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THE DIAMOND ANNIVERSARY ISSUE

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17 18



Method Rally MR503
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17 18



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COVER ART Brian Linn
(learn more on pg. 30 and pg. 78)







PUTTING IT TOGETHER

The cover of this month's issue is an homage to John Bishop and his contributions to the SCCA, which includes the creation of the Trans Am series. Flip to pg. 37 of this issue and you'll discover that motorsports icon George Follmer (LEFT and ABOVE) was inducted into the SCCA Hall of Fame this year, thanks in part to his unbridled drive in Trans Am in the 1970s that helped cement the series as home to the quintessential pony car war.

PHOTOGRAPHER

Alvis Uptis/Getty Images



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MIKE COBB

PRESIDENT & CEO, SCCA INC.

BUILDING OUR FUTURE – TOGETHER

As you read this, we are well into our 75th Diamond Anniversary and working collaboratively as a team to lay a strong foundation for the next 75 years. Much of this foundation has already been laid by those who have come before us and, in a sense, this is a gift for us to use to our advantage going forward.

Many additional growth catalysts for the next 75 were shared at the 2019 SCCA National Convention held Jan. 17-19 at South Point Hotel, Casino & Spa in Las Vegas, Nev. This year's event included 400-plus Club leaders from nearly 80 different Regions and delivered more than 100 breakout sessions across all program types and interests. The Saturday night banquet inducted seven additional, well-deserving SCCA Hall of Fame inductees: David Ammen, Dr. Frank Falkner, George Follmer, Patc Henry, John McGill, Dorsey Schroeder and Henryk Szamota. Based on the positive feedback received to date, not only was the turnout fantastic, the event delivered a very positive overall experience as well. Thanks again to all the members, volunteers, Region leaders, Board members, and SCCA staff who helped make our first "Championship event" of 2019 one for the record books!

As powerful and motivating as this event was, there's much work to do in all aspects of building our future and "growing the Club forward" as a collective body. In support of these efforts, I believe one of the most challenging pieces of this includes consistently delivering on our stated Mission:

"We exist to fuel a safe, fun and exciting motorsports experience for auto enthusiasts."

In my opinion, I don't think there's a sanctioning body out there that can deliver over 2,000 Solo, Road Racing, RoadRally, RallyCross, Time Trial, Track Night in America, Starting Line, and Tire Rack Street Survival Schools in the manner SCCA can. This is not said in arrogance, rather it's based on the track record we have as an organization with regard to executing these events safely and operationally.

We will always have opportunities to improve the overall *experience* as we work together to deliver these events to enthusiasts across the country. As reviewed at the Convention, we track "overall experience" and "likely to recommend" for all programs to which the National staff contributes, and it would be great to see this conducted at the Regional level, too, but this is perhaps a discussion better left for a future column. Not only does this type of experience metric demonstrate how we are showing up with regard to fulfilling our Mission, it demonstrates to members - and non-members - who we really are and what is truly important to us as an organization.

In closing, there are many potential paths forward as we work to build our collective future together, but the most important path starts with each one of us as we are ultimately being judged by "what we do" and "how we show up." What we do simply proves "what we believe." We did a group exercise at the Convention where more than 300 session participants defined what they believe to be most important to the SCCA growing forward. I appreciated all the responses received, but here's one that had a profound impact on me personally:

"We believe the success of the SCCA starts with me."

Boom! This is simple, spot on, and observable. It also means that we are all accountable. I accept the challenge and look forward to working with you and building our future - together! 🎯

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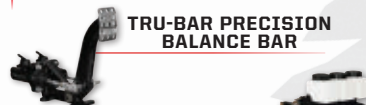


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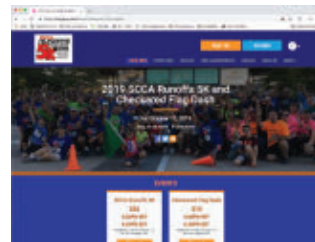
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RUNOFFS CHECKERED FLAG DASH

The 2019 SCCA Runoffs 5k and Checkered Flag Dash will tentatively be held on Saturday, Oct. 12, at VIRginia International Raceway. The one-mile dash will tentatively start at 6 p.m. with the 5k kicking off a half hour later. To register, visit runsignup.com and search for 2019 SCCA Runoffs 5k.



TRACK NIGHT IN AMERICA 2019 DATES

With 29 circuits spread across the continental United States, Track Night in America is as easy to participate in as ever. Along with the program returning to many of the excellent venues seen throughout the groundbreaking program's history, there are a number of exciting additions to this year's schedule. On the West Coast, the full course at Auto Club Speedway just outside of Los Angeles will be used for the first time. While on the East Coast, there will be a return to the historic endurance racing circuit, Sebring International Raceway. On top of that, Track Night in America

is very excited to announce that, for the first time ever, the program will be held at the visually stunning, and equally historic, VIRginia International Raceway - home of the 2019 SCCA National Championship Runoffs.

Track Night in America offers a non-competitive, no-stress, entertaining, easy and inexpensive way for nearly anyone who loves cars or motorsports to get on

a real racecourse in their own vehicle during weeknights. All that's required is that participants be at least 18 years old with a valid driver's license and have access to an approved helmet and street car in good working condition.

Registration is already open for some February events, although March 5, 2019, is when general event registration is scheduled to open. However, a handful of additional events may open for registration prior to that date. Check www.tracknightinamerica.com for more details. 📍





CHECKERED FLAG: BOB CORBITT

Thirty-plus year SCCA member Bob Corbitt built and raced cars for many years before becoming a race official with the SCCA. In 1990, he received the Scrutineer Worker of the Year Award through the SCCA National Office, as well as earning numerous Regional awards. With his wife Rhonda, he was also awarded San Francisco Region's Lifetime Achievement in 2016. Corbitt passed away at home on Dec. 18, 2018, at the age of 77.

2019 TRACK NIGHT IN AMERICA SCHEDULE

LOCATION / DATES

Atlanta Motorsports Park, Ga. April 3, May 8, June 5, July 10, Aug. 7, Sept. 11
Auto Club Speedway, Calif. Feb. 23, April 5, June 22, Aug. 24
Blackhawk Farms, Ill. May 2, June 12, July 16, Aug 7, Sept. 11
Carolina Motorsports Park, S.C. May 10, June 26, Aug. 6, Sept. 10, Oct. 16
Charlotte Motor Speedway, N.C. April 26, June 6, July 19, Aug. 16
Dakota County Technical College Driver Training Facility, Minn. May 17, June 21, July 25, Aug. 15, Sept. 13
Dominion Raceway, Va. April 18, May 17, June 27, Aug. 15, Sept. 19
GingerMan Raceway, Mich. May 16, June 13, July 17, Aug. 8, Sept. 12
Harris Hill Raceway, Texas March 20, April 10, May 8, June 5, Sept. 18, Oct. 16
Heartland Motorsports Park, Kan. April 25, May 17, June 13, July 12, Aug. 8, Sept. 19, Oct. 17
High Plains Raceway, Colo. May 29, July 17, Aug. 14, Sept. 18
Lime Rock Park, Conn. May 22, May 23, June 13
Memphis International Raceway, Tenn. March 26, April 23, May 14, June 11, July 9, Aug. 13, Sept. 10
MotorSport Ranch, Texas March 19, April 9, May 7, June 4, Sept. 17, Oct. 15
New Hampshire Motor Speedway, N.H. May 24
New Jersey Motorsports Park, N.J. April 23, May 21, June 25, July 24, Aug. 13, Sept. 10
NOLA Motorsports Park, La. March 21, April 11, May 16
Pacific Raceways, Wash. May 24, June 21, July 17
Palm Beach International Raceway, Fla. Feb. 19, March 19, April 23, May 21, June 18, Aug. 20, Sept. 17, Oct. 22, Nov 12, Dec 10
Palmer Motorsports Park, Mass. May 2, June 6, June 27, July 18, Aug. 8, Sept. 5
Pittsburgh International Race Complex, Pa. April 24, May 22, June 6, June 22, July 23, Aug. 14, Sept. 11
Pocono Raceway, Pa. April 17, May 9, June 13, July 11, Aug. 27, Sept. 16
Portland International Raceway, Ore. May 17, June 7, July 5, Aug. 9
Ridge Motorsports Park, Wash. May 16, June 6, July 23, Aug. 7, Sept. 12
Road Atlanta, Ga. April 24, June 27, July 26
Sebring International Raceway, Fla. Sept. 12
Thompson Speedway Motorsports Park, Conn. April 23, May 9, June 18, July 11, July 30, Aug. 22, Sept. 12, Oct. 3
Thunderhill Raceway Park, Calif. March 21, April 18, May 23, June 13, Aug. 15, Sept. 12
Virginia International Raceway, Va. July 25

Jeff Lowe



STICKERED UP

Run the right decals during this year's Majors season and your pocketbook could benefit.

ROAD RACING CONTINGENCY PROGRAMS ANNOUNCED

Registration for 2019 SCCA Road Racing contingency programs is now open, and more than a dozen top-tier partners have pledged support for SCCA U.S. Majors Tour and Regional competition through contingency sponsorship programs. The group of corporate partners includes automakers Honda, Mazda, Ford, Toyota, Nissan, and SCCA Enterprises. Offerings from tire manufacturers include

Hoosier Racing Tire, BFGoodrich Tires, and Goodyear Tire. Hawk Performance, the official brake product of the SCCA, leads the way in the brake pad category, while both Carbotech Performance Brakes and G-Loc Brakes also offer awards. OS Giken offers awards for use on its drivetrain products, and Summit Racing will reward podium finishers with product certificates that can be used when shopping its massive

parts and accessories catalog.

A full rundown of contingency offerings can be found via the contingency link at www.scca.com/roadracing. Many contingency opportunities require pre-registration with the SCCA as well as with the sponsoring company. It is the responsibility of each competitor to make sure they are in compliance with each program in which they would like to enroll. 📍

Contingency pays out for SCCA Autocross

Several partners have vowed support for 2019 Tire Rack SCCA Solo Match Tour, ProSolo, and Championship Tour competitors through contingency sponsorship programs. The group of corporate partners includes automakers, tire manufacturers, brake manufacturers and other companies that make and sell motorsports-related equipment.

Official contingency partners include automotive manufacturers like Honda Performance Development, Mazda North American Operations, and Toyota Racing Development, tire manufacturers Bridgestone, Falken, BFGoodrich Tires, Hoosier, and Nexen, as well as opportunities from Hawk Performance, OS Giken,



Rupert Birmingham

Racechick, and #DrivingForwardTogether.

All contingency offerings can be viewed via the contingency link at scca.com/autocross. Many opportunities require pre-registration with SCCA and the sponsoring company. 📍

HELPING HAND

Contingency offerings for SCCA Autocross are waiting for you.

RELIVE TRANS AM WITH ITS RECAP SHOWS

Relive some season making – and season breaking – moments of Trans Am's 2018 season via its Trans Am recap show, which features highlights from VIRginia International Raceway, Circuit of The Americas, and Daytona International Speedway. Visit gotransam.com for a link to the 2018 recap show.



Chris Clark



Jay Bonvulture

AND THE WINNER IS...

It wasn't easy, but Clay Russell took the 2018 Runoffs SRF3 title.

CLAY RUSSELL EARNS MARK DONOHUE AWARD

Central Carolinas Region member and 2018 SRF3 Runoffs National Champion Clay Russell has been named the 48th recipient of the RRDC Mark Donohue Award. This award is presented annually by the Road Racing Drivers Club for outstanding performance, competitiveness, and sportsmanship during the SCCA Runoffs.

Qualifying on the pole of the 36-car field at the Sonoma Runoffs, the 26-year-old Russell forged a battle with multi-time SRF champion Mike Miserendino, swapping the lead multiple times during the caution-free race. The pair weaved through traffic to set up a final-lap showdown.

In the lead on the final lap, Russell held off Miserendino in two key passing zones, positioning his car cleanly, defensively, and perfectly – Miserendino had no choice but to brake late, locking up his tires and aborting his final attempt to pass Russell. Russell then drove on to take the win.

Russell, admits this was the best race of his life. "I was a big underdog going out there," he explains. "Everyone overlooked me coming out West. There are a bunch of good drivers, like Mike Miserendino, Bobby Sak, Tordy Acker, who are from California. It means a lot to me to receive this award from the Road Racing Drivers Club." 🏆

KIMBERLY CUP, ROOKIE, AND MECHANIC OF THE YEAR AWARDS CELEBRATED

Celebrating great performers for their skill, hard work, and dedication throughout the 2018 SCCA Road Racing season, the SCCA has announced the winners of the Kimberly Cup, Rookie of the Year, and Mechanic of the Year.

The Jim Fitzgerald Rookie of the Year honor goes to Formula Continental driver Jason Reichert (TOP RIGHT) from the Las Vegas Region. The award is presented to the SCCA Road Racing competitor showing the greatest promise and is based on driving ability demonstrated during the first season of National competition.

At the 2018 SCCA National Championship, Reichert showed great skill by remaining focused throughout the 20-lap event on Sonoma Raceway. He eventually claimed the lead with only a couple of laps remaining and fended off a strong second-place challenger to bring home a win in his first Runoffs appearance.

The Kimberly Cup is awarded to the SCCA driver who has shown the greatest improvement in the past

year. The 2018 Kimberly Cup recipient is Formula F driver Jonathon Kotyk (MIDDLE RIGHT) of the Buccaneer Region. After finishing fourth at Indianapolis Motor Speedway during the 2017 Runoffs, Kotyk came back strong in 2018 at to claim a dominant flag-to-flag victory for his first Runoffs win.

The 2018 Mechanic of the Year award goes to Joe Carr (BOTTOM RIGHT) – Chief Mechanic at Huffaker Engineering and a member of the San Francisco Region. To be considered for Mechanic of the Year, nominees must demonstrate a strong commitment to their duties and to the drivers they support.

As validated through numerous nominations, Carr consistently puts needs of his customers ahead of himself, devoting whatever time is necessary to get cars in top form and on track, showing amazing innovations and a can-do attitude. He has prepared numerous drivers for the Runoffs, is an exceptional person, and a truly talented mechanic. 🏆



Jeff Lowe



Rick Conrino



Jay Bonvulture

SPEC TIRE COMES TO FORMULA VEE

Hoosier Racing Tire has been named the exclusive tire supplier from 2019-'21 for the SCCA Road Racing Formula Vee (FV) class at all Regional, U.S. Majors Tour, and Hoosier Super Tour events, as well as the National Championship Runoffs.

Effective immediately, Hoosier's FVS C4000 tire will be the "spec" rubber required for FV competition in dry conditions. In 2020, a spec Hoosier rain tire will also become mandatory.

According to Hoosier, the new

spec compound was specially formulated to meet the elevated durability and consistency requirements of all Formula Vee competitors nationwide. The tires were developed in an effort to curb racing expenses, create driver parity, and promote the cost effectiveness of the class to help foster future growth.

The new FVS C4000 compound shares similar design criteria to Hoosier's popular R7 compound, which is well known for its consistency over several heat cycles in grueling track



Jeff Lowe

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Formula Vee is moving to an affordable spec Hoosier tire for 2019.

conditions. The construction has also been enhanced to provide more stability and grip, helping to offset the reduced traction in the compound. 🏆

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SMG JOINS AMERICAN SEDAN

SCCA's Club Racing Board added the Regional Spec Mustang class (SMG), which was already included in T2, to the American Sedan class. The combination of a simple, inexpensive package, that can be run out of the box, are the main selling points that drove the inclusion of SMG in the class.



Jeff Lowe

MARKETING DEPARTMENT CHANGES AT NATIONAL OFFICE

The SCCA National Office has opened the New Year with some reorganization and staff additions within the marketing department. Heyward Wagner has been promoted to Senior Director of Marketing and Experiential Programs. Jon Krolewicz has shifted to Time Trials Program Manager, and Andie Albin to Creative Manager. Blair Deffenbaugh joins the SCCA National Staff as Marketing Project Manager, and Courtney Rivers has been added as Staffing Coordinator for the Track Night in America Driven by Tire Rack program.

In his new role, Wagner will continue to oversee programs such as Starting Line and Track Night in America, which converts motorsport enthusiasts into active SCCA participants, and he will focus on new, innovative programs plus seek ways to grow awareness and exposure of Club activities.

Krolewicz, as Time Trials Program Manager, will be hands-on with program development and provide support to SCCA Regions seeking ways to implement Time Trials in their areas.

Albin will now work to bring consistency and cohesiveness to visual elements within the SCCA brand in her new role as Creative Manager.

Deffenbaugh, meanwhile, will manage a wide variety of marketing projects that help tell SCCA's story, and Rivers will help with staffing logistics for Track Night in America and has been tasked with seeking ways to streamline processes from online registration all the way to onsite check-in. 📍

Hagerty Becomes Official Insurance Partner

Hagerty, best known for its specialty auto insurance, has signed on to become the Official Insurance Partner of SCCA. "With the multi-year deal, Hagerty has shown it appreciates the automobile culture and supports having fun with cars, which is a core belief within the SCCA," SCCA President and CEO Mike Cobb says. "Official Partners are very important to Club activities as they help keep participation costs lower for our 67,500 members, and we know our members will show support for Hagerty in return."

Founded in 1984 by people who love cars, Hagerty insures all types of enthusiast vehicles. But the organization is more than an insurance company. As car fans, Hagerty publishes one of the world's most-read automotive magazines and offers online video programming such as "The Barn Find Hunter," featuring Tom Cotter scouring the countryside for lost automotive gems. Hagerty is also home to DriveShare by Hagerty, the nation's first and largest platform for renting classic and exotic cars.

"Hagerty and the SCCA is a perfect match," says McKeel Hagerty, CEO of Hagerty. "The SCCA is all about having fun with cars and turning enthusiasts into participants, and we are, too. It's great to look at cars in museums, but they are really meant to be driven."

In 2019, Hagerty will be the presenting sponsor of the Tire Rack Time Trials National Tour, as well as the exclusive on-track insurance partner of Track Night in America Driven by Tire Rack. The company's Track Day Insurance program offers physical damage coverage for vehicles while they're on the track, unlike most standard insurance plans. With Hagerty's Track Day Insurance, drivers can focus on turning great lap times on a circuit. 📍



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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 DECEMBER 2018

NAME	REF	REGION
Robert Beers	88	Susquehanna
Brian Ghidinelli	77	San Francisco
Warren Leach	47	San Diego
Carol Deborde	16	Reno Region
Karen McCoy	14	Oregon
Christopher Abele	12	NW Ohio
Bob Arnold	10	Central Kentucky
Jose de Miguel	10	Puerto Rico
Wanta Cecil	9	South Carolina
Jeremy McCauley	9	Allegheny H'lans
Susan Puls	9	Wishita
Carl Somerton	9	Snake River
Sydney Yagel	9	Houston

2,100 additional members have at least one referral.

REGION LEADERS

(Category based on 2017 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Central Carolinas	15.9%
Florida	15.2%
Oregon	9.6%
LARGE REGIONS (401-799):	
Philadelphia	36.1%
Susquehanna	35.8%
New York	21.7%
MEDIUM REGIONS (200-400):	
Tennessee	17.8%
Kentucky	15.2%
Eastern Tennessee	14.2%
SMALL REGIONS (<200):	
Big Island of Hawaii	53.1%
Puerto Rico	51.4%
Yellowstone	50.0%

SYDNEY DAVIS YAGEL NAMED SCCA PRO RACING GENERAL MANAGER

SCCA Ventures Inc. has named Sydney Davis Yagel as General Manager of SCCA Pro Racing. After joining SCCA Pro Racing last spring, Yagel quickly fit into her role as the Senior Manager of Race Operations, making tough decisions under pressure further showcasing her leadership capabilities. Not only is Yagel the first female to lead SCCA Pro Racing, she is also the youngest General Manager in SCCA Pro history.

Prior to joining SCCA Pro,

Yagel spent the last 10 years managing MSR Houston events and schools. She has also held positions as the Circuit of the Americas Motorsports Operations Marshal Coordinator and as the Houston and Louisiana Grand Prix Race Chair.

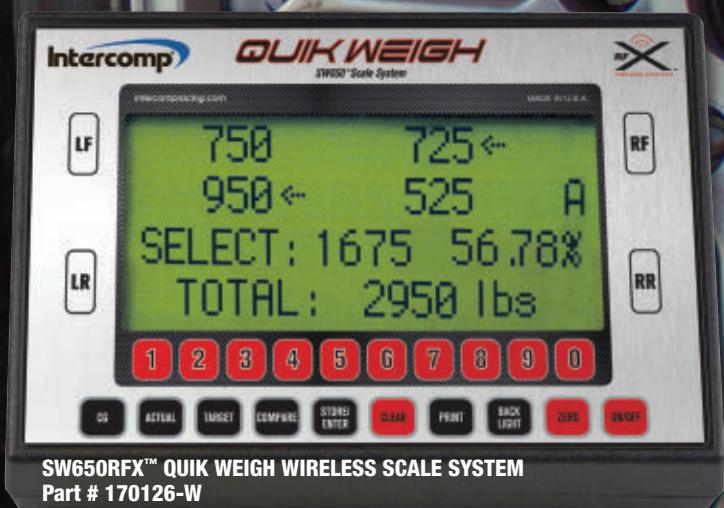
Yagel, a 27-year member of the SCCA, embraced her role in the SCCA by extending her expertise to serve as the Houston Region Race Chair for 10 years. She then moved on to serve as its Regional Executive. Her



Phil Royce

exceptional volunteerism within the SCCA did not go unnoticed as she was awarded Worker of the Year in 2014 for her efforts in race administration and the SCCA Member of Excellence in 2016. 📍

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 4-TIME PROSOLO CHAMPION
 4-TIME WORLD CHALLENGE CHAMPION
 2-TIME ROLEX 24 GT WINNER
 SCCA MEMBER SINCE 1980

(MORE) PASSING WITH HONOR

Last month I blew off some steam about racing sportsmanship and the NASCAR finish at Martinsville between Martin Truex and Joey Logano. Logano just shoved Truex out of the way, a bum's rush, and celebrated as if he had won something. Well, not by me, he didn't, and so I ranted.

Several friends and readers have written to call it my best-ever diatribe, and I might agree, though I still really like the one that got me into this gig 15 years ago, "Intimidator, or

Persian (That's Iran, comrades) five hundred years before Jesus, who established an early great empire, encompassing much of the so-called civilized Western and Near East world of the time.

Like so many others in history - Alexander the Great, the Romans, the Portuguese, the English - this iconic greatness seems to be built upon what I consider mere thievery and murder, just on a grand scale. As I stand scrubbing myself and reading the text on the soap bottle, it occurs to me, that is not so great.

As my brilliant historian nephew Kamron likes to joke, as in football, it's the time-honored human tradition of taking another's property by force. In my cosmos, this is not an honorable pursuit. In my cosmos, all I really need to know, I learned in kindergarten (thank you, author Robert Fulghum).

Share everything. Don't hit people. Clean up your mess. This was the optimistic youthful ideal of the Dawning of the Age of Aquarius in the 1960s, the decade of the Love Generation, while in a beautiful,

tortured little country called Vietnam, reality argued otherwise in the form of "establishment" priorities.

I feel my own writing as coming from that kind of Aquarian utopia: love one another. Unless you have to kill them. Aggression is built into survival on this Earth. Like the life of lions. Cat eat cat. There's always another looking to take your pride and territory, but our choices can control it and use it for good, like the challenge of close, hard-fought, limits-stretching competition. As in that favorite column of mine in the way back, an honorable battle where in the end, win or lose, on-track rivals, enemies, even, can look each other in the eye and feel mutual respect. Like in Little League - good game, hand tap; good game, hand tap, good game.... Sportsmanship.

If this is a chosen goal for our beloved sport, and it certainly is one for me, then because of our eons of well-developed human instincts to conquer by force, sportsmanship must be taught, guided, and enforced. I consider it part of humankind's evolution to a higher plane. On a larger

"This iconic greatness seems to be built upon what I consider mere thievery and murder, just on a grand scale"

Terrorist?" Look for it on my website, randypobst.com. But the subject is the same: on-track honor. And I'm not yet done with it. Will never be, in truth.

I thought more deeply into this just the other day while in the shower. I recently got a manly bath gel as a gift, themed after ancient "great" conquerors. Cyrus, in this case, a



scale, such behavior is necessary for human survival, because our weapons are now potent enough to easily destroy all life on Earth.

And you know what else? Certain personality types must be told "Go play elsewhere." This sport is just too expensive and dangerous for wannabe Cyrus' and Alexanders; "great" conquerors. Racers must be capable of a reasonable degree of anger management.

This is what I consider the advancement of civilization, no less. It is a choice. In the old days, it was a great risk to oneself to crash, and I believe that is why such on-track aggression was rare. Drivers *had* to be more careful, sitting wedged between flimsy aluminum fuel tanks with a giant pop-up gas cap right behind and above their heads. But now we can ram the other guy with virtually zero threat of death or injury.

So, today it is much more our choice to progress as humans. Especially when it comes to sport. We have to draw a line in the sand. We must better educate our drivers and officials

about how to race, to pass and be passed, without bending bodywork. When all participants understand the rules of conflict - I mean, competition - crashing is far less likely. For years, the SCCA was a leader in this pursuit. This is the greatest task of our stewards, our referees, and the competition committee and members who write the General Competition Rules. It is their mandate. Define the sport.

But I have seen and lived examples in SCCA racing where there has been too much tolerance of contact. I encourage all of us in the Club to adopt a new philosophy, a stated goal, of zero contact. Of the last chance to avoid the incident. Of racing room. Of respect for the health and property of others. Of course, wheel-to-wheel combat generates great risk of banging doors, but what I'm proposing is a mission statement of avoiding it, for the good of our sport. Like we were taught in kindergarten.

I know SCCA began a process of questioning all on-track contact in the last year, but to all SCCA stewards, please

"In the old days, it was a great risk to oneself to crash, and I believe that is why such on-track aggression was rare"

let me offer this guidance: with the preponderance of video, you see far more than ever before. If the forward camera view is showing a terrific shot of the other car getting hit, odds are the car with the video could have avoided contact, or even, should have seen it coming. Many crashes happen entering corners. The car ahead cannot see the one behind once it turns for the corner. The car behind can, and knows just what the car ahead is doing, too. This is the mantra I preach; don't hit what you can see.

When I read stories of medieval torture, of entire fallen cities torched and put to the sword, of 20 million Russians, and 20 million more Chinese, not to mention a half-million fine Americans, dying during World War II, I think maybe we humans are making progress in this century. I'm working for this progress in our little world of road racing. Civilization. Choose it. 📍

WHEEL-TO-WHEEL
(ABOVE) Few races in recent memory have provided a closer and cleaner battle than that of Andrew Aquilante and Trent Hindman at the 2016 Runoffs. The duo spent much of the race running nose to tail and door to door as they fought for the GT-2 title - and they did so with respect and skill.



A NEW ADVENTURE

Following the unthinkable, Army veteran Jonathan Winker's journey took a dramatic turn. But now, a new turn has put him on track

WORDS Jonathan Winker | IMAGES Thomas Outzen



THE NEXT CHAPTER

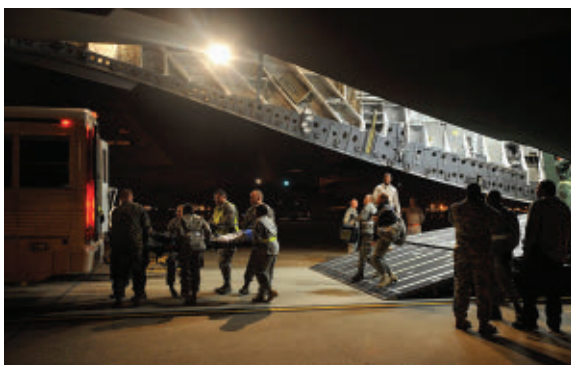
Jonathan Winker is pursuing his boyhood dream of racing cars, and hopes to be able to take other veterans along for the ride.

My start in racing was young. We had a very small racing budget. My father found an old dirt racing kart chassis that he pieced together into an asphalt sprint racing kart. He then somehow convinced my mother to take the entire family to the track every weekend, so my brother and I could race. Later, I purchased my first car at age 15 and built it to compete in autocross events. I sold this car after returning home from Army Basic Training shortly after high school, and my racing ambitions took the passenger seat while I pursued a career in the Army. I joined the Wisconsin Army National Guard with plans to go on active duty as an officer after college. With that, life, as it does, began to take me on a different adventure than I ever anticipated when I was a car-shopping 15-year-old.

In 2009, I was deployed to Iraq as an Infantryman. Shortly before my tour was complete, I was injured when a MRAP (Mine Resistant Armor Protected) gun truck weighing over 40,000lbs hit me from behind and drove up my left foot before coming to a stop on top of my thigh. Most of the bones in my foot were broken and some were missing. My left leg, left knee, both hips, upper back, and lower back all were injured as well. I was medevac'd and my foot was salvaged. I spent the next 18 months going in and out of surgery and physical therapy to repair the damage to my left leg and foot. My life would never be the same.

COMING HOME

(BELOW) Jonathan Winker's service in Iraq was cut short when an unthinkable incident left him fighting for his life. Medevac'd out, Winker faced years of surgery, therapy, and recovery, and his life would never be the same. (RIGHT) VETmotorsports and the Skip Barber Racing School, however, helped get Winker back on track, with eyes on SCCA and endurance racing.



"When I am on the racetrack, I am not disabled. I can compete on a total level playing field with other able-bodied drivers, something few sports can do"

RECOVERY

While in the hospital, I found myself dreaming about racing - not unlike when I was 15. I started reading books about racing, and I even found myself buying go-fast parts for my Roush Mustang - although these purchases were made unknowingly by me as I was doped up on pain medication. Between surgeries I would go home. While still recovering and in a wheelchair, my brother helped me install a supercharger in my Mustang. I even modified my leg cast to be able to work the clutch to take the car for a test spin.

At the age of 24, I needed a cane to walk, had very limited mobility, and had to deal with extreme pain every day. I was medically retired from the Army as I was no longer medically fit for duty. Before my injury I competed in paintball and soccer - now, I couldn't play either sport in the same way. I did, however, find that I could still drive. I started driving in track events to begin honing my skills. And, when I was on the track, I did not have a disability.

In 2013, my pain was increasing, and it was getting difficult for me to even perform daily functions. I was still in physical therapy and working with pain management doctors to control my pain. Nothing was working. I was not living the quality of life I wanted. I was presented the option of having yet another surgery to fix my foot or amputating my left leg below the knee. The surgery would

require a long recovery, and even if the surgery was successful, it would not guarantee a reduction in pain. The foot surgery would also likely require more surgeries with age. The amputation had a better likelihood of pain reduction and future surgeries, but there were obvious drawbacks. I also wondered how difficult it would be to drive my Mustang - or any car - with a prosthetic leg. I opted for the left leg amputation in October 2013.

Shortly after my leg amputation I was given the opportunity to attend a sport car racing event at Road America. CORE Autosport hosted myself and another disabled veteran at this event and got me completely hooked on sports car racing. They introduced me to the entire team and gave me a tour of their race trailer and paddock. I was able to watch the race from pit lane and listen to all the activity on the team radio. I left that weekend knowing, more than anything else, I wanted to start sports car racing.

When I am on the racetrack, I am not disabled. I can compete on a total level playing field with other able-bodied drivers, something few sports can do. I wanted to share my newfound therapy with other disabled war fighters. I started planning to build an endurance racing team for disabled veterans. In my efforts to do this, I learned about a non-profit organization called VETMotorsports. They honor and



LOOKING AHEAD

(FAR LEFT) Jonathan Winker learned many techniques behind the wheel, as well as while riding with Skip Barber instructors (LEFT), which will help him once he hits the track for his first road race. (BELOW) One of the most famous turns in racing awaits visitors to WeatherTech Raceway Laguna Seca, and dropping into The Corkscrew for the first time is sure to put a smile on any gearhead's face.



empower injured war fighters through active participation in motorsports. I started volunteering with VETMotorsports by arranging to host qualifying veterans at local SCCA Autocross events to put them behind the wheel and compete for themselves. VETMotorsports experiences provide direction, empowerment, and challenges that these individuals desire most: a mission and a purpose.

VETMotorsports introduced me to Paul Pfanner of RACER Media & Marketing (which produces *SportsCar* and *RACER* magazines), and Paul introduced me to Anthony Demonte, the CEO of Skip Barber Racing School. After sharing my story of recovery and my dream to start sports car racing, I was offered a seat in the Skip Barber three-day Racing School at WeatherTech Raceway Laguna Seca. There,

I would experience my first professional driver training and, upon successful completion of the school, be eligible to apply for my SCCA Road Racing novice permit.

A NEW ADVENTURE BEGINS

I arrived at Laguna early and found the Skip Barber team was already hard at work preparing the Skip Barber Mustangs for the class. After a hot breakfast and gear fitting, we all made

our way to the classroom and were introduced to the Skip Barber staff. All of the instructors are very experienced, many were professional drivers with many hours logged on the racetrack, and we jumped into the classroom instruction.

At first, things started pretty slow, we learned about traction and how weight transfer affects a tire's contact patch. We learned about oversteer, understeer, and



BASIC TRAINING

From classroom to in-car sessions, Jonathan Winker spent three days at the track with the Skip Barber Racing School and left the track with newfound skills – and an SCCA Competition Novice Permit.



how to make corrections. Before I knew it, we hit the skid pad and an autocross course to put what we had just learned into action. After that, we returned to the classroom to learn about racing lines and how to read a track, and then we jumped in a Transit van for a tour of the circuit, stopping to walk certain sections.

My major takeaway on day one was that the most minor elevation changes have a major effect on the car and taking advantage of the positive or negative camber on the racing surface is key to squeezing out lower lap times. We finished the day with lead follow sessions in the Skip Barber Mustangs, putting some of what we had learned into action. (I have to give a shout-out to Lou and the whole

“I can’t iterate enough how well these sessions provided information that greatly helped improve my driving skills”

Skip Barber support crew for the immaculately prepared cars.)

Day two began with more classroom instruction, covering downshifting technical racing line talk. Then we loaded into the Skip Barber Mustangs to practice heel-and-toe braking.

I knew going into this exercise that this is an area that would be tough. I have no feeling in my left prosthetic foot, meaning I don’t really know where it is. In addition,

to work the clutch I have to use my hip and knee – I have no ankle joint. While this may seem like it’s a physical hurdle to overcome, it affects me psychologically. Consequently, I am so involved in making sure I downshift correctly that I take my concentration away from what I should be focusing on. While I’m concentrating on the downshift as I approach the corner, I really should be focusing on my braking and turn-in.

Downshifts have always been an area of frustration, as I never had a problem in this area before my amputation. But following some help from Mike Stillwagon, a Skip Barber Lead Instructor, I was able to get things under control and found a method that worked for me. I still need

some practice, but I definitely am more confident working the clutch with my prosthetic now.

We headed back to the classroom to learn about braking, and then once again hit the track to put the newfound knowledge into action. We had one more classroom session to talk about flags and technical racing lines, then we did some laps around Laguna while receiving feedback from the Skip Barber instructors. The feedback was fantastic – I learned so much in such a short amount of time.

The third and final day we began with a classroom session on passing and rain lines. We performed some passing exercises and then moved into more feedback sessions. The last classroom session was on race starts and restarts – then we hit the track once more.

I can’t iterate enough how well these sessions provided information that greatly helped improve my driving skills. The Skip Barber instructors utilized bite-size pieces that allowed me to progressively improve – nothing was overwhelming.

With my SCCA Competition Novice Permit in hand, what’s next for me? I will continue my learning through Skip Barber’s Two-Day Advanced Racing School, where I will earn my full SCCA Competition License. Following that, it’s on to private coaching sessions with Skip Barber’s instructors, where I can learn the race craft I need to compete in this great sport. My ultimate goal is to begin sports car endurance racing, but this will require a level of mental and physical toughness I have not experienced since my time in the Army. But I’m up to it, and I can’t wait for the adventure. 🏁



Sun Rises. Revs Climb. Adrenaline Rush.

This is the day... your chance to live out the dream you've been chasing ever since you first got behind the wheel. This is what real feels like. You're at the Skip Barber Racing School buckling in for the drive of your life.



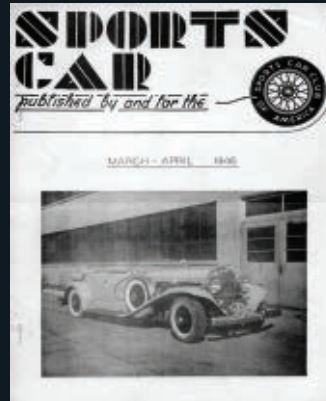
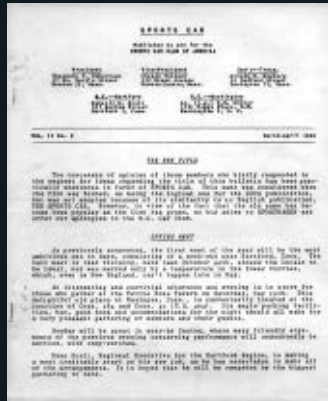
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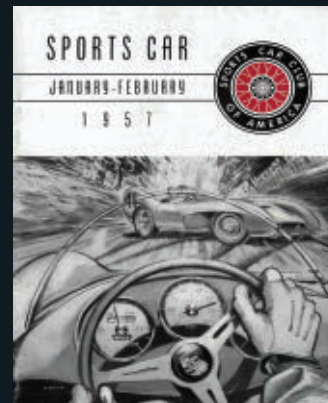
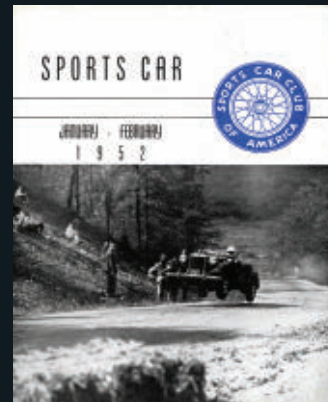
HOW IT BEGAN

With the backdrop of a world war and fuel rationing, the birth of the Sports Car Club of America faced impossible odds. And thanks to past *SportsCars*, we can relive those early years | WORDS Philip Royle

How do you begin to tell a story that took 75 years to write? This being SCCA's Diamond Anniversary, we were faced with that exact question – and the answer isn't easy. Do we offer a 10,000-foot view of the Club, spanning from day one (which is officially Feb. 26, 1944, by the way), or do we dive deep on a few topics, omitting much of the context that surrounds them?

If we learned anything from head archivist Jenny Ambrose's presentation at the 2019 SCCA National Convention, where she discussed all that the International Motor Racing Research Center (IMRRC) and the SCCA Foundation are doing to preserve the Club's history, it's that for every historical document that exists about the SCCA, there are 10 incredible stories yearning to be told. We also learned that there's simply not enough space in one issue of *SportsCar* to tackle such a task. So, we won't.

Instead, we're going to spend the entire year telling portions of the SCCA story. But in this issue, we want to dive deep and take you back to Saturday, Feb. 26, 1944, where the story of the SCCA begins...



HUMBLE BEGINNINGS

(LEFT) We know what happened early on in the SCCA because the founders saw fit to create a monthly bulletin called the *Sportwagen*. The first year, 1944, included eight issues.

(RIGHT) In July 1944, SCCA members held the Club's first meet. Turnout was small - but hey, so was the SCCA.

This, the second issue of the *Sportwagen*, comes to you as a somewhat different paper than the one you received last month. When a club is formed there are several matters that should go on record; why, when, who, etc., etc. A club also needs a bulletin, so what more logical vehicle for the records than the first bulletin? Now that everything is down in black and white, it is time to talk of "ships and shoes and sealing wax..."

You will find much of interest in this issue, we hope, but the most important piece of information contained herein is found under the heading "Members and Their Cars," a very encouraging increase for the first month of the club's career, considering that membership is open only to owners of sports cars. The previous list of cars and members appears again for various reasons: an error in address concerning two Revolutionary towns, the sale of a Lancia Lambda, and a more conventional interpretation of the term "Sports Car."

As was probably noticed by all who read it, the list of members in the first issue contained a few cars that were really outside the ragged



"By the June 1944 issue [of the *Sportwagen*], the SCCA had ballooned to 23 members and a combined garage of 81 cars"

edge of eligibility; only one, however, was used for membership qualification. But we had to have an editor, didn't we? This embarrassing situation has been corrected since last going to press, as will be noted, and humblest apologies are extended to all concerned.

As confidently expected, that debatable question of "What is a sports car?" has reared its ugly head from time to time, and, as previously stated, this club's interpretation must, perforce, be more lenient than that used in Europe....

The issue proceeded to dive into minutia of what requirements European and American cars must meet for it to be considered a sports car worthy of the SCCA.

By the June 1944 issue, the SCCA had ballooned to 23 members and a combined garage of 81 cars. The Club was also in the throes of organizing its first meet-up, which took place on July 12, 1944. And the day delivered plenty of 1944-style entertainment, as noted in the July 1944 issue of the *Sportwagen*:

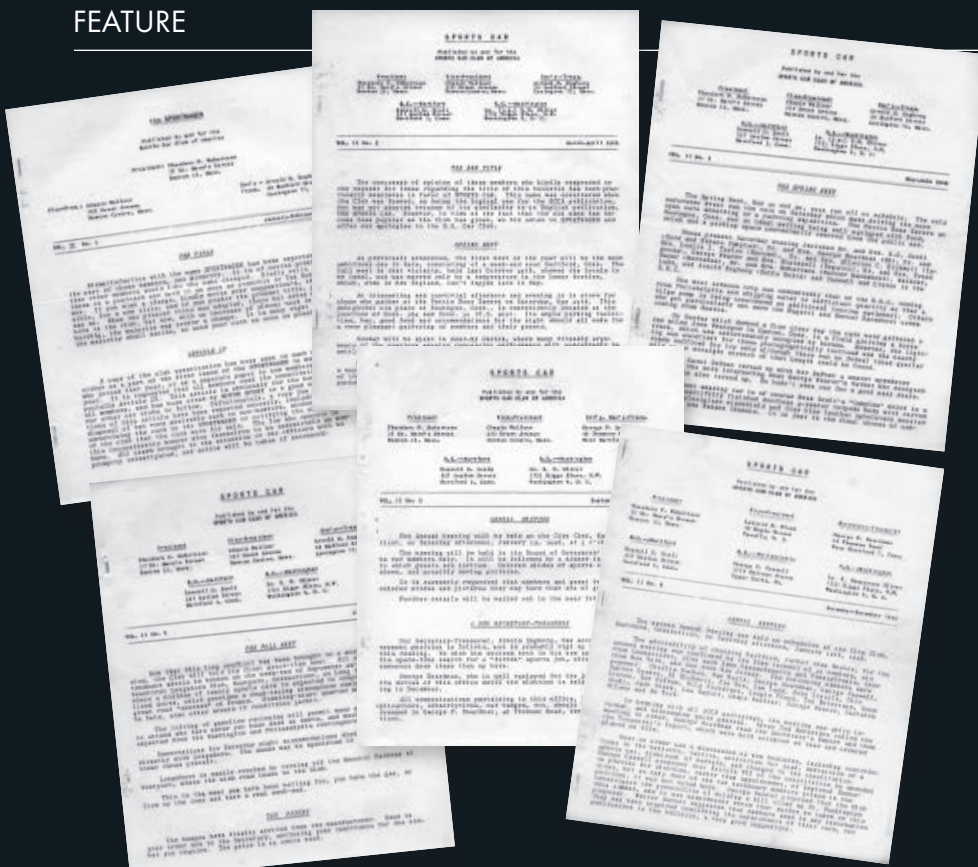
The high point of the afternoon occurred when the Duesy was mistaken by the whole assembly for a P-40 at nearby Bedford Airdrome a

few minutes after its departure. None of the members present were able to account for the letter X after the engine number on this car, and could only guess that it indicated a specially tuned job as the car certainly sounded hotter than other J-bergs which have been encountered and would rev up over 4000 from idling in about two-fifths of a second or as fast as the accelerator pedal could be depressed and let up again. Perhaps one of the other members can explain the situation and may know the details of factory "tuned" J-bergs.

With the first year of SCCA's existence concluding, the Club held its first Annual Meeting on Dec. 16, 1944 - and the question of sports cars arose once more. This time, it was not the definition of a sports car, but whether someone needed to own one in order to become a member of the SCCA. And, in what may seem familiar to current SCCA committee and subcommittee members, the topic was tabled for discussion at a later date:

Discussion following the election concerned the appointment of Regional Executives, voting by proxy, admission of non-owners, and activities for 1945. No formal action was taken.

FEATURE



FINDING ITS FEET

In mid 1945, World War II was over, fuel rationing had come to an end, SCCA was hastily growing, and members were submitting stories and car photos in earnest for publication in what had since been renamed *Sports Car* (LEFT and BOTTOM LEFT).

SCCA'S FIRST RACE?

While Henry Ford noted that auto racing began five minutes after the second car was built, for SCCA members, it took the best part of eight months for a member to publically throw down the gauntlet. Appearing in the November-December 1944 issue of the *Sportswagen* were specifications of a 1929 Bentley 6.5-liter, as submitted by the vehicle's owner, William C. Park. After noting that the vehicle featured a six-cylinder, 100x140mm, single overhead cam, four valves-per-cylinder engine producing 37.2 RAC horsepower, he then made the following challenge:

Bill Park, now in the Army, will challenge any pre-1932 Mercedes to a road race after the war, with his Bentley described above. This race should finish in the vicinity of a good restaurant, as the loser is to buy a big steak dinner.

No record could be found of whether anyone took Mr. Park up on his challenge.

YEAR TWO: LONG LIVE SPORTSCAR

The final two issues of the *Sportswagen* published in 1944 were bimonthly, one for September-October and the other for November-December - this trend continued until the May 1958 issue, when SCCA's publication returned to a monthly status. But 1945 began with a bang thanks to more controversy - this time regarding the name of the Club's publication itself, as stated in the January-February 1945 issue:

Dissatisfaction with the name *Sportswagen* has been reported on the part of three members, one directly. It is, of course, possible that other members would like the name changed. Kindly write your ideas on a postcard and send it as soon as possible to Ted Robertson. If you wish a change, kindly write your suggestion/s,



if possible, for a new title; and if you prefer the present title, please say so. When the present title was adopted, there were but seven members in the club, but now, with an increase of almost 700% in membership, the majority may prefer a change. It is only right that the majority shall decide, so send your card as soon as possible.

At the same time, now 67 members and 113 cars strong, the founding members of the SCCA were discovering violations of the Club's bylaws - mostly, Article IV:

A copy of the club constitution has been sent to each member, either as a part of the first issue of the *Sportswagen* to members who joined last year, or as a separate paper to new members this year. It is requested that all members read the constitution, especially Article IV. This article is obviously for the benefit of all members and has been cited by Motor Sport as a good example for other car clubs to follow. Unfortunately, a very few violations of this article have been reported recently, including the disposal



2019



West Coast Championship:

Thunderhill Raceway Park
April 14

Auto Club Speedway
April 28

WeatherTech Raceway
May 5

Sonoma Raceway
June 16

Portland Int'l Raceway
July 28

Circuit of The Americas
October 6



CATCH ALL THE ACTION ON TRANS AM LIVE STREAM AND CBS SPORTS NETWORK

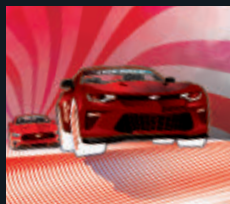
- R1: SEBRING, March 3
 - R2: MICHELIN RACEWAY ROAD ATLANTA, March 31
 - R3: WEATHERTECH RACEWAY, May 5
 - R4: LIME ROCK PARK, May 27
 - R5: DETROIT, June 2
 - R6: INDIANAPOLIS MOTOR SPEEDWAY, August 4
 - R7: MID-OHIO SPORTS CAR COURSE, August 10
 - R8: ROAD AMERICA, August 24
 - R9: WATKINS GLEN INTERNATIONAL, September 7
 - R10: VIRGINIA INTERNATIONAL RACEWAY, September 22
 - R11: CIRCUIT OF THE AMERICAS, October 6
 - R12: DAYTONA INT'L SPEEDWAY, November 16
- For Ticket Info Visit gotransam.com/events



EXPONENTIAL GROWTH

The SCCA's popularity was undeniable, with the Club holding its second, and more sizable, Annual Meeting in January 1946 (RIGHT). All the while, members continued to submit vehicle images and car specifications for publication in the Club's monthly bulletin (BELOW).

THE COVER: THEN AND NOW



While art appearing on the cover of *SportsCar* is nothing new historically, this month's cover certainly diverges from the recent norm – but it does so for a very good reason. And that reason is John Bishop.

"Bishop is widely recognized as one of the most important names in American sports car racing, having served in multiple capacities with key sanctioning bodies that have shaped the sport," SCCA noted in 2011 as Bishop was inducted into the SCCA Hall of Fame. Bishop's leadership roles within the SCCA included serving as the Club's Executive Director from 1962-'69, a dramatic period that saw fundamental changes in the operation of the Club.

"Bishop is credited with advancing the Club Racing program through changes to the classification system, ranking cars on their potential rather than their displacement, and overseeing the creation of the class championship system and the SCCA Runoffs concept," SCCA explained. "In the professional racing arena, he played a key role in the creation of the United States Road Racing Championship series, the Can-Am series, the Trans Am Series, and the Formula 5000 series. Following his tenure with SCCA, he left to become a co-founder of the International Motor Sports Association (IMSA) and built that organization into prominence."

What SCCA didn't note in 2011 was that Bishop was also an avid artist, creating a number of covers for *SportsCar* beginning in the 1950s. One of the *SportsCar* staff's favorite covers painted by Bishop was for the February 1959 issue. Entitled "Poison Lil," the art depicted racer George Weaver in a Maserati R1, getting airborne after hitting the railroad crossing on the original road course around Watkins Glen.

So, for this issue, which marks the 75th anniversary of not only the SCCA but also *SportsCar* magazine, we commissioned two-time Runoffs champion, 2007 Mark Donohue Award winner, 2016 President's Cup recipient, and artist in his own right, Brian Linn to try his hand at a modern twist of Bishop's art.

Combining the staff's favorite historical cover of *SportsCar*, what Bishop brought to the racing world via Trans Am's legacy of Camaro vs. Mustang, and modern successes of Track Night in America, Time Trial Nationals, and autocross' CAM classes, Linn produced an eye-catching magazine cover placing the infamous Trans Am pony-car rivalry prepped for modern SCCA events – involving a windshield banner celebrating one of SCCA's longest partners, the Tire Rack – all with a tip of the hat to Bishop's original 1959 artistic creation.

of two very desirable cars to non-members, without either advertising the cars in the Sportwagen or notifying the officers of the club that the cars were for sale. The few who operate in this inconsiderate manner show themselves to be undesirable as members. All cases brought to the attention of the officers will be promptly investigated, and action will be taken if necessary.

Later in that same issue, action was taken, as D. Cameron Peck was formally stripped of his SCCA membership for violating the Club's constitution.

And with that, the last issue of the *Sportwagen* was produced. The Club's publication was back for the March-April 1945 issue, however, now sporting a new name – one that is probably familiar to you. The opening paragraph of that issue read:

The concensus [sic] of opinion of those members who kindly responded to the request for ideas regarding the title of this bulletin has been practically unanimous in favor of SportsCar. This name was considered when the Club was formed, as being the logical one for the SCCA publication, but was not adopted because of its similarity to an English publication, The Sports Car. However, in view of the fact



"Yes, racing was afoot, and the Club would never be the same again"

that the old name has become less popular as the Club has grown, we bid adieu to Sportwagen and offer our apologies to the M.G. Car Club.

THE WAR ENDS: LETS GO RACING!

Since day one of the SCCA, there was a black cloud hanging over not only the Club, but the entire world: World War II. And, while the Club's formation came toward the end of the Second World War, many *Sportwagen* and *SportsCar* references for early meet-ups also noted the need for (or sometimes the abundance of) gas coupons. In fact, some of the early meet-ups, one of which coming on July 22, 1945, at Thompson Speedway in Connecticut, blamed low turnout due to a lack of available gasoline. But with the July-August 1945



ANNUAL MEETING AND DINNER, JANUARY 12, 1946
 Front row, l. to r.- S.S.Billy, A.C.Sickot, G.P.Boordman, T.F. Robertson, L.E.Pfund, R.G.Goell, L.R.Lead
 Second row, Mrs. Smith, R.Smith, Mrs.Hickmott, Mrs. Alcott, C.S.Baake, Mrs. Boardman, Mrs.Roberison, Mrs.Pfund, Mrs. Caswell, W.Gerber, J.C.Dinton
 Third row, A.J.Hoe, D.C.Wilson, G.C.Caswell, Mrs.Grueninger, J.P.Stack, Mrs. Finn, Mrs.Sell, Dr.Finn, Mrs.Billy, H.S.Hildreth, G.B.Weaver
 Fourth row, C.Mallour, J.W.Lincoln, K.F.Tock, R.B.Nickelson, L.I.Taylor, T.McKean, G.Alcott, Dr.Grueninger

ARTICLES, MATERIAL, PICTURES, ETC.

Again, this paper has been delayed for want of material and pictures; no article has been sent in, consequently none is published. If you have found out anything interesting about the car you own, or have overcome any difficulty, let us hear about it. You don't have to be a professional writer for this work, as any information concerning sports cars will be of interest to other members. If you own the only car in the club of a particular make, other members will read about it with interest, even though they can not use the information. Pictures, pictures, where are the pictures? If you haven't yet sent in a suitable photo of your car, or cars, please send it in now. If you have sent it in, send in one of your angles, or another view of the car. You know what it looks like, but we don't. As mentioned before, prints should be glossy, with good contrast, and the car should not be over 7 inches long in the photo. Send all material for future issues of the *SPORTS CAR* to Ledyard E. Pfund, 30 Eagle Street, Tenafly, N. J.

issue of *SportsCar*, it was noted that the war had come to an end and fuel rationing was a thing of the past - and things were about to get truly interesting:

Now that this long conflict has been brought to a successful conclusion, the Club will hold its first peacetime meet. All records for attendance should be broken on the week-end of September 22-23, at the beautiful Longshore Club, Westport, Connecticut, on Long Island Sound, where a minimum of 20 sports cars is expected to compete on the tree lined drive, which provides a road-racing atmosphere reminiscent of the great road "courses" of France. Standing-start, quarter-mile trials will be held, also other events if conditions permit.

The lifting of gasoline rationing will permit many members

and cars to attend who have never yet been seen at meets, and much of interest is expected from the Washington and Philadelphia contingents.

Yes, racing was afoot, and the Club would never be the same again. The sporting events started humbly, but they ultimately led to SCCA members and racers like Mark Donohue, Phil Hill, Dan Gurney, plus many more, putting SCCA on the world stage of motorsports. And, decades later, we're still at it.

There's much, much more to the history of the SCCA, and in each issue of *SportsCar* this year we'll be touching on specific aspects of the Club's past. In January's issue we discussed the role SCCA played in the success of Formula F during the 50-year history of the class, and in the February issue we touched on SCCA's contentious pivot where it began to embrace professional racing. In the next issue - well, trust us, there are plenty more stories to tell. ☺

FORGETTING THE PAST: 15 YEARS LATER

With change happening rapidly within the SCCA and the Club's membership growing exponentially, it was inevitable that the humble beginnings of the SCCA would be forgotten. In fact, by the Club's 15th anniversary, *SportsCar*'s editors were already trying to rectify the situation of a membership that didn't know its own past.

To that end, included in the February 1959 issue of *SportsCar* was a complete reprint of the first issue of the *Sportwagen*, along with a summary of the Club's early days, not unlike the one on these pages - hey, everything old is new again.

Kicking off that February issue was a forward, which now offers us yet another snapshot of our past. And in that forward is a note of thanks, listing many names that may be familiar:

The membership of the SCCA was approximately 12,000 at the end of 1958, making it the second largest club of its kind in the world. Since many of these members have joined within the last five years, the early history of our Club is unknown to them. They know little of the events leading up to the revival of sports car racing in this country, the place of the A.R.C.A. in this revival, and the reasons for the formation of the SCCA. Nor do they know of those enthusiasts who were responsible for the early race activity in this country, and of the cars and courses they drove.



MORE HISTORY

By the Club's 15th anniversary, *SportsCar* was presenting features regarding the history of the Club.

On the 15th anniversary of the Club's founding, it would seem appropriate to take a look at those early days so that all the members can know something of their flavor and adventure. The purpose of this issue is not to trace the entire history of our Club in detail, but rather to review the highlights of its beginnings. From time to time, we will fill in the gaps in future issues and bring to you the details of the more recent happenings.

We would like to express our particular appreciation for the help offered us by John Bishop, George Rand, George Weaver and John Rueter. Our thanks, too, to Tom Dewart, Bob Grier, Bill Close, Bill Procter and Cam Argetsinger. Without their help this issue would not be possible.



LEADING THE WAY
SCCA President and CEO
Mike Cobb kicked off the
SCCA National Convention
with an overview of 2018,
and what excitement
members should expect
in the year to come.



BUILDING OUR FUTURE

The 2019 SCCA National Convention proved to be as entertaining as it was informative. More than 400 SCCA members can't be wrong

WORDS SportsCar and SCCA staff | IMAGES Philip Royle and Jeff Zurschmeide

Officially, the theme was "Celebrating our Legacy - Building our Future," but the buzz at this year's SCCA National Convention included a shot of excitement and surprise. Why? Well, as recursively impossible as it sounds, this year's National Convention started before it even began, and that energy spilled into events that extended the National Convention into the day after its conclusion. Confused? Intrigued? Hold tight, because we've barely just begun - or maybe we're well on our way.

The 2019 SCCA National Convention kicked off on Thursday, Jan. 17, at South Point Hotel, Casino & Spa in Las Vegas at 5:15 p.m. with the Annual Meeting, Board of Directors Town Hall, and the Convention Opening Ceremony, followed by the Convention Welcome Party. But, in reality, the Convention kicked off earlier that day at 11:15 a.m., with training sessions, certifications, discussion groups, and informational gatherings for those new to the Convention - with none of those sessions requiring Convention registration.

To abuse an obvious Vegas pun, if you played your cards right, you could have begun your day as a run-of-the-mill SCCA member and ended it well on your way to becoming a Solo Safety Steward, a Street Survival in-car coach, a RallyCross Safety Steward, and more. There was even a session for Region Executives seeking to better understand their roles.

Likewise, while the Convention wrapped on Saturday evening with the Hall of Fame Banquet, many Convention attendees found themselves continuing the conversation at Las Vegas Speedway on Sunday morning, courtesy of an autocross hosted by the Las Vegas Region. The Rental Car Challenge at the autocross was, in some ways, a life-size iteration of the pinewood derby that brought a rowdy and competitive vibe to the Convention on Thursday night.

Participation was spectacular across the board, with roughly 420 SCCA members making the trek to Vegas for the Convention. While not everyone participated in the afterhours Convention goings-on, like the Friday night go-kart shootout or the unofficial bowling night that sprung up courtesy of the Whova app attendees were encouraged to use, all seemed to feed off the palpable energy those elements created.



**MORE TO LEARN**

(CLOCKWISE from TOP LEFT)
Atlanta Region's Mark Johnson led the Road Rally session entitled "Build it and They Will Come." Raleigh Boreen helped emcee Friday's awards luncheon. K&K Insurance Group's Kraig Hopkins fielded insurance and risk management questions during a packed Friday morning session.

**QUOTES FROM
THE WHOVA APP**

"The best part of the weekend was connecting with equally enthusiastic sports car folks."

**AVERY TSUI,
HAWAII REGION**

"My favorite thing about the Convention is always the Hall of Fame presentations. Fascinating, amazing stories."

**JEFF JACOBS,
PHILADELPHIA REGION**

"I was able to have some one-on-one time with a few presenters, which really helped to expand my knowledge and understanding while being able to bounce ideas off them."

**CHELS G., LONE
STAR REGION**

"We liked the Junior Drivers Program discussions. Sometimes it feels like a salmon swimming upstream in our Division.... Great leaving this weekend knowing we are not alone."

**JAMES STOWERS,
NORTHEAST
OKLAHOMA**

**ANNUAL MEETING
AND TOWN HALL**

It wouldn't be an SCCA National Convention without the Annual Meeting and Board of Directors Town Hall. This portion of the Convention is our State of the Union. Every aspect of the Club, from SCCA Pro Racing to the SCCA Foundation to SCCA Inc., summarize their 2018, both financially and otherwise, and tell of the projections they have for the coming year. And, while none of the financial numbers are officially audited as of the Convention, they do offer a glimpse at the health of the Club.

"Participation was spectacular across the board, with roughly 420 SCCA members making the trek"

In a nutshell, the Club portion of SCCA had a very good year. Had it not been for long-term investment instability, 2018 would have been profitable. Heading into 2018, the Club portion of the SCCA was projected to have a financial loss, as 2018 was planned to be an investment in the Club's future - but that was not the case.

Rather, SCCA's National Office pulled a six-figure profit out of the hat. Sadly, SCCA's investment portfolio took a hit - this was likened to your personal 401(k), which also probably decreased in value last year.

SCCA Pro Racing, meanwhile, suffered a financial loss rivaling its struggles during 2016 when it launched the F4 U.S. Championship. The reason for the downturn was also similar to 2016, although this time it was due to the delayed launch of the F3 Americas season as well as a derailed sponsorship deal. On the flip side, however, the 2018 F4 U.S. Championship



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INFORMATION OVERLOAD

(CLOCKWISE from TOP LEFT) Leadership Academy Dean Jeff Luckritz led multiple sessions ranging from brainstorming potential future road racing programs to teaching leadership skills. Matthew Chin tackled the technical topic of lithium batteries in SCCA competition. Velma Boreen helped host a Women on Track session during the weekend.



season was spectacular - the best in the world for all F4 FIA series, in fact - and F4's beginnings were just as humble as F3's. Consequently, SCCA Pro Racing's management has reported to have a plan to follow F4's lead in turning the F3 financial loss into a long-term win, and they're using race sanctioning partnerships with Formula E, Creventic, Formula Race Promotions, and more, in order to seal the deal.

Official, audited financial reports of the entire Club's health will be available later this year for download on scca.com - a notice will appear in

"Saturday was just as packed, with the third day of the Convention bursting at the seams"

the news section of *SportsCar's* once the report is finalized.

Back to other business, and to the chagrin of some members, the Board of Directors Town Hall was uneventful. No questions for the Board led to an early adjudication to the Convention Welcome Party and the pinewood derby that quickly turned rowdy, thanks in part, to SCCA's

President and CEO Mike Cobb showing up with a 3D printed derby car for the Unlimited class.

SESSIONS GALORE

The SCCA National Convention is both informative and inspirational. Friday morning jumped into action with the Leadership Academy Kickoff, hosted by Cobb. There, he discussed promises made by him during the 2018 National Convention, as well as what 2019 holds in store for him and his team. Along those lines, Aimee Thoennes, SCCA's Manager of Member Services, stepped in to speak about improvements

being set in motion for the Club's membership renewal process. In a nutshell, she and her team are making the website work as it should when it comes to membership renewal, dramatically cutting the friction that currently exists. When will it launch? When it's ready - while there's a sense of urgency, Thoennes and Cobb acknowledge they know it needs to work correctly or else the last year's work will have been in vain.

Cobb's message dove deep into the Club and what the membership should expect. And for that, flip to pg. 32 for a deeper look at what was said.

Beginning at 7 a.m. and wrapping the day at 5:45 p.m., the 420 National Convention goers had their choice of 24 sessions plus an awards luncheon on that Friday. Saturday was just as packed, with the third day of the Convention bursting at the seams with a combination of 37 sessions, town halls, and roundtables, plus the Leadership Academy closing session, filling the day from 7:30 a.m. to 5:15 p.m. And let's not forget about the Hall of Fame Banquet, which kicked off Saturday's evening with the presentation of the President's Cup and concluded with the Woolf Barnato Award. For the seven inducted into the SCCA Hall of Fame, their contributions to the Club can be found on the pages that follow.

THE FUTURE

Planning for the 2020 SCCA National Convention is already underway, with the date and location locked in for Jan. 16-18, once again at the South

SCCA HALL OF FAME, CLASS OF 2019



DAVID AMMEN

An SCCA member for more than 60 years, David Ammen spent nearly half that time as a competitor who made nearly 20 National Championship appearances through the 1960s, '70s, and '80s. An accomplished driver, the New England Region member is also well known for his hard work behind the scenes. He was a Road Racing Steward until the 2000s, participated on the Competition Committee, served consecutive years on the Board of Directors, and is a Woolf Barnato Award winner.

DR. FRANK FALKNER

Born in England, Dr. Frank Falkner moved to the United States in 1956 and soon joined the SCCA where he became a Regional Executive and helped host an SCCA National Convention. In 1960, Dr. Falkner became a



member of the newly formed SCCA Competition Events Committee and served as the Committee's Chairman one year later. It was during his tenure that the Club introduced the Stewards program. Also, during the 1960s, Dr. Falkner was elected to what is now called the SCCA Board of Directors, became Vice Chairman in 1965, and Chairman of the Board a year later. After retiring from the Board, he became

a member of SCCA's Professional Competition Board and won the Woolf Barnato Award in 1966.

GEORGE FOLLMER

George Follmer started racing in 1959 and was immediately successful. Over the following two decades, he competed in virtually every form of racing, including the United States Road Racing Championship, USAC, NASCAR, IROC, Fast Masters, SCCA's RaceTruck Challenge, Formula 5000, Formula One, the World Endurance Championship, IMSA, and both SCCA Trans Am and Can-Am. In 1972, he earned the unique honor of winning the Trans Am and Can-Am championships in the same year – the only driver ever to have done so.



IN ACTION

Flip to pg. 6-7 for great photos of Follmer during his glory days in Trans Am.

PATRICIA "PATC" HENRY

Patricia Henry has been a member of the SCCA for 54 years. During the first 18 years of her membership, she was a vital member of the Nebraska Region, filling many positions and winning many awards. While her string of accomplishments in the early days left a strong impression on the



SCCA locally, it is her work both in SCCA Road Racing and SCCA Pro Racing for which she became nationally and internationally known. During her 10 years at SCCA Pro Racing, her detailed and dedicated work made her a fixture on the professional sports car racing scene in the United States. Henry later moved to the SCCA Road Racing department and became known for her extraordinary work in managing all of SCCA's Road Racing activities. In that role, her experience guided a booming racing program and its crown jewel – the National Championship Runoffs.

JOHN MCGILL

John McGill was a longtime member of SCCA and a Regional Executive of the Mahoning Valley Region. But what he's perhaps best remembered for is his untiring work as the track manager of Nelson Ledges Road Course in Northeast Ohio. During his tenure at the track, McGill helped bring about use of tire walls to improve safety. Because of his dedication, SCCA created the John McGill Award in 1975 that honors those who make a significant contribution to the Road Racing program, and McGill was the first person to receive that award.



DORSEY SCHROEDER

One of the youngest drivers to earn an SCCA competition license more than 45 years ago, Dorsey Schroeder went on to become an accomplished competitor in SCCA Road Racing, SCCA Pro Racing, IMSA, IROC, Grand Am, ARCA, and NASCAR. He has been a broadcast television race commentator for many years and continues to serve the motorsport community today as Chief Steward of the SCCA Pro Racing Trans Am Series. Additionally, Schroeder is Competition Director for the



Historic Sportscar Racing (HSR) series, and formerly worked as Race Director for World Challenge.

HENRYK SZAMOTA

A member of SCCA's New York Region since 1950, Henryk Szamota was an active and dedicated SCCA competitor, supporter, and patron. His commitment progressed through Region involvement that included Race Chairman, Assistant Regional Executive, and many years as Regional Executive. Beyond his own Region, Henryk is credited with founding the North Atlantic Road Racing Championship (NARRC), collectively run by the New York, North Jersey, Mohawk-Hudson, and New England Regions for many years. In 1961, Szamota was elected to the National Board of Governors, which is now the Board of Directors. He served for 14 years on the Board, but decided fresh leadership was instrumental for the Club and helped create the two-term Board of Directors limit that stands today. In 1977, for his work and dedication to the Club, Szamota received the Woolf Barnato Award.



GIVING BACK

Peter Cline hosted a session about VETMotorsports and its involvement with the SCCA. Want to know more about what VETMotorsports is doing? Flip to pg. 18 of this issue for a breathtaking story.

AWARDS



WOOLF BARNATO AWARD: Karen Babb (ABOVE)

DAVID MORRELL MEMORIAL AWARD: Laurie Sheppard, New England Region
MEMBER OF EXCELLENCE: Lori Vitagliano (BELOW), Florida Region



TOM BURKE AWARDS

SMALL REGIONS: Yellowstone Region; Bill Blaquiére, RE

MEDIUM REGIONS: Eastern Tennessee Region; Mark Pilson, RE

LARGE REGIONS: Susquehanna Region; Kristen Poole, RE

JUMBO REGIONS: Central Carolinas Region; Brian Gause, RE

REGION OF THE YEAR AWARDS

SMALL REGIONS: Big Island of Hawaii Region; Tim Minick, RE

MEDIUM REGIONS: Tennessee Region; Brian Sowders, RE

LARGE REGIONS: Philadelphia Region; Jeff Jacobs, RE

JUMBO REGIONS: Oregon Region; Tim Ferrick, RE



SOLO

DRIVER OF THE YEAR: Jonathan Lugod (ABOVE), Cal Club Region

ROOKIE OF THE YEAR: Ryan Field, New England Region

CLUB RACING

PRESIDENT'S CUP: Michael Varacins (BELOW)

JOHN MCGILL AWARD: Jim Wheeler (TOP RIGHT), Kansas City Region



RALLYCROSS

DIVISIONAL RALLYCROSS ACHIEVEMENT: Midwest Division

REGIONAL RALLYCROSS ACHIEVEMENT: St. Louis Region

ROADRALLY

ROBERT V. RIDGES MEMORIAL AWARD: John Emmons and Lois Van Vleet, Land O'Lakes Region

ARTHUR J. GERVAIS AWARD: Roads Scholar; Jim Crittenden (BELOW), Milwaukee Region



DAVID TETER TOUR RALLY OF THE YEAR: Laurel Run; Richard Beattie/ Jeff Hutzelman, Steel Cities Region

DIVISIONAL ROADRALLY ACHIEVEMENT: Northeast Division
REGIONAL ROADRALLY ACHIEVEMENT: St. Louis Region



Point Hotel, Casino & Spa in Las Vegas. Will you be there? If you're a Region leader, you need to be. If you're interested in being a leader, you have to be. And, if you simply want to learn more about the Club and potentially build your own future, the SCCA National Convention can't be recommended enough. Plus, there's undoubtedly going to be more fun both before and after the Convention, with bragging rights galore.

Truly, the gauntlet was thrown

"Truly, the gauntlet was thrown down this year with a spectacular National Convention"

down this year with a spectacular National Convention - and with even more planned for 2020's Convention and beyond, you need to sign up for next year's National Convention as soon as registration opens. If not sooner. 📍

AFTER-HOURS

With a pinewood derby, autocross, and more, the 2019 SCCA National Convention was more of an event than ever | WORDS & IMAGES SportsCar & SCCA Staff

Depending on how you filled your days, it was easy for this year's SCCA National Convention to become a sideshow to the social engagements. Not that social events are anything new at the SCCA National Convention - it's just that this year there seemed to be *more*.

This year's after-hours fun was undoubtedly amplified by SCCA's suggested use of the Whova smart phone app, which basically created a closed social network for Convention attendees. There, SCCA members could set their agenda of seminars, but they could also chat and message within the app during the Convention. A movie night was set in motion, group bowling was organized, and photos were uploaded and voted on. Nearly everything you did added points to your score - and this being the SCCA, the app's leader board became a competitive sport. By the end of the Convention, Central Florida Region's Christopher Migliozi finished atop the scoreboard with nearly double the points of South Carolina Region's Melanie Murray and Tennessee Region's Scott Dobler. SCCA President and CEO Mike Cobb spent much time in the top three but concluded the Convention in fourth.

Speaking of Cobb, he brought the heat in the Unlimited class in Thursday evening's pinewood derby, scoring the win with his 3D printed contraption. Meanwhile, Washington DC Region's Mike Collins rocketed to the front in the Spec BSA class.

Friday evening during the Convention has become go-kart night at Pole Position Raceway, and this year saw a large group of enthusiastic SCCA members



battle for top honors there. This year, Chicago Region's Chris Perry logged the win over Kansas Region's Scott Schmidt and Detroit Region's Matt Wolfe.

While the SCCA National Convention concluded Saturday evening, Las Vegas Region hosted a Sunday autocross at Las Vegas Motor Speedway, and many Convention attendees brought their rental cars out for an informal Rental Car Challenge (the Region invented a class for this purpose). Ten competitors entered the Rental Car class,

with NE Pennsylvania Region's Chris Haydu logging the win in his rental Ford Mustang.

Meanwhile, others at the autocross went a different route. SCCA staffers Brian Harmer and Rick Myers essentially had a co-driver challenge, both piloting a rental Mustang convertible. Harmer handily won that competition.

As for *SportsCar's* staff, we took our inter-office battle to CAM-C with a 2019 Mustang Bullitt and a 2019 Dodge Challenge R/T Scat Pack

BEYOND THE CONVENTION

The SCCA National Convention is a place to learn and make connections that will help grow your Region - but there's more. This year, many Convention attendees hit Las Vegas Region's Sunday autocross, where numerous members, like *SportsCar's* staff, held grudge matches (BELOW). On tap Thursday evening was a pinewood derby competition (BOTTOM RIGHT), while Friday evening's go-kart challenge left three SCCA members celebrating on the podium (BOTTOM LEFT).

Widebody. The result? A lot of tire smoke and unintended sideways action, as *SportsCar* editors aren't known for patience with the throttle. But in the end, *SportsCar's* Associate Editor Jason Isley pulled out a 0.5sec win in the Challenger over Editor Philip Royle in the Bullitt, although both Isley and Royle were handily destroyed in CAM-C by Utah Region's Tracy Pitkin.

In all cases, these competitions will undoubtedly be revisited at the 2020 SCCA National Convention. 🍷

FINDING OUR

Deconstructing SCCA President Mike Cobb's Convention speech about the Club's past and its rapidly arriving future | WORDS Philip Royle | MAIN IMAGE Perry Bannett

"I did some research in the archives and found the first version of *SportsCar*, which was then called the *Sportwagon*," SCCA President and CEO Mike Cobb said during his Friday morning kickoff session at the 2019 SCCA National Convention. "This one's dated March 1944, volume one, issue one."

On a giant projection screen in front of me - and of all 420 Convention attendees - was a scan of the first issue of the magazine you hold in your hands. Amazingly, that was 75 years ago, and yet the magazine - and, more importantly, the Club that owns it - is still going strong. In fact, *SportsCar* is now one of the oldest automotive enthusiast publications in America. The creation of SCCA's publication, in fact, predates other automotive powerhouses like *Hot Rod* (began in 1948), *Motor Trend* (1949), *Car Craft* (1953), *Car & Driver* (1955), and *Autoweek* (1958), to name a few.

In that March 1944 issue of the *Sportwagon*, Cobb continued, "You can see the vice president and editor, secretary, and treasurer. The reason I clipped this is I wanted to know, not only what they were thinking, but what their vision was back then when we started the Club.



Philip Royle

"The language in this is great. I'm not going read the whole thing, but really, what they say is there are many clubs out there for the preservation of veteran motorcars. However, among us, there are folks whose interests vary somewhat from this concept. The vintage sports car has now become sufficiently rare as to warrant an organization devoted wholeheartedly to its care and preservation."

That's it, really - that's how the SCCA came to be. Seven people in one room with one mission. But times have changed, and today, the Club needs more than one

mission in its battle to maintain market share in an ever-changing motorsports environment, and SCCA's leaders are starting the process of moving all 65,000 members in the right direction.

"Last year, Chris [Robbins, SCCA Director of Region Development] and his team did some great work on our welcoming environment," Cobb continued. "I'm not going to read you the whole Welcoming Environment Statement...and it's not intended to be a police state to tell you how to act. The intention is to define a core set of behaviors that are important to all of us.

"At the end of the day, we're here to foster an atmosphere that encourages living the values, striving to ensure that all participants in all events and activities enjoy a welcoming environment. That's it. It's pretty simple."

And with that, the conversation pivoted to SCCA's online resources.

SCCA ONLINE

One of the major goals set forth for 2018 was improving the SCCA's online member experience, including membership renewal and licensing. Cobb admitted that it didn't go as well as everyone hoped.

"Chris [Robbins] gave a metaphor that worked for me - a visual metaphor. He said, 'Have you ever had a closet where all the coat hangers are tangled up? Don't you enjoy untangling them?'

"That was our membership renewal process, and so we spent a good six to nine months trying to untangle those coat hangers before we could create technology that reflects an improved process going forward. We're famous about developing technology and layering it on top of broken processes. Is that the right answer? Let's not do that anymore."





Cork McInnis



Reck Converse



Perry Bennett



Perry Bennett



Perry Bennett

FOCUS ON FUN

(CLOCKWISE FROM TOP LEFT) Track Night in America makes it easy for enthusiast to get on track without the pressure of competition. Racing will always be at SCCA's core, and with it comes great sportsmanship and camaraderie. Helping fellow racers out in a time of need is certainly the SCCA way, even if it comes at one's own expense. It's not all about fun – laser focus on the task at hand helps insure the desired outcome. But no matter what, never take yourself too seriously.

going forward – but a tool is only as effective as our use of it."

The website will also see other changes, one of which we've already seen. "One of the things we did this year is for Time Trials – we basically created [timetrials.scca.com] as a tribal site. You don't need to know the technology behind it, but, basically, it's a freestanding site. I think about it this way: It's a chapter in the SCCA book. The look and feel of it is cleaner, it's easier to navigate, and we're going to start writing other chapters in the SCCA.com book like this one."

PROGRAMS DEVELOPED

"Programs," Cobb pivoted in his address, "this is where it gets a little bit more fun. This is what we said we were going to do [in 2018]."

The plan for 2018 was to develop a number of competition and participation programs within the Club. The idea was to build on the core, Cobb explained, investing in the development of programs like Solo Spec Coupe and Time Trials, as well as leveraging the Club's new Director of Regional Development and the Track Night in America Grant, and trying to improve the experience across the board.

"[In Solo Spec Coupe] we had 76 drivers across two classes at the Solo Nationals," he said. "I think it was a fabulous first year. But more important than that was what we learned as an organization. The lesson, for me, was when we create an easy button that's affordable and fun, folks are inclined to participate. And that's exactly what happened.

To that end, Aimee Thoennes, SCCA's Manager of Member Services, has been tasked with making the online membership renewal process work. So, when will the new system be rolled out? To quote Thoennes when she took to the stage to explain the process: "When it's ready." But from what was shown at the Convention, the system should be a game changer for both the membership renewal process, and organizers needing access to membership information and documentation.

Next, Cobb moved to talk about the Club's forthcoming learning management system. "Imagine a world – and imagine that world coming to you this year – where SCCA.com is not only a place where you can go to get the latest and

greatest content, stories on SCCA programs, and what we're doing; it's also where you can go join [the Club] and renew your membership, verify your certifications, your licensing, etc.," Cobb said of the forthcoming website. "Maybe, you can even go to that same destination to learn: how to be more effective Region; how to be a more effective Steward.

"That's what this new learning management system will help us do. When you sign on to SCCA.com, it'll have a single sign-in. You won't sign in multiple destinations. You'll be able to order things through that, based on that single sign-in, and your credit will be integrated and reflect credit information that we have on the membership there."

"If you're looking to get a certification, we can build that within the system as well"
MIKE COBB

The new online system, Cobb explained, will reach even further. It will include the ability to host and record online seminars, and more. It seems there are a lot of engagement and activity tools in the works. "There are quizzes and tests that you can administer through the platform," Cobb said. "If you're looking to get a certification, we can build that within the system as well. You can track learning. You can track credits. You can do all those things in the system. This is going to be a great tool for us to use



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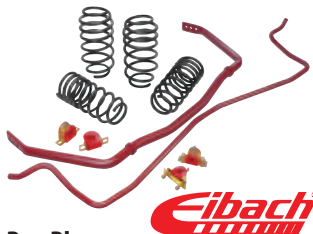
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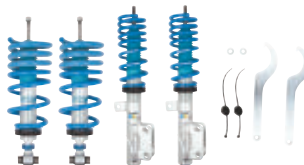
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FIND YOUR FRIENDS

(CLOCKWISE from TOP LEFT) SCCA events are a great place to have fun with your friends and family, both those you brought with you and those you met along the way. Style points may not help your results, but it can be a great way to let loose in the paddock. Virtual racing may yield the next wave of SCCA members, or it could be yet another way for you to scratch the competition itch between events.



"The other thing that's kind of fun about it, if you look at who comprised the 76 [in SSC], it was folks who are new to the organization. It's folks who've been with the organization a long time. It was across the spectrum age-wise, demographic wise, experience-wise."

As for the Track Night in America Grant, Cobb noted that 24 Regions were awarded grant money in 2018, and the grant has returned for 2019.

WHAT THE FUTURE HOLDS

While the last couple of years have seen tremendous participation in a number of categories, setting records nearly across the board in every form of Club competition, Cobb went out of his way to say that this is not the goal of the Club.

"The adage is #funwithcars, but what if we had #funwithvirtualcars"
MIKE COBB

"Our focus is to open up the gate and try to have as many folks engage as possible," he said. "We don't have to set a participation record every year. That's not our focus. Our focus is on experience. Moderate growth is acceptable. No growth in quality of experience is not acceptable - that's what we're focused on."

The plan for 2019, said Cobb, is to continue to build on what the Club has started, as well as continuing to promote the Club's 75th anniversary. And, as he pointed out, it's already begun.

"Quality of experience, and quality of location through all of those dates," Cobb said, projecting a slide that showed all of the 2019 Hoosier Super Tour locations. He then pointed out that the 2019 Runoffs will be at VIRginia International Raceway - a comment that was met with applause.

The next slide showed the 2019 schedule for the Time Trial National Tour. "We've got eight events plus the Time Trial Nationals," he said. "I think they're great venues. I also love the diversity geographically where these are - we're trying to get as many folks involved as possible. We're also trying to work collaboratively with Regions to really make these great experiences."

Cobb then expanded on the North American Time Attack

Council, which was announced this past December, where SCCA partnered with two-time attack organizations. "It is a council," Cobb explained, "that provides access to enthusiasts who race, but not with us. There are a lot of enthusiasts who drive here and play here, but maybe they aren't playing with us. The other thing that's really important is they have about 200,000 social media followers who are rabid fans. We'd like to have some of them follow us, maybe even participate with us."

As the session wound down, the final topic hit the projection screen - and it was a bit of a surprise. "The adage is #funwithcars, but what if we had #funwithvirtualcars," Cobb said. "There's a population out there that really likes using technology - there's a population out there that likes iRacing. Stand by, because the SCCA is going to use SRF3 as the digital car of choice as a point of departure and we're going to have an SCCA racing league in iRacing going forward."

With Cobb's presentation wrapped, the Convention-goers exited the room, on their way to one of dozens of other sessions about to begin. But I didn't move; rather, I sat for a while to think. While finding workers and new participants has been a challenge for the Club for decades, this is an exciting time for the SCCA. The methods for finding the next generation of the Club may be changing, but the passion is still the same as it was back in 1944. But, rather than seven people in a room, we're now 65,000 strong. 📍



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THE RIGHT FIT

(LEFT) Proper belt engagement with your head and neck restraint is essential, and in many cases a two-inch shoulder strap is a superior option. If you are looking for a harness that utilizes two-inch shoulder straps, they can be found in either a hybrid style (BELOW), which offers two-inch shoulder belts that expand to three inches at the buckle, or a fully two-inch system.

BUCKLE UP

Why did two-inch racing harness belts overtake the traditional three-inch design?

WORDS Jason Isley | MAIN IMAGE Jason Isley

With few exceptions, no matter which SCCA venue you choose to have fun with your car, a seatbelt will be required. For competitors in Road Rally, RallyCross, Autocross, and Track Events, little more than your original equipment seat belts are required; at the same time, there are often allowances for upgrading the belts in the name of safety. For SCCA Road Racing or Pro Racing, meanwhile, there's no option – a multi-point harness is a must. But while aftermarket belt requirements in SCCA's rulebooks have not changed much over the years, what is contained within those specifications certainly has.

So why have the specifications for harnesses changed? By and large, it's because of the proliferation of head and neck restraints – you simply can't race without one. "All of our specifications were changed," Carl Olson, Motorsports

Manager at the SFI Foundation, says of harness belt widths.

"16.1, 16.5, and 16.6 were all revised to allow for whatever width of webbing meets the specification – because it is a lab performance specification."

However, it's not as simple as head and neck restraints. Truth be told, a number of factors came together to change the harness industry. "Narrow lap belts and shoulder harnesses were part of a bio physical examination done by some biomechanical engineers a few years ago," Olson explains. "As a result of the biomechanical research that was done, the specification for lap belts were eliminated with regard to width."

Part of this biomechanical research showed that a two-inch lap belt interfaced better with the pelvis, actually improving performance over the less than ideal fitment with a three-inch-wide belt.

"The two-inch-wide belt does not bunch like the three-inch



Philip Royce

belt, and it fits more naturally over the pelvis," says Warren Caswell of Sparco. "The better fit also makes it easier to tighten the two-inch belt."

HMS Motorsport has a great harness technology section available on its website which further explains some of the benefits of the two-inch lap belt. "Since the two-inch webbing fits well within the iliac crest of the pelvis, it is less likely to slide up above the crest and cause submarining – a condition where the body slides down below the lap belt, possibly causing internal organ damage," the site reads. It continues to say, "Research shows that the

faster the pelvis is captured, the lower the resultant loads on the chest, head, and neck."

Similar to the cavity in your pelvis, most all head and neck restraint devices have a specific channel or location the shoulder belt needs to engage, in order to function effectively, and with some units, a three-inch belt can be a real battle. Initially, a select handful of harness manufacturers offered what was commonly called a "HANS" harness, which was engineered to be used in conjunction with a head and neck restraint, but this type of harness is becoming more common every day.

"Once it became obvious that most of the head and neck restraints worked more effectively with a two-inch shoulder harness, that was a factor in the elimination of the three-inch mandatory requirement in the spec," says Olson. "I don't have the exact numbers, but a considerable percentage of [manufacturers] have submitted systems using two-inch lap belts and shoulder harness for certification."

When shopping for a racing harness, your first stop should be the rulebook to discover the minimum requirements, then look for features and options that work well in your vehicle – but also remember that one size may not fit all. You may find the latch location of one brand doesn't work well with your body type, or your seat may interfere with the lap-belt pulls on another. Before you buy, look around the paddock and see what people with a similar car to yours are using, and ask for their opinion – they may even let you try it on for size. 🟡



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LOOKING FORWARD

Fresh off his 2018 Runoffs FE2 win, Flinn Lazier is busy making calculations for the coming season | **WORDS** James Heine | **MAIN IMAGE** Jay Bonvouloir

We first sat down with Flinn Lazier more than a year ago, at the 2017 SCCA National Championship Runoffs in Indy. We caught up with him again not long after his 2018 National Championship in Formula Enterprises 2 and just as the 2018 Christmas rush was beginning at his family's resort, the Tivoli Lodge in Vail, where he was busy balancing school, work at the lodge, and preparing for the 2019 racing season.

"It's actually been our best opening season since 2002," he explains at the beginning of our mid-afternoon telephone conversation. "It's the most snow we've had the first month of the season in a long time, and we've had the most chairlifts open the first month as well."

It's a good sign for the ski season, he adds, and he and his family are looking forward to seeing old friends and customers alike, many of whom have made Christmas at the Tivoli Lodge a holiday tradition.

The 19-year-old Flinn is no stranger to racing. His dad, Buddy, won the 1996 Indianapolis 500 and was the IRL's 2000 champion, his granddad, Bob, is a multiple 24 Hours of Daytona GTU winner and an SCCA FB champion, as well as a former USAC/SCCA F5000 competitor and CART's 1981 Rookie of the Year. Uncle Jacques, has an SCCA Formula Vee title to his name - Flinn himself finished second in FV at the 2016 Runoffs at Mid-Ohio and qualified second in FE at the 2017 Indy Runoffs (alas, that race ended with an early retirement). Also, during 2017, he ventured into the Cooper Tires USF2000 Championship Powered by Mazda, and the SCCA Pro Racing U.S. F4 Championship powered by Honda. Back in early December, after his Runoffs win at Sonoma Raceway, he also participated in the Mazda Road to Indy USF2000 \$200K Scholarship Shootout, where

he finished among the top six in a field of 19 drivers from around the world.

Along the way, the Colorado Region member has also piloted a Spec Miata on the local level, and he continues to race his family's Formula Vee in Regional SCCA events. (In 2016, by the way, he was named the Colorado Region's Rookie of the Year.)

(And we haven't even addressed his ski-racing background. Can you say slalom, giant slalom, and downhill? But back to racing.)

"I always get the question, 'What is it like to follow in your grandfather's and your father's footsteps?'" Flinn says. "For me, it's never really felt like I've been following them. Many people don't know that there's racing on the other side of my family as well. My uncle and my grandfather on my mom's side did a lot of racing, Baja racing and dirt-bike racing. When I was young, I always asked my dad to take me to the track, but he really didn't want me to be a part of it, because of his own experiences and the safety issues he faced in his day."

It was actually his mom, Kara, who took him to a racetrack for the first time, Flinn says, "and I think that's where my passion truly stems from, listening to my mom and my grandma talking."

By the age of 8, he was into karting in a serious way (and now Dad was more involved, too, he notes), and at age 14 he made the transition to cars, beginning with one of the family's familiar FVs, which led to a Regional championship and then to his runner-up finish at the 2016 Runoffs and his 2017 season of FE.

Overall, Flinn says, 2018 was a very successful season. It was his first season with the One Formula team, he notes, and aside from a pair of mechanical failures, "we had a perfect season," he says. "We beat everything there was. We couldn't have asked for more."

He would have liked a more extensive season, however, but between his freshman-year classes at the University of Denver and the real-world budget realities of racing, his time behind the wheel was limited. Still, he notes, "For the amount of time we had, I think it was huge success [and] I couldn't have been happier with our Runoffs efforts."

Plus, the One Formula guys did an unbelievable job, he adds. "This was my first year with them, and the relationship we built was great, which had a lot to do with how well we did, because I was only a small part of the program there."

What is in the cards for this season? Well, that depends a lot on financing and finding the right partners and the right fit, Flinn says. "The biggest thing that's keeping me busy now is my training - simulation work and getting in the gym every day - and creating a budget for [2019]. We've found a little bit for next season. I think a portion of that might be able to move us a step forward in getting a pro ride."

Still, he adds, it all comes down to assembling partners and creating budget numbers that work. If the numbers work for a USF2000 effort, then it will be USF2000, he explains. If they work for Pro Mazda (Indy Pro2000) or FE, then that's the direction he'll go. He would be open also to sports cars, should that opportunity arise, he says.

"Our options are open," he says. "Our main decider is always the budget. Especially at this level, where it can be hard to attract sponsors, it's going to depend on what partners we can put together. But as long as we're racing, that's all that really matters to me - continuing to pursue the passion."

Regardless of the direction his 2019 program eventually takes, "I'll bring the work ethic and whatever else is needed to be quick," he adds. And, based on history, there's little doubt he will succeed. 🍷

ON TOP
(ABOVE and RIGHT)
Third-generation
SCCA racer Flinn
Lazier found success
quickly behind the
wheel, and looks
forward to what
2019 presents.





Rock Connors

"For me, it's never really felt like I've been following them"
FLINN LAZIER

A SLIPPERY SLOPE

In addition to motorsports, Flinn Lazier is also an expert skier with significant time in competition, including International Ski Federation sanctioned events. Although now he has backed away from the competitive aspect of the sport – which, for Flinn, included slalom, giant slalom, and downhill – to focus on racing, the time he has spent on the slopes has benefitted, and continues to benefit, his racing efforts, he says.

Having that experience on the slopes can offer him an advantage over his competitors, he explains, because, among other things, it hones the same skills needed for racing, and it provides an excellent venue for training during an off-season.

"So much from ski racing translates directly to car racing," he says. "At one time, slalom was my specialty – which is gates that are really tight, and smaller skis, and your average speed is a lot slower than the other disciplines. Later, before I dropped ski racing, my strongest discipline by far became downhill, and that translates directly to racecar driving in terms of line and momentum."



Courtesy Flinn Lazier

GETTING THINGS STARTED

For 2018 Pit and Grid Worker of the Year Lee Stanley, interaction is key to a successful race weekend | **WORDS** James Kearney | **IMAGE** Johnathon Burchardt

Lee Stanley got into the Porsche Club first and the SCCA second but, in both cases, it was more about the people than the cars. "I had a boss who was into Porsche club events and in 2003 he asked me to tag along. I was always kind of a gear head, so I gave it a try and I was hooked from the start. They put me on the grid and I loved that I was interacting directly with the drivers. You get to see everything up close. I'm actually more interested in the personal interaction than I am with the racing."

After about one year of Porsche Club events, he tried an SCCA event. "All the grid workers I was interacting with were SCCA folks and they said I should come and check out their events," he recalls. When he lived in Atlanta, he would do some 22 weekends a year. You could say he was into it. I haven't mentioned his track diagram tattoos yet.

Lee notes at every event the driver needs to see three types of workers: registration, tech, and grid. "If the driver is talking to anyone else, except for a social interaction, something has probably gone sideways," he says. "I love that I'm on the happy end of the stick."

He tried working corners, but without the face-to-face connection he didn't get the same enjoyment. Far from being a policeman, he says he feels like he is a temporary crew person when he encounters drivers on the grid. Some of them are calm and some of them are frantic. "I ask them: What do you need and what can I do for you," he says. While he does his job and checks out the car he'll joke with them in an effort to cut the tension.

"I don't have a specific protocol that I follow on the grid," he admits. "I'll walk around the car and see if anything is sticking out. If a window net is down, I'll tap the driver on the shoulder and ask them why I can touch them."

Strange things occasionally happen, like the guy who showed up without a head and neck device and then argued that he had already run three events that year without it and it wasn't a problem. You know how that one went. Another driver



arrived for the race without having set a time in qualifying but felt he shouldn't have to start last because he was so much faster than many of the other drivers. You know how that one went, too.

"Every road racer in the Southeast knows me, and I like that," Lee says. "They know that if something comes up, I will take care of it quickly and correctly. You need to be flexible in your thinking. I sort of thrive on chaos as in, how can we fix it ASAP and keep the show going?"

He remembers gridding cars on what turned out to be the wrong grid information. As cars streamed onto the grid he had everyone hold up for a few minutes while the snafu was resolved. "The short delay made for far less confusion," he notes.

You know he is the right guy for this job when he explains that snafus like this simply make the weekend "more interesting." While he says that the actual on-track action is secondary to his grid work, that hasn't prevented him from attending an SCCA Driver's School in a rented Spec Miata. But that was a one-

time experience. "[It was] just to see what it was like on the other side of the fence," he explains. "It can be overwhelming and unnerving to be in the heat of battle."

Lee is the Grid/Pit Divisional Administrator for the Southeast Division and he has been the Pit Lane Chief for the last four Runoffs. "I was blown away when they asked me to chief at the Daytona Runoffs in 2015, as it was my first Runoffs," he admits. "I attribute a lot to Paul Gauzens for where I am in the Club today. He took a chance on me and I shall be forever grateful."

At the Worker of the Year awards ceremony at the 2018 Runoffs at Sonoma Raceway, Lee was startled to hear the announcer mention that the recipient of the Pit and Grid Worker of the Year had track diagrams tattooed on his arm. "I thought, 'Oh, crap, that's me,'" he explains.

It was fitting that Lee won the Worker of the Year Award as he recently turned a corner - he is going into the Stewards program and will from this point be looking at the SCCA world from a new vantage point. 🍷

12-19 DAYS

Gregory B. Abbott	Cal Club
William J. Baldwin	Cal Club
Cathy C. Barnard	South Texas Border
Bradley A. Bastian	Blackhawk Valley
Mark Biamonte	North Carolina
Jennifer Bicket	San Francisco
Thomas L. Brewsaugh	Central Florida
Charles L. Burke	New England
Daniel Cain	Cal Club
Tracy Cain	Cal Club
Michael Ryan Cantu	San Francisco
Madison Carpenter	Ohio Valley
Arline Chrt	Chicago
Kenneth W. Chrt	Chicago
Heather Clark	North Carolina
Roland E. Clark	New England
Rick Cody	Colorado
Todd Cohen	Blue Ridge
David T. Cole	Glen
Ian E. Cook	San Francisco
Kevin G. Crain	Central Florida
Christine Cwiklinski	Milwaukee
Sydnia Czarnecki	New England
Janet Dake	Milwaukee
Irene Dalziel	Western Michigan
Eric Danielsen	North Carolina
Ronald Dent	San Francisco
Jonathan Dove	Buccaneer
Rick Edwards	North Carolina
Don Faems	Chicago
Richard E. Fedler	Milwaukee
Gail L. Fetterman	Oregon
Mike Forster	Colorado
Steve Gauding	Central Florida
Lorrie Gaunt-Wandell	Western Michigan
Sandy K. Gentry	North Carolina
Scott Goodrich	Oregon
Christy Graham	Cincinnati
Judith Greer	New England
Jeffrey Scott Grose	Central Florida
Michael B. Hamilton	Cincinnati
David J. Hammer	Misery Bay
John W. Hammond	Atlanta
Duane L. Harrington	Neohio
Joyce K. Hart	Des Moines Valley
Kenneth Harwood	Washington DC
Marilyn Harwood	Washington DC
John Joseph Hayes	South Jersey
Carl G. Hayssen	New England
Albert Hermans	Kansas City
Ryan Edward Higgins	Milwaukee
Michael High	Washington DC
Joyce Hilton	San Francisco
Robert V. Holcomb	Central New York
David Hottle	New England
Craig Hudson	Oregon
Vicki Jarecke	NE Oklahoma
Nelson D. Kase	Blue Mountain
Gene L. Kern Jr	Steel Cities
David R. Killian	Neohio
Jeffrey A. Klauser	Milwaukee
James Knepper	Cincinnati

Hollye Laplante	Central Florida
Bradley Lau	Hawaii
James T. Lowe	Houston
Ellen Lowery	Cal Club
Alec MacPhail	San Francisco
Scott Malbon	Blue Ridge
Jim Maloney	Chicago
Rod Markowicz	South Bend
Marty Martin	Oregon
Lowell McClure	Neohio
Michelle L. McColl	Colorado
Gregory McDermott	Washington DC
Brent McNaul	Lone Star
Dan Miklovic	Southern Illinois
Peter Morrison	New England
Janet Lee Moscati	Washington DC
Michael E. Moscati	Washington DC
Robert Newberg	Blackhawk Valley
Cierra Newhouse	Oregon
Linda M Novak	Chicago
Bernie Novak	San Francisco
John Novak	Chicago
Basil (Butch) F. O'Connor	N New Jersey
Diane M O'Connor	N New Jersey
Michael O'Halloran	Central Florida
Rodney O'Rear	Central Florida
Kenneth B. Paton	Oregon
Francine R. Plunkett	Lone Star
Ken Provasi	Colorado
Robin Ragaglia	Central Florida
Ian Ramsey	San Francisco
Douglas J. Rigel	Ohio Valley
Dale Schubel	Milwaukee
R.J. Shaw	Des Moines Valley
Lance R. Snyder	Atlanta
Betsy Speed	Central Carolinas
David W. Sterling	Washington DC
William Scott Stewart	Misery Bay
Michael A. Stiller	Washington DC
Ann Marie Stinehelfer	Colorado
James David Streig	San Francisco
Richard A. Stubendorff	San Francisco
Jim Taylor	N New Jersey
Lindy T. Toland	Central Florida
Thomas E. VanCamp	Detroit
Trisha M VanWestenberg	Continental Divide
Mark Waggoner	Blackhawk Valley
Verne R. Wandell	Western Michigan
Judith L. Warren	Washington DC
Carl H. Wieman	Des Moines Valley
Anthony Williamson	Atlanta
Daniel J. Zane	South Jersey

20-29 DAYS

Olaf C. Abrahamson	Chicago
Michael G. Beaumia	Milwaukee
Janet C. Berry	Arkansas
Mark E. Bingheim	Chicago
Robert Brookfield	North Carolina
Arthur Allan Coy	Cal Club
Penelope R. Coy	Cal Club
Melanie C. Crain	Central Florida
Nancy L. Davis	Central Florida
William Forman	Washington DC

Marilyn Freeman	New England
Tracey L. Gauper	Milwaukee
J. Ron Gentry	North Carolina
Louis J. Giallanella	N New Jersey
Mona Gilbert	San Francisco
Lon G. Hake	Blackhawk Valley
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Dale Hammons	Land O'Lakes
Neil Harmon	Central Florida
Dorothy Harrington	Neohio
Elizabeth R. Harrison	Washington DC
James R. Harrison	Washington DC
Scott Henk	Washington DC
James R. Hooker	Central Florida
Jeffrey T. Hutzelman	Steel Cities
Bob Jardine	Cal Club
Tony Jorgensen	Milwaukee
Robert Kosky	Great River
Josh Lanners	San Francisco
Scott Lindberg	Milwaukee
Raymond J. Maliszewski	South Jersey
Karen S. McCoy	Oregon
Paul McLeod	Colorado
Elisabeth McLeod	Colorado
Thomas McLeod	Washington DC
Joe Novak	San Francisco
Arthur G. Robbins	Washington DC
David Rodman	New England
Peter J. Romanowski	North Carolina
Kenneth G. Selby	San Francisco
Monica Shaw	Des Moines Valley
Tiffany Stiller	Milwaukee
Samantha J. Stoker	San Francisco
Dean J. Stoker	San Francisco
C. David Teal	South Jersey
William James Thompson	Detroit
Janet V. Toland	Central Florida
Sharon Dee West	Land O'Lakes
Terri L. Zane	South Jersey
Thomas A. Zink	Washington DC

30-39 DAYS

James (Jeb) T. Bucher	Ohio Valley
Allen Davis	San Francisco
Rachel Forman	Washington DC
Paul E. Gilbert	San Francisco
Paula Hawthorne	Steel Cities
Anne Kumor	Milwaukee
Stirling Joseph Robertson	Lone Star
Glen Thielke	Milwaukee
Donna-Jane Thielke	Milwaukee

40+ DAYS

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

ON TRACK

The Club Racing Board is working hard to help ensure the future (MAIN), and balance (BOTTOM, crbscca.com) of SCCA Road Racing.



FULL UP

The Club Racing Board jumps into the 2019 competition season with a freshened roster of enthusiasts | **WORDS** Peter Keane, Chairman, Road Racing Board | **MAIN IMAGE** Angela McCall

The 2019 Club Racing season has begun, and I would like to introduce the new members of the Club Racing Board (CRB). Tim Myers was brought onto the CRB early last year to help with the Touring committee, bringing us back to a full house following Jim Wheeler's departure. The Touring community has welcomed Tim and embraced the changes made for 2019. Steve Strickland has also been added to the CRB to replace outgoing member Todd Butler. Steve will be the liaison to the American Sedan, Improved Touring, and Production committees. Welcome Steve and Tim to the show.

At the August 2018 Board of Directors (BoD) meeting, the Directors voted to create the Strategic Advisory Committee to assist the CRB with future improvements to the SCCA Road Racing program. The committee was derived from the Road Racing

Planning Committee (RRPAC) that was assembled by the BoD planning committee in the middle of 2017.

The RRPAC was comprised of Regional and Majors racers, volunteers, new enthusiasts, Regional leadership, Stewards, BoD, CRB members, and SCCA staff. The task of the RRPAC was to better understand what the members and Regions need to make Road Racing thrive.

One of the early recommendations from the Strategic committee was to add a member to the CRB with Regional Executive and Race Director experience, and during the December BoD meeting, the Board voted to increase the CRB by one more member with this skill set. Thus, the final member of the 2019 CRB is Paula Hawthorne. The CRB is excited about Paula's addition to the CRB, and we're looking forward to utilizing her racing experience.

The returning CRB members



are David Arken (FSPAC, GCR, AS), Tony Ave (GT, AS), Kevin Fandozzi (ST, Strategic), Sam Henry (SM, Prod), John LaRue (FSRAC, GCR), and Peter Keane (Chairman). Shelly Pritchett has been added as the CRB secretary.

And, finally, the CRB would like to encourage members to send any ideas to improve the SCCA Road Racing program to crbscca.com and place them under the Strategic committee category. With good member input we can continue to be the premier road racing sanctioning body in North America. 🍷

GROWING

On a lighter note, a couple of SportsCar issues ago I read Randy Pobst's Top 10 *Driving Tips for Faster Laps*. I had to laugh when Randy's Holy Grail was the friction circle. I thought to myself, Randy has really become sophisticated. Back in the old days when he and I were just starting out, Randy's friction circle theory was a lot simpler. His theory was there should be a string attached at the three o'clock and nine o'clock position on the steering wheel. The strings would be run through a complicated pulley system to the gas and brake pedals.

Pobst's theory was simple – if you are threshold braking into a corner you cannot turn in until you are coming off of the brake pedal. To maintain maximum traction, you could only turn as much string as the brake pedal gave you. It was the same for corner exit – as you approach the corner apex you better be unwinding the wheel to give you enough string for the throttle. I guess a couple of factory rides will make you sophisticated enough to use the term "friction circle."

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LAUNCHING INTO ACTION

With the 2019 ProSolo season moments away, we look at what competitors should expect in the coming season | **WORDS** Paul Brown | **MAIN IMAGE** Rupert Berrington

Over the past 33 seasons, the SCCA ProSolo National Series has seen its share of ups and downs, but the general trend has always been positive. Stability and steady growth are goals for any series and, along those lines, the past few years have been particularly successful, with consistently large ProSolo turnouts through the season's qualifying events – and that has been reinforced with huge Finales in Lincoln. Given that trend, it would make no sense for there to be major rules changes for the coming season – so as logic dictates, the 2019 rules will only see minor evolutionary changes from the past. That said, there are a few class tweaks and changes to locations the series will visit, plus there's a new set of indexes. So, let's jump in.

Index classes are necessary in order to deal with small turnout classes when we need dial-ins for Challenge competition. Indexes are inherently imperfect because they are surface and course dependent, but they do allow dissimilar cars to compete on a somewhat level field. Obviously, the more similar the cars are,

the closer the indexes, and the less indexing affects the outcome – and we've had some wonderfully successful indexed classes over the years. For example, the Ladies classes continue to see large turnouts of enthusiastic competitors. For those who had doubts that L4 could be successful made up of a single class, those fears turned out to be unwarranted as the class turned out to be rather viable and will continue into 2019. Likewise, the race tire classes (R1 and R2) are quite healthy. There may be other approaches to their specific combination, particularly in regard to relative power-to-weight ratios, but there's a lot of subjectivity in any argument about that.

This past year saw short turnouts in F Street and Kart Modified to the point that they needed to join the indexed world. No class not in the CAM category that was in an indexed class last year quite earned its way out of that situation, but if F Modified continues its growth trend, those competitors may earn their own standalone class as soon as 2020. And big changes with D Street and STH could very



2019 TIRE RACK PROSOLO NATIONAL SERIES SCHEDULE	
DATE	LOCATION
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 2-4	Oscoda-Wurtsmith Airport, Mich.
Aug 30-Sep 1	ProSolo Finale, Lincoln Airpark, Neb.

HEADS UP

The 2019 ProSolo season is ready to launch, and aside from a few minor class tweaks, competitors should enjoy the high level of competition the series has long been known for.

well do the same for those classes.

For 2019, F Street will join DS, GS, and STH in the S4 class. Kart Mod will join R1 with all the other Modified category vehicles. CAM will continue to be combined - they seem to prefer to run together as a group, and with the CAM Challenge conflicting with the ProSolo Finale in September, the vast majority opt to run the CAM Challenge, leaving a tiny group to represent the category at the Finale.

Locations have turned out to be one of the biggest challenges for the success of the ProSolo series. Not long ago, Ohio hosted three events each year, including one event at Toledo and two at the fantastic Wilmington site - and, for different reasons, both locations are currently unavailable. There are, however, some upsides to that situation. For one, three events near each other but far from the Finale resulted in a surprising number of competitors who chose to run just those events in Ohio and skip the Finale. Those three events were quite attractive to both a large number of local competitors and the usual crowd of National-event travelers. That trend also led to events that could not accommodate the tremendous number of people who wanted to enter them. Yes, that's sort of a good problem, but it's still a problem.

To solve the problem, the ProSolo bundle registration was created - but with the three Ohio events gone, the need for the bundle isn't what it was and it is deemed not worth the administrative overhead, so it will not be offered for 2019. Past experience says that New Jersey may be the only event other than the Finale that will fill to capacity as soon as registration opens.

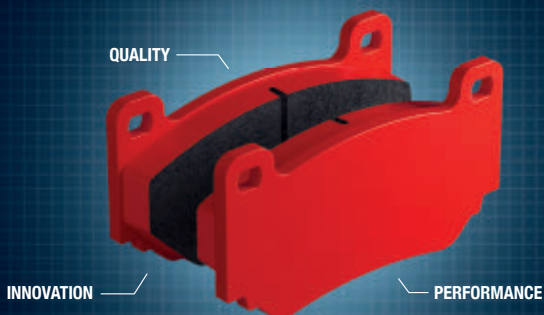
With luck and continued perseverance, ProSolo will continue to grow at a manageable rate, and competitors will continue to benefit from the motorsports variety the discipline offers over normal autocross. 🚗

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**ROAD TO THE PAST**

History comes alive thanks to Mark Henderson's RBB. One example of history shared at such gatherings is this image of Jim Walker's 131 Abarth rally car, sponsored by Fiat in the 1979 U.S. rallies. Pictured left to right are his co-driver Ginny Reese, Tony Ciminera of Fiat, Walker, and fellow competitor Doug Shepherd. At least one of the events that year, the Sunrider 400 Forest Rally, was an SCCA Pro Rally.

LETTERS OF THE PAST

History is always alive thanks to Mark Henderson a group of dedicated rallyists – and brunch | **WORDS** Rick Beattie | **IMAGE** Unknown

With 26 letters in the English alphabet, you would expect SCCA RoadRally abbreviations to have more variety. But with the RRR (RoadRally Rules) and RRB (RoadRally Board) both taken, on Tuesday, Aug. 23, 2011, Mark Henderson added RBB – Rallyist Brunch Bunch to rally vernacular.

According to Henderson, the RBB really started at least a decade earlier when his father, Gene, “thought it would be nice to gather with close old rally friends for a Sunday Brunch at a well-known local restaurant.”

Henderson assumed the first RBB went well, as his father continued it for many Sundays after that with a “Who Who’s of Rallying in the old pro rallying world of Michigan.” What Henderson restarted a half-dozen years ago still continues with four to 15 people gathering in restaurants all around Detroit to share the stories they remembered making. That first event in Ann Arbor carried a warning to bring along change for the city parking meters.

The list of rallyists who attended were from the 1960s through the 1990s, and most of them were TSD (time-speed-distance), POR (Press-On-Regardless) and SCCA Pro Rally competitors. Tim Steiner, Jim Walker, Rick Shue, Rich Line, Terry, Carolyn Palmer, and Bob Clayton made it to that first brunch.

On the later events, Henderson noted, “Choice topics ranged from National Motorsports Association going on to Rally America’s Sno*Drift Rally past and present. Jim Walker also brought some old rally (POR) literature [and] articles, and instructions to pass around.”

By the July 2012 brunch, Henderson says, everyone brought a little rally trivia to share. “Jerry Bloom brought rally plates from the Shell 4000 and Canadian Winter rally and gave me a special gift that only I would remember. It was Jerry’s driving suit from Gene Henderson/Jerry Bloom’s Florida to Alaska trip in the mid ’60s. They had been approached to do this in a Sunbeam Imp. My dad always remarked that it was the ‘two pimps in an Imp’ trip.”

Mention was made at one brunch event about the 1960s club Ralligators Inc., formed by members of the Detroit Volvo Club before SCCA Pro Rally began. “Jon Wickens, who was the final treasurer of the now defunct Ralligators Inc., passed out leftover patches and window stickers of ‘Ollie’ the Ralligator,” Henderson recalls.

It wasn’t only about meeting for brunch. After Terry Palmer passed on Sept. 4, 2014, and a who’s who of rallying gathered between Grayling and Gaylord, Michigan, on Nov. 8 to fulfill one of Terry Palmer’s wishes.

“It was typical rally weather: cloudy, cool,

drizzly, some snow, etcetera – Terry would have loved it,” says Henderson. “We arrived on site in a parade of cars. While some stood around and chatted with old friends, others followed down the stage with Carolyn [Palmer]. The black box of ashes was opened up and a sleeve of plastic martini glasses was presented to those who wished to dip into the ashes and sprinkle them onto the narrow two-track once known to many of us as the ‘Flying Volvo’ stage.”

Later, on Dec. 16, the group met at the Savory Grill Restaurant north of Detroit. Instead of starting at the usual 9 a.m., they began closer to the 1 p.m. opening hour of the Stahls Automotive Museum. Located about a half hour east of the restaurant, the museum displays more than 80 rare cars including Stutz Bearcats, a replica all-aluminum 427 Shelby Cobra, and an old travel trailer hooked to a woody Kaiser Jeep.

“Both cars from *The Great Race* are there signed by Tony Curtis and Natalie Wood in the white car, and Jack Lemmon and Peter Falk, the bad guys in the black car,” says Henderson. “They have a Tucker [movie] car as well.

“I encourage members to bring old rally stuff to each of our brunches. We see old pictures, old posters, old rally results, instructions, generals, equipment occasionally, etcetera. My RBB groupies love staying in touch with the past.” ☺

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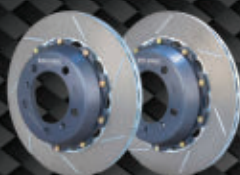


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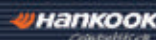
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April 5-7

April 18-20

June 21-23

July 26-28

August 22-24

September 13-15

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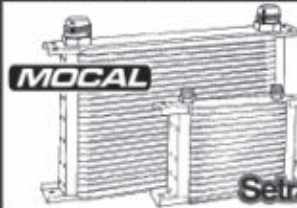
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Mar 29-31 Road Atlanta, Ga.
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May 31-Jun 2 Detroit Grand Prix, Mich.
Aug 1-4 Indianapolis Motor Spdw, Ind.
Aug 8-10 Mid-Ohio Sports Car Course, Ohio
Aug 22-24 Road America, Wis.
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Sep 20-22 VIRginia International Raceway, Va.
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Nov 14-16 Daytona Speedway, Fla.

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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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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

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 Roebling Road, Ga.

MID-STATES CONFERENCE

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



Gavin Baker

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SCCA Pro Racing F3 Americas kicks off in April, and there are plenty of racers vying to fill 2018 champ Kyle Kirkwood's shoes.

FIRST SHOT

Trans Am is headed to Sebring for the opening round of the series on March 1-3.



Chris Clark



Clark McInnis

SUPER DUPER

The Hoosier Super Tour picks up steam when the big show travels to Road Atlanta on March 15-17.

SOUTHERN CONFERENCE

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

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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Apr 20 NJMP/South Jersey
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May 25-26 New Hampshire Motor Speedway/New England
Jun 1-2 NJMP/South Jersey
Jun 14-15 Lime Rock Park/New England
Jun 15-16 Summit Point/Washington DC
Jul 6-7 Watkins Glen/Glen
Jul 27-28 Summit Point/Washington DC
Aug 3-4 New Hampshire Motor Speedway/New England
Aug 10-11 NJMP/South Jersey
Aug 31-Sep 2 Summit Point/Washington DC
Sep 7-8 Palmer Motorsports Park/New England
Sep 21-22 Watkins Glen/Finger Lakes
Sep 28-29 Summit Point/Washington DC
Oct 4-5 Thompson Speedway/New England
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Oct 26-27 Pitt Race/Steel Cities
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Mar 23-24 # Carolina Motorsports Park/South Carolina
Mar 23-24 v# PBIR/Florida
Apr 27-28 Roebling Road/Buccaneer
May 4-5 # Daytona Int'l Speedway/Central Florida
May 11-12 # VIR/North Carolina
May 18-19 # PBIR/Florida
Jun 8-9 # Charlotte Motor Speedway/Central Carolinas
Jun 8-9 v Sebring/Central Florida
Jun 22-23 # Homestead/Florida
Jun 29-30 Roebling Road/SEDiv
Jul 20-21 #v Sebring/Central Florida
Jul 27-28 # Road Atlanta/Atlanta
Aug 3-4 Daytona Int'l Speedway/Central Florida
Aug 31-Sep 1 #v Sebring/Central Florida
Sep 14-15 # Homestead/Florida
Sep 28-29 # Daytona Int'l Speedway/Central Florida
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Jul 13-14 Mid-Ohio/Ohio Valley
Jul 20-21 Gingerman/Detroit, South Bend
Aug 3-4 Mid-Ohio/Cincinnati
Oct 26-27 Mid-Ohio/Ohio Valley
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Detroit, South Bend (810) 278-1708
Ohio Valley (330) 460-6706
Western Michigan (616) 754-9583

MIDWEST midiv.org

Jun 28-30 Hallett/AVRG
July 12-14 Heartland Motorsports Park/KVRG
Sep 13-15 Gateway Motorsports Park/St Louis, South Illinois

CALENDAR KEY

All dates/events subject to change

= 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

CRE = Club Racing Experience

r = Restricted

Ro = Runoffs qualifier

RT = Regional Tour

SR = Social Rally

TT = Time Trial

TE = Track Event

v = Vintage

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May 4-5 La Junta/Continental Divide
May 25-26 Pueblo Motorsports Park/
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Jun 8-9 La Junta/Continental Divide

Jul 6-7 High Plains Raceway/Colorado

Aug 24-25 High Plains Raceway/
Colorado

Oct 26-27 La Junta Raceway/
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NORTHERN PACIFIC norpacscca.org

Mar 16-17 Thunderhill/San Francisco

Mar 30-31 Portland Int'l Raceway/Oregon

Apr 3-4 Laguna Seca/San Francisco

May 11-12 Thunderhill/San Francisco

Jun 1-2 Laguna Seca/San Francisco

Jul 6-7 Sonoma Raceway/San Francisco

Aug 9-11 Portland Int'l Raceway/Oregon

Aug 31-Sep 1 Laguna Seca/San Francisco

Sep 14-15 Portland Int'l Raceway/Oregon

Oct 25-27 Thunderhill/San Francisco

Oregon (503) 730-9007

San Francisco (530) 934-4455

SOUTHERN PACIFIC

Jun 8-9 Buttonwillow Raceway/Cal Club

Sep 21-22 Buttonwillow Raceway/Cal Club

Oct 26-27 Buttonwillow Raceway/Cal Club

Nov 9-10 # Buttonwillow Raceway/Cal Club

Cal Club (661) 304-9382

REGION DRIVER'S SCHOOLS

NORTHEAST nediv.org

Mar 23-24 Summit Point/Washington DC

Apr 19 Thompson Speedway/New

England

Jun 1-2 (alternate school) NJMP/South

Jersey

Aug 10-11 (alternate school) NJMP/South

Jersey

Oct 26-27 (alternate school) NJMP/
South Jersey

New England (508) 561-2188

South Jersey (609) 784-5317

Washington DC TBA

SOUTHEAST sediv-racing.org

Feb 16-17 Roebeling Road/Buccaneer

Apr 13-14 Daytona Int'l Speedway/Central

Florida

Buccaneer (912) 398-0147

Central Florida (407) 415-8714

CENTRAL cendiv-scca.org

Apr 13-14 Blackhawk Farms/Milwaukee

Milwaukee (815) 718-4881

SOUTHWEST sowdivscca.org

Nov 8-10 R Eagles Canyon Raceway/
Texas

Texas (469) 878-1584



A MAJOR DEAL

Round three of the Western Conference U.S.
Majors Tour tackles Willow Springs on March 2-3.

ROCKY MOUNTAIN coloradoscca.org

May 3-4 La Junta/Continental Divide

Continental Divide

amstine45@gmail.com

NORTHERN PACIFIC norpacscca.org

Feb 15-17 Thunderhill/San Francisco

Mar 29 Portland Int'l Raceway/Oregon

Oregon (503) 285-4449

San Francisco (530) 934-4455

SOUTHERN PACIFIC

Nov 9-10 Buttonwillow Raceway/Cal Club

Cal Club (661) 304-9382

SCCA ACCREDITED SCHOOLS

FULL COMPETITION LEVEL

AMG Driving Academy

(888) 604-1766 amgacademy.com

Bertil Roos Racing School

(800) 511-7606 racenow.com

BIR Performance Driving School

(866) 511-7606 birperformance.com

Bridgestone Racing Academy

(905) 983-1114 race2000.com

MSR Houston

(281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Porsche Sport Driving School

(888) 204-7474 porschedriving.com

Simraceway Performance Driving Center

(800) 733-0345

simracewaydrivingschool.com

Skip Barber Racing School

(866) 932-1949 skipbarber.com

Spring Mountain Advanced Driving School

(800) 391-6891

springmountainmotorsports.com

NOVICE PERMIT / SCHOOL

AND EVENT CREDIT

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Bridgestone Racing Academy

(905) 983-1114 race2000.com

LevelUp Racing School

(920) 838-6612 levelupracingschool.com

Lime Rock Driver's Club

(860) 435-5000 limerockclub.com

Lucas Oil School of Racing

(561) 200-7223 lucasraceschool.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Primal Racing School

(770) 573-1010 primal.racing

Pro Drive Racing School

(503) 285-4449 prodrive.net

ProFormance Racing School

(253) 630-5130

proformanceracingschool.com

Simraceway Performance Driving Center

(800) 733-0345

simracewaydrivingschool.com

Skip Barber Racing School

(866) 932-1949 skipbarber.com

NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School

(888) 722-3220

allenbergdrivingschools.com

Bobby Cee's Racer's Edge High

Performance Driving School

(562) 714-1799

bobbyceesracersedge.com

Danny McKeever's Fast Lane Racing School

(888) 948-4888 raceschool.com

EXR - Exotics Racing Series

(702) 802-5662 exrseries.com

Pro Drive Racing School

(503) 285-4449 prodrive.net

Spring Mountain Advanced Driving School

(800) 391-6891

springmountainmotorsports.com

Thompson Speedway Motorsports Park

(877) 226-7223 theracingschool.com

Waterford Hills Road Racing Inc.

(248) 623-0070 waterfordhills.com

TIME TRIALS, TRACK EVENTS,

CLUB RACING EXPERIENCE, &

HILL CLIMBS

NORTHEAST nediv.org

Mar 9-10 TE Summit Point/Washington DC

Mar 9-10 TT Summit Point/Washington DC

Mar 30-31 TT/TE Summit Point/
Washington DC

Apr 20 TE NJMP/South Jersey

May 4-5 TT/TE Summit Point/
Washington DC

May 25-26 Summit Point/Blue Mountain

May 31 TE NJMP/South Jersey

Jun 8-9 HC Weatherly, Pa./Northeastern

Pennsylvania

Jun 22-23 HC Reading, Pa./Blue

Mountain

Jul 6-7 HC Laurel Run, Pa./Northeastern

Pennsylvania

Jul 24-25 TE Watkins Glen/Finger Lakes

Aug 3-4 HC Flintstone, Md./Washington DC

Aug 9 NJMP/South Jersey

Aug 17-18 HC Reading, Pa./Blue Mountain

Aug 17-18 TT/TE Summit Point/
Washington DC

Aug 31-Sep 1 TE Summit Point/Steel Cities

Sep 14-15 TT/TE Summit Point/
Washington DC

Sep 14-15 HC Weatherly, Pa./

Northeastern Pennsylvania

Oct 19-20 TT/TE Summit Point/
Washington DC

Oct 25 TE NJMP/South Jersey

Nov 11 TE Summit Point/Washington DC

Blue Mountain (610) 608-3978

Finger Lakes (585) 328-2617

Northeastern Pennsylvania

(570) 655-0576

Steel Cities (412) 771-2277



Philip Rowie



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**HEAD TO HEAD**

The ProSolo National Series launches into action on March 29-31 at Crows Landing in Northern California.

Jason Riley

SOUTHEAST sedivrracing.org

Feb 8 TE Sebring/Central Florida
Mar 17 TE Road Atlanta/Atlanta
Apr 6-7 TT Talladega Grand Prix/Alabama, Tennessee Valley
Apr 13-14 TE Daytona Int'l Speedway/Central Florida
May 3 TE Daytona Int'l Speedway/Central Florida
Jun 7-8 TT/TE/CRE Sebring/Central Florida
Jul 20-21 TE/CRE Sebring/Central Florida
Jul 28 TE Road Atlanta/Atlanta
Aug 2 TE Daytona Int'l Speedway/Central Florida
Aug 10-11 HC Robbinsville, N.C./Central Carolinas
Aug 24-25 TT Barber Motorsports Park/Alabama, Tennessee Valley
Aug 30 TE Sebring/Central Florida
Sep 1 TT Sebring/Central Florida
Sep 14-15 TE Homestead/Florida
Oct 5-6 TT Talladega Grand Prix/Alabama, Tennessee Valley
Oct 11 TE Sebring/Central Florida
Nov 3 TE Road Atlanta/Atlanta
Nov 16-17 TT/TE Roebeling Road/Buccaneer
Nov 29 TE Sebring/Central Florida
Alabama, Tennessee Valley (256) 200-5541
Atlanta (770) 617-0801
Central Carolinas (704) 898-0141
Central Florida (407) 415-8714

CENTRAL cendiv-scca.org

May 11 TE Autobahn/Chicago
May 31 TE Autobahn/Chicago
Jun 8 TE Autobahn/Chicago
Jul 5 TE Autobahn/Chicago
Jul 29 TE Blackhawk Farms/Chicago
Aug 9 TE Autobahn/Chicago
Aug 23 TE Autobahn/Chicago
Sep 15 TE Autobahn/Chicago
Chicago (847) 729-2211

GREAT LAKES greatlakes-scca.org

Aug 2 TT Mid-Ohio/Cincinnati
Oct 25 TT Mid-Ohio/Ohio Valley
Cincinnati (330) 460-6706
Ohio Valley (330) 460-6706

MIDWEST midiv.org

Apr 12-14 TT Gateway Motorsports Park/St. Louis, Southern Illinois
May 17-19 TT Heartland Motorsports Park/KVRG
Jun 28-30 TT Hallett Motor Racing Circuit/AVRG
Jul 12-14 TT Heartland Motorsports Park/KVRG
Aug 9-11 TT Raceway Park of the Midlands/DMVR, Nebraska
Sep 13-15 TT Gateway Motorsports Park/St. Louis, Southern Illinois
AVRG btymartin@aol.com
DMVR, Nebraska (515) 290-0460
St. Louis, Illinois registrar@stlscga.org

SOUTHWEST sowdivscca.org

Mar 23 TT Eagles Canyon Raceway/Texas
May 11 TT MSR Cresson/Texas
Jun 15-16 TT Eagles Canyon/Texas
Jul 27 TT Eagles Canyon/Texas
Aug 24 TT MSR Cresson/Texas
Nov 9-10 TT Eagles Canyon Raceway/Texas
Dec 1 TT MSR Cresson/Texas
Texas (951) 283-5680

NORTHERN PACIFIC norpacscga.org

Mar 31 TT Portland Int'l Raceway/Oregon
Apr 13 TT Thunderhill/San Francisco, Reno
Apr 13 TT Thunderhill/Reno
Aug 10-11 TT Portland Int'l Raceway/Oregon
Sep 14-15 TT Portland Int'l Raceway/Oregon
Oregon (503) 730-9007
Reno (775) 450-1393
San Francisco (530) 934-4455

SOUTHERN PACIFIC

Jun 8-9 TE Buttonwillow Raceway/Cal Club
Sep 21-22 TE Buttonwillow Raceway/Cal Club
Nov 9-10 TE Buttonwillow Raceway/Cal Club
Cal Club (661) 304-9382

TIME TRIALS NATIONAL TOUR

Apr 13-14 Thunderhill Raceway, Calif.
Apr 27-28 Pittsburgh Int'l Race Complex/Pa.
May 25-26 Carolina Motorsports Park, S.C.
Jun 8-9 Portland Int'l Raceway, Ore.
Jun 15-16 High Plains Raceway, Colo.
Jun 22-23 Heartland Motorsports Park, Kan.
Jul 5-6 Thompson Speedway Motorsports Park, Conn.
Jul 27-28 Gingerman Raceway, Mich.
Sep 27-29 (TT Nationals) NCM Motorsports Park, Ky.

**NO EXCUSES**

There's plenty of Regional autocross action taking place each month across the country – so get out there!

Jason Riley

TRACK NIGHT IN AMERICA

Atlanta Motorsports Park, Ga./April 3, May 8, June 5, July 10, Aug. 7, Sept. 11
Auto Club Speedway, Calif./Feb. 23, April 5, June 22, Aug. 24
Blackhawk Farms, Ill./May 2, June 12, July 16, Aug. 7, Sept. 11
Carolina Motorsports Park, S.C./May 10, June 26, Aug. 6, Sept. 10, Oct. 16
Charlotte Motor Speedway, N.C./ April 26, June 6, July 19, Aug. 16
Dakota County Technical College Driver Training Facility, Minn./May 17, June 21, Aug. 25, Sept. 13
Domination Raceway, Va./April 18, May 17, June 27, Aug. 15, Sept. 19
GingerMan Raceway, Mich./May 16, June 13, July 17, Aug. 8, Sept. 12
Harris Hill Raceway, Texas/March 20, April 10, May 8, June 5, Sept. 18, Oct. 16
Heartland Motorsports Park, Kan./ April 25, May 17, June 13, July 12, Aug. 8, Sept. 19, Oct. 17
High Plains Raceway, Colo./May 29, July 17, Aug. 14, Sept. 18
Lime Rock Park, Conn./May 22, May 23, June 13
Memphis International Raceway, Tenn./March 26, April 23, May 14, June 11, July 9, Aug. 13, Sept. 10
MotorSport Ranch, Texas/March 19, April 9, May 7, June 4, Sept. 17, Oct. 15
New Hampshire Motor Speedway, N.H./May 24
New Jersey Motorsports Park, N.J./April 23, May 21, June 25, July 24, Aug. 13, Sept. 10
NOLA Motorsports Park, La./ March 21, April 11, May 16
Pacific Raceways, Wash./May 24, June 21, July 17
Palm Beach International Raceway, Fla./Feb. 19, March 19, April 23, May 21, June 18, Aug. 20, Sept. 17, Oct. 22, Nov 12, Dec 10
Palmer Motorsports Park, Mass./May 2, June 6, June 27, July 18, Aug. 8, Sept. 5
Pittsburgh International Race Complex, Pa./April 24, May 22, June 6, June 22, July 23, Aug. 14, Sept. 11
Pocono Raceway, Pa./April 17, May 9, June 13, July 11, Aug. 27, Sept. 16
Portland International Raceway, Ore./ May 17, June 7, July 5, Aug. 9
Ridge Motorsports Park, Wash./May 16, June 6, July 23, Aug. 7, Sept. 12
Road Atlanta, Ga./April 24, June 27, July 26

Sebring International Raceway, Fla./Sept. 12

Thompson Speedway Motorsports Park, Conn./April 23, May 9, June 18, July 11, July 30, Aug. 22, Sept. 12, Oct. 3

Thunderhill Raceway Park, Calif./ March 21, April 18, May 23, June 13, Aug. 15, Sept. 12

Virginia International Raceway, Va./July 25

STREET SURVIVAL SCHOOLS

Feb 3 Auto Club Speedway, Calif./Cal Club
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

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

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

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ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

C.J. Torongo Jr. 2/1/1954 Life Members

60-YEAR MEMBERS

Robert H. Whitney 2/1/1959 Life Members

55-YEAR MEMBERS

Roy Bergman 2/1/1964 Western NY Region
Jerome Hinkle 2/1/1964 Washington DC
George Schweikle 2/1/1964 Central Kentucky

50-YEAR MEMBERS

Jack H. Dartigalongue 2/1/1969 Buccaneer Region
John M. Flowers 2/1/1969 Finger Lakes Region
Clyde A. Heckler 2/1/1969 New England Region
David Manners 2/1/1969 NE Pennsylvania
John A. Osteen 2/1/1969 Cincinnati

45-YEAR MEMBERS

James P. Aistad 2/1/1974 Milwaukee Region
Adrian F. Aveni 2/1/1974 Alabama Region
Steven E. Costello 2/1/1974 Utah Region
Christopher J. Dunlap 2/1/1974 Buccaneer Region
David A. Finch 2/1/1974 Detroit Region
Barbara Grossklags 2/1/1974 Chicago Region
Jack Hanifan 2/1/1974 Mohawk Hudson
H.F. Hostetler 2/1/1974 Detroit Region
Roland V. Johnson 2/1/1974 San Diego Region
Louis V. Lugiano 2/1/1974 South Jersey Region
Barry McDonald 2/1/1974 Western Ohio Region
Arthur E. McKenny 2/1/1974 Washington DC
David W. Munro 2/1/1974 Florida Region
Michael A. Toner 2/1/1974 Great River Region
Jim Winkelman 2/1/1974 Detroit Region
John (Skip) H. Yocom 2/1/1974 Northwest

40-YEAR MEMBERS

Magdalen Bocskai 2/1/1979 Florida Region
Louis Bocskai 2/1/1979 Florida Region
J. Craig Butt 2/1/1979 Ohio Valley Region
Nancy K. Fritz 2/1/1979 NE Pennsylvania
Kenneth Geci 2/1/1979 Tennessee Valley
Spencer N. Gorham 2/1/1979 Oregon Region
Thomas J. Hanlon 2/1/1979 Arkansas Region
Stephen Herrod 2/1/1979 NE Oklahoma Region
Dennis Ray Hickey 2/1/1979 Oregon Region
Leslie Robert Holt 2/1/1979 New England Region
Domenick Infererra 2/1/1979 San Francisco Region
Dwayne Douglas Komush 2/1/1979 San Francisco Region
Weber Manning 2/1/1979 Mid South Region
Charles F. Oreal 2/1/1979 Texas Region
John Brough Ridings 2/1/1979 Texas Region
James Termote 2/1/1979 Detroit Region
J. Daniel Way 2/1/1979 Finger Lakes Region
Marianne Way 2/1/1979 Finger Lakes Region
Ken Yeo 2/1/1979 San Francisco Region
Patti Yeo 2/1/1979 San Francisco

35-YEAR MEMBERS

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Douglas G. Agnew 2/14/1984 San Francisco Region
Bill Ballentine 2/16/1984 Texas Region
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Suzanne Bloemasma 2/23/1984 Milwaukee Region
William Bryant Brooks 2/29/1984 San Francisco Region
Frank Cardone 2/16/1984 New York Region
Larry Chan 2/29/1984 San Diego Region
Carol Goodrich 2/28/1984 Central Florida
Robert E. Ground 2/14/1984 Northwest Region
Diana B. Ground 2/14/1984 Northwest Region
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Roger J. Moss 2/16/1984 Texas Region
Vincent P. Nesci 2/29/1984 Central Florida
Ronald K. Reynolds 2/1/1984 Kansas City Region
Lindsey G. Rye 2/14/1984 NE Oklahoma Region
John J. Taylor 2/14/1984 Central Pennsylvania
Mary Thompson 2/21/1984 Oregon Region
Kjell T. Tollefsen 2/23/1984 New England Region
Harris S. Topel 2/14/1984 Atlanta Region
John W. Vinton 2/23/1984 Iowa Region
Jeffrey E. Walters 2/16/1984 Steel Cities Region
William J. Waters 2/23/1984 Central Carolinas

30-YEAR MEMBERS

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Duane J. Belisle 2/21/1989 South Bend Region
James D. Benning 2/3/1989 Texas Region
Christopher M. Bernard 2/16/1989 New England Region
Philip J. Breneman 2/21/1989 Chicago Region
Aleca L. Breneman 2/21/1989 Chicago Region
Rick Brown 2/28/1989 Cal Club Region
Dana E. DeShong 2/3/1989 Central Florida
Morey Christopher Doyle 2/8/1989 Central Florida
Shea Fogleman 2/14/1989 SW Louisiana Region
David Fogleman 2/14/1989 SW Louisiana Region
H.E. Frech 2/24/1989 Cal Club Region
Michael J. Fultz 2/28/1989 Washington DC
Lucilla Henderson 2/3/1989 Houston Region
Hal Kemrite 2/24/1989 Kansas City Region
Jerry Lancaster 2/13/1989 Neohio Region
Linda Lancaster 2/13/1989 Neohio Region
Jay R. Maveety 2/28/1989 Central Carolinas
Jennifer L. Michael 2/8/1989 Cincinnati Region
Thomas J. Morgenstern 2/28/1989 Florida Region
Coralea Nelson 2/9/1989 Colorado Region
Dario Orlando 2/9/1989 Florida Region
David T. Prokopf 2/24/1989 S Illinois Region
Robert Puertas 2/28/1989 Cal Club Region
David R. Roe 2/21/1989 Indiana NW Region
Brad Stout 2/3/1989 St Louis Region
Kenneth J. Taggart Sr 2/24/1989 Susquehanna Region
Donald A. Thompson 2/28/1989 Chattanooga Region
Jim Victor 2/10/1989 Great River Region
Jeffrey B. Weyer 2/13/1989 Cincinnati Region
D Zuilkowski-Nathan 2/14/1989 Northern New Jersey

25-YEAR MEMBERS

James S. Akiyama 2/8/1994 Florida Region
Devin Anderson 2/8/1994 Milwaukee Region
Lee Babington 2/17/1994 Central Carolinas
Georgia M. Beckwith 2/8/1994 Detroit Region
Rodney J. Beckwith 2/8/1994 Detroit Region
Sally C. Blackburn 2/28/1994 N Carolina Region
Nancy Boice 2/15/1994 Mohawk Hudson
Todd M. Boice 2/15/1994 Mohawk Hudson
Greg Colvin 2/10/1994 Montana Region
Linda A. Cone 2/24/1994 Atlanta Region
Bret de Pedro 2/17/1994 Washington DC
Gary J. Dellaripa 2/10/1994 New England Region
Michael A. Devins 2/3/1994 Detroit Region
Dave Erb 2/8/1994 Central Carolinas
Carl F. Galeana 2/24/1994 Detroit Region
Steve Green 2/10/1994 Nebraska Region
Scott Hanba 2/10/1994 Houston Region
Ian D. Haskell 2/15/1994 Cincinnati Region
Steve Kearney 2/8/1994 Central Florida
Thomas J. Kelly 2/23/1994 New England Region
James C. Kneeland III 2/15/1994 Central Florida
Robert Kobayashi 2/8/1994 South Bend Region
Victor LaViola 2/23/1994 Kansas City Region
Louis Lira 2/7/1994 San Francisco Region
Heather D. Mann-Everett 2/10/1994 Western New York
Fred Mapplebeck 2/28/1994 New England Region
Eric W. Martin 2/17/1994 San Francisco Region
John T. Mattox 2/17/1994 Central Florida
J.B. Niday 2/17/1994 Land O'Lakes Region
Michael O'Callaghan 2/28/1994 Oregon Region
Tom Phillips 2/28/1994 Cincinnati Region
Steven Rehkemper 2/28/1994 Chicago Region
David Schotz 2/8/1994 Arizona Region
Carol Schwartz 2/15/1994 San Diego Region
Robert B. Tomlinson 2/15/1994 San Diego Region
Thomas G. Toth 2/3/1994 Chicago Region
William J. Wehrle 2/3/1994 Arizona

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
Steel Cities (412) 828-6775

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

Jul TBD DC/DT Indianapolis, Ind./Indy
Detroit (248) 683-0207
Indy (317) 679-4535

SOUTHERN PACIFIC

Mar 1 DGTG 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

NORTHEAST nediv.org

Feb 9 Leicester, N.Y./Finger Lakes
Feb 17 Wellsboro, Pa./Finger Lakes
Mar 2 Leicester, N.Y./Finger Lakes

CENTRAL cendiv-scca.org

Feb 3 West Salem, Wis./Land O' Lakes
Feb 10 Vinton, Iowa/Iowa
Feb 10 West Salem, Wis./Land O' Lakes
Feb 17 West Salem, Wis./Land O' Lakes
Aug 18 Oskaloosa, Iowa/Iowa
Oct 6 Oskaloosa, Iowa/Iowa

GREAT LAKES greatlakes-scca.org

Feb 2 Jerome, Mich./Detroit
Feb 9 Ice Run #2/Saginaw Valley
Feb 10 Ice Run #3/Saginaw Valley
Feb 23 Jerome, Mich./Detroit
Feb 24 Ice Run #4/Saginaw Valley

MIDWEST midiv.org

Feb 23 RallyX Round 1/Arkansas

NORTHERN PACIFIC norpac-scca.org

Feb 9 Big Lake, Alaska/Arctic Alaska
Feb 23 Big Lake, Alaska/Arctic Alaska
Mar 9 Big Lake, Alaska/Arctic Alaska
Mar 23 Big Lake, Alaska/Arctic Alaska

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MODEL: 6M40300

SAVE 50%

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NEW PRODUCTS



FLOWMASTER FLOWFX RAM TRUCK EXHAUST

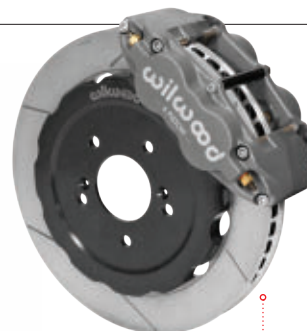
Flowmaster's FlowFX Cat-back exhaust system for the 2009-2019 RAM truck with 5.7L Hemi is manufactured using 409 stainless steel for years of trouble-free service. Features include 3.00-inch inlet pipe leading into a single inlet/dual outlet FlowFX straight-through muffer for great sound and maximum performance. The dual 2.50-inch mandrel bent tailpipes exit via the factory cutouts with large 4.50-inch diameter black ceramic-coated 304 stainless steel tips.

flowmastermufflers.com



HOLLEY BOOST CONTROL KIT

According to Holley, its EFI boost control solenoid flows nearly 40-percent more than comparable designs and up to 90-percent more than conventional three-port boost control solenoids. The Holley EFI High Flow Dual Port Boost Control Kit contains a set of preinstalled high flow solenoids, which feature a dual O-ring sealing design, preventing any boost leaks out of the manifold. holley.com



WILWOOD SUPERLITE S2000 BRAKE KIT

Wilwood's Superlite 6R/ST road racing brake kit for the 2000-09 Honda S2000 is engineered to provide the ultimate in durability, heat management, and championship performance in extreme on-track competition. All components are precision machined for direct mounting to the OE spindles, with full compatibility to the OE hydraulics and ABS system.

wilwood.com

TOP GEAR

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS



FORGELINE Z01R

Forgeline Motorsports introduces the latest addition to their competition wheel series: the Z01R. Featuring a split five parallel spoke design, the fully forged, one-piece monoblock uses an open lug center to reduce mass and provide easier access to lug nuts. Engineered for sports car racing, the Z01R carries a 2,100lb load rating with exceptional deflection stiffness to withstand the most rigorous of top-level endurance racing. forgeline.com



HEATSHIELD PRODUCTS LAVA STARTER SHIELD

Heatshield Products Lava Starter Shield is engineered with specially formulated volcanic rock-based fibers and is rated for 1,200-degree F continuous heat and intermittent temperatures as high as 2,000 degrees F. One of the key technical advantages of Lava Starter Shield is that it performs well even with an air gap from the heat source of only a half inch. heatshieldproducts.com



SPECIALTY PRODUCTS CO. HONDA ALIGNMENT PARTS

Perfect for both track use or to get camber back into spec after lowering, SPC's adjustable rear camber arm and adjustable front lower ball joint is for the new 10th gen Civic. The rear arm features SPC's xAxis sealed flex joint to reduce compliance and adjusts camber up to three degrees while the maintenance-free front lower ball joint adjusts camber plus or minus one degree. specprod.com

SportsCar welcomes submissions of relevant motorsports products. Please send a description of the product, including price, and a color image to *SportsCar* Top Gear, 17030 Red Hill Avenue, Irvine, CA 92614, or e-mail sportscar@racer.com. Products appearing in *SportsCar* are not necessarily endorsed by *SportsCar* or the SCCA.



WHAT'S STOPPING YOU?



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





PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

WHAT'S IN A COVER?

This month's cover is wild, but it's certainly not by accident. If you want to know more about the cover that is helping us celebrate SCCA's 75th anniversary, flip to pg. 30 - but there's more to the cover than is described in that feature. On pg. 30 we say that, when placed side by side, you can tell this is a fun homage to John Bishop's painted *SportsCar* cover from February 1959, and we discuss some of Bishop's incredible contributions to the SCCA. But what we don't mention is that almost every element of this month's cover has meaning.

Let's start with the stripes in the sky. Look closely at Bishop's cover and you'll notice brush strokes, as well as the clouds and trees, which follow similar lines. The stripes on the ground make an obvious reference to the railroad crossing in Bishop's art, but, coincidentally, it's also similar to what fans will witness this May at Lime Rock Park when the SCCA Pro Racing Trans Am Series returns to the historic circuit for the first time since 2015 and the muscle cars crest the rise on The Back Straight.

Did we mention that the Trans Am Series may have never existed without Bishop's contributions?

There's an argument that the Mustang should be leading the charge on the cover, but that's not necessarily the case. In recent years, Trans Am's TA2 class has taken off, so to speak, and in the 2018 class points battle, Chevrolet won hands down with a near

30-percent margin. In modern Trans Am, Chevrolet is winning the pony car war.

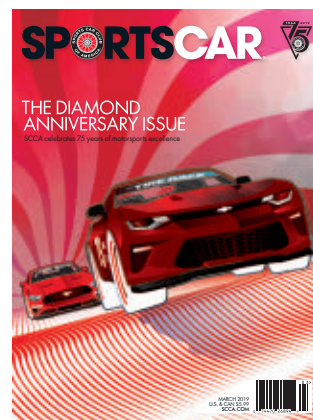
If you want to dig deeper, you'll find that George Follmer was inducted into the SCCA Hall of Fame this year during the SCCA National Convention (pg. 37). Among his many accomplishments, Follmer's success in Trans Am (pg. 6-7) fueled the success of the series that Bishop helped create.

The cover's colors are not random, either. Brian Linn, the artist of this month's cover, built his art using three colors as a base: red, black, and white. The same colors that make up SCCA's logo. You'll also discover on pg. 30 that Linn is not your average artist - his resume includes numerous Runoffs podiums, two National Championships, the President's Cup, and the Mark Donohue Award. It's the contribution of members that make this Club - and this cover - so great.

And, while this month's cover is a wild one, it's also historically not that usual. Glance to pg. 24 and you'll find nearly 30 covers of *SportsCar* ranging from 1944 through the late 1960s, and many of them include art. Art has played a massive role in *SportsCar*'s past, and I wouldn't mind bringing it back with some amount of regularity.

This is, by far, one of the most thoughtful *SportsCar* covers we've produced in the last decade - and considering it's representing the SCCA on its 75th birthday (which is Feb. 26, 1944, by the way), it deserves to be. But while the *SportsCar* staff pondered, brainstormed, and debated the best road forward for this month's cover, the SCCA National Staff and Board of Directors have been doing the same with the future of the Club. The SCCA has come a long way in the last 75 years, and I can only imagine what the next 75 holds in store. 🍷

"While this month's cover is a wild one, it's also historically not that unusual"



OLD AND NEW

The February 1959 cover of *SportsCar* (TOP) has long been a staff favorite, so it was fitting that we honor that 15th anniversary issue with a special cover of our own for the Club's 75th anniversary (ABOVE). But while the 1959 issue's cover looked at the Club's past, ours tells a tale of the present and future.

VBOX VIDEO



VBOX VIDEO HD2 captures stunning video in full 1080p HD with real-time graphical overlay.

Supplied in a rugged, water resistant case, with two cameras, internal GPS logger, backup battery supply, up to 30s video pre-buffer and real-time graphical overlay, **VBOX VIDEO HD2** represents the ultimate in tough, reliable motorsport video loggers.

VBOX VIDEO HD2 comes with **CIRCUIT TOOLS**, an intuitive analysis software package designed to help drivers improve their track performance and accelerate the learning process, ultimately leading to better lap times.

- Synchronized video and data
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- Configurable pre-record buffer
- Camera preview over WiFi
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Professional racing drivers share their experience on advanced circuit driving techniques in our FREE eBook: www.vboxmotorsport.com/ebook

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FOREVER FASTER PUMA



EVERFIT + PRO

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

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

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



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



AVANTI SUIT
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SFI 3.3/5



PODIO GLOVE
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Track First | OH | 234-380-5978
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To find a dealer near you: **(714) 847-1501**
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