newspaper clippings, lapel pins, decals, and homologation papers. "We have digitized Trans Am

homologation papers for Camaro '67 and '69; Camaro production '70; AMC Javelin '68, '69 and '71; and Pontiac Firebird '68, '69 and '70," reports IMRRC head archivist Jenny Ambrose. These homologation papers provide detailed specifications on each of the cars with illustrations and pictures - an invaluable potential resource for someone wanting to restore a historic racecar.

The Trans Am records provide far more insight into the series than just official results and driver lists. SCCA Archives technician Joe Cali found that correspondence and related homologation papers document some of the lengths teams and officials went to in the pursuit of competition. Records reflect that one team "acid dipped their cars so often it caused the roofs to buckle and crack, so they added vinyl tops to cover it up," Cali noted. He also

discovered confirmation of the racing community rumor that SCCA permitted Pontiac Firebirds to compete with Z/28 302 Chevy motors. "Early on, Pontiac did not have an engine small enough to meet the 5-liter size limit," Cali explains. "The manufacturer claimed that the Firebirds were sold with the Chevy motors in Canada to satisfy the SCCA rules regarding 1,000 production units - a story the SCCA accommodated to let the Firebirds race."

Many of the race programs and press releases document those who participated in the series, including photos of their car liveries. A program for the 1991 SCCA Liquid Tide Trans Am Tour features photos of drivers like Steve Saleen, Greg Pickett, and Deborah Gregg. Another program highlights the past champions who were returning to compete in the 1994

SCCA Trans Am Series. They included notable names like Jack Baldwin in his Mattel Hot Wheels Camaro, Tom Kendall in his Roush Racing Mustang Cobra, Dorsey Schroeder in his Raybestos Mustang Cobra, and Scott Pruett in his Royal Oak Charcoal Camaro.

While there is a lot of terrific history in the Trans Am materials, the SCCA Foundation encourages members and fans to submit additional original materials they might have tucked away at home in a box or an attic. "We would welcome additional photographs from series," says Ambrose. "While the race results were published, we have very few original race results for the Trans Am Series." Anyone wanting to donate materials to the SCCA Archives should contact the SCCA Foundation by e-mail at info@sccafoundation.org or by contacting the IMRRC in Watkins Glen via www.racingarchives.org. 📍



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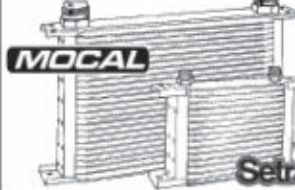
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July 2019	The SCCA's Best Cars issue	May 4	May 21
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Mar 29-31 Road Atlanta, Ga.

May 3-5 Laguna Seca, Calif.

May 24-27 Lime Rock Park, Conn.

May 31-Jun 2 Detroit Grand Prix, Mich.

Aug 1-4 Indianapolis Motor Spdwy, Ind.

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.

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Jun 20-23 Pittsburgh International Race Complex, Pa.

Jul 25-28 VIRginia International Raceway, Va.

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Apr 5-7 Barber Motorsports Park, Ala.

Apr 17-20 Road Atlanta, Ga.

Jun 21-23 Pittsburgh International Race Complex, Pa.

Jul 26-28 VIRginia International Race Complex, Va.

Sep 13-15 Sebring International Raceway, Fla.

Final Round TBD

CLASS OF 2019

As F3 Americas prepares to launch into action in April at Barber Motorsports Park, new drivers also prep for the challenge ahead.



Calvin Baker



Mark Weber

A CIRCUIT TOUR

Circuit of the Americas plays host to SCCA's second Hoosier Super Tour weekend of the year, taking place Feb. 8-10.

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Date Track/Region
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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, Va.
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.



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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 Mtrsptrts Park, Kan.
May 25-26 Pueblo Mtrsptrts 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.

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

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Mar 2 Atlanta Motor Speedway, Ga./Atlanta
Mar 10 Portland International Raceway, Ore./Oregon
Apr 13 Montgomery Co. Community College, Pa./Philadelphia
Apr 28 Boardman Park, Ohio/Majoning Valley
Jun 15 Montgomery Co. Community College, Pa./Philadelphia
Oct 20 Portland International Raceway, Ore./Oregon

DRIVER'S SCHOOLS

2019 schedule to be announced

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

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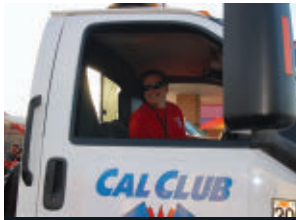
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Simraceway Performance Driving Center
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Skip Barber Racing School
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Spring Mountain Advanced Driving School
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(ABOVE) The ProSolo season launches into action in March – are you ready?

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TIME TRIALS

2019 schedules to be announced

TRACK NIGHT IN AMERICA

2019 schedule to be announced

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.

SOLO SERIES

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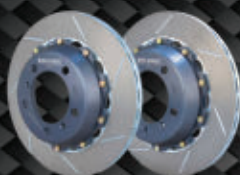
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Action Express Cadillac: '14, '15, '16, '17, IMSA over-
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Mar 29-31 Crows Landing, Calif.
Apr 5-7 Auto Club Speedway, Calif.
Apr 12-14 Grenada Municipal Airport, Miss.
May 3-5 New Meadowlands Sports 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



Dave Green

CHASING IT

The RallyCross season never ends – what are you doing this weekend?

ANNIVERSARIES**SCCA MEMBERS CELEBRATING 25-65 YEARS****65-YEAR MEMBERS**

Gerald C. Risner 1/1/1954 Chicago

60-YEAR MEMBERS

Emmett F. Stains 1/1/1959 Chicago
 Raymond C. Stone 1/1/1959 Washington DC

55-YEAR MEMBERS

Don C. Baker 1/1/1964 Steel Cities
 Robert J. Flemming 1/1/1964 Milwaukee
 Ron G. Gallmeyer 1/1/1964 Fort Wayne
 Charles C. Williams 1/1/1964 Kansas City

50-YEAR MEMBERS

Richard C. Booth 1/1/1969 New England
 Don Cameron 1/1/1969 Central Florida
 Anthony L. Dunne 1/1/1969 Neohio
 L. James Ghilardi 1/1/1969 San Francisco
 Bob Lembocke 1/1/1969 Gulf Coast
 Tim Lyons 1/1/1969 North Carolina
 Howard C. Shedd 1/1/1969 Misery Bay
 Russell A. Theus 1/1/1969 Detroit

45-YEAR MEMBERS

Dennis G. Andrade 1/1/1974 Northwest
 Janalee N. Bootz 1/1/1974 Kansas City
 Alan C. Coleman 1/1/1974 North Carolina
 James T. Downey 1/1/1974 Western Michigan
 John P. Hafkenschiel 1/1/1974 San Francisco
 Douglas Hargrove 1/1/1974 San Francisco
 William G. Lang 1/1/1974 Chicago
 Michael P. McHugh 1/1/1974 San Francisco
 Carolyn S. Pryce 1/1/1974 Southern W Virginia
 Carol Richardson 1/1/1974 Central Illinois
 Steven H. Scott MD 1/1/1974 San Francisco
 John K. Spragg 1/1/1974 Des Moines Valley
 C. David Teal 1/1/1974 South Jersey
 Thomas James Ward 1/4/1974 Washington DC
 Sharon Ward 1/1/1974 Washington DC
 Martin Zimmerman 1/1/1974 Chicago
 John M. Zuccarelli III 1/1/1974 Buccaneer

40-YEAR MEMBERS

David L. Bruce 1/1/1979 River Cities
 Kevin John Burk 1/1/1979 Ohio Valley
 Daniel B. Collishaw 1/1/1979 Glen
 Ellen De Simone 1/1/1979 Blackhawk Valley
 Joseph J. Druding 1/1/1979 South Jersey
 Angelo Ferro 1/1/1979 San Francisco
 Jerry R. Fifer 1/1/1979 South Carolina
 Albert W. Gast 1/1/1979 North Carolina
 Carlos Alberto Lopez 1/1/1979 Florida
 Michael C. Mazoway 1/1/1979 Finger Lakes
 Richard Moisant 1/1/1979 Old Dominion
 Steve Myers 1/1/1979 Detroit
 Bruce K. Trenery 1/1/1979 San Francisco
 Russell J. Wakeman 1/1/1979 Detroit

35-YEAR MEMBERS

Victor F. Calderon 1/27/1984 Central Florida
 John M. Callahan 1/27/1984 Florida
 Sandra L. Carreiro 1/16/1984 San Francisco
 Susan M. Dewitt 1/16/1984 Detroit
 Barry L. Dewitt 1/16/1984 Detroit
 Charles Dykes 1/31/1984 New England
 Robert T. Falkner 1/27/1984 Central Carolinas
 Bob Gill 1/23/1984 Central Carolinas
 Thomas L. Hoffman 1/24/1984 Washington DC
 Fran Olsen Houston 1/31/1984 Washington DC

Kirk Knestis 1/27/1984 North Carolina
 James Morris 1/27/1984 Chicago
 Carl A. J. Rhodin 1/27/1984 San Francisco
 John R. Schaller 1/24/1984 Central Florida
 Edward Scolaro 1/27/1984 Central Florida
 Thomas J. Shaver 1/23/1984 Detroit
 Timothy G. Starkey 1/24/1984 Rio Grande
 William A. Stevens 1/23/1984 Cincinnati
 Richard Paul Welty 1/12/1984 Mohawk Hudson
 Maryann Worrell 1/13/1984 South Jersey

30-YEAR MEMBERS

Charles W. Coker 1/16/1989 Central Carolinas
 Bob B. Ely 1/10/1989 Continental Divide
 Sandy Entriiken 1/20/1989 Salina
 Lutrell Harms 1/16/1989 San Francisco
 Douglas D. Hendrickson 1/13/1989 Blackhawk Valley
 Jerry Jenkins 1/1/1989 Oregon
 Stuart Jay Kestenbaum 1/27/1989 Buccaneer
 David A. Laird 1/26/1989 San Diego
 Dave Lancaster 1/31/1989 Neohio
 Thomas Everett Lewis 1/23/1989 San Francisco
 John Francis Meaney 1/17/1989 Cal Club
 Pilar Miranda 1/16/1989 San Francisco
 Alan R. Nies 1/4/1989 Oregon
 Joseph Piscitello 1/6/1989 New England
 James A. Rouse 1/16/1989 South Jersey
 David Scaler 1/10/1989 South Jersey
 Paul P. Schwartz 1/31/1989 Hawaii
 Mark Sommer 1/25/1989 Northwestern Ohio
 Thierry Thompson 1/30/1989 San Francisco
 Bob Toler 1/31/1989 Central Carolinas
 Heyward K. Wagner 1/9/1989 Atlanta
 Mitchell P. Wagner 1/9/1989 Atlanta
 Thomas J. Waller 1/31/1989 Delta
 Roberta F. West 1/13/1989 Mid South

25-YEAR MEMBERS

David Allen 1/31/1994 San Francisco
 Steven Bradford 1/26/1994 Montana
 Deylen J. Bristol 1/19/1994 San Diego
 Susan D. Brown 1/27/1994 San Francisco
 Jere Brown 1/27/1994 San Francisco
 Robert Cannon 1/12/1994 Washington DC
 Patrick Chaffin 1/31/1994 Buccaneer
 Michael O. Chandler 1/19/1994 Tennessee Valley
 Lelia Cort 1/13/1994 Central Carolinas
 John E. Cort 1/13/1994 Central Carolinas
 Anthony J. Crea 1/28/1994 Northern New Jersey
 James A. Crider 1/31/1994 Detroit
 Anthony Espinosa 1/19/1994 Houston
 Jonathan M. Galownia 1/12/1994 Land O'Lakes
 Henry Gilbert 1/31/1994 Florida
 Michael Jon Greene 1/31/1994 Atlanta
 Mitch Hjerstedt 1/6/1994 Chicago
 Jeff Hoffmann 1/27/1994 San Francisco
 Greg Kokolus 1/28/1994 Philadelphia
 Eric Langbein 1/6/1994 Washington DC
 Alan Mollet 1/19/1994 Las Vegas
 Cathy S. Perez 1/5/1994 North Carolina
 Susan Potocki 1/11/1994 Western New York
 Dennis W. Robertson 1/19/1994 Southwest Louisiana
 Mona Robertson 1/28/1994 Atlanta
 David J. Saul 1/20/1994 New York
 Marie E. Sheehee 1/11/1994 Finger Lakes
 Kevin Alger Smith 1/27/1994 Central Florida
 W. Jeffry Stein 1/24/1994 Central Florida
 Lynn M. Zarzycki 1/6/1994 Mohawk Hudson

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

ROADRALLY**NATIONAL**

Mar 2 NC Desert Sands, Tucson, Ariz./Arizona Border
Mar 30 NT MOWOG Winter Rally, Redwing, Mn./Land O' Lakes
Apr 26 NC Steel Haul, Monroeville, Pa./Steel Cities
Apr 27 NT Laurel Run, Monroeville, Pa./Steel Cities
Jun 8 NC Roads Scholar, Madison, Wis./Milwaukee
Jul TBD NC/NT Hoosier Crossroads, Indianapolis, Ind./Indy
Oct 12 NC Little Dixie, O'Fallon, Mo./St. Louis
Oct 13 NT Great River Road Tour, O'Fallon, Mo./St. Louis
Arizona Border (314) 503-7411
Indianapolis (317) 679-4535
Land O' Lakes (612) 508-7282
Milwaukee (970) 261-2144
St. Louis (314) 503-7411
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REGIONAL/DIVISIONAL**CENTRAL cendiv-scca.org**

Apr 14 RT Spring Scamper, Madison, Wis./Milwaukee
Jun 9 DT Roads Scamper Madison, Wis./Milwaukee
Milwaukee (970) 261-2144

GREAT LAKES greatlakes-scca.org

Jan 12 DT Son of Sno Drift, South Lyon, Mich./Detroit
Jul TBD DC/DT Indianapolis, Ind./Indy
Detroit (248) 683-0207
Indy (317) 679-4535

SOUTHERN PACIFIC

Mar 1 DGT Trial to Vail, Tucson, Ariz./Arizona Border
Mar 3 DT Foothills Tour, Tucson, Ariz./Arizona Border
Arizona Border (314) 503-7411

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

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RADICAL

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New 2018 Radical SR8 RSX

The SR8 is a truly exhilarating drive, powered by a bespoke Radical V8 engine with physics-defying grip, relentless acceleration and powerful brakes. Brand new in 2017, the Generation 3 SR8 has had a major redesign. The new LMP inspired front end with new front splits and diffusers has a stunning look and a higher revving engine gives even greater performance.

<u>0 - 60</u>	<u>Top Speed</u>	<u>Power@Flywheel</u>
2.8 sec	173 mph	405 bhp
<u>Weight</u>	<u>Power:Weight</u>	<u>Lateral Force</u>
1598 lbs	559 bhp/tonne	2.2 g



New 2018 Radical SR3 RSX

Since 2002, the SR3 has been providing drivers thrilling, cost-effective, high-performance track driving and racing, and now the Radical SR3 RSX, with its dramatic styling, improved aerodynamics and extended durability, will blow you away in a sportscar package that's faster over any lap, easier to drive and costs even less to run than before.

<u>0 - 60</u>	<u>Top Speed</u>	<u>Power@Flywheel</u>
3.1 sec	147 mph	225 bhp
<u>Weight</u>	<u>Power:Weight</u>	<u>Lateral Force</u>
1367 lbs	363 bhp/tonne	2.3 g



Pre-Owned 2014 Radical SR3 RS*

The SR3 RS is a sure-footed, highly-developed racecar, adept and rapid in the hands of both the novice trackday driver and seasoned racing professional.

<u>0 - 60</u>	<u>Top Speed</u>	<u>Power@Flywheel</u>
3.4 sec	143 mph	225 bhp
<u>Weight</u>	<u>Power:Weight</u>	<u>Lateral Force</u>
1320 lbs	363 bhp/tonne	2.1 g

*Newly refreshed engine; zero hours.

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

THERE'S ME, AND THEN THERE'S FAST

I've always been a car guy, and I've always been into automotive competition. In my early days it was pitting my Hot Wheels cars against each other, zooming them across the kitchen linoleum floor and seeing which one slammed into the cabinets first (to my mother's dismay); later it was competitively racing R/C cars in road course and oval competitions, tossing in some off-road action every now and then. When I learned about autocross, it took me no time to inadequately prep my Pontiac Fiero and head down that road, too. I later bought a Miata because, well, the answer is always Miata, and I autocrossed that. The Miata did numerous track days before I turned it into an ITA racecar. That got sold to fund my EP RX-7 - the car I race today. But nowhere along the way did I even consider trying to become a professional racecar driver.

Just over a decade ago, Skip Barber Racing School launched its Mazdaspeed Challenge, placing racers in wheel-to-wheel battles in identical NC MX-5s on street tires. It was like a lower level of the MX-5 Cup series that was, at the time, sanctioned by SCCA Pro Racing. The Skippy series was not under a pro sanction, but it did attract a number of racers who wanted to pursue racing as

a career. I, meanwhile, was invited to race in the opening round of the series as a journalist.

Entered in the races that April 2008 weekend were up-and-comers Lyonel Kent (who later went on to race and win in MX-5 Cup), Mike Skeen (who was there as a journalist but has since become an

international professional racer), and Dion von Moltke (who was 17-years old and in his early days of testing the pro waters). There were two race groups, so I (thankfully) didn't get to race against Skeen, but I still had the opportunity to get my butt solidly kicked by Kent and von Moltke both days. I finished on the podium in both races, but those two racers showed me how fast pros truly are. While fourth was nowhere to be seen, I was lucky to still have an eye on Kent and von Moltke at the halfway point in the races. I learned a lot from them during the few laps I was close enough to study their driving.

Though I had no pro racing aspirations prior, since that time I have had even less desire to try my hand at a pro racing career. Those drivers are truly fast - and the two I raced against that weekend continued to get faster.

So, what's my point? Perhaps it's that racing against professionals is humbling - just ask anyone who competed in F Street Prepared against pro racer Randy Pobst at the 2018 Tire Rack Solo National Championships. There are fast racers, and then there are pros. Or maybe my point is that I'm awed by the 2018 SCCA Pro Racing champions we feature in this issue. They're fast, that's a given, but I also know that they had to beat many racers who are every bit as determined and skilled as they are. And I know I couldn't have done it. 🚩

"They had to beat many racers who are every bit as determined and skilled as they are"

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 facebook.com/sportscarmag

FROM THE ARCHIVES

10 YEARS AGO... FEBRUARY 2009



- The SCCA Pro Racing 2008 season roundup included many familiar names, as well as several who were new to the game.
- The ARRC featured some 300 racers at Road Atlanta.
- The USRRC visited the Pacific Northwest and its picturesque back roads.

25 YEARS AGO... FEBRUARY 1994



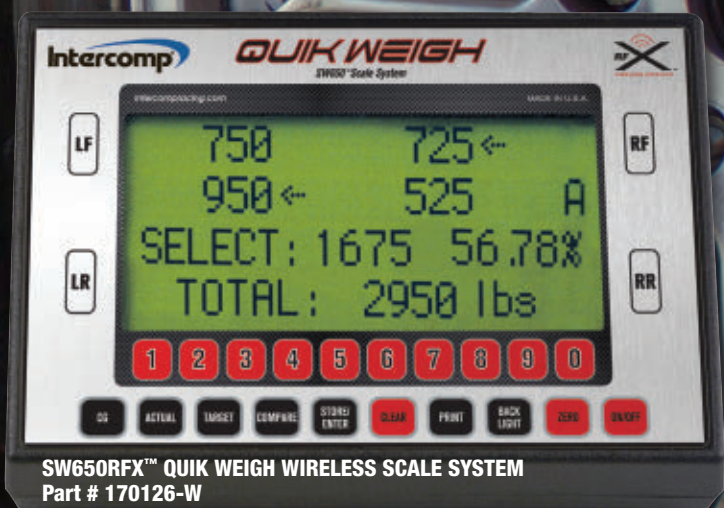
- SCCA Pro Rally was as popular as ever in 1993, and the combination of Paul Choiniere and Jeff Becker left the competition fighting for scraps.
- A feature on Peter Cunningham covered his prowess on the Solo course, rally course, and race track.

50 YEARS AGO... FEBRUARY 1969



- Joe Lane penned a piece discussing the merits of a new timing system to replace the numerous people on the timing stand with stopwatches.
- The ARRC saw 326 drivers visit Riverside Raceway in search of a championship title.

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40 YEARS

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