

SPORTS CAR



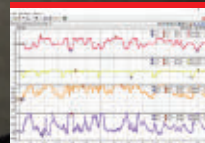
SETTING UP FOR SUCCESS

Talking shop with Solo's Driver
of the Year Jonathan Lugod



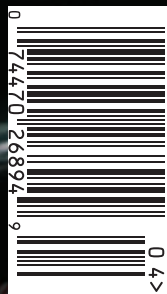
W SERIES
Megan Gilkes
eyes the prize

LANDMARK 500
Spec Racer Ford
hits a milestone



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GO PRO

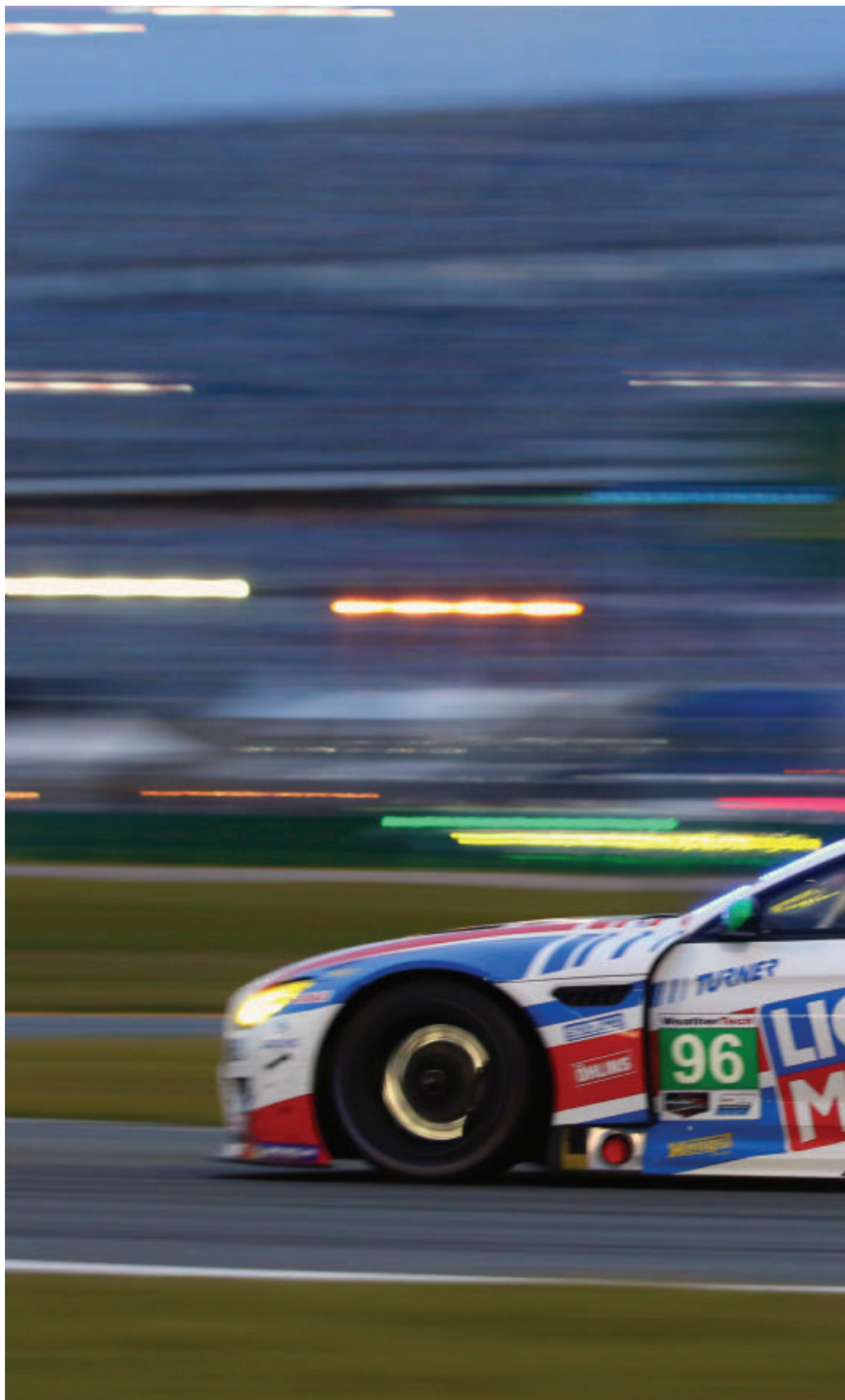
The 24 Hours of Daytona may not be an SCCA event, but SCCA members are involved in all aspects of this professional racing spectacle. From hearty workers (ABOVE) to racers like Dillon Machavern and Robby Foley (RIGHT) to Eric Curran (TOP), SCCA's influence is felt in all aspects of the infamous endurance race.

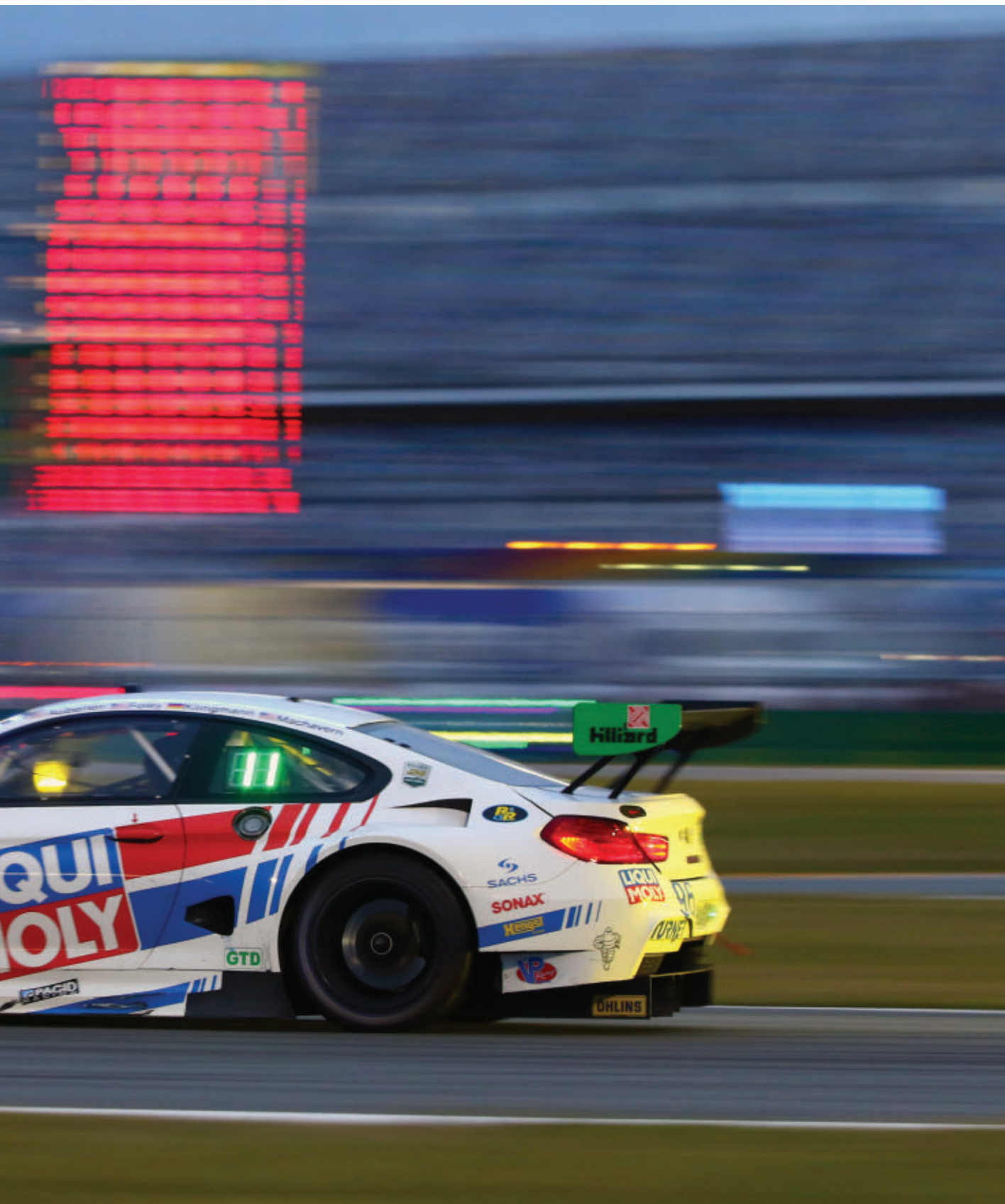
DATE Jan. 26-27, 2019

LOCATION Daytona International Speedway, Fla.

WHAT 24 Hours of Daytona

PHOTOGRAPHER Dave Green





WET AND WILD

The 2019 Summit Road Racing season got off to a wet start with rain relentlessly pounding a number of the U.S. Majors and Hoosier Super Tour weekends.

DATE Feb. 2, 2019

LOCATION Auto Club
Speedway, Calif.

WHAT U.S. Majors Tour

PHOTOGRAPHER D.E. Baer





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MIKE COBB

PRESIDENT & CEO, SCCA INC.

PICTURE THIS!

Imagine being in a room where more than 300 members from all walks of life and geographical areas of the SCCA worked together collaboratively in service of designing our collective future for the Club's next 75 years. Well, we did this very thing recently at the 2019 SCCA National Convention in a session where attendees defined what they believed to be most important in growing the SCCA going forward. I shared one of many comments that significantly impacted me in

last month's column, but for those of you who were not able to attend this year's Leadership Conference, the word cloud to the left was created to provide a visual summary of the feedback captured from those in attendance. Note that the larger the word or theme, the more often it appeared in attendees' responses, with like themes being displayed in like colors.

(Quick aside: a special thanks to Kristen Poole from #teamsusquatch (i.e., the Susquehanna Region) for sorting data and pulling this word graphic together

in record time so it could be shared as part of our closing ceremony at the Hall of Fame Banquet during the Convention on the Saturday night.)

But there was a homework assignment tied to the "let's define our why" session exercise, which included participants posting a picture to the National Convention app that brought their respective belief statement to life.

With that in mind, I have a homework assignment for anyone in our Club who is willing to take five minutes out of their busy schedule and contribute to the future of our Club. It's an easy assignment where everyone gets an A! Here's all you need to do:

- Write down *what you believe* makes being a part of the SCCA worthwhile: Make it simple. Make it short. And make it something that can be observed by others (like the example above).
- Next, find or take a picture that brings your belief statement to life. Use your phone, your camera, or an image from your photo files, and keep it SCCA related (you'll find my example to the left).
- The final step: send your image and belief statement to: scca75@scca.com.



We will be using every picture we receive as part of a larger 75th Diamond Anniversary commemorative project which will be shared with you in the pages of *SportsCar* later this year.

Until then, here's to having much #funwithcars together, making 2019 the best year of our "second 75" while bringing all the experiences from your pictures to life! 🍷

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GT-3 CHALLENGE, ROUND 2

Mazda and MPI Innovations are boosting SCCA GT-3 class competition with the GT-3 Challenge series, taking place at four SCCA events through the year and offering competitors decreased entry fees and increased payouts. The series kicked off in November 2018 at the ARRC at Road Atlanta. Round two will take place at the VIR Super Tour on April 12-14. Registration for the GT-3 Challenge simply involves entering the GT-3 class for the VIR weekend.

Clark Morris



Long before Summit Racing Equipment became the title sponsor of the SCCA Road Racing program, it was a valued contingency sponsor for all National-level road racers - making it one of the few contingency partners that had the ability to help every road-racing competitor. "Summit Racing Equipment has supported SCCA racers with a great contingency program for years, and we're excited to expand that relationship," Eric Prill, SCCA Vice President and COO, noted in 2017 when Summit Racing expanded its partnership

with the SCCA to include title sponsorship of the entire SCCA Road Racing program. "From parts to tools and safety gear, Summit is a great source for almost anything an SCCA racer needs."

With more than 40 years in the marketplace, Summit Racing has the technical expertise and the suppliers to help racers get their projects headed in the right direction. With a massive catalog of performance parts, tools, and safety equipment, there's little that can't be found for your racecar, daily driver, or tow rig. Here's a pro tip for



Real Cowire

"With a massive catalog of performance parts, tools, and safety equipment, there's little that can't be found"

those searching for hard-to-find parts: Entering a manufacturer's part number in the summitracing.com search window often locates parts that you never thought Summit carried.

Summit Racing Equipment also continues to support U.S. Majors Tour and Hoosier Super Tour racers with an expanded contingency program. In 2019, Summit Racing Equipment will award a \$100 product certificate to winners in all classes, a \$75 product certificate for second place, and a \$50 product certificate to those finishing third.



Gavin Baker

REGIONAL ROAD TO THE RUNOFFS

In the March edition of *Fastrack*, the Club Racing Board made changes to the Regional Runoffs qualification path, allowing events that take place up to two weeks prior to the winner-take-all championship event to count as a qualifier. For complete Runoffs qualification information, visit www.scca.com/runoffs.



Rick Conwine

BUYING SPEED

Summit Racing Equipment continues as the title sponsor for the SCCA Road Racing program in 2019, and offers the parts you need to get out front.



Rupert Berrington

GOING DEEP

Falken has restructured its contingency offering for 2019 and will now offer payments much deeper into the field.

FALKEN CONTINGENCY PAYS DEEPER FOR SSC

The SCCA has announced that the Falken Azenis RT615K+ will continue to be the spec tire for the Solo Spec Coupe (SSC) class for 2019. The big news, however, is not just that Falken is back as the spec tire, but the way the tire manufacturer is restructuring its contingency program for all of the National level SCCA competitors in SSC.

For 2019, Falken is introducing a new and innovative plan to pay deeper into the SSC, SSCL, and L4 fields, to support a larger

percentage of the drivers competing on the brand's tires.

In an effort to affect more competitors, Falken is now paying to fifth place for all National Championship Tours, ProSolos, and for the ProSolo Championship itself, while paying all the way to 15th place for the 2019 Tire Rack Solo National Championships. This new approach takes what is already an affordable class to compete in and offers competitors an even better chance of offsetting the costs with their results.

"Falken is excited to be a part of the Solo Spec Coupe class again for 2019," says Jonathon Bradford, Motorsports and Events Manager for Falken Tire. "With the relatively low barrier of entry and the competitive nature of the class, it serves as the perfect platform to align the brand with the SCCA to promote our Azenis RT615K+ tires. We believe the restructured contingency will benefit all competitors as SSC continues to grow in numbers allowing more individuals an opportunity to reach the payouts." 🍷

Additionally, Summit Racing is offering an extra perk to SCCA members as a thank you for renewing their Club membership. When you renew, you'll receive a packet full of useful savings from SCCA partners, including a special deal of \$25 off an order of \$250 or more at summitracing.com.

For more information about Summit Racing Equipment, visit www.summitracing.com, and to register for the Summit Racing Equipment SCCA Road Racing contingency program, visit www.scca.com/roadracing and click the "Contingency" link. 🍷

DIRTFISH RALLYCROSS GOES ON TOUR

The 2019 DirtFish RallyCross National Tour brings the excitement of the RallyCross National Championship on the road, allowing competitors across the nation to experience championship-caliber RallyCross events and competition closer to home.

In total, three events are planned for this year's DirtFish RallyCross National Tour. The season opens in May at Utah Motorsports Campus in Erda, followed by a June visit to Chillicothe, Ohio, and the Ross County Fairgrounds. The third and final RallyCross National Tour takes place at Lucas Oil Speedway in Wheatland, Mo.

In addition to allowing competitors to test the National water, these events are also a great opportunity to tune up for the winner-take-all DirtFish RallyCross National Championship, which returns to the National Balloon Classic grounds in Indianola, Iowa, on Sept. 20-22.



Rupert Berrington

WANDER THE EARTH

National RallyCross hits the road.

At the 2019 SCCA National Convention, the Solo Events Board received approval from the National Board of Directors for the replacement of electronic shocks in Super Street. The approved wording can be found in the March issue of *Fastrack*, or Section 13 of the Solo Rules at www.scca.com/solo.



Courtesy BMW



Michael Duval

CHECKERED FLAG: DR. ROBERT HUBBARD

On Feb. 5, 2019, the motorsports community lost a key member of the community who battled to make racing safer. A retired professor of biomechanical engineering at Michigan State University, Dr. Robert Hubbard had extensive experience and standout credentials as a biomechanical crash engineer. His efforts included work with General Motors' automotive safety program that resulted in significant, far-reaching results to improve vehicle occupant safety.

In the world of motorsports, Dr. Hubbard is recognized as co-creator of the HANS device alongside brother-in-law and longtime SCCA racer Jim Downing. After the on-track death of a friend, Dr. Hubbard and Downing initiated research on a Head and Neck Support (HANS) system that would afford protection for a driver and otherwise help prevent injuries associated with sudden stops and violent head movements.

Today, most major auto racing sanctioning bodies mandate the use of head and neck restraints. And, in 2014, Dr. Hubbard and Downing were inducted into the SCCA Hall of Fame.

The racing community is forever indebted to Dr. Hubbard and his work, which saved the lives of uncountable racecar drivers. 📍



Rupert Berrington

SOLO NATIONALS PLANNING UNDERWAY

In the "wake" of the record-setting 2018 Tire Rack SCCA Solo National Championships, the SCCA National staff and Solo Events Board have come together to not only address some issues encountered at past Solo Nationals, but also begin renovating the look and feel of the event by defining what Solo Nationals should be.

With a focus on the future and knowledge from the past, the staff and SEB will begin to implement new procedures and policies, realign and redefine roles and responsibilities, and adjust the event as a whole in an effort to provide the best

experience for all participants and attendees of the 2019 Solo Nationals and beyond.

In an effort to keep the Club's members up to speed on said renovations, a special section in the *SoloMatters* e-newsletter will be introduced, called "News on Nationals." The purpose of this feature is to communicate any changes or adjustments to Solo Nationals, as well as provide insight into the reasoning.

The first change to come out of this initiative is an entry cap of 1,325 for the 2019 event. This cap should allow for nearly two hours of contingency time for any delays from weather,

car breakage, course surface issues, and so on. This will also help mitigate any unforeseen class popularity variances from past years. In addition, class participation will be studied throughout the year to ensure run-group size equality at the Solo National Championships.

Registration will also undergo a change, breaking into two parts. Tier 1 will open in mid-June for 2018 class winners and second-place finishers (when a trophy was awarded), plus 2019 Nationals Chiefs, plus 100 Percenters. Tier 2 will open a week later for all other members. 📍

SCCA VENTURES BOARD REORG

In 2017, SCCA Enterprises and SCCA Pro Racing were merged into one subsidiary entity named SCCA Ventures Inc., which is overseen by a corporate board. The move created a more structured oversight and reporting process for the for-profit arms of the SCCA and provides a number of

administrative advantages for the businesses. For 2019, the Ventures board of directors is seeing some adjustments.

Peter Jankovskis has been named the chairman of the Ventures board, with Sydney Davis Yagel, the new General Manager of SCCA Pro Racing, being added to the Ventures board. Dan Helman,

meanwhile, has stepped down as Ventures chairman to better focus on his role as SCCA Pro Racing's interim president.

Other Ventures board members for 2019 include John Walsh, SCCA's senior finance employee Mindi Pfannenstiel, SCCA Enterprises President Robey Clark, and secretary K.J. Christopher. 📍

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Rupert Berrington

FAN OUT

The 2019 F4 season is set to be the strongest yet.



Cavin Baker

F4 IS SET FOR A STRONG 2019 SEASON

In 2018, Formula 4 United States Championship Powered by Honda maintained the largest F4 field in the world, averaging 31 Ligier JS F4 cars for the 17-race season. With teams like Alliance Racing, DEForce Racing, and Jay Howard Driver Development all expanding their F4 efforts for 2019, and the Formula Pro USA F4 West Coast filtering in new drivers, the field for the F4 season opener at Road Atlanta on April 18-20 is on

track to surpass last year's record-breaking season.

"The excitement from our great 2018 season has carried over to 2019," says SCCA Pro Racing General Manager Sydney Davis Yagel. "We are looking at topping our 2018 end-of-season projections. With a championship scholarship that's valued at \$230,000 to progress into F3 Americas and the potential to earn FIA Super License Points, it's no surprise we've sold over 70 cars on both

the east and west coasts."

The burgeoning F4 U.S. field will visit six prestigious road courses across the United States this year, supporting premier championships like F3 Americas, NASCAR Xfinity Series and Formula 1. The top-seven drivers in the overall championship earn FIA Super License Points to advance their racing careers.

For more information on the F4 U.S. teams, drivers, or the championship, visit F4USChampionship.com. 📍

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 JANUARY 2019

NAME	REF	REGION
Brian Ghidinelli	6	San Francisco
Warren Leach	6	San Diego
Sharon Prip	4	Central Florida
David Dreezer	3	South Carolina
Nan Mendes	3	San Francisco
Alan Tang	3	Cal Club
Marco Vazquez	3	San Diego
Robert Beers	2	Susquehanna
Daniel Hutchinson	2	Detroit
Kenny Lee	2	Buccaneer
David Lehrschall	2	Southern Indiana

211 additional members have at least one referral.

REGION LEADERS

(Category based on 2018 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Atlanta	2.7%
Texas	1.7%
Northwest	1.6%
LARGE REGIONS (401-799):	
San Diego	3.1%
Buccaneer	3.7%
Cincinnati	2.0%
MEDIUM REGIONS (200-400):	
Arizona	2.9%
South Carolina	2.4%
Kansas	1.9%
SMALL REGIONS (<200):	
Blue Ridge	11.1%
Pan American	10.6%
Montana	7.0%

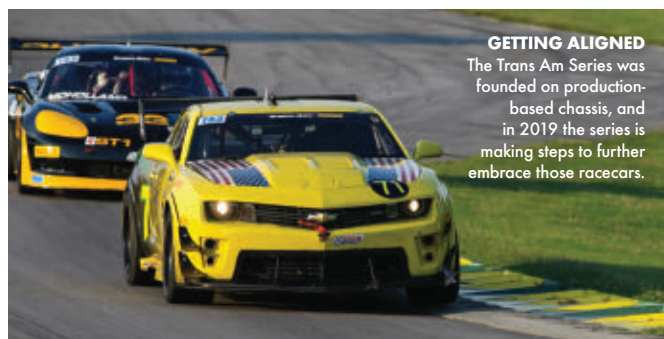
A TRANS AM EVOLUTION

The Trans Am presented by Pirelli Series has revealed new class names for its growing production-based classes. The SuperGT Class (SGT), formerly TA3, and the GT Class, formerly TA4, are now aligned name-wise with other "GT" series and classes in North America.

As the SCCA Pro Racing-sanctioned Trans Am Series has spoken to potential competitors, it has become apparent that not everyone is aware that the Trans Am Series now includes production-based classes where they are able to race their "GT" cars.

"We've updated the names for the GT and SuperGT classes to better reflect the kinds of cars that are competing in them," says John Claggett, Trans Am Race Company President.

The GT Class uses the SRO GT4 cars and Balance of Performance as its baseline. The GT4 cars are factory-built racecars, but they are limited-preparation, using a lot of OEM production parts, and using limited bolt-on aerodynamic parts. For non-GT4 cars, the rules allow significant freedom to make cars prepared for other series competitive



Chris Clark

GETTING ALIGNED

The Trans Am Series was founded on production-based chassis, and in 2019 the series is making steps to further embrace those racecars.

in the class with reasonable build and preparation costs.

The SuperGT Class uses the Porsche 991.1 GT3 Cup Car with OEM mechanicals, and ABS added, as the performance

baseline due to its level of testing and development, availability, and operational costs. This class has a higher performance potential and has the most freedom within the rules for innovation. 📍

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COACHING THE NEW GUY

As my racing career oozes into old age, I find my self more and more in the position of coach. I now find myself working at length with a 19-year-old novice, and the experience challenges me to take myself back to my beginning. What did I know and understand about driving when I first started? Answer: Absolutely nothing.

Wait. Not true. My generous dad had gotten my brother and I mini-bikes, though we rarely had a place to ride them, and then

about the racing line and rev-matching downshifts at the tender age of 14. And I got it, sort of.

Enter my own wide-eyed new client, and a generous grandfather. Several in the family have the passion for track events, and all drive well-prepped modern sports cars with rev-matching automatic shift, anti-lock brakes, and traction and stability control. With all these electronic assists in play, this group participates in a new world of on-track recreation that allows great speed and low risk, and, in fact, lower skill; a new paradigm. This world covers most mistakes. It allows for learning in an environment of safety I never had in my early years – or ever, for that matter, until testing the Best Driver's Cars for *Motor Trend*.

So, how to proceed? I talk endlessly about “your primary job as a driver: weight management” (thank you, Terry Earwood and Skip Barber). I see the primary job of the *instructor* as one of survival for the student, which means mostly not crashing during these early learning moments. Repetition. Rote. Drilling it in. All my training is focused on developing the right subconscious reactions for that moment when that wonderful, comfortable, safety net is pulled from beneath the high-

wire tightrope walk of high-speed cornering on the race circuits we know and love. Because, until the computer drivers are turned off, the human is not truly learning to drive.

With all the speed available to a brave, inexperienced, enthusiastic but ignorant young driver with all the assists on, I find myself rushing to keep up with the critical lessons of keeping a car on track. “We got saved there,” I blurt, and “*That* would have been a big one.”

I know that it's far safer for we instructors to sit in a classroom and talk, but there's nothing like the feeling of the moment in the car, shared. The *learning* moments.

Most frequent commandments:

1. Leave the weight forward until you *know* you're gonna make the apex.
2. A little power transfers weight back, makes the car more stable.
3. A little power is your friend.
4. Don't snap off the throttle!
5. Don't snap off the throttle after the apex!
6. Small changes with pedals make a *big* difference when cornering.

“I relished these motorized experiences above all else that didn't involve the opposite sex”

progressed to snowmobiles in Upstate New York when he got back from Vietnam. I relished these motorized experiences above all else that didn't involve the opposite sex (which didn't involve much beyond embarrassment and frustration).

In Florida, at age 15, one could prowl the public roads on a motorcycle with under 5hp. My giving dad once again supplied the petrol-powered conveyance, and a bike magazine presented an article on the Grands Prix style of riding. So, I did read



7. Tires cannot do a lot of two things at once.
8. The throttle is for *leaving* a corner, not entering a corner.
9. The pedals and steering are opposites.
10. Apex late.

So tough to cram it in while driving. I'd never do this without the controls. There would be far less speed on track. Maybe I wouldn't even get in the passenger seat. I have great respect for those who instruct, and we must forgive our students, for they know not what they do.

I remember an on-track moment, over a crest, in the wet, big lift. "*Don't lift over a crest!*" Was I harsh? Next lap: *Exact* same thing. "*Arrgh! Don't lift over a crest! Pit. Pit now.*" Time for a come-to-Jesus learning moment:

Mahstah: "So, when you lift off the gas, where does the weight go?"

Grasshoppah: "Forward."

Mahstah: "Excellent. So, what happens in back?"

Grasshoppah: "It gets light."

Mahstah: "Correct.

Then what's next?"

Grasshoppah: "I probably crash?"

Mahstah: "Gold star."

(Ancient TV reference: *Kung Fu*).

We are on pit lane talking about this, because it's that important, and because we must get this into the subconscious. Thinking is too slow. It must become instinct. Instant instinct. The driver must develop a new instinct that overcomes that of fear. Our natural survival reactions are no longer valid when driving a car at the limit. Sometimes when we are scared, slowing down immediately is the worst thing we can do. Why? See commandments two through seven.

We drive literally for hours together on several track days, and I watch as the instinct develops, but the lessons are muted by the stability controls. My fear remains. Will Grasshoppah have the instincts when the safety button is turned off?

So, where do we turn? To my roots. To the safety of that exercise in total car control and precision. Autocross. Wax on, wax off (See: *Karate Kid*). Here is another world. One of another kind of safety net: space. Room. Cushion. Cones not walls. And times. Immediate feedback on what's fast and what's slow. And looking ahead. And thinking ahead. And the resulting patience on the throttle.

And to its sibling: skidpad. Correct - pause - recover. Here's the

"I remember an on-track moment over a crest, in the wet, big lift. '*Don't lift over a crest!*'"

instinct that can save the driver if the weight transfer instinct fails to respond. It's the last line of defense of control. The Mahstah wants to take it slow, but the Grasshoppah is here to go fast. Crawl before you walk. Skidpad and autocross.

Mahstah: "If in trouble, catch it with your hands, the steering, only. Stay away from the pedals."


Grasshoppah: "But what about, 'Power out of trouble, gas it?'"

Mahstah: "Power when in trouble will only make you crash faster."

And the grand finale, "If you spin, both feet in." Terry and Skip again. Or in this modern world of automatics: "Brake, brake, brake! Brake and hold until you stop." If you lose control, don't know where the car is going next, too sideways or backward, jam the brakes.

Coaching. No guarantees, but all sharing of the love of the feeling of high-performance driving and leading the Grasshoppahs on the pathway to becoming the next Great Holders of the Steering Wheel. 🚦

AT THE LIMIT
Whether you're new to performance driving or you're a very experienced road racer (ABOVE), driving on the edge is tricky.



Jonathan Lugod never set out to be a multi-time Solo National Champion, suspension setup savant, and differential guru, but here he is

WORDS Philip Royle | IMAGES Sean Rice

MAKING A DIFFERENCE

“These tabbed ones are locked into the differential case itself, and the others are driven by the side gear,” Jonathan Lugod explains right before he grabs a handful of small metal discs that are scattered across the workbench – discs that somewhat resemble disc brakes from a mountain bike – and begins to slide them into a differential housing with blinding speed. I, meanwhile, am completely confused. Jonathan then shows me a piece of metal that will eventually sit in the center of the differential and contains something called negative preload springs. “When additional lock happens, this spreads out, puts pressure on the first disc, and applies it outward to create the lock,” he says, although I only comprehend a fraction of what he’s saying. “The more gear-driven discs that are separated by these tabbed discs, the more friction you have,” he says. He seems to be done with the description, so I nod like I understand.



TRACK TIME

Jonathan recently began entering competitive track events in the company's ND Miata, with his firsthand setup knowledge coming in very useful.



The limited slip differential in Jonathan's hands is an OS Giken unit, and we're standing in OS Giken USA's main shipping bay in Torrance, Calif. Jonathan has a disassembled differential and various other parts on the table before us, and I secretly suspect he knows I don't know what any of the parts are.

"The cone springs always point toward the pressure ring," he says, then adds layman talk so I better understand. "It's kind of like earmuffs," he says. Ah, I know what earmuffs are.

"We have the side gear, and then we have our clutch rings," he says, pointing to the mountain bike disc brakes that apparently aren't from a mountain bike.

"This diff setup already has one set of rings disengaged. If I were to disengage even more, I just work myself to the center." He flips a few wavy center discs together and sandwiches them between a pair of tabbed discs. "Now we just went from six pairs to five pairs," he says.

Seeing Jonathan shuffle differential internals is akin to watching a street magician wielding a deck of cards. There's grace and precision, and a level of comfort that comes with time and experience. And, just like with a street magician, I'm not keeping up. I'm a rube.

"I've tuned more than 1,000 diffs in the last three years," he says, probably attempting to make me feel better about my inability to grasp the concept. "There's a lot of moving plates in there, and this is why we don't encourage the end user to play with them - it's something I specialize in. I've rebuilt diffs for cars I've tuned and driven myself, so I have a lot of personal experience on what to expect in terms of behavior, and I can also anticipate for newer cars coming out."

Jonathan has been working for OS Giken since the summer of 2014, doing everything from sales to diff rebuilds to customer racecar setup troubleshooting.

"I've always liked cars... but it wasn't until that moment that I was really into cars"
JONATHAN LUGOD

Prior to that, he was an automotive mechanic who worked his way into the tuner world, but go back even further and you'll find he was a kid following his older brother down the automotive enthusiast rabbit hole.

"My brother was one of those early 2000 tuner guys," he explains. "He had a Honda Civic and he did minor mods like an exhaust and some cosmetic stuff. He would get magazines like *Super Street* and hand them down to me. I've always liked cars since I was little, but it wasn't until that moment that I was really into cars."

A handful of years later, roughly 2002, Jonathan got his driver's permit and his first car. "I was excited to drive cars,"

he says. "Driving for me was always about getting away."

The look on Jonathan's face at this point in his story was one of excitement and sadness, and I really didn't know what to expect next in his story. Then it came - although the consequences were not as bad as I'd feared.

"Two months after getting the car, I crashed it into a pole," he says. "I was drifting. So, yeah, I was a pretty irresponsible teenager. I had three other friends in the car with me. We were heading up to a corner and my friend was egging me on to slide the corner - it wasn't really called drifting at the time. So, I tried what I thought was something you do to slide in the corner."

"Later on, I learned what I did was a Scandinavian flick," he says, pointing out the problem he soon encountered. "But I didn't know how to counter steer and I ended up crashing into a manure pile that was up against an electrical pole."

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The result was a totaled car and a suspended license. “I didn’t drive for another two years,” he adds.

Back behind the wheel, Jonathan found himself in a series of Honda Civics – and he discovered that old habits die hard. “I was using my car to drive from point A to point B, but my friends were into driving the canyons, which in Oceanside was Palmer Mountain.

“Basically, we were just driving up and down the mountain, and

I had no clue what I was doing,” he admits. “I was just following them and doing that every weekend until one of my friends invited me to an autocross.”

Jonathan’s current list of autocross achievements is breathtaking. His first trip to the Tire Rack Solo National Championships in 2011 netted him a third-place finish in ST and the Solo Rookie of the Year award. The following year he won STR, he triumphed the next four years, won

“I felt what the car was doing, and I was really intrigued by it. It was a lot of grip”
JONATHAN LUGOD

the STX National Championship and the Solo Triad in 2017, and last year he claimed the STR National Championship and was awarded the Solo Driver of the Year award. So, what were his thoughts about

his very first autocross in 2006? “I hated it,” he laughs. “I hated the work and I hated that my friend beat me. I didn’t autocross again for another six months.”

But he did return, and this time with a goal. “I wanted to beat my friend,” he says. “It took four or five events to beat him – I progressively got there. Then I wanted to beat the next person.”

But it wasn’t until ‘07 before Jonathan began autocrossing



PIECING IT TOGETHER

(LEFT) Jonathan's work bench sees ample use, with him custom-tuning differentials on a daily basis. (BELOW, from TOP to BOTTOM) The OS Giken diff uses a variety of plates to add or reduce lock-up. At the heart of the diff is a geared unit housing a series of springs that helps tune the personality of the differential. OS Giken also produces clutches, with this unit being a custom setup for a Dakar Rally team.

to sell my brother's Civic and go find a '91 Civic. So that's what I did, and that was my first competitive autocross car. I owned that from 2007 until 2011."

Interestingly, the thrill of competition has not necessarily been what has driven Jonathan to autocross. Rather, it's the engineering behind it. "Being in Street Touring for a while, there was a lot of shared feedback and tuning aspects," he explains. "There was back and forth information between my friends Jason Flores and Jeff Wong. Those were pretty good years of learning about the car, learning what the parts do, and figuring out how to adjust them. It evolved from there. Things were very rudimentary in the beginning. It was how to adjust shocks, how to do the alignment properly, then figuring out how to do stuff on your own. For example, corner balancing led to learning how to align the car."

None of this was completely new to Jonathan as he's always been mechanically inclined - to the point that it directed his education. "I went to school to be a mechanic," he says. "I went to Universal Technical Institute in Rancho Cucamonga to be a technician. When I graduated, I started working at Mossy Nissan Oceanside where I was an oil tech, and then I moved up to junior tech. I was becoming a master tech pretty early, and then I was asked to be a service advisor because of my knowledge of cars and my ability to communicate well. Everything kind of just evolved into the next thing when it came to cars."

That evolution eventually led to the aftermarket world where he landed a job at OS Giken USA.



regularly, and from there it wasn't long before the competition bug truly bit. "I really wanted to be in a competitive class," he says, "and it was then that I met Leslie Cohen in San Diego. She had an STS-prepared Civic Si. I rode with her, and she scared the hell out of me. But I felt what the car was doing, and I was really intrigued by it. It was a lot of grip and fairly low horsepower - you could floor it everywhere, and it was at that point that I decided



HOME BUILD
(BELOW) In 2018, Jonathan co-drive an ND Miata in STR and won an SCCA National Championship. (LEFT) This year, he's hoping to keep up in CSP in a car of his own creation.

But through this professional advancement, he also kept to a tight budget, learning how to rebuild parts himself, and sharing as many costs as possible. "You used to be able to run a car in multiple Street Touring classes," Jonathan explains of his budget-minded 2011 Solo National Championships journey. "It was myself and my co-driver in ST, I had two friends running the car in STX, and I had one other friend running it in STU."

Oddly, it worked out - that year he finished third in ST and clinched the Solo Rookie of the Year honors. And it's that budget-friendly attitude he still keeps in his motorsports life. Obviously, he can rebuild his own differential, but he goes so far as to re-valve his own shocks. This year he's committing to running a CSP Miata he's building on a budget. But there's more.

Apparently, working at OS Giken has its perks, and earlier this year he took his boss' car - a bright blue ND Miata - to a competitive track event at nearby



Rupert Berrington

"We think the SCCA Time Trials National Tour is a good opportunity"
JONATHAN LUGOD

Willow Springs International Raceway. In fact, it was the same car we leaned against for much of our conversation.

"I've always wanted to go to the track, and I've always wanted to go road racing, but financially it's not a good option for me right now," he says. "However, this year we got invited to an event called Grid Life Track Battle. It was the first West Coast Grid Life and we placed second in the street class.

"In April, there's the Tire Rack SCCA Time Trials National Tour at Thunder Hill Raceway Park," he says, noting that he's run various non-competitive track days through the years with his friends. "We think the SCCA Time Trials National Tour is a good opportunity to get the OS Giken name out there. But I have no idea how it'll go - I know the track layout pretty well, so it could be good in terms of results and for brand exposure."

In fact, track days are something Jonathan sees his company becoming more involved with. "We're going to see a lot more track day organizations and organized time attack events," he says as he grabs the next item on the workbench to continue the technical aspect of conversation.

"For clutches," he says, holding up a fancy, gold-colored multi-plate clutch assembly, "we have singles, doubles, triples, and quads, and in varying sizes." I'd like to say I completely understood the rest of the conversation, but we all know I'd be lying. ☺

ONE THING LEADS TO ANOTHER

"The way OS Giken started is our CEO raced European cars in Japan, but he wanted to race the Fairlady Z," Jonathan Lugod explains to me as he disassembles a custom multi-plate OS Giken clutch on his shop bench. "But, you see, he wasn't happy with the amount of power the Fairlady was creating, so he decided to make his own twin-cam, cross-flow cylinder head. When he was done with the cylinder head, the car was making double what everyone else in the class was making."

"In the midst of making the engine, he ran into slippage in the clutch because in the 1970s and early '80s there were no multi-plate clutches in Japan. So, he designed the first multi-plate clutch in Japan. But once the clutches would hold, he started breaking gears, so he started making gears. Then once the gears could hold, the diff couldn't hold, so he started making diffs. So, we became a whole powertrain company based off that one engine."



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GAME TIME

WORDS Jeff Zurschmeide

From amateur to professional, race simulator use is getting to be *de rigueur*, so how are sims being used to win?

Computer-simulated racing is the fastest growing segment of the motorsports world and, for the most part, it's catching traditional racers by surprise. For about the price of an SCCA Summit Road Racing weekend, anyone can purchase a functional setup for their home and join iRacing. Once

they have demonstrated basic skills, drivers can enter multi-player races and compete against others, win real money, and gain fame in the sim racing world. It's just like racing, but without cars.

Indeed, race simulators used to be for the elite, but now it's an everyman's game. Earlier this year, SCCA announced its

involvement with iRacing to form a virtual SCCA racing league using Spec Racer Fords, and it's been well covered in this magazine that the *SportsCar* staff uses race simulators to prep for the Runoffs. Then there's the story of Bryan Heitkotter, who had scored multiple Solo National Championships,

but used a Gran Turismo online competition to launch into professional racing.

Automotive manufacturers also see the connection between the two worlds and, in 2018, Mazda Motorsports, in conjunction with iRacing, brought their simulated and real-world racing programs closer together



Courtesy Mazda

SIM SPEED

When you have a reset button and pretty much no chance of getting hurt, it's easy to go fast. But the lack of repercussions doesn't mean sim racing is any less serious, with some competitors going after six-figure prize funds, and even pro rides in real cars.

"For about the price of an SCCA Summit Road Racing weekend, anyone can purchase a functional setup"

REAL WORLD VS. SIM SPEED

The finalists in Mazda's competition were Charles Mayer from Granby, Conn., and Logan Clappitt from Orange County, Calif. Mayer is a regular at Lime Rock track days in his Porsche 944, and that's where he set the fast lap on Mazda's simulator. Clappitt qualified from his home system, where he is a leading iRacing competitor.

"Logan is one of our top drivers," says Kevin Bobbitt, Director of Marketing at iRacing. "He's pretty well known in our world. He races in our highest-level NASCAR series, which has a \$100,000 prize pool at the end of the year."

Clappitt decided to make the Hot Lap Challenge part of his racing program for the year. "I practiced quite a bit for the online race," Clappitt says. "I got the pole in that, which was awesome, and it helped me a lot. After I won, I turned a few laps [of Daytona] once or twice a week just to get a feel for it. I think that really helped."

There, Clappitt easily won the shootout with a best time of 2:14.827; about five seconds faster than Mayer's best time. The prize is a test day at VIRginia International Raceway in a fully equipped Global MX-5 Cup car.

"Racing has been an aspiration of mine since I was just a little kid," Clappitt says. "I got onto iRacing and I've been on there for six years, but that's been the goal the whole entire time."

by creating the Mazda Hot Lap Challenge. The idea was to find the best sim racers and give one of them a chance to drive a real Global MX-5 Cup car - a car that fits in SCCA's Touring 3 class.

The rules of the challenge were simple. Anyone with iRacing on their home gaming system could participate in any

of seven scheduled time attack competitions set on various tracks, or they could use Mazda's full-scale simulator at the same seven tracks during MX-5 Cup events throughout the year. For 2018, the qualifying tracks were Daytona, Lime Rock, Watkins Glen, Road America, Gateway, Laguna Seca, and Road Atlanta.

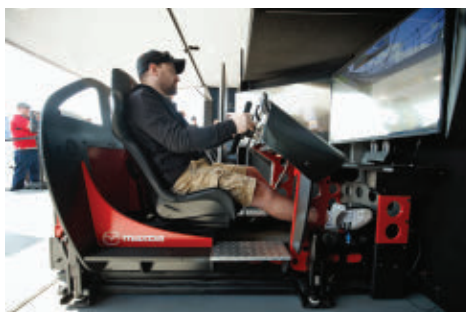
The fastest of the year's time attack players and the fastest among the at-track competitors were invited to a shootout at this year's Rolex 24 Hours of Daytona. Mazda set up two simulators in the paddock and each driver got 30 minutes to lay down the hottest lap in a simulated Global MX-5 Cup car.



Courtesy Mazda



Courtesy Mazda



Courtesy Mazda

THE CHALLENGE

(ABOVE) From extra practice time to learning a new track, many professional racers rely on sims to get up to speed quickly and affordably. For Mazda's team of racers, sim time was essential in their successes at this year's Rolex 24. (FAR LEFT) Logan Clampitt won the Mazda Hot Lap Challenge over Charles Mayer (LEFT), and will get to test a Global MX-5 Cup car at VIR.

"I found a little technique on iRacing with braking in the horseshoes that I apply here"

TRISTAN NUNEZ

ON THE PRO LEVEL

For an aspiring driver, using honed skills to win a test day in a real racecar is a dream come true, but at the highest levels of racing, professional drivers use simulators rather differently.

"I have an iRacing rig at home," says Mazda Team Joest driver

and past SCCA member Tristan Nunez. "I'm not as talented as some of the sim racers. It's crazy how fast those guys are. I use it for extra seat time before a race, like just before coming to Daytona. The more seat time you get, the more comfortable you get experimenting with different lines."

Pro series often limit the amount of practice a driver can run on a given track. For an event like the Rolex 24, there's also the reality that available practice time has to be shared among several drivers.

"I found a little technique on iRacing with braking in the

horseshoes that I apply here," Nunez says. "Really, I use iRacing for that extra seat time that you can't always get in the pro division. We only have a couple practice sessions. When you're running four drivers in a car, there's really no time to get everyone through."

Another benefit of a simulator is that you can change the time of day at will, to practice running with the sun in different positions, or at night.

"We practice night racing at certain tracks like Daytona and Sebring, especially," Nunez

reveals. "Sebring's even more crucial because there's no lights there. At Daytona, we have the stadium lights, so it's not as dark as some of the other races we go to, but Petit at Road Atlanta and Sebring, those are the two darkest ones we go to. Being able to run in the night, for hours and hours as much as you want, is crucial for finding reference points and just getting your visuals right for when it comes down to the real thing."

Sometimes the simulator also works to familiarize a driver with a new track. "Last year



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Philip Royce



Jason Isley

TUNED UP

(ABOVE) SportsCar's Associate Editor Jason Isley took advantage of some sim time with CXC Simulations before the 2017 Runoffs at Indianapolis and converted that digital experience into a championship. So when the Runoffs moved to Sonoma in 2018, Isley paid a visit to Base51 to better acclimate himself to the track – and it paid off again. (FAR LEFT) Many e-sports racing facilities offer group play, while Base51 also offers a one-on-one coaching experience (LEFT).

was my first year of racing full time in the states," says Joest driver Harry Tincknell. "I knew Daytona, but after that, I'd never been to any other track. So, for me, the simulators are fantastic because they gave me a whole day's worth of running around to learn Road America, Detroit, Long Beach, wherever it may be. And, by the time I finished there, I knew exactly what gear I was going to be in for each

corner and exactly what speed I was going to be carrying and the optimum line to take.

"I learned where the pockets were, what curbs I could use, what curbs I couldn't use," Ticknell explains. "I learned where my natural driving style was a bit slower, compared to someone like Jonathan [Bomarito], who is much more experienced. I knew what I needed to do to improve when I got to the track.

So, when you turn up, you're just ready to go and you get on with it so much quicker."

INVESTING IN ENGINEERING

Mazda Team Joest uses simulators for engineering development work. They will routinely send their drivers and engineers to use the simulator at Multimatic Motorsports in Toronto, Ontario.

"It's more cost effective to send drivers there to test instead

of flying 80 people [to the track], buying tires and fuel and all that," says John Doonan, Director of Motorsports for Mazda North American Operations. "The other thing is that I can send three or four young drivers up [to Multimatic] and not put a million-dollar racecar at risk. I send them up there and we can gauge their talent instantly."

"We call it the D-I-L machine," Nunez says. "It stands for

YOUR TURN

(BELOW) SCCA will soon have an iRacing league based on the popular Spec Racer Ford. (BOTTOM RIGHT) iRacing's top level NASCAR based series offers \$100,000 in prize money. (BOTTOM LEFT) Assetto Corsa offers an online racing series, featuring numerous racetracks and inclement weather.

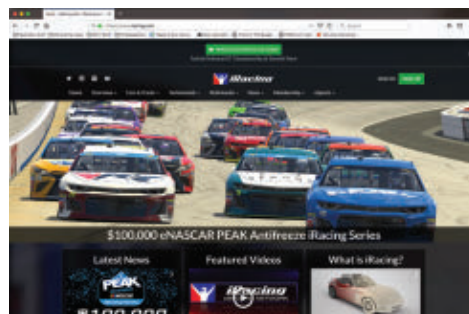
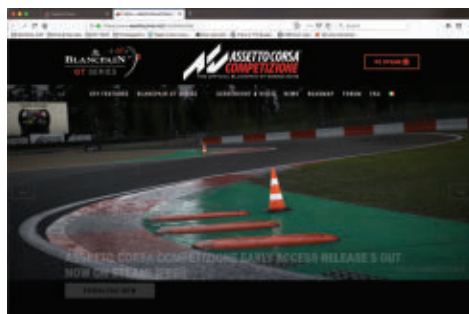
Driver-in-the-Loop. We use it to run through changes that we otherwise might not be able to take a chance on because it's such a big change. The engineers have infinite lists of changes that they run through, and you never know which one's going to stick. They can really just throw the kitchen sink at it, and you just press the reset button if it doesn't work."

Using the simulator, drivers and teams get a baseline setup ready for each race. "Essentially, we are as close to reality as possible in a simulator version of the car," Tincknell notes. "We'll go there before each race and basically treat a simulator as if it's a proper test day. I'll have my performance engineer there, and my data engineer. Probably have someone from the simulator team as well. So, it could be up to five or six people engineering the simulator with me actually in the car. It's a hell of an investment, but we really see gains in it and that's why we continue to invest and keep going forward and pushing on with it."

THE PAYOFF IS REAL

Racing is a business, and the bottom line is that simulator work has to pay off on race day. For Mazda Team Joest, the payoff was real. In qualifying for this year's Rolex event, Olly Jarvis drove the Mazda RT24-P Daytona Prototype around the Daytona circuit faster than any other car in history. Jarvis not only captured the overall pole position, he also broke the all-time course record set by P.J. Jones in the All American Racing Toyota Eagle back in 1993.

"This is the result of all the hard work that's gone in back at the workshop," Jarvis says.



And the drivers at Mazda Team Joest have no doubt that simulator training helps them stay on top of their game. "At [the professional] level, everyone's probably doing something on a simulator...it's something that you have to do to keep up," Tincknell says.

"I think in this day and age with the way technology is growing, the track models are getting better, the car physics are getting better," Nunez says. "Everything

is just getting more and more realistic. I mean you'll never get the real sense of being in a racecar, but you can definitely hone your skills at being in a car."

So, how does this transfer to the Club level? After all, you don't have Mazda's resources or Multimatic's simulator setup - but if you own a computer, you can affordably sign up for a sim racing account that will help you familiarize yourself with a new track - or racing at night

or discovering what suspension tweaks make to a racecar's handling. For those who want a more complete experience, there are sim racing facilities opening up worldwide (*SportsCar's* staff utilized Base51 in Southern California prior to the 2018 Runoffs). Simply put, race simulators are another tool in the toolbox, and an effective one at that. It's also a tool that your competition is probably already using. 🎯



A GOLDEN OPPORTUNITY

Old Dominion Region member and Formula Vee racer
Megan Gilkes Shoots for the W Series | WORDS & MAIN IMAGE James Kearney

Third-generation racer, Megan Gilkes, from Richmond Hill (just north of Toronto), took some kidding when she came to the States at age 16 to race Formula Vee with the SCCA. Race officials bestowed her with playful nicknames based on her age and petite stature, but she took it in stride, and proceeded to prove herself

on the track. Recently turned 18, Megan has an incredible opportunity in the form of the W Series, a groundbreaking female-only European F3 series debuting this year.

The W Series aims to help women build racing careers as professional race drivers with a fully funded, earned seat in the open-wheel series.

And series administrators are big names, including such motorsports luminaries as Alex Wurz, David Coulthard, Adrian Newey, and Lyn St. James.

More than 125 women from the world over applied with about half being invited to attend an intense three-day test at the Wacharing in Melk, Austria, in late January 2019. Applicants were

subjected to both on-track and off-track judged competitions, from performing on simulators to actual driving, to mock media interviews. Light snow made for tricky conditions as the aspiring racers showed what they could do in both Porsche Caymans and Ford Fiestas.

The quality of the field was high. The 54 women who



AIMING BIG

Megan Gilkes (LEFT) has learned a lot in just a few short years of SCCA Road Racing, as she splits her time between F2000 and Formula Vee (RIGHT). And now she has her sights set on the new W Series (BOTTOM).

competed ranged in age from 17 to 31 years. One driver had already competed at Le Mans and another won an F3 race in Great Britain last year. Yet another was an SCCA member with chops as a team owner and racer in the World Challenge, Shea Holbrook Chorley. But though Megan Gilkes was one of the youngest with less experience compared to many, she stepped up and made the second cut, making her now one of the 28 women who move on to Almeria, Spain, in late March to compete for the top 18 spots, with two alternates. In that shootout, the women will drive the Tatuus F3 car that will be used in the W Series, with a 1.8L four-cylinder turbo motor producing 270hp.

At the heart of W Series' DNA, is the firm belief that women can compete equally with men in motorsport. The aim is not only to provide exciting racing for spectators and viewers on a global scale, but also to equip its drivers with the experience and expertise to advance their motorsports careers. The W Series will run as a support race in all six events of the very popular DTM Series that begins in



May at Hockenheim in Germany and culminates at Brands Hatch in England. A total prize fund of \$1.5 million is available, with a first prize for the W Series champion driver of \$500,000.

Megan has solid racing roots. Her father, Brent, ran karts and formula cars, and his dad, Geoff, won championships with his Mini in England. In 2018, in addition to her Formula Vee racing, Megan got to step into her dad's F2000 Van Diemen and bested his top times at both Mid-Ohio and Mosport. That year, Megan ran select events including SCCA U.S. Majors Tours and the Pro F2000 Series that often co-sanctions events with SCCA Pro Racing. During this racing, she's captured the top step of the podium in the rain and finished fourth in the highly competitive Formula Vee Challenge Cup Series. She was home for the Christmas break but kept busy running test days, including in an SCCA Pro Racing F4 U.S. Championship car with Momentum Motorsports at MSR Houston in Texas. She concluded her break with a second place in Formula Continental

at the 2019 Homestead SCCA U.S. Majors Tour.

All of this comes during a very busy time in her life. She's currently attending Imperial College in London studying aeronautical engineering, and she has completed an internship with the Mercedes F1 team.

"I want to take advantage of the incredible opportunity provided by the W Series and perform to my very best," Megan says. "I know that I am up against some very talented and quite experienced drivers. But, in my heart, I believe I am up to this task. I'm getting better every time I get on track and I relish the challenge the W Series provides. It is a golden opportunity, and I'm going for it."

With the final W Series shootout weeks away, Megan faces a long road to making the final cut, as she will be competing against the likes of Shea Holbrook Chorley and more in the late March shootout. But if we've learned anything from watching Megan both on track and off, it's that you should never underestimate her. 🍷

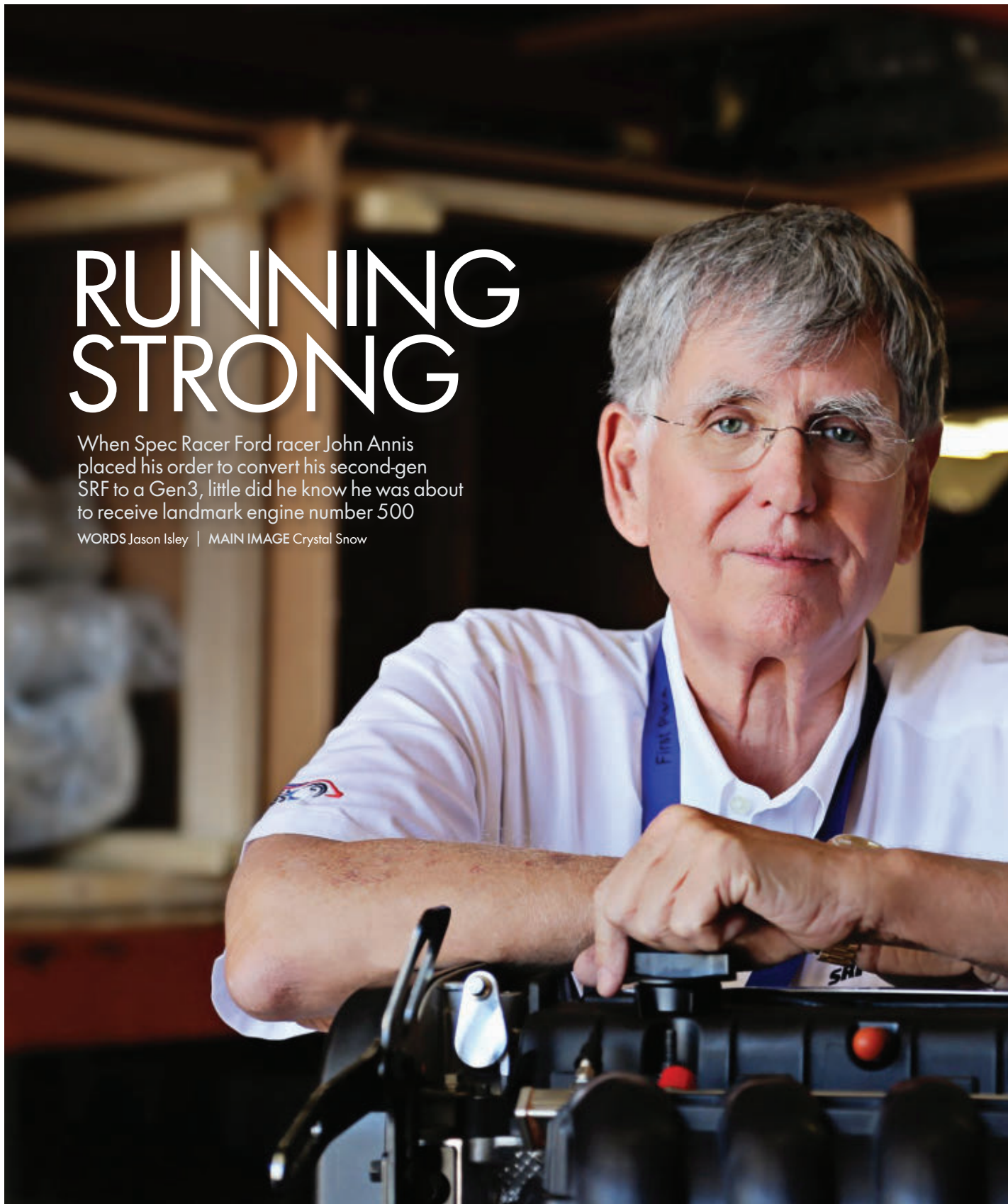


Courtesy W Series

RUNNING STRONG

When Spec Racer Ford racer John Annis placed his order to convert his second-gen SRF to a Gen3, little did he know he was about to receive landmark engine number 500

WORDS Jason Isley | MAIN IMAGE Crystal Snow





THE NEXT GEN

(LEFT) John Annis visited SCCA Enterprises in September 2018 to collect his Gen3 SRF motor, which just happened to be the milestone 500th engine. (BELOW) Sebring is Annis' home track, and was the first outing in his updated Gen3 car.

Mark Webster



The year was 1989 and John Annis was fresh off his SCCA racing school, and with his competition license firmly in hand, he was ready to race - but he didn't know in which class. "I had just gotten my license at the Skip Barber school," says Annis, who wasn't scared of jumping into racing head first. "I did an IMSA Firehawk race in a Porsche at Tampa, and I was scared to death," he laughs.

Looking for something saner, but just as challenging, Annis discovered the Spec Renault. "I read about it somewhere," he says. "I was at a race at a kart track that I happened to own, and the fellow I eventually bought the car from was there, and he had it in the trailer for some reason. I looked at it and I figured this would probably be great for me because it wasn't open wheel, and it was a spec class, which I really liked."

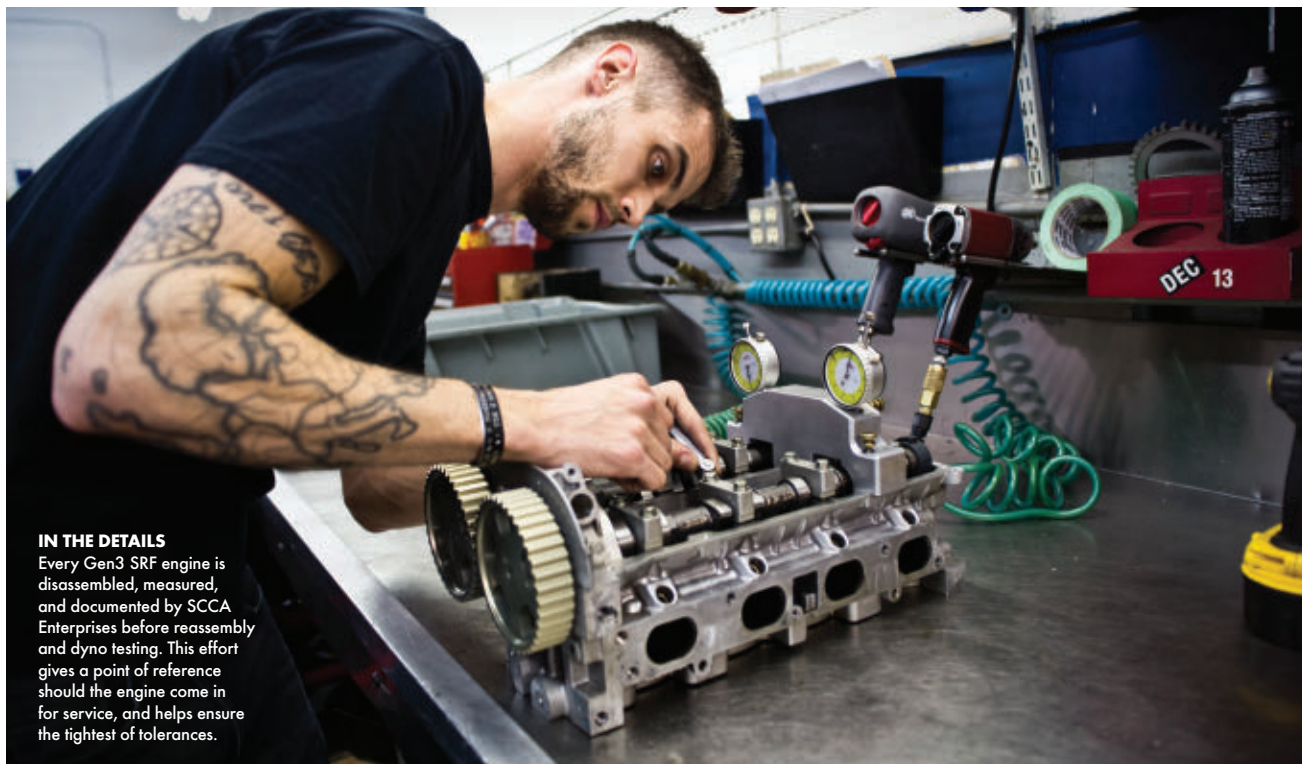
Like a lot of people, Annis started out on his own, but like many, he quickly discovered you aren't alone at an SCCA event. "The first few races I didn't know anybody; I didn't know

"I think the logic was they wanted to beat me on the track, not in the paddock"

JOHN ANNIS

any prep shops, so I kind of did it by myself," he explains. "But the type of class Spec Racer is, is very interesting. I was struggling changing brake pads or something and the other guys came over and said, 'Get out of the way, we'll do it for you.' It was really amazing because anything that I needed I had places to turn. I think the logic was they wanted to beat me on the track, not in the paddock. It's a nice group of guys - that's part of the cool thing with SCCA."

While it's typically not too hard to find someone willing to lend a hand at the track, Annis decided it was time to get some regular help. "After the first few races I hired a prep shop," Annis admits. "I was with a guy for two or three races, and then he quit. One of the fellas out of that shop said he would do



IN THE DETAILS

Every Gen3 SRF engine is disassembled, measured, and documented by SCCA Enterprises before reassembly and dyno testing. This effort gives a point of reference should the engine come in for service, and helps ensure the tightest of tolerances.

A WINNING HISTORY

In October 1983, the world caught its first glimpse of a new spec racecar at Road Atlanta, and 111 people thought enough of that Sports Renault, produced by SCCA Enterprises, that they put down the \$500 deposit to order the \$10,000 racecar. The rest, as they say, is history.

In 1985, Scott Lagasse claimed the first Runoffs title in the Sports Renault class at Road Atlanta and backed it up in 1986. Mike Davies would take the next two championship wins, his 1988 win marking the final under the Renault banner as Renault had withdrawn its support, resulting in SCCA Enterprises' offering being renamed the Spec Racer for 1989.

As the calendar turned to 1993, Ford entered the picture with a 1.9-liter engine and 5-speed transmission package for the popular chassis. The result of the updated package was a more powerful and faster Spec Racer Ford. From 1993-'96, both the Sports Renault and the Spec Racer Ford competed and crowned SCCA Runoffs champions, but by 1997 only the Ford-powered cars retained National status.

With the class celebrating its 25th anniversary, the 1.9-liter engine was getting long in the tooth,

replacement parts were getting hard to find, and some engines had been rebuilt so many times they were becoming unreliable. While all of this service work kept the SCCA Enterprises shop plenty busy, it was not good for the future of the class.

Around this time, Mike Davies, a four-time Runoffs winner behind the wheel of the Enterprises chassis, joined the SCCA Enterprises team as the Technical Manager. One of first tasks to land on his plate was to find an alternative source for cylinder heads for the SRF – but the only options at the time were cost prohibitive, so gears shifted toward finding a replacement engine. A chance meeting between Davies and Mike Delahanty and Andy Slacker of Ford Performance at an SCCA event opened the door to the 1.6-liter Fiesta engine. In 2013, the decision was made, and development began, with cars testing on track later that year and throughout 2014.

In 2015, the SRF Gen3 was ready for competition and it netted 426 U.S. Majors Tour entries that year. As with the previous engine transition, both classes would crown Runoffs champions. Kerry Jacobsen would claim the first SRF3 title as the Runoffs visited the

high banks of Daytona.

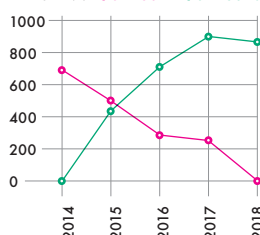
By 2016, the momentum was shifting, and the Majors program saw 283 SRF entries vs. 702 in the Gen3 car. Similarly, in 2017 – the last transitional year – the numbers heavily favored the Gen3, with 892 Majors entries to the older car's 252.

The final Runoffs checkered flag waved for the Gen2 SRF at Indianapolis in 2017, when Mike Miserendino claimed his fifth title in the class, closing the Gen2 chapter with style.

BY THE NUMBERS

U.S. MAJORS TOUR PARTICIPATION DURING SRF GEN2 TO GEN3 TRANSITION

PARTICIPANTS ● SRF Gen 2 ● SRF Gen 3



it, and that became Robinson Motorsports; he was my prep guy for a while. I used a few other shops and did some myself. When I finally decided I had enough of towing my own car, I hired PM Racing, which is Brian Schofield and his brother – I bought my first car from their father.”

Eventually it was time for Annis to convert his car from the Renault motor to the first Ford powerplant in the mid 1990s. “I think I was about a year late,” Annis recalls. “I had some other business issues going on, so it wasn’t a priority.”

Annis, however, wasn’t about to leave the Renault setup without a swan song. “I forget the year, but there was an endurance race at Moroso and I talked the guys down there into letting us have a Spec Renault class. It would give them more car count and it was a great way for us to use up these engines before we took them out because the next day they wouldn’t be legal. I think we had 12 cars. I think one wrecked, and one might have blown up, but the rest all finished.”

WE NEED A BIGGER TROPHY SHELF

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





For Annis, there was a bit of a learning curve to the Gen2 Ford setup. "It took me a while," Annis says. "I had been pretty good in the Renault. At the Runoffs in 1993 I finished fifth, which was pretty good. But since I was a little late getting there [with the Ford], I stumbled quite a bit. Then in 2000 I won the Southeast Division and won three races in a row, which was unusual back then. That was my big deal."

At one point in time, it seemed as though Annis would not

make the jump to the Gen3 SRF, instead considering parking the car. "My main goal had been to go to Indy for the 2017 Runoffs," Annis admits. "Shortly after that race I would turn 72-years old and I had figured that maybe by the time we got through with Indy I might not be able to drive the damn thing anymore. I didn't want to go to Indy being a rookie in the new car. Ultimately, I was happy where I did end up in that Gen2 race."

True to his vision of how the



Crystal Snow



Phil Royce

ON THE NUMBER

(LEFT) Every engine is dyno tested, tuned, and sealed before it leaves SCCA Enterprises. The target horsepower for a Gen3 engine is 134.5hp, and reportedly the variance from best to worst so far has been 1.8hp. (BOTTOM LEFT) Mike Davies (right), Shannon Snow (left), and Reed Thompson (center) ensure that equality.

and then again until Daytona in August of 2018. I wanted to see if I could still race after my knee replacement and all the time off."

Back behind the wheel, however, Annis realized he couldn't stop racing. "I just didn't want to quit," he says. "I didn't want to lose my friends - I was going to miss them making fun of me. The Schofield fellas told me my car as a Gen2 wasn't going to be worth much, and if I went ahead and upgraded it I would be able to get my money out of it. But I don't really ever want to sell it."

With the calendar set to turn to 2019 and the Gen2 phased out, Annis placed his order for the Gen3 package. Little did he know that when he placed his order he would end up with the milestone 500th Spec Racer Ford Gen3 engine.

Unlike back when he moved from the Renault motor to the first Ford powerplant, Annis took to the Gen3 package quickly - in fact, it turns out most drivers find the improved weight balance a major asset to the chassis. "The fellas told me what to expect," Annis says. "The only funny part about it is you shift at different points."

So now with his SRF Gen3 setup ready to rock, Annis is shifting his focus to racing, and doing so mainly on the tracks he enjoys most. For him, that meant competing at Sebring earlier this year during the U.S. Majors Tour, and later this year he intends a trip up north to Road America. "What I would like to do is go to the June Sprints," he says. "I've been to that track a lot. About seven years ago I was really on my game and I finished second to Brian Schofield. That was a big moment for me." 📍

THE FIRST RACE



In April 1984, when Central Carolinas Region held its Spring Sprints at Charlotte Motor Speedway, few truly knew the full impact a small exhibition race that would take place during that event would have on the future of the SCCA.

Over the course of the weekend, then SCCA V.P. Costa Dunias presented the National Board of Directors with a final draft of the rules for the Sports Renault class - a small detail that would need to be approved before customers started taking delivery of their SCCA Enterprise-produced racecars and heading to the track.

An interesting side note to those rules: they basically said you can't change anything on the car, but you can paint it any color you want. But the first time you are caught tampering with the car you were to be fined \$500, disqualified from the event, and lose your license for 30 days. Make that error in judgment a second time and you may not be back in the class.

Anyway, Roy Lunn, along with his team of engineers and mechanics from Renault/Jeep Sport, brought eight Sports Renault racecars to Charlotte Motor Speedway for the weekend. Joining Lunn on track for the inaugural race would be a wide range of drivers, all of whom had proven track records and were known to be skilled at setting up cars.

Dave Weitzenhof was a proven commodity in the Formula Ford ranks, and his engineering prowess was equally revered. Jim Brookshire was a Formula Vee champion who had won in a car of his own design. John Finger was an established Production and GT racer and was well known for his accomplishments at the Chimney Rock Hill Climb. Ben Burrell came from the Showroom Stock ranks and brought with him a wealth of knowledge as a tire tester. Perhaps know best for his engine-building skills, Rollin Butler was also an accomplished FV and FF pilot. Jeff Carlin was yet another driver with FV and FF roots. Production racer Joe Cogbill III was the final driver invited to take part.

As the 12-lap race started, Brookshire led the group into the infield, and seemed to have the race in control. But it didn't take long before Weitzenhof, who was also one of early development drivers, took the point. Brookshire made a run on Weitzenhof as they approached the checkered flag, but it didn't go to plan, leaving Weitzenhof (BELOW) to claim the very first Sports Renault race win.



Gordon Jelley

"I didn't want to lose my friends - I was going to miss them making fun of me"

JOHN ANNIS

year might end, Annis found himself taking a break after the 2017 Runoffs. "Some other sporting events had torn my knee up, so I had to have it replaced," he says. "I really didn't race from November until January 2018,

Own a racecar data acquisition system but can't figure out how to use it? Here's how we parsed the data when we hit the track with 200 treadwear tires

COMPARATIVE DATA

WORDS Philip Royle | MAIN IMAGE D.E. Baer





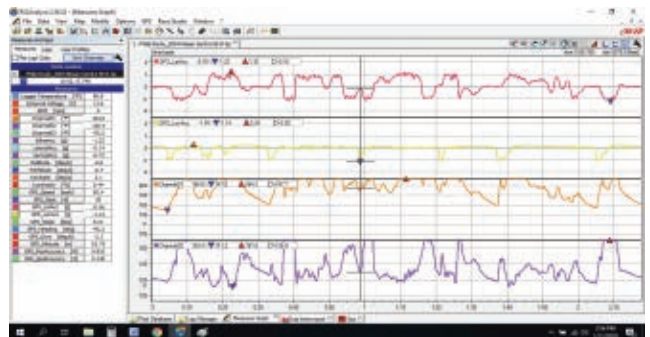
HEAD SCRATCHER

Many SCCA road racers have a data system in their racecar but either don't know how to use the data or have never tried. And it's easy to understand why – charts and maps like those to the right are simple to output, but what do they mean and what can you learn?

The concept is nothing new, but we'd never done it before – so we loaded up a racecar and headed to the track to race on 200 treadwear street tires. The goal was to capture as much data about street tires as reasonably possible during a race weekend and try to figure out whether ultra-high-performance street tires could hold up to the punishment of SCCA Road Racing. We also wanted to do it in a way that anyone with a data system and a racecar could mimic.

Our decision to race on street tires wasn't out of the blue. Late in 2018, the Club Racing Board (CRB) queried the membership through *Fastrack* as to whether 200 treadwear tires should be introduced into Club Racing. The response to the CRB's question was not overwhelmingly for the proposal, but the idea of street tires in a Club Racing class didn't stop there. Soon thereafter, the CRB classed an optional configuration for the Scion FR-S and Subaru BRZ in Touring 4, with these cars being given the choice to run at a reduced T4 weight, but they would be required to utilize the bulk of the autocross Solo Spec Coupe rules, including the use of 200 treadwear tires (although they can run any 200 treadwear tires, not the spec Falkens required per the Solo Rules).

Fittingly, SCCA Autocross is probably where the CRB street tire proposal stemmed from. Roughly seven years ago, the Solo Events Board began a transition for the biggest category in autocross, ultimately renaming the "Stock" category to "Street" and requiring the use of tires with a 200 UTQG rating or higher. Long story short,



with Street-category autocross cars on 200 treadwear tires, category participation soared.

Back to Club Racing: While the CRB's street tire proposal for certain road racing classes didn't progress, it made us wonder how our old Touring 4 car would perform on 200 treadwear street tires?

OUR TESTING "PROCEDURE"

We wanted to gather data for this story via methods achievable by the average racer – we could have rented a track, brought in a professional driver, and sought out a professional data analyst to interpret the files, but none of that is reproducible by you. So, instead, we entered an affordable SCCA Cal Club Region race weekend at Buttonwillow Raceway Park that also featured a 90-minute enduro element, and we used a reasonably priced, off-the-shelf data system to capture information about the 200 UTQG tires we'd be racing on.

For tires, we ordered a set of affordable 225/45-17 Maxxis Victra VR-1 200 treadwear tires for our T4-class 2003 Nissan Sentra. The VR-1 Maxxis tires may not be well known in SCCA

circles, but they are used by several road racing and track day groups and have a proven history of holding up to multiple hours of abuse at the track. At less than \$130 per tire, they're a bargain.

To capture data, we outfitted the car with an AiM MXm data acquisition system and AiM's infrared tire temperature sensors. Admittedly, the AiM MXm data system was not our first choice – we originally planned to utilize an AiM Solo 2 DL to gather accelerator data, but a call to AiM turned us on to a different product: the MXm.

Touted as the compact data logger, installation isn't as straightforward as the plug-and-play, battery-powered Solo 2 DL, but it's nearly as easy – it requires some kind of mounting plate (we screwed it into a block-out plate on the dash), and you have to connect it to a 12v power source. The advantage to the MXm over the Solo 2 DL, however, is it allows for the use of external sensors. Because of this, we ordered AiM's tire temperature sensor kit to plug into the MXm. The bump in cost between the two is not outlandish – the MXm will run you about \$1,099 vs. the Solo 2 DL's \$699.

RADIOS WOULD HAVE BEEN HELPFUL



LAI Photographic

Most of the testing for this story was accomplished during a Cal Club Region 90-minute enduro. We chose this event due to its ability to allow us to push the tires to the limit for extended periods of time and do so cost effectively. We were looking for falloff due to abuse, and what's more abusive than spending 90 minutes on track during a race, with only a five-minute pit stop in the middle? Our testing procedure, however, was missing one key component: in-car communications.

For the purpose of our driver change 45 minutes in, we decided the second driver would signal the first driver via the use of a large board displayed on the front straight – old school. Unfortunately, the first driver, keeping an eye on the clock, noticed the agreed upon time limit had passed and assumed he'd missed the board. So, he entered the pits.

In his pit space, the first driver discovered the second driver (*SportsCar's* editor) eating a snack and chatting with the workers. This led to a bit of a rush, and the planned five-minute stop turned into seven minutes. Did it affect the outcome of the race or our testing? No, but we did learn that communication between driver and crew is essential when a pit stop is part of a race.

Despite this hiccup, we had plenty of fun during the enduro and we collected all of the necessary tire data. We also plan to compete in more enduros in the future – where we'll probably bring a radio setup.

AiM's infrared tire sensors offer a 35-degree field of view, with the sensors measuring temperatures from -4 degrees F to 248 degrees F. The sensors cost about \$100 each and plug straight into the MXm and AiM's Race Studio software makes the setup so straightforward even we could do it.

We did discover that distance from the tire's surface makes a difference in the temperature sensor's readings, undoubtedly due to the amount of surface area the sensor can see. We mounted the passenger side tire sensor nearly an inch farther from the tire's surface compared to the driver's side to see what the difference would be and we saw peak temperatures sometimes



TOOLS OF THE TRADE

For our test, we utilized an AiM MXm data system (LEFT) and four AiM infrared tire temperature sensors fastened to the fender liners (BELOW). All of this enabled us to capture data on the Maxxis Victra VR-1 200 treadwear tires (BOTTOM) we raced on during a 90-minute enduro.



Philip Royle

40 degrees lower than the sensor placed closer to the tire. Does this matter? Not so much, as we were looking for general temperature fluctuation, not absolute readings in pinpoint tire locations.

KNEE DEEP IN DATA

Data is largely useless without something to compare it to – but that doesn't mean you need files upon files of data from multiple cars and tracks to pull from. In our case, we were comparing data on the T4 car over the duration of a 25-minute race followed by a 90-minute enduro on the same day. Believe it or not, there's plenty to learn from a single test.

While there are many methods for analyzing data, for us, the lowest hanging fruit when it comes to tire data analysis is lap consistency. We pulled up data from the enduro and discovered a lap time variation of no more than 0.776sec during the final 40-minute stint, with most laps falling within a half-second window. We also discovered that the driver turned his fastest time of the day on the penultimate lap of the 90-minute enduro, showing that the Maxxis Victra VR-1 tires were good to the end.

Next, we pulled up lateral (cornering) and longitudinal (braking) g-force data. We initially compared our fastest lap to a lap earlier in the enduro and discovered the g-forces were nearly identical, so we decided to overlay a session from earlier in the day and found cornering and braking forces were all comparable – this showed that the tires ran hard for the duration of the day, taking more than 120 minutes of abuse without substantial falloff.



Philip Royle

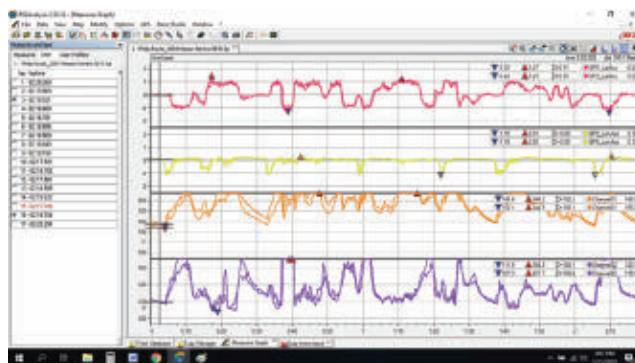
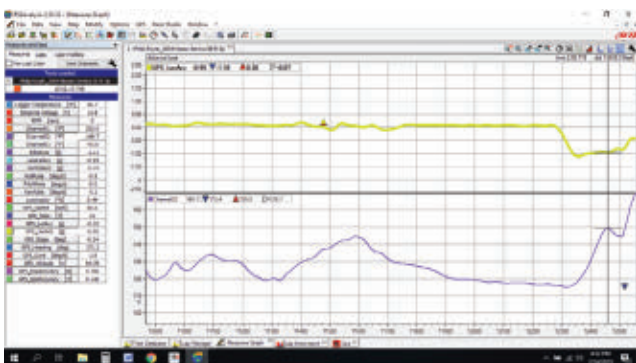
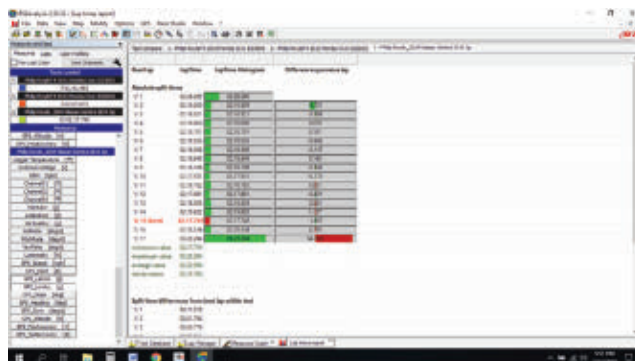
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A MOMENT LIKE THIS

(CLOCKWISE from TOP LEFT) The AiM MXn data system easily mounted to a rigid dash plate. An output of lap times shows tire consistency throughout the endro. Overlaid acceleration, braking, cornering, and tire temps from lap 2 and lap 15 of the second stint of the enduro show minimal performance fade. Viewing brake g-force (top) alongside tire temp (bottom) channels from one corner to the next reveal how the tires deal with temperature gains.

Diving into the specific numbers, we found our 2,750lb, front-wheel-drive T4 car on the Maxxis VR-1 street tires consistently attained 1.09g of lateral force and knocked out 1.08g of braking force from lap one to the end. There were g-force peaks from bumps on the track, but we stuck to the data that represented the car's performance, not the track's idiosyncrasies.

On its own, specific g-force data is interesting, but it doesn't show a complete picture - this is where alternate comparative data comes in handy. We accessed data from our 2015 Runoffs-winning T4 Honda Civic Si project racecar that was outfitted with an AiM data system and discovered the 2,975lb Civic on 225/40-18 BFGoodrich R1 S R-compound tires could pull 1.3g of cornering force at the beginning of the 2016 Runoffs, but it struggled to hit 1.25g by the end of the race. Surprisingly, we found the braking force was similar between the Civic on R-compounds and the Sentra on

street tires, with the Civic pulling 1.07g on the same compound Hawk DTC-60 brake pads.

Analyzing lap consistency between the two cars, we found our race lap time variance was far greater in the Civic on R-compounds than in the Sentra on Maxxis street tires (as emphasized by the decrease in the Civic's lateral g-force as the race went on). This, however, could be attributed to the Civic's 225lb bulkier weight and Mid-Ohio's brutal circuit vs. Buttonwillow's relatively mellow layout - it's hard to reach a definitive conclusion on this one.

What did the tire temperature data reveal? We found that as the race progressed, the tires would generally not cool as much on the straights, with tire temperatures sitting about 10-15 degrees F higher on the straights in the later laps of the enduro. The braking and mid-turn temperature peaks were roughly the same as earlier in the race, however, which further

explains why the tires did not lose grip during the extended session.

DRAWING CONCLUSIONS

Our data collection exercise showed multiple things. One is that 200 treadwear tires can take the abuse of racing. An analysis of the Maxxis VR-1 street tires after roughly 120 minutes of on-track racing indicated that the lifespan of these street tires is comparable or possibly greater than the top-tier R-compounds we're used to running. But the price is the kicker: a set of Hoosiers A7s or R7s for our test car would have cost \$1,193 through Tire Rack, while four BFGoodrich R1-S or R1s would cost \$1,095. Meanwhile, a set of Maxxis VR-1 street tires will set you back only \$511 from Maxxis.

Our test also showed that while our T4 car on street tires could brake just as effectively as a Nationally competitive T4 car on R-compound rubber, the street tires just couldn't sustain the lateral g-forces of R-compounds. What's

the ultimate lap time difference between the two types of tires? Obviously, we don't know - we'd need to run R-compounds on the car at the same circuit on the same day as the street tires for that data, and we didn't. But we do know that street tires are slower, and we know they're slower because of decreased cornering force, not a lack of braking. In a high horsepower car, they probably couldn't get the power down on corner exit, either, but with our test being on low-powered cars, that was not an issue.

And the final question: Are 200 treadwear street tires a future that SCCA Road Racing should consider? That, my friends, is a question best answered by the CRB through member input from you. But we will say that we had fun in our low-powered T4 car on street tires. So, come the next enduro, we're going to order up another set of Maxxis tires and put the money we save into brats and beverages. 🍷

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LIVE DATA

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RACE DASH DISPLAY

The Race Dash Screen provides critical timing and vehicle information in a high contrast format. Lap time difference is constantly updated and compared to the fastest lap of the outing, changing from green to red based on faster/slower. Fastest lap of the outing, lap number, speed, engine rpm and temperature are also provided.



LAP DATA DISPLAY

Upon completion of a track outing, the D3 app automatically presents all lap time data, along with rpm and temperature data, to the driver, providing immediate review of the driver's performance.

	Time	RPM avg.	RPM max	Temp avg.	Temp max
1		10805	6772	131	105
2	1:15.843	11271	6701	144	139
3	0:58.210	12682	6115	153	147
4	0:56.467	11463	6408	160	151
5	0:57.126	11440	6255	165	152
6	0:56.352	11320	6422	170	166
7	0:56.381	10865	6379	170	168

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A LIFELONG ENTHUSIAST

For 17-year-old Riley Heaton, motorsports began at home and then the SCCA became home | **WORDS** James Heine | **MAIN IMAGE** Courtesy Riley Heaton

If you are of a certain age, perusing Riley Heaton's CV and tabulating everything the 17-year-old Nebraska Region high-school junior does might make you tired just contemplating the effort. Not counting his SCCA activities – autocross (where he has two National Solo titles plus a ProSolo title), RoadRally, and RallyCross – there is varsity swimming (two letters, 2016-'17), Nebraska state swimming finals (a bronze in the

50 free-style in 2015), mountain-bike racing (a bronze in 2018), head coach for Swintastic, an Omaha-area swim team, pilot of a 1994 Mazda Miata that he is building into an STS autocross car and, oh, yes, of course, full-time high-school student with an eye toward a career as a high-school mechanics and industrial-technology teacher.

"I also collect and race r/c hobby cars and participate in online racing," he says.

"I have been playing Gran Turismo on the racing simulator since the age of 3."

Impressive? Yes. (And, hooray that he has an eye on a teaching career.)

"I primarily participate in autocross," Riley says about his SCCA activities, "but I got to try my hand last year at RallyCross in a Subaru WRX. I never knew driving in the dirt could be that much fun. So much fun that I have started shopping for a RallyCross car."

That he is from an SCCA family is evident early in almost any conversation with Riley. At the age of 4, he explains, he started working in timing at local autocross events, helping post results on the side of the Region's trailer.

"I have been interested in motorsports for as long as I can remember," he says. "Since my parents both compete in autocross, I have been attending events since I was born – actually,

NOW AND THEN

(LEFT) In between classes and numerous other activities, Riley Heaton can be found autocrossing his STS Miata.

(BELOW) Heaton was headed for a podium finish at the 2018 Solo National Championships but a cone got in his way.

(BOTTOM) In his early days, Heaton was very successful in Junior Karts.

before I was born. My mom autocrossed when she was pregnant with me. I have seen pictures of my mom walking the course before an event while pushing me in my stroller. So, I guess I have walked a few courses in my 17 years."

Considering his early exposure to the sport, and that he excels at it, it's surprising that his initiation as a driver did not go well. Actually, it almost didn't go at all. When he first exhibited a serious interest in karting, Riley recalls, his mom and dad went to great lengths to find the right kart for him. Yet, when he turned 8 a few months later and finally had the chance to compete at a local event, things did not go as planned.

"You would have thought that I would have been excited," he says, "except now, I wanted no part of it. I didn't like wearing a helmet, the engine was too loud, the gloves were too tight. I was done. Mom sat with me and told me that if I took one run and didn't like it, I could quit. Thirty minutes later, I finally complied. After that one run, I have never looked back."

An SCCA member since 2009, Riley won for the first time at the Tire Rack Solo National Championships in 2014, in Formula Junior A. He repeated that effort in 2016, while adding a ProSolo Formula Junior A win as well. Along the way, he has won a Nebraska Region gymkhana driver of the year award and thrice been named runner-up in the category.

"In 2017, I transitioned from karts to cars and managed to



Rupert Berrington

"The transition from kart to car intimidated him a little because, among other things, he was the youngest driver on the grid"



Rupert Berrington



Rupert Berrington

trophy at my first National Tour," he says. "Currently, I drive a 1994 Mazda Miata that I am building up for STS. [Last year], I co-drove Andy Clark's infamous 1988 Honda CRX nicknamed 'Bubba' at the Solo Nationals. What a phenomenal car! Unfortunately, I coned away a podium finish."

Riley won his first non-karting Solo trophy driving his parents' D Street Subaru WRX at the 2017 Solo Championship Tour in Lincoln. "I still had my learner's permit; so, my mom had to sit in the passenger's seat while I took my runs out on course," he says.

Riley notes that the transition from kart to car intimidated him a little because, among other things, he was the youngest driver on the grid. Yet, he adds, his nerves disappeared once he got behind the wheel.

"Driving a car is very different from driving a go-kart," he observes. "For one, your perspective changes. Instead of being as tall as the cones, you are now looking down on them. I find it easier to look ahead on course, as opposed to being in

the kart and seeing everything at eye level. Second, it also took some time to learn how to drive with a suspension and then use it to my advantage."

What sets autocross apart from many other sports is the fact that competitors go out of their way to help each other, Riley says. "When your car breaks during an event, you will have four different people offering to let you drive their car and four other people trying to fix your broken one. It's that part of the sport that keeps you coming back for more."

Plus, he adds. "I have made some great friendships over the years and consider the SCCA my second family."

At school, many of his friends are into cars also, Riley notes, and interested in how they can prep their cars for competition. "I had a few friends who got the opportunity to stop by our local autocross events and do some ride-alongs. They were impressed with how addicting autocrossing can be, as you are constantly chasing the fastest time."

His advice to anyone who asks about getting involved in motorsports? "Autocrossing is a great way to get into motorsports, and it will make you an overall better driver," he says. "Autocrossing is all about car control and looking ahead, which is something you can use daily out on the street. These are great qualities teen drivers need to know."

The SCCA has many ways to get involved, he adds. "Find what part of the SCCA suits your time and budget. From volunteering to racing at your local track, if you love cars you won't be disappointed." 🍷

CLEAR AND CONCISE

Communication, says Oregon Region's Bonnie Aarseth, is key to being a successful F&C worker | **WORDS** James Kearney | **MAIN IMAGE** Courtesy Bonnie Aarseth

When I caught up with Bonnie Aarseth, she and her husband were cruising along the Pacific Highway on a rainy day. They live about an hour inland from the coast in Jefferson, Ore. She tells me she vividly remembers her first racetrack visit: some co-workers had invited her to Portland International Raceway. "I started flagging right away and I was hooked," she recalls. "It was exciting to be so close to the action. Everyone was very accepting of me and there was a real multi-generation family feel to it all."

That was 35 years ago.

Even in her early days of flagging, she understood the importance of clear communication, and she paid close attention to the best words to use in reporting action to the tower. "I got the lingo down as soon as I could," she says. "For the sake of clarity, car 36 became car three-six. We were taught on the job, and that continues to this day."

She loves to travel to new areas of the country and observe how they do things. Another Region gave her the idea of using the word "impact" to describe a car contacting a wall or other barrier versus using the word "contact," when there has been a car-to-car coming together.

Her ability to remain calm and clear as she communicated the action to the tower had an ironic result. As thrilling as it was to be on the corners, her strong skill set led her to work in the tower for many of her events over the last 15 years. "It is critical to keep your voice calm, not only so you can be heard clearly, but also to keep yourself in control," she says.

Bonnie notes that they have a terrific group of workers in the Northwest and she can trust their reports to the tower in part because she knows them so well. "I key off their voices," she says. "I know when someone is working hard to remain calm." She enjoys the position in the tower but



ON THE ROAD
Bonnie Aarseth, who was presented with the F&C Worker of the Year award at the 2018 Runoffs (TOP), started flagging some 35 years ago, although these days she's typically found in the tower calling the shots. Aarseth loves to visit other SCCA Regions and events to see how they do things.

says she sometimes she feels bad as she is sheltered from the weather. But at events where she's not working the tower, she's back on the turns, often as the communicator for her corner crew.

Bonnie is proud of the success her Region has had in recruiting new workers. The return of some pro races has given them an increased chance of getting their name out. "The biggest change over the years is the average age of the folks out on the corners," she says. "It has gone from 20-30 to 60-70 years old." They have an annual recruitment party and strive to find out what the new members might like to do. And they provide training and a mentor for all new workers. "Corner workers need to contend with the weather and long hours," she points out. "We let them know what clothes to bring and provide food and drinks. There is a tremendous sense of camaraderie among F&C members. You develop a close bond as you are placing your trust in one another. When you are standing with your back to traffic, you rely on the

blue flag person to save your bacon."

It can get complicated out on the turns. All F&C duties require commitment and concentration but working the blue flag can wear you out. "It is easier if the race is in your own Region and you know the car and drivers pretty well," she notes. "Even then, a worker in training will have a mentor standing with them to tap them on the shoulder or whisper in their ear. Newbies, meanwhile, are encouraged to listen in on a spare set of headphones.

Bonnie worked the blue flag at night at the Petit Le Mans one year, and she notes the difficulty of keeping a track of 30-plus cars at high speed. She would identify them by the different headlights, sidelights, and different colored mirrors. "That was hard duty," she recalls. "But we changed off every hour."

The hard work has not gone unnoticed, either. So, while Bonnie was surprised to receive the Worker of the Year Award for F&C at the 2018 Runoffs, her friends were not. "Recognition is very nice," she says, "but it's not why I do it." 🍌



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OFF TO THE RACES
(LEFT) The 2019 Hoosier Super Tour is off and running, and you can count on seeing Data Technicians taking samples throughout the year. (BELOW) The CRB will be utilizing the new SCCA Road Racing Facebook page as a way of vetting ideas and communicating with the racing community.

IN ACTION

While the 2019 Road Racing season is well underway, the Club Racing Board has been busy behind the scenes

WORDS Peter Keane, Chairman, Road Racing Board | **MAIN IMAGE** Mark Weber

A lot has happened since 2019 began. Beyond the SCCA having already successfully conducted several U.S. Majors Tours and Hoosier Super Tour races, the SCCA National Convention was a great success. At the Convention, I'm always amazed by the amount of knowledge our volunteers possess, and I was also impressed by the amount of effort being put into the future of our sport. I sat in on several Convention sessions in different categories, and the topics were always forward thinking.

During the National Convention, the Club Racing Board (CRB) conducted a face-to-face meeting as well as having meetings with the National Board of Directors (BoD) and the Executive Stewards. The CRB face-to-face and meeting with the BoD is standard operating procedure for the SCCA National Convention; the CRB meeting with the Executive Stewards, however, is something that has not happened in many years. That said, the Executive Stewards meeting was incredibly informative and successful, and it was only the first step for the CRB in improving communications with the Execs and the technical department.

COMMITTEES, SPECIALTIES, FACEBOOK, AND RANDY

In my last column, I introduced the Strategic Advisory Committee to assist the CRB with future improvements to the SCCA Road Racing program. The official name on crbscca.com is listed as the Strategic Planning Advisory Committee (SPAC), and the CRB would like to encourage SCCA members to send any ideas for improving the Road Racing program to crbscca.com and select the "SPAC" category.

Speaking of online, the SCCA Staff has set up an SCCA Road Racing Facebook page. If you're one of the 2.3 billion Facebook users, please "like" the page and look for new items from the CRB and Advisory Committees. The CRB and committees will be using the Facebook page to communicate new ideas, pose "What do you think?" questions, and disseminate general information.

The CRB would also like to recognize Glen Thielke, the Data Technician, as well as his data collection team. Glen and his crew have done a tremendous job of installing data boxes, collecting data, and generating data reports for the CRB and various committees. The CRB's Advisory Committees



"The CRB's Advisory Committees rely heavily on the data reports to make balance of performance adjustments"

rely heavily on the data reports to make balance of performance adjustments.

After seeing some of the data for myself, it was amazing to see how close most of the class data was that was taken during the 2018 Runoffs at Sonoma Raceway. But with these data reports, the CRB will be able to reduce the amount of changes to each car's performance and ensure equality through the classes. Glen and his team have worked with us to refine the reports, and it's notable that the data the Data Technician specialty supplies to the CRB just keep getting better and better.

And, finally, while I told *SportsCar's* editor that I would not write about Randy Pobst anymore, I had to laugh when my first article in *SportsCar* talked about how Randy likes different cars, and *Pobst Position* in the same issue was about Randy looking for a new car. I guess some things never change. 🍷



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SOLO SHOCKER!

The host site for the Tire Rack Solo National Championships is about to undergo major changes – but don't worry | **WORDS** Paul Brown | **IMAGE** Rupert Berrington

There's some shocking news about Lincoln Airpark in Lincoln, Neb., the site we use for the Tire Rack Solo National Championships and ProSolo Finale: The U.S. Air Force is moving in and taking over the entire paddock and Test and Tune area. But let's not panic – there is more to the story.

It seems that nearby Offutt Air Force Base is undergoing a major renovation and they need a place to park airplanes – and they've got their eyes on our spot. While this may appear dire at first glance, it seems that the folks at Lincoln Airpark have our back – and they have an answer. While Lincoln Airpark told the Air Force that they could park planes in the space we use, it came with the caveat that they weren't allowed to do so during time we need it. Hurray!

In short, this is a very positive sign that we have not worn out our welcome with Lincoln Airpark or the city of Lincoln, Neb. At the same time, it's also a sobering

“We could also contemplate having one Nationals course on concrete and the other on asphalt”

reminder that we all need to do our best to be good tenants while in Lincoln so that the Airpark will continue to support us.

But it's not all cut and dry – the Air Force was given caveats, and so was the SCCA. The condition of the concrete that the Air Force wants to use isn't up to their standards, and pouring new concrete is not in the budget; sadly, cutting out that concrete and replacing it with asphalt is. So, the result is that the rough concrete northern end of the Solo Nationals paddock, where many of us paddock, will be replaced with lovely, smooth asphalt. Good news: we can park on it. Bad news: The Test and Tune course area is included in the repave, and what use is

an asphalt test location when the National Championship event takes place on concrete?

Moving the Test and Tune course down to the southern end of the site near the East and West Courses – an area that will still be concrete – is an obvious answer, but it will add noise and activity to an already busy area. We have the space to do this, it's just going to take a bit of reconfiguration. Truth be told, the SCCA is actually gaining area in this reconfiguration, with new footage for most of the eastern perimeter of the paddock. The Solo Nationals didn't actually fill what we had in 2018, but more space is always welcome.

So, how will the reconfiguration look? The East and West Courses and their associated grids will remain pretty much the same as they've always been, and they'll remain on concrete. The Test and Tune is far too popular and useful to lose, so it will move to some of the remaining concrete area. The Big Fun Tent, registration, protests, and other accessories of the Solo Nationals, however,

CROWDED AIRSPACE

Thanks to some Air Force planes, the paddock at the 2019 Solo National Championships may look a little different than it has in past years, but all of your favorite things – and the things needed to make the event happen – will remain in place.

will have to shift locations. One bit of good news is that they are likely to all end up at the eastern edge of the site, which is high ground, and we know we get rain in Lincoln in September.

More good news is that the SCCA has plenty of time to figure this out. With the month of May comes Solo Nationals setup day, when the SCCA lays out the two National Championship courses, so this year the day will also include scouting the rest of the location to see where the asphalt will encroach – yeah, maps have been made by the Air Force, but chances are the reality may not match the plans.

This is all going down now, the Air Force planes are supposed to be around through 2020; after that, they are back at Offutt. That leaves us with a huge patch of new, smooth asphalt – and options to consider. While we could keep things status quo, we could also contemplate having one Nationals course on concrete and the other on asphalt. If that option were explored, there may not be space for two Test and Tune courses, so we'd have to pick one.

Of additional note is that there's experimentation being done regarding leveling up some of the concrete that has settled over the years at Lincoln Airpark. There's also discussion about clearing away some of the items in the championship course areas that we can't currently drive over, which would further expand the course design possibilities of an already amazing location.

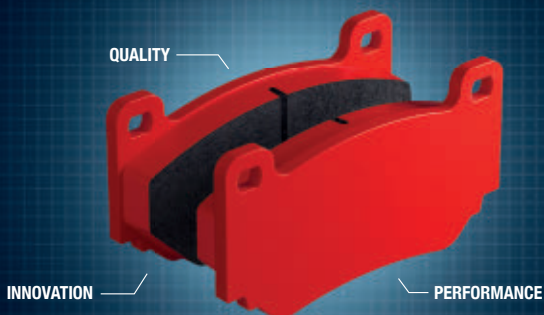
But regardless of the details, Lincoln Airpark will continue to host the Solo National Championships for the foreseeable future, we're going to compete on concrete, and we'll be doing so well past the 50th anniversary of the Solo National Championships in 2022. Yes, we'll have to paddock on asphalt, but there are certainly worse problems to have. 🍷

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SNOW DAYS

While much of the country braved the winter safely indoors, a number of SCCA Regions embraced the white stuff and took to the roads.

CROSSING OVER

Finger Lakes Region's winter RoadRallies offer a great opportunity for autocrossers looking for a challenge | **WORDS** Rick Beattie | **IMAGE** Shaun Hallam

Although much of SCCA had settled down for a long winter's nap by the end of 2018 and early 2019, there was one program that withstood – and, in many cases, looked forward to – the long nights and at least a few inches of snow. RoadRally regions along the Canadian border thrived as Lake Superior, Land O' Lakes, Detroit, Misery Bay, Finger Lakes, and New England all offered something to do with a car that was prepped and ready. On Feb. 2, Finger Lakes Region members Shaun Hallam and Lloyd Murray staged the third event of the Region's Winter Rally Series, the Hollows, Gulches and Hills Rally.

Beginning and ending at Scovill's Grill in Dansville, N.Y., the nearly 200-mile route took 15 teams as far south as Cameron Mills and as far west as Fillmore. Hallam reported calm winds and temperatures in the mid 30s during the day, but dropping at night, and

that the "roads were a mixture of packed snow, ice-sand mix, and sandy pavement."

Teams competed in four classes: Equipped, Limited, Stock, and Novice. First in Equipped Class and first overall with just 18 points for the 20 scored legs was Eric Hobron navigating for Alan Smith. Hobron has been rallying since 1981 when his father Allen Holbron, who rallied in the 1950s and '60s, got him into the sport. Smith, meanwhile, has been rallying since 1993. He and Hobron have been a team for 15 years.

Finger Lakes Region has one set of general instructions for their Winter Rally Series, although each event can add an addendum "to provide information unique to that event," the rules say.

One unique concept is the use of variable speeds and speed groups. There is a table listing the speed groups in columns and

the factors by class in rows. Teams can run in any class at any maximum speed, but an Equipped car running at the maximum Group C speed of 36mph will have a factored score 1.5 times their raw score.

Smith confirms that "[Finger Lakes Region] is unique in the use of speed groups to keep it safe for beginners and challenging for more experienced teams."

"We have a great group of people and friendly competition," he said. Members of that group included the Class L winners, with just 43 points, Greg Peck and driver Karl Haltiner. Haltiner has "been participating in [Finger Lakes Region's] winter night tulip TSD rallies since 1982 – 36 years! Hard to believe," he said. He also likes bad weather. Running Class L he has beaten a few Class E cars and feels that the "adverse weather helps level the playing field."

"This series is a tribute to the vision of Bill Laitenberger and Debby Segall 36 years ago when they started it – with a little help from me as the Solo chairman at the time – as a way to attract autocrossers and racers to rally by running in the off-season and making sure there was a driving challenge to it," Haltiner pointed out. "I had been competing in Solo for a few years before then and the car control learned there translated nicely."

That mixing of Solo and RoadRally also appealed to the Class S winners Bruce Coulombe driving, with his son James navigating and earning a factored score of 190.97. Bruce Coulombe is a Glen Region Solo Safety Steward. James Coulombe got his father restarted in autosports with his participation in the Solo Drivers School hosted by Glen Region. Bruce Coulombe ran most of their first rallies "in my trusty old 1998 Hyundai Accent – slow, cloudy headlights, dim odometer lighting, rusty and dented, it was a great car to learn with," he said. They won Novice class with it in their first full year.

With their interest in driving and encouragement from Finger Lakes rallymaster Gary Thomas, they were hooked. "Rallying seemed like a great way to get out and have fun in cars no matter what the weather," he concluded. ☺

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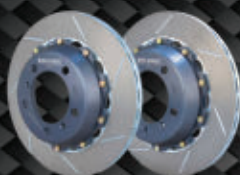
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CARRYING THE MOMENTUM

Member generosity helps power the SCCA Foundation's success – and future growth | **WORDS** Jeff Jacobs, Vice Chairman, SCCA Foundation | **MAIN IMAGE** SCCA Archives

The SCCA Foundation reported strong financial and program results from 2018 at this year's SCCA National Convention. One key measure of the SCCA Foundation's performance each year is the amount of money raised to support its core programs. In 2018, the Foundation raised nearly \$150,000, which was a 50-percent increase over 2017. It finished the year with net assets of \$313,000, which represented an increase of \$98,000. These kinds of positive results are only possible thanks to the generosity of so many SCCA members and Regions.

One obvious question is, what did the Foundation do with all the money it raised? Almost all of the donations go directly to support the core programs supported by the Foundation. Two programs consume the majority of the Foundation's spending – the Tire Rack Street Survival teen driving program, and the SCCA Archives. While part of the costs of the teen driving program are covered by the entry fees paid by the students, much of the funding comes from the Foundation – more than \$35,000 a year. This money allows us to provide the Foundation's Street Survival coordinator, Scott Dobler, who supports SCCA Regions and facilitates new Regions joining the

program. It also pays for volunteer shirts, printed materials for students, parents, and instructors, and other event support.

The other large budget item for the Foundation is the SCCA Archives. The great work being done at the International Motor Racing Research Center (IMRRC) in Watkins Glen was funded with \$30,000 in Foundation contributions. In addition, when the SCCA collection outgrew the available shelving and storage boxes, the Foundation purchased the necessary materials with a further contribution of \$7,500.

Donor generosity also made it possible for the Foundation to support the Formula SAE program though the annual cash prizes and trophies following their national competitions, and by providing event support in the form of thousands of bottles of water consumed during several days of FSAE competition in Lincoln, Neb. In addition, support for a terrific program providing opportunities for our wounded military veterans to engage in motorsports activities – the VETMotorsports organization – expanded in 2018 to \$7,500 and will continue to grow with additional financial support in 2019. And, the Foundation funded two \$1,500 Wendi Allen Memorial

TOGETHER
SCCA and Watkins Glen have been synonymous since the early days of American road racing, with SCCA hosting everything from the first races on the city's street circuit (TOP RIGHT) to races on the purpose-built road course (ABOVE). Today, the SCCA Archives are housed in Watkins Glen at the IMRRC.

Scholarships in support of the Women on Track initiative of the Club.

Some may wonder what the Foundation plans to do with its growing \$313,000 bankroll. In addition to continuing to support the above core programs at increased levels when warranted, a major project is on the horizon. The SCCA Archives makes up about 33 percent of the total racing-related collections stored and managed by the IMRRC, and the current facility is bursting at the seams. We expect in the near future that the SCCA Foundation will need to contribute significant sums toward the construction of a new facility in Watkins Glen. The current assets are not nearly enough for the size of facility required, but it is a great starting place from which to grow. We look forward to launching that capital campaign in conjunction with the IMRRC in the near future.

Meanwhile, the SCCA Foundation Board is very excited about the opportunities for 2019. On the fundraising side, everyone can look forward to another great experience-based sweepstakes starting in the summer. The Formula One VIP package at COTA has been a hit every year and we hope to continue it this year. The Foundation's fundraising committee is also in negotiation for a second amazing trip to be offered as part of a second sweepstakes in the fall of this year, but the details are too preliminary to be released at this writing. We've also received a generous donation from the new Skip Barber Racing School for two three-day racing schools, which will be given away as part of an additional fundraiser in 2019.

Thank you to all of the individual members and SCCA Regions who gave so generously to the SCCA Foundation in 2018. Your support made it possible for the Foundation to accomplish more than ever before. We launch into 2019 with great momentum and a lot to accomplish. 🍷



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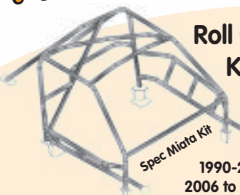
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Date Track/Region
Phone numbers are for region registrars



HOOSIER SUPER TOUR scca.com/supertour
Mar 15-17 Road Atlanta, Ga.
Mar 30-31 Hallett Motor Racing Circuit, Okla.
Apr 12-14 VIRginia Int'l Raceway, Ga.
Apr 26-28 Buttonwillow Raceway Park, Calif.
May 18-19 Portland Int'l Raceway, Ore.
May 31-Jun 2 Mid-Ohio Sports Car Course, Ohio
Jun 14-16 Road America, Wis.
Jun 21-23 Watkins Glen Int'l, N.Y.
Jul 26-28 Laguna Seca, Calif.



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

NORTHERN CONFERENCE

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

SOUTHEAST CONFERENCE

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 Roebbing Road, Ga.

MID-STATES CONFERENCE

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

SOUTHERN CONFERENCE

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

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.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

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

REGIONAL/DIVISIONAL

NORTHEAST nediv.org

Apr 6-7 Summit Point/Washington DC
Apr 20 NJMP/South Jersey
May 4-5 Palmer Motorsports Park/New England
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



SEASON'S BEGINNINGS

The F4 U.S. Championship kicks off its season on April 18 with a trip to Road Atlanta.

Carvin Baker

DE Baer

GOING ON TOUR

The Hoosier Super Tour travels to Buttonwillow Raceway Park on April 26-28. Will you be there?



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
Oct 26-27 NJMP/South Jersey
Oct 26-27 Pitt Race/Steel Cities
Finger Lakes (585) 326-2617
Glen (607) 268-9481
New England (508) 561-2188
South Jersey (609) 784-5316
Steel Cities (412) 335-5690

SOUTHEAST sedivrracing.org

Mar 9-10 # VIR/North Carolina
Mar 23-24 # Carolina Motorsports Park/South Carolina
Mar 23-24 v # PBIR/Florida
Apr 27-28 Roebline 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 Roebline Road/Buccaneer
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
Oct 18-20 v Sebring/Central Florida
Nov 1-3 Road Atlanta/Atlanta
Nov 9-10 # PBIR/Florida
Nov 16-17 Roebline Road/Buccaneer
Nov 30-Dec 1 Sebring/Central Florida
Alabama, Tennessee (256-200-5541)
Atlanta (770) 617-0801
Buccaneer (912) 398-0147
Central Carolinas (704) 898-0141
Central Florida (407) 415-8714
Florida (561) 654-3396
North Carolina (919) 423-6015
SEDiv (704) 575-5960
South Carolina (704) 575-5960

CENTRAL cendiv-scca.org

Apr 13-14 Blackhawk Farms/Milwaukee
May 25-26 Brainerd/Land O' Lakes
Jul 6-7 Brainerd/Land O' Lakes
Jul 27-28 Blackhawk Farms/Milwaukee
Aug 17-18 Road America/Chicago
Aug 24-25 Brainerd/Land O' Lakes
Sep 7-8 Blackhawk Farms/Chicago
Chicago (920) 377-1926
Land O' Lakes (612) 839-7905
Milwaukee (815) 718-4881

GREAT LAKES greatlakes-scca.org

Jun 22-23 Grattan/Western Michigan
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
Cincinnati (330) 460-6706
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

SOUTHWEST sowdivscca.org

Nov 10 R Eagles Canyon Raceway/Texas
Texas (469) 878-1584

ROCKY MOUNTAIN coloradoscca.org

May 4-5 La Junta/Continental Divide
May 25-26 Pueblo Motorsports Park/Continental Divide
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/Continental Divide
Colorado amstine45@gmail.com
Continental Divide amstine45@gmail.com

NORTHERN PACIFIC norpac-scca.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 sedivrracing.org

Apr 6-7 Daytona Int'l/Central Florida
Jul 20-21 Sebring/Central Florida
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

ROCKY MOUNTAIN coloradoscca.org

May 3-4 La Junta/Continental Divide
Continental Divide amstine45@gmail.com

NORTHERN PACIFIC norpac-scca.org

Mar 29 Portland Int'l Raceway/Oregon
Oregon (503) 285-4449

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

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

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

FOR CHANGES

Club Racing (785) 232-7229

Solo, RoadRally (785) 232-7656

RallyCross (785) 357-7259

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Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

www.scca.com

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www.sccapro.com

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

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(503) 330-3010; jzurschmeide@scca.com

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

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

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

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

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

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

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

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

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

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
bobbyceesracesedge.com

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

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

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

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

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

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

TIME TRIALS, 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

SOUTHEAST sedivacing.org

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

Oct 18-20 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



Clark McInnis

TIME OF YOUR LIFE

Looking to get on track in your street car? SCCA's Time Trials, Track Events, and Track Nights are calling.

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@stlscca.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 norpacscca.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.

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, 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

STREET SURVIVAL SCHOOLS

Mar 2 Atlanta Motor Speedway, Ga./Atlanta

Mar 10 Portland International Raceway, Ore./Oregon

Apr 6 Xerox Corporation, N.Y./Finger Lakes

Apr 6 Dade County High School, Ga./Chattanooga

Apr 13 Montgomery Co. Community College, Pa./Philadelphia

Apr 28 Boardman Park, Ohio/Majoning Valley

Apr 28 Air Force Research Laboratory, N.Y./Central New York

Apr 28 Saratoga Auto Museum, N.Y./Mohawk Hudson

Jun 1 Lincoln Airpark, Neb./Nebraska

Jun 15 Montgomery Co. Community College, Pa./Philadelphia

Jun 22 Fort Dorchester High School/South Carolina

Jul 13 NCM Motorsports Park, Ky./Tennessee

Oct 7 Air Force Research Laboratory, N.Y./Central New York

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

Sept 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 Meadows Sports Complex, N.J.

May 23-25 Lincoln Airpark, Neb.

May 31-Jun 2 Mineral Wells Airport, Texas

Jun 14-16 Grissom Aeroplex, Ind.

Jul 5-7 Heartland Motorsports Park, Kan.

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.

STARTING LINE SCHOOLS

May 11 Front Range Airport, Colo./Colorado

Sep 14 Atlanta Motor Speedway, Ga./Atlanta

Nov 16 Crows Landing, Calif./San Francisco

REGIONAL

NORTHEAST nediv.org

Apr 20 Splish Splash Park/New York

Apr 28 New Meadows Sports Complex/Northern New Jersey

Apr 28 Bader Field/Southern Jersey

May 19 Splish Splash Park/New York

May 19 Bader Field/South Jersey

May 25 New Meadows Sports Complex/Northern New Jersey

Jun 9 Bader Field/South Jersey

Jun 15 Edensburg Airport/Allegheny Highlands

Jun 22 Nassau Veterans Memorial Coliseum/New York

Jul 6-7 Bader Field/South Jersey

Jul 20 Edensburg Airport/Allegheny Highlands

Jul 21 New Meadows Sports Complex/Northern New Jersey

Jul 28 Bader Field/South Jersey

Aug 4 New Meadows Sports Complex/Northern New Jersey

Aug 17 Edensburg Airport/Allegheny Highlands

Aug 18 Bader Field/South Jersey

Sep 15 Splish Splash Water Park/New York

Sep 15 Bader Field/South Jersey

Sep 21 Edensburg Airport/Allegheny Highlands

Oct 6 Splish Splash Water Park/New York

Oct 13 Splish Splash Water Park/New York

Oct 13 Bader Field/South Jersey

Nov 3 Bader Field/South Jersey

SOUTHEAST sedivrac.org

Apr 5-7 Spence Field/Dixie

Apr 6 Michelin North America/South Carolina

Apr 7 Twin Fountains/Tennessee

Apr 13 Atlanta Motor Speedway/Atlanta

Apr 13 Tampa Bay Regional Airport/Central Florida

Apr 14 Dade County High School/Chattanooga

Apr 28 Spence Field/Dixie

May 5 Atlanta Motor Speedway/Atlanta

May 5 Freestyle Music Park/Southern Carolina

May 12 James Ward Ag Center/Tennessee

May 18 USMC Marina Corp Air Station/Cherry Point/North Carolina

May 19 Dade County High School/Chattanooga

May 26 Tampa Bay Regional Airport/Central Florida

Jun 9 Atlanta Motor Speedway/Atlanta

Jun 23 Deland Airport/Central Florida

Jun 23 Dade County High School/Chattanooga

Jun 23 Spence Field/Dixie

Jun 23 Fort Dorchester High School/South Carolina

Jun 30 NCM Motorsports Park/Tennessee

Jul 14 Atlanta Motor Speedway/Atlanta

Jul 14 Dade County High School/Chattanooga

Jul 14 NCM Motorsports Park/Tennessee

Jul 20-21 USMC Marina Corps Air Station/Cherry Point/North Carolina

Aug 10 Atlanta Motor Speedway/Atlanta

Aug 11 Dade County High School/Chattanooga

Aug 17 Tampa Bay Regional Airport/Central Florida

Aug 17 Spence Field/Dixie



Founded in 1965, Weds Wheels is a manufacturer of single and multipiece wheels through multiple product lines: WedsSport, Maverick, Kranze, and Super Star Leon Hardiritt, as well as manufacturing OE wheels for Toyota and Lexus. Weds' primary focus is building wheels that feature ground-breaking technologies at competitive prices.

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While many wheels claim to be "track tested," we developed our flagship in the fire and brimstone of motorsports. Primary R&D required three seasons in Japan's SuperGT championship. Our diligence resulted in a wheel that is as lightweight, strong, and rigid as a quality forged wheel without the exorbitant price. Price varies with size.



WEDSSPORT RN-05M

Traditionally, five-spoke wheels have always been heavier than their multi-spoke counterparts, as a thicker spoke is required to compensate for the lowered spoke count. By utilizing technology such as ball-mill cutting, Air Plus+, and dual flow form, The RN-05M features none of the disadvantages commonly seen with the five-spoke design. MSRP starting from **\$495**



WEDSSPORT SA-72R WIDE

The SA-72R Wide is designed for club racers who want to run wider sizes but must abide by fender protrusion rules. Built exclusively with a 17-inch diameter, widths run from 9 to 10.5 inches. Manufactured using low-pressure casting with flow form, the WedsSport SA-72R has a price-to-performance ratio that is hard to beat. MSRP starting from **\$350**



Aug 24 Freestyle Music Park/South Carolina
Aug 24 NCM Motorsports Park/Tennessee
Sep 7 Michelin North America/South Carolina
Sep 14 Atlanta Motor Speedway/Atlanta
Sep 15 Dade County High School/Chattanooga
Sep 15 James Ward Ag Center/Tennessee
Sep 21 USMC Marine Corps Air Station Cherry Point/North Carolina
Sep 22 Deeland Airport/Central Florida
Sep 22 Spence Field/Dixie
Oct 5 Atlanta Motor Speedway/Atlanta
Oct 13 Dade County High School/Chattanooga
Oct 19 USMC Marine Corps Air Station Cherry Point/North Carolina
Oct 20 NCM Motorsports Park/Tennessee
Oct 27 James Ward Ag Center/Tennessee
Nov 3 Spence Field/Dixie
Nov 9 Atlanta Motor Speedway/Atlanta
Nov 10 Tampa Bay Regional Airport/Central Florida
Nov 17 Dade County High School/Chattanooga
Nov 17 NCM Motorsports Park/Tennessee
Nov 24 Deland Airport/Central Florida
Dec 1 South Georgia Motorsports Park/Dixie

GREAT LAKES greatlakes-scca.org
Apr 28 I/Walesboro Cummins Test Site/Columbus
May 18 Mid-American Air Center/Southern Indiana
May 19 Walesboro Cummins Test Site/Columbus
Jun 8 Mid-American Air Center/Southern Indiana
Jun 8 Mid-American Air Center/Southern Indiana
Jun 22 Mid-American Air Center/Southern Indiana
Jun 30 Walesboro Cummins Test Site/Columbus
Jul 7 Mid-American Air Center/Southern Indiana
Jul 14 Walesboro Cummins Test Site/Columbus
Jul 21 Mid-American Air Center/Southern Indiana
Aug 18 Mid-American Air Center/Southern Indiana
Aug 25 Walesboro Cummins Test Site/Columbus
Sep 9 Walesboro Cummins Test Site/Columbus
Sep 15 Mid-American Air Center/Southern Indiana
Sep 29 Walesboro Cummins Test Site/Columbus
Oct 6 Mid-American Air Center/Southern Indiana
Oct 13 Mid-American Air Center/Southern Indiana
Oct 20 Walesboro Cummins Test Site/Columbus
Nov 3 Walesboro Cummins Test Site/Columbus



Jason Isley

PROSOLO

WHAT ProSolo National Series

WHEN April 5-7, 2019

WHERE Fontana, Calif.

ProSolo competitors will once again flock to Auto Club Speedway for a top-notch autocross weekend of head-to-head action.

MIDWEST midiv.org

Apr 7 Remington Park/Oklahoma
Apr 28 Remington Park/Oklahoma
Apr 4 Columbus Air Force Base/Mississippi
May 19 Remington Park/Oklahoma
Jun 2 Remington Park/Oklahoma
Jun 8 Grenada Municipal Airport/Mississippi
Jun 21-23 Remington Park/Oklahoma
Jun 22 Columbus Air Force Base, Mississippi
Jul 7 Remington Park/Oklahoma
Jul 20 Grenada Municipal Airport/Mississippi
Aug 17 Columbus Air Force Base/Mississippi
Aug 22 Mississippi
Aug 25 Remington Park/Oklahoma
Sep 15 Remington Park/Oklahoma
Sep 28 Grenada Municipal Airport/Mississippi
Sep 29 Remington Park/Oklahoma
Oct 13 Remington Park/Oklahoma
Oct 26 Columbus Air Force Base/Mississippi

SOUTHWEST sowdivscca.org

Apr 6 Waldron Naval Air Base/South Texas Border
Apr 7 Ike Hamilton Expo Center/Red River
Apr 14 Butron Coliseum/Southwest Louisiana
Apr 28 Texas Motor Speedway/Texas
May 4 Waldron Naval Air Base/South Texas Border
Jun 1 Waldron Naval Air Base/South Texas Border
Jun 9 Gulf Greyhound Park/Houston
Jun 23 Texas Motor Speedway/Texas
Jul 6 Waldron Naval Air Base/South Texas Border
Jul 7 Gulf Greyhound Park/Houston
Jul 28 Lone Star Park/Texas
Aug 3 Waldron Naval Air Base/South Texas Border
Aug 18 Texas Motor Speedway/Texas
Sep 7 Waldron Naval Air Base/South Texas Border
Sep 22 Texas Motor Speedway/Texas
Oct 5 Waldron Naval Air Base/South Texas Border
Oct 6 Texas Motor Speedway/Texas
Oct 27 Lone Star Park/Texas
Nov 2 Waldron Naval Air Base/South Texas Border
Dec 7 Waldron Naval Air Base/South Texas Border

ROCKY MOUNTAIN coloradoscca.org

Apr 6 Pikes Peak Int'l Raceway/Continental Divide
Apr 20 Front Range Airport/Colorado
May 12 Front Range Airport/Colorado
May 18 Pikes Peak Int'l Raceway/Continental Divide
Jun 8 Front Range Airport/Colorado
Jun 22 Douglas County EVOC/Colorado
Jun 29 Pikes Peak Int'l Raceway/Continental Divide
Jul 6 Front Range Airport/Colorado
Jul 20 Front Range Airport/Colorado
Jul 20 Pikes Peak Int'l Raceway/Continental Divide
Aug 4 Front Range Airport/Colorado
Aug 17 Pikes Peak Int'l Raceway/Continental Divide
Sep 24 Pikes Peak Int'l Raceway/Continental Divide
Sep 28 Front Range Airport/Colorado

NORTHERN PACIFIC norpacscca.org

Apr 20 Fresno Fairgrounds/San Francisco
May 11 Fresno Fairgrounds/San Francisco
May 18 Crows Landing/San Francisco
Jun 8-9 Fresno Fairgrounds/San Francisco
Jun 9 Marina Municipal Airport/San Francisco
Jul 13 Fresno Fairgrounds/San Francisco
Aug 3 Marina Municipal Airport/San Francisco
Oct 6 Marina Municipal Airport/San Francisco
Nov 3 Crows Landing/San Francisco
Nov 9-10 Fresno Fairgrounds/San Francisco
Nov 16 Fresno Fairgrounds/San Francisco

SOUTHERN PACIFIC

Apr 6 Arizona Motorsports Park/Arizona
Apr 6 Qualcomm Stadium/San Diego
Apr 7 Aloha Stadium/Hawaii
Apr 14 Vidinha Stadium/Hawaii
Apr 14 Las Vegas Motor Speedway/Las Vegas
Apr 27 Qualcomm Stadium/San Diego
Apr 28 Marana Regional Airport/Arizona
Apr 28 Maui Motorsports Park/Hawaii
May 4 California Speedway/Cal Club
May 5 Las Vegas Motor Speedway/Las Vegas
May 11 Maui Motorsports Park/Hawaii
May 12 Vidinha Stadium/Hawaii
May 19 Marana Regional Airport/Arizona
May 19 Maui Motorsports Park/Hawaii
May 25 Qualcomm Stadium/San Diego
Jun 1 Qualcomm Stadium/San Diego
Jun 16 Vidinha Stadium/Hawaii
Jun 23 Marana Regional Airport/Arizona
Jun 23 Maui Motorsports Park/Hawaii
Jun 29 Qualcomm Stadium/San Diego
Jul 7 Vidinha Stadium/Hawaii
Jul 28 Marana Regional Airport/Arizona
Jul 28 Maui Motorsports Park/Hawaii
Jul 28 Vidinha Stadium/Hawaii
Aug 25 Marana Regional Airport/Arizona
Aug 25 Maui Motorsports Park/Hawaii
Sep 22 Marana Regional Airport/Arizona
Sep 29 Maui Motorsports Park/Hawaii
Oct 19 Maui Motorsports Park/Hawaii
Oct 26 Marana Regional Airport/Arizona
Oct 27 Maui Motorsports Park/Hawaii
Nov 17 Marana Regional Airport/Arizona
Nov 29 California Speedway/Cal Club
Dec 6 California Speedway/Cal Club
Dec 8 Marana Regional Airport/Arizona

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

ROADRALLY

NATIONAL

Mar 2 NC Desert Sands, Tucson, Ariz./Arizona Border
Mar 30 NT MOWOG Winter Rally, Redwing, Mn./Land O' Lakes
Apr 27 NC Steel Haul, Monroeville, Pa./Steel Cities
Apr 28 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

NORTHEAST nediv.org

Apr 6 Cape Codders Old Timers/New England
CENTRAL cendiv-scca.org
Apr 7 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

MIDWEST midiv.org

Oct 12 Little Dixie, O'Fallon, Mo./St. Louis
Oct 13 Great River Road, O'Fallon, Mo./St. Louis

NORTHERN PACIFIC norpacscca.org

May 18 Mayday Hound & Hare/Alaska

SOUTHERN PACIFIC

Mar 1 DGT Trial to Vail, Tucson, Ariz./Arizona Border
Mar 3 DT Foothills Tour, Tucson, Ariz./Arizona Border
Apr 5 First Friday Niter, Mission Hills, Calif./Cal Club
May 3 First Friday Niter, Mission Hills, Calif./Cal Club
Jun 7 First Friday Niter, Mission Hills, Calif./Cal Club
Jul 5 First Friday Niter, Mission Hills, Calif./Cal Club
Aug 2 First Friday Niter, Mission Hills, Calif./Cal Club
Sep 6 First Friday Niter, Mission Hills, Calif./Cal Club
Oct 4 First Friday Niter, Mission Hills, Calif./Cal Club
Nov 1 First Friday Niter, Mission Hills, Calif./Cal Club
Dec 6 First Friday Niter, Mission Hills, Calif./Cal Club
Arizona Border (314) 503-7411

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

RALLYCROSS

DIRTFISH NATIONAL TOUR

May 24-26 Utah Motorsports Campus, Utah
Jun 14-16 Ross Fairgrounds, Ohio
Jul 19-21 Lucas Oil Speedway, Mo.
DIRTFISH NATIONAL C'SHIP
Sep 20-22 National Balloon Classic, Iowa

Trans Am

BY PIRELLI

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



ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

James M. Murray Jr.	3/1/1954	Rio Grande
Henry H. Ward Jr.	3/1/1954	Life Members
James A. Woods	3/1/1954	New England

60-YEAR MEMBERS

Paul Tschampel	3/1/1959	Ohio Valley
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55-YEAR MEMBERS

George Faraghan	3/1/1964	Philadelphia
Robert H. Houston	3/1/1964	Washington DC
Grady E. Wood	3/23/1964	Arkansas

50-YEAR MEMBERS

Jack H. Broomall	3/1/1969	Detroit
Laraine Galfas	3/1/1969	Northern New Jersey
David P. Hathaway	3/1/1969	Mohawk Hudson
John F. Jentz	3/1/1969	Atlanta
Martin R. Kaufman	3/1/1969	San Francisco
James E. Meixner	3/1/1969	Milwaukee
David Schuler	3/1/1969	NE Pennsylvania
Robert L. Walker	3/1/1969	Washington DC
Curt Zitz	3/1/1969	Central Florida

45-YEAR MEMBERS

Leon Borden	3/1/1974	Finger Lakes
William R. Deily	3/1/1974	Washington DC
Ronald F. Drew	3/1/1974	Milwaukee
Douglas B. Farrow	3/1/1974	Land O'Lakes
Lon G. Hake	3/1/1974	Blackhawk Valley
Robert E. Reed	3/1/1974	Cal Club
Bob A. Urso	3/1/1974	Atlanta
Michael T. Williams	3/1/1974	Indianapolis
Robert B. Wright	3/1/1974	Mohawk Hudson

40-YEAR MEMBERS

Jon R. Brakke	3/1/1979	Land O'Lakes
Steve Broliar	3/1/1979	Tennessee Valley
Victor G. Brunamonti	3/1/1979	Columbus SC Club
James Cwiklinski	3/1/1979	Milwaukee
Christine Cwiklinski	3/1/1979	Milwaukee
Kerry L. Freund	3/1/1979	Land O'Lakes
John J. Gacloch	3/1/1979	Detroit
Robert J. Garner	3/1/1979	Detroit
Robert H. Grass	3/1/1979	Northwest
Michele Jeanette Grimm	3/25/1979	Detroit
Susan Kuklin	3/1/1979	Nebraska
Victor Kuklin	3/1/1979	Nebraska
Maurice R. LaFond	3/1/1979	Neohio
George John Podgorski	3/1/1979	Northern New Jersey
Arthur G. Robbins	3/1/1979	Washington DC
Patricia C. Robbins	3/1/1979	Washington DC
Alan Schoonmaker	3/1/1979	Central Carolinas
Michael A. Stiller	3/1/1979	Washington DC
Jesus F. Villarreal	3/1/1979	San Francisco
William C. Warner	3/1/1979	Buccaneer
Daryl J. Wessel	3/1/1979	Milwaukee
Nancy E. Wheeler	3/1/1979	Milwaukee
Howard Wolf	3/1/1979	San Francisco

35-YEAR MEMBERS

Bill Okell	3/29/1984	Oregon
Cathy C. Barnard	3/23/1984	South Texas Border
Diane M. Bennett	3/30/1984	South Carolina
Gary M. Brodsky	3/14/1984	Northern New Jersey
Nadine Casini	3/23/1984	San Francisco
Don Christman	3/14/1984	Kansas
Robert H. Criss	3/14/1984	Steel Cities
Carl F. Dresie	3/24/1984	Finger Lakes
Nancy P. Edgerton	3/12/1984	Western Ohio
Allen J. Franzolino	3/29/1984	Neohio
David Michael Gitchel	3/29/1984	Alabama
Peter M. Guilan	3/23/1984	Blackhawk Valley
Robert T. Heisig	3/26/1984	San Francisco
Christopher H. Kang	3/14/1984	Cal Club
Peter G. Kelly	3/29/1984	Western New York
Mary L. Lenz	3/28/1984	Central Florida
Joann E. Lynch	3/30/1984	Cal Club
George J. Lynch Jr.	3/30/1984	Cal Club
David J. McConnell	3/12/1984	Land O'Lakes
Paul Joseph Moorcones	3/13/1984	Washington DC
Ann Moorcones	3/13/1984	Washington DC
Eric M. Morales	3/23/1984	Texas
Daniel J. Salmon	3/23/1984	New England
Sam Shanaman	3/23/1984	New England
William D. Spedding	3/28/1984	Finger Lakes
Frank Stagnaro	3/23/1984	San Francisco
Thomas J. Starke IV	3/13/1984	Washington DC

Mike Starwas	3/23/1984	Detroit
Gregory E. Stewart	3/14/1984	Cal Club
Michael L. Toombs	3/14/1984	Finger Lakes
Dirk Vanveen	3/23/1984	Detroit
Bruce C. Westcott	3/13/1984	Central Florida

30-YEAR MEMBERS

Joseph Cheng	3/20/1989	Northwest
Keith Barrios	3/31/1989	Delta
Craig Campbell	3/22/1989	San Francisco
Nancy Colletti	3/20/1989	Western Ohio
Steve Colletti	3/20/1989	Western Ohio
Kirk Cameron Collier	3/3/1989	Kansas City
Alison Crowley	3/13/1989	New England
Mary Ann Dresie	3/3/1989	Finger Lakes
Mathew Grubel	3/15/1989	Philadelphia
Douglas M. Hall	3/28/1989	San Diego
Janet Hamilton	3/22/1989	Houston
Gregory T. Harris	3/8/1989	Kansas City
Mark D. Henderson	3/23/1989	Detroit
Andrea Hess	3/20/1989	Central Florida
Robert W. Hess	3/20/1989	Central Florida
Louis Jacobowitz	3/20/1989	Central Florida
David E. Johnson	3/7/1989	Des Moines Valley
Eric (Ric) Johnson	3/7/1989	Des Moines Valley
Mark Johnson	3/31/1989	Oregon
Pamela Johnson	3/7/1989	Des Moines Valley
John Robert Kiell	3/10/1989	Cal Club
Noam Levine	3/31/1989	New England
Dan Liddy	3/10/1989	Central Florida
Michelle L. McColl	3/20/1989	Colorado
Karl D. McColl	3/20/1989	Colorado
James W. Michaels	3/22/1989	Blue Ridge
Billie Myers	3/23/1989	Colorado
Scott Nardin	3/31/1989	South Bend
Eric Noble	3/28/1989	Cal Club
Rick Perry	3/28/1989	San Diego
Randy Rosenmerkel	3/13/1989	Milwaukee
Sharon m Rosenmerkel	3/13/1989	Milwaukee
Mark S. Ross	3/13/1989	Nebraska
Mark Everett Rougeux	3/17/1989	Washington DC
Barbara Schiffer	3/20/1989	Central Florida
Stephen Soo	3/22/1989	San Francisco
Ronald R. Tanton	3/20/1989	Chicago
Sherry K. Tanton	3/20/1989	Chicago
Paul Trapp	3/20/1989	Indianapolis
Brian E. Travers	3/28/1989	Northern New Jersey
Robert H. Varcoe	3/20/1989	Detroit
James C. Weart	3/31/1989	Eastern Tennessee
Richard Windberg	3/20/1989	Lone Star
Terry D. Zink	3/31/1989	Las Vegas

25-YEAR MEMBERS

Sue Bennett	3/30/1994	NE Pennsylvania
William L. Bentzen	3/10/1994	Arizona Border
Chris Carli	3/9/1994	San Francisco
Hugh Charvat	3/10/1994	Colorado
Steven K. Ealy	3/23/1994	Ohio Valley
Donna Hays	3/24/1994	Arizona
Jerry Irvine	3/9/1994	Kansas City
J. Mark Korey	3/29/1994	Northern New Jersey
William H. Loring	3/23/1994	South Bend
Chalmer McWilliams	3/23/1994	Texas
Donna Miller	3/15/1994	Indianapolis
Jay R. Miller	3/15/1994	Indianapolis
Sydney Montgomery	3/10/1994	Tennessee
Mark A. Morhaus	3/24/1994	St Louis
Christopher D. Plucker	3/29/1994	North Carolina
Brian Regganie	3/18/1994	Chicago
Bernadette Regganie	3/18/1994	Chicago
Brian Richardson	3/15/1994	Colorado
David Risser	3/18/1994	Rio Grande
Linda Saylor	3/10/1994	Tennessee
Cheryl R. Schaller	3/3/1994	Texas
Brian Donald Smith	3/28/1994	Central Florida
Mark W. Smith	3/28/1994	Central Florida
Roger K. Sund	3/17/1994	Atlanta
Joseph A. Szostak	3/10/1994	Mid South
Lillian R. Till	3/9/1994	Central Florida
Donald C. Walsh	3/30/1994	Susquehanna
Roberta Wetzel	3/21/1994	Gulf Coast
Jeffrey P. Wetzel	3/21/1994	Gulf Coast
Edward J. Williams	3/4/1994	Oklahoma
Brian P. Wirth	3/10/1994	Central Florida
David R. Yoder	3/23/1994	Eastern Tennessee



Dave Green

RALLYCROSS

WHAT RallyCross National Tour
WHEN May 24-26, 2019
WHERE Erda, Utah

The first stop of the 2019
 RallyCross National Tour
 will be at Utah Motorsports
 Campus near Salt Lake City.

REGIONAL

NORTHEAST nediv.org

Mar 2 Leicester, N.Y./Finger Lakes

SOUTHEAST sedivacing.org

Apr 13 HollyTree Off Road/Tennessee Valley

Apr 20 St. Lucie County Fairgrounds/Central Florida

May 19 HollyTree Off Road/Tennessee Valley

Jun 1 St. Lucie County Fairgrounds/Central Florida

Jun 23 HollyTree Off Road/Tennessee Valley

Jul 27 HollyTree Off Road/Tennessee Valley

Jul 27 St. Lucie County Fairgrounds/Central Florida

Aug 17 HollyTree Off Road/Tennessee Valley

Sep 8 HollyTree Off Road/Tennessee Valley

Oct 5 St. Lucie County Fairgrounds/Central Florida

Oct 6 HollyTree Off Road/Tennessee Valley

Oct 26 HollyTree Off Road/Tennessee Valley

Dec 8 HollyTree Off Road/Tennessee Valley

CENTRAL cendiv-scca.org

Apr 7 Cedar Falls Motorsports Park/Iowa

May 19 Southern Iowa Speedway/Iowa

Aug 18 Southern Iowa Speedway/Iowa

Oct 6 Southern Iowa Speedway/Iowa

MIDWEST midiv.org

Apr 7 Madison, Ill./St Louis

May 4 I-80 Speedway/Nebraska

May 5 Madison, Ill./St Louis

Jun 16 Madison, Ill./St Louis

Jul 14 I-80 Speedway/Nebraska

Aug 17 Madison, Ill./St Louis

Sep 8 Madison, Ill./St Louis

Sep 15 I-80 Speedway/Nebraska

Oct 20 I-80 Speedway/Nebraska

Oct 27 Madison, Ill./St Louis

Nov 10 I-80 Speedway/Nebraska

Nov 17 Madison, Ill./St Louis

NORTHERN PACIFIC norpac-scca.org

Mar 9 Big Lake, Alaska/Arctic Alaska

Mar 23 Big Lake, Alaska/Arctic Alaska

Find more events near you at

www.scca.com/rallycross

NEW PRODUCTS



FLEX-A-LITE EXTRUDED TUBE CORE RADIATORS

Flex-A-Lite continues more than 50 years of innovation in performance cooling products with the introduction of its new line of Extruded Tube Core Radiators. The extruded tube design is extremely strong, and the internal passage volume increases the contact area between the coolant and aluminum tubes. Additionally, the cooling fins have louvers punched in them to direct airflow.

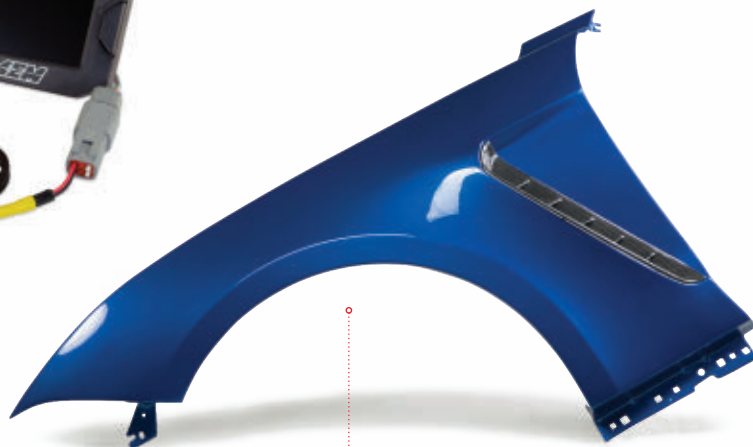
flex-a-lite.com



AEMNET POWER CABLE

The 12V AEMnet Power Adapter Cable provides switched power to CD Carbon Digital Dashes from a vehicle's standard 12v vehicle outlet. This cable simplifies sourcing switched power for track day enthusiasts who want to remove their CD Carbon dash when not at the track, or for users who do not want to splice into a switched power source to power the CD-5 or CD-7 Carbon Digital dash.

aemelectronics.com



ANDERSON COMPOSITES S550 MUSTANG FENDERS

Anderson Composites introduces its 2018-'19 Ford Mustang front fender. Constructed of fiberglass with a carbon fiber side vent, these fenders are 0.9-inches wider than the OE fender. Mounts to the factory location with OE hardware and is engineered to pair with the Type-ST front bumper for an aggressive look and additional tire clearance.

andersoncomposites.com

TOP GEAR

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS



FAST LSX 103MM INTAKE MANIFOLD

FAST has developed the industry's first polymer tunnel ram-style intake manifold, ideal for generating maximum power in boosted and naturally aspirated engines. Available for rectangular-port LS3 and raised-port LS7 engines, the FAST LSX 103mm intake manifold ships with a set of "tall" removable velocity stacks; however, FAST also offers "medium" and "short" stacks for additional tuning options.

fuelairspark.com



TCI TCU 2.0

The TCI TCU 2.0 is fully programmable with the included T-Com 2.0 software and it features dual tune technology, so you can create and easily switch between two completely different shift modes. The ability to make infinite adjustments to shift points and line pressure provides for maximum performance from automatic electronic transmissions including the GM 4L60E, 4L65E, 4L70E, 4L80E, 4L85E, 4T65E, 4T80E; Ford AODE, 4R70W, E4OD, 4R100, 5R55E; and the TCI 6x Six-Speed.

tciauto.com



IMPACT PHENOM SS HELMET

As a result of more than 40 years of research and development experience, the Phenom SS is Impact's first FIA homologated helmet. The Phenom SS was designed to meet the requirements of the new FIA 8859-2015 standard as well as the Snell SA2015 ratings. A proprietary Carbon-Kevlar composition shell offers great strength at a lighter weight than helmets manufactured from traditional fiberglass composites.

impactraceproducts.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.

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

THIS IS FUN – SERIOUSLY

I've been having some serious fun recently. It all started in November when my Region, Cal Club, hosted a 90-minute enduro. Endurance racing may be nothing new to you, but SCCA enduros are rare in my neck of the woods, so I've only ever entered one other enduro – and I blew the car up 33 minutes into that one. So, while that event was enjoyable, I feel that a race ending with a bang can always be improved upon.

For this enduro, my co-driver and I added a new element: we raced on street tires. While you can read more about that on pg. 42 of this issue, what I didn't say in that feature is how much fun I had.

The enduro took place the first weekend of November, so two weeks earlier I had been competing at the 2018 National Championship Runoffs at Sonoma Raceway. The Runoffs is fun, don't get me wrong; it's just that for all of the fun that the Runoffs is, it's also equally intense. I love the Runoffs, but competing in a week-long National Championship event is exhausting both physically and mentally. The enduro, meanwhile, wasn't for all the beans – in fact, there were no beans. It was purely for fun.

Then came the SCCA National Convention in mid January, where *SportsCar's* Associate Editor Jason Isley and I decided to wage our own interoffice CAM

Challenge at the Las Vegas Region autocross that took place the day after the Convention. We selected our weapons from the media vehicle fleets in Los Angeles, with him choosing a 2019 Dodge Challenge R/T Scat Pack Widebody while I wielded a 2019 Ford Mustang Bullitt. I lost to Jason, and we were both summarily pummeled by a driver

in a well-prepped CAM-C car, but boy-howdy was that a blast. Adding a personal challenge element to the event and not caring about the overall results completely changed the flavor. The smile on my face lasted for the whole drive back to L.A.

In California, our SCCA Road Racing season begins early. The U.S. Majors Tour kicked off for us during the first weekend in February, and the weather forecast called for rain – nonstop, torrential rain. The forecast was so grim that a third of those preregistered backed out, but I opted to join those who decided to weather the weather, so to speak. I figured I'd go for the experience of racing in the rain and take whatever came my way.

What came my way was a lake at the end of the back straight that was truly intense. I would hydroplane down the straights and then plunge into that bath using the water resistance as brakes – and I giggled the entire time.

(It should also be noted that almost no workers backed out of the weekend, proving once again how dedicated and amazing SCCA's workers are.)

This truly has been one of the best starts to any race season for me, and I'm pumped. There's an enduro again in November, and I'm making plans to crew for someone who's never done an SCCA Track Event just so I can experience that through her eyes. And then I'm looking for more fun to add to my plate. It turns out that doing something purely for fun can be – dare I say it – really fun. ☺

 twitter.com/sportscarmag

 facebook.com/sportscarmag

FROM THE ARCHIVES

10 YEARS AGO...

APRIL 2009



- We covered the 40th birthday of Formula Ford, a class full of legendary drivers and steeped in history that is still going strong today.
- Fresh off the track at Heartland Park – and a Runoffs win – we looked inside the GT-2 Nissan 350Z of Jim Goughary.

25 YEARS AGO...

APRIL 1994



- The SCCA Pro Racing Trans Am Series visited Miami for Round 1, and Tommy Kendall showed the fast way to the beach with a flag-to-flag victory.
- National Convention coverage graced the pages, and it was a special one as the Club celebrated 50 years.

50 YEARS AGO...

APRIL 1969



- The 1968 National Convention in photos, plus the Annual Report, were part of the coverage – it was an unusually quiet year.
- Misery Bay Region had been granted its provisional charter, making it the 104th in the Club, and Carl J. Garski Jr. was the RE.



Victra VR-1

- ✓ Grip
- ✓ Race Proven
- ✓ Confidence
- ✓ Competitive
- ✓ Durability
- ✓ Control
- ✓ Performance

SPECS

295/40/18 200 Treadwear
9/32nds Tread Depth

Maxxis does not advise mixing S1 and S2 compound tires on the same vehicle.

MAXXIS®
TIRES



THE OPPOSITE OF GOLF

What we do isn't quiet. It isn't reserved. And we wouldn't call it relaxing, in a traditional sense. The stakes are high—on and off the track. But there's no better feeling than competing against friends who become family. If you've been out here, you know. And if you haven't, let's start making some noise.

