

SPORTSCAR®



TRACK ATTACK!

Blast into 2019 with SCCA's reinvented, reimagined, and ridiculously fun National Time Trials program



MAY 2019
U.S. & CAN \$5.99
SCCA.COM



RAINY DAYS
Racing in the rain is both an art and a science



SHOCKED
The story behind Spec Miata's new suspension

PROJECT RX-7
Shifting gears fixes all of our transmission woes



FAST FREE SHIPPING on All Orders Over \$50*

200 TREADWEAR STREET AND ST CLASS TIRES



BFGoodrich
g-Force
Rival S 1.5

BRIDGESTONE
Potenza RE-71R

DUNLOP
Direzza ZII
Star Spec

DUNLOP
Direzza ZIII

FALKEN
Azenis RT615K+



HANKOOK
Ventus R-S4

KUMHO TIRE
Ecsta V720

NEXEN
N FERA SUR4G

TOYO TIRES
Proxes R1R

YOKOHAMA
ADVAN Neova
AD08R

R-COMPOUND TIRES



BFGoodrich
g-Force R1
g-Force R1 S

HANKOOK
Ventus Z214
C51 med./C71 soft

Hoosier
A7 & R7

Hoosier
D.O.T. Radial
Wet H20

TOYO TIRES
Proxes RA1

TOYO TIRES
Proxes RR

TOYO TIRES
Proxes R888

TOYO TIRES
Proxes R888R

REBATES AND SPECIAL OFFERS

tirerack.com/specials



Tire Rack Exclusive Offer

**FAST
START**

DUNLOP
TIRES



GET \$75 by mail-in rebate **OR \$150** when you use your Goodyear Credit Card with the purchase of four Direzza® ZIII or Signature HP tires. Offer Valid April 1-30, 2019

GENERAL TIRE

GET UP TO A

\$70

VISA® PREPAID CARD WITH THE PURCHASE OF FOUR GENERAL G-MAX™ RS, G-MAX™ AS⁰⁵ OR ALTIMAX™ RT⁴³ TIRES.

OFFER VALID MARCH 1 - APRIL 30, 2019

GOODYEAR

GET UP TO **\$100** BACK

on a set of four select Goodyear® tires.

Get an added bonus of up to **\$100 MORE** when you use the Goodyear® credit card.

Offer Valid 4-1-19 to 6-30-19

GET 6-MONTH FINANCING*

On a qualifying Tire Rack purchase of \$250 or more!

When you use your Tire Rack/Goodyear Credit card. Apply now to take advantage of numerous benefits.

www.tirerack.com/6months



*Subject to credit approval. Terms and Conditions apply. See tirerack.com for details. The Goodyear Credit Card is issued by Citibank, N.A.

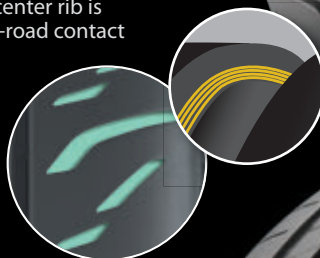
BRIDGESTONE



POTENZA RE-71R

Engineered to represent the pinnacle of Bridgestone's street tire performance, the Potenza RE-71R utilizes a tread compound that enhances grip through increased adhesion with the road surface. The continuous center rib is flanked by massive shoulders to deliver constant rubber-to-road contact for enhanced steering response and cornering stability.

Wide circumferential grooves and **multi-angle 7-shaped lateral grooves** promote water drainage to help retain wet traction. **Hydro evacuation surface ridges** on the walls of the circumferential grooves provide effective drainage in wet conditions.



POTENZA S007A

Designed for enthusiast drivers of performance vehicles who want street tires with near-motorsports levels of traction and handling. The grippy, summer compound is molded into a low-void, straight rib pattern that provides responsive handling and control. The chamfered blocks, 3D M-shaped sipes and circumferential grooves deliver wet traction and hydroplaning resistance.

TAKE CONTROL WITH

\$70

BACK BY MAIL* ON A VISA®
PREPAID CARD** ON ANY SET OF
4 ELIGIBLE BRIDGESTONE TIRES

OFFER VALID APRIL 4 - MAY 6, 2019

Call or visit www.tirerack.com/specials for eligible tires and complete offer details.

*Claim form required. Valid in U.S. only. Void in Puerto Rico. Limit 2 claims per household. Cannot be combined with any other offer.

**The Bridgestone Visa Prepaid Card is issued by The Bancorp Bank pursuant to a license from Visa U.S.A. Inc. and may be used everywhere Visa debit cards are accepted. The Bancorp Bank; Member FDIC. The Prepaid Card is given to you as a reward and no money has been paid by you for the card. No cash access or recurring payments. Card valid for up to 6 months; unused funds forfeit at midnight EST the last day of the month of the valid through date. Card terms and conditions apply. Restrictions apply. See claim form for details. ©2019 Bridgestone Americas Tire Operations, LLC. All rights reserved.



Leggera HLT
17 18 19 20



Alleggerita HLT
16 17 18



FAST FREE SHIPPING on All Orders Over \$50*



NEW

Enkei Racing PF05
dark silver, gold, white
16 17 18 19



ENKEI
RACING SERIES

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



O.Z.
RACING

O.Z. Rally Racing
white, dark graphite
17 18 19



O.Z. Ultraleggera HLT
COLOURS
available in 9 finishes
19 20



Advanti
DST

Advanti DST Storm S1
metallic bronze, black,
matte grey, titanium mirror (15)
15 16



TR
Motor
Sports

TR Motorsports® FF10
light grey
15 17



ENKEI
TUNING SERIES

NEW

Enkei Tuning TS-5
gloss black, bronze, storm grey
17 18



NEW

Enkei Tuning TS-V
storm grey, bronze, gloss black
17 18



NEW FINISH

Kosei K1 Racing
gloss black, silver
15 17



Kosei



NEW

Sparco FF-1
rally bronze, gloss black,
light grey, white
15



sparco
Wheels

Sparco Terra SE
gloss black
15 16 17 18



LP
Adventure

LP Adventure LP1
matte grey, black, bronze,
gloss black, white
15 17



METHOD
RACE WHEELS **RALLY**
SERIES

Method Rally MR502 VT-Spec 2
gold, black
15



MOTEGI
RACING

M.R. MR139
black, gold, white
15 16 17





sparco
Wheels



Podio

gold, bronze 17 18
gloss black, light grey 17 18 19



COMING SOON!

NEW

FF-1 flowformed

gloss black, rally bronze, white 15

www.tirerack.com/sparco 888-380-8473



CONTENTS

SPORTSCAR

MAY 2019
VOL. 77 | ISSUE 5

SPORTS CAR CLUB OF AMERICA INC.

6620 SE DWIGHT ST.
TOPEKA, KS 66619
• TOLL-FREE (800) 770-2055
• MON.-FRI., 8am to 5pm CENTRAL
© 2019, Sports Car Club of America,
Incorporated.
All rights reserved. Reproduction without
permission is prohibited. *SportsCar*
(ISSN 0300-6387) is published monthly
for the Sports Car Club of America,
Incorporated, 6620 SE Dwight St.,
Topeka, KS 66619, (785) 357-7222 by
RACER Media & Marketing Inc
17030 Red Hill Avenue
Irvine, CA 92614
(949) 417-6700

Material submitted must be accompanied
by stamped, self-addressed envelope.
SportsCar assumes no responsibility
for unsolicited material. No part of
this magazine can be reproduced
without permission.

POSTMASTER

Send address changes to:
SportsCar 6620 SE Dwight St.
Topeka, KS 66619

Periodical postage paid at Topeka, KS
66675-9651 and additional entry offices.
Subscription is part of SCCA Regular,
Associate and Corporate membership fee.

Notice: "SCCA" and the wire wheel logo
are trademarks and/or service marks of the
Sports Car Club of America, Incorporated.

Advertisement of products in *SportsCar*
does not necessarily imply endorsement or
approval by the Sports Car Club of America.

THE AUDIT BUREAU MEMBER
(ISSN 0300-6387-
USPS #540410)

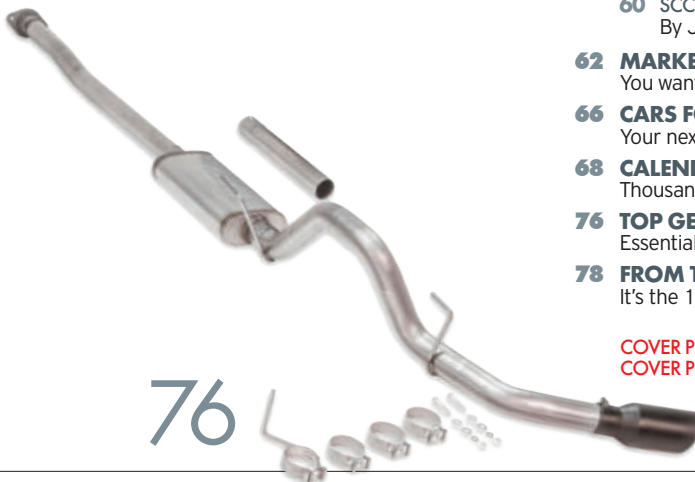
FEATURES

- 18 ATTACK THE TRACK**
SCCA's reimagined National Time Trials program is taking off
- 26 THE RAIN DANCE**
With these tips and tricks, racing in the rain has never been easier
- 34 SPEC'ING THE SPEC**
Spec Miata's new spec shock is spec'ier than ever
- 38 PROJECT RX-7, PART 5**
Ever break a transmission? We did - but we won't again
- 44 CLUTCH WORK**
Buying the right clutch is easy, as long as you know what you need
- 48 POWER DOWN**
The Trans Am Series kicked off its 2019 season at Sebring. Here's what happened

DEPARTMENTS

- 8 FROM THE PRESIDENT**
SCCA President and CEO Mike Cobb
- 10 LATE BRAKING**
News from around SCCA and the world
- 16 POBST POSITION**
Racing Champ Randy Pobst speaks
- 50 FIRST GEAR**
Up-and-coming young members
- 52 FRONT LINE**
Celebrating our stellar workers
- 54 INSIDE SCCA**
 - 54 ROAD RACING**
From CRB Chairman Peter Keane
 - 56 AUTOCROSS**
Inside the world of Solo with Paul Brown
 - 58 ROADRALLY**
Rick Beattie explains RoadRally
 - 60 SCCA FOUNDATION**
By Jeff Jacobs, the Foundation's VP
- 62 MARKETPLACE**
You want it, someone has it
- 66 CARS FOR SALE**
Your next racecar is here!
- 68 CALENDAR**
Thousands of events you need to attend
- 76 TOP GEAR**
Essential tools, accessories, and gear
- 78 FROM THE EDITOR**
It's the 1950s all over again

COVER PHOTOGRAPHY Zachary Rachovan
COVER PIXEL WIZARDRY Sean Rice





18



MIKE COBB
PRESIDENT & CEO, SCCA INC.

ACCELERATING INTO THE FUTURE

Across the first 90 days of 2019, we have spent considerable time celebrating the motorsports excellence known as SCCA's first 75 years. Significant time has been devoted to addressing this at the 2019 SCCA National Convention and there have been numerous articles in publications such as *SportsCar*, *RACER*, and *Hemmings Daily* that have covered various angles of the Club's birth and early years in RoadRally and Road Racing. This rich history is important to remember and celebrate, but the most important consideration here is defining how we might best leverage our legacy to secure and grow our future.

This pivot point reminds me of a concept proposed by Marshall Goldsmith, a distinguished executive leadership coach and *New York Times* bestselling author. Mr. Goldsmith challenges us to think about the future through this lens with the quote below:

"What got you here –
won't get you there"
MARSHALL GOLDSMITH

My main takeaway from Goldsmith's book is this: *Our need to change and our pace of innovation and change has to accelerate in order for us to continue to succeed.* In support of this theory, we are working to drive innovation

and change across legacy programs like RoadRally, Solo, and Road Racing to lower barriers of entry and enhance the overall experience. At the same time, we are continuing to develop and deploy new ways for enthusiasts to enjoy their preferred type of motorsport experience with the SCCA. Under this banner, here's a quick summary of just a few new programs being promoted in our Diamond Anniversary year:

Starting Line: The Tire Rack SCCA Starting Line might just be *the* best place for a driving enthusiast to take his or her first step into the world of performance driving. The SCCA Solo format offers a safe way to explore the world of performance driving, while the school's unique curriculum lays the foundation of essential skills for autocross, as well as other forms of motorsport. Starting Line is also a comprehensive introduction to SCCA that includes a one-year membership to the Club, free entries for both a National Championship Tour and Track Night in America Driven by Tire Rack event, and other perks. The program is also an excellent outreach tool for both the host region and SCCA, as 63 percent of participants are non-members and 97 percent of those who complete the course plan to participate in an SCCA Regional event in the future. In 2019, we have approximately 25 schools in place and hope to serve more than 400 participants with what can only be described as a red-carpet entry into the SCCA experience.

Track Night in America Driven by Tire Rack: Now in its fifth year, TNiA has really taken off and is proving to be an SCCA game changer. A few data points that support this: **1.** 26,580 entries since 2015 with 66 percent being new to the SCCA; **2.** 50 percent are driving unmodified cars; **3.** 42 percent are Millennials. With one of the best overall experience ratings in the SCCA, TNiA will host 150-plus events in 2019 at more than 30 circuits and support over 10,000 enthusiasts in fulfilling their dream of getting on track.

SCCA Time Trials National Tour and the SCCA Time Trials Nationals: After testing a Time Trials format in 2018 with very positive results, the 2019 Tire Rack SCCA Time Trials National Tour will provide the next step for enthusiasts to get on track with the SCCA. Partnering with Tire Rack, Hagerty, and select Regions, we will host eight Tour events plus the culminating Tire Rack SCCA Time Trials Nationals at NCM Motorsports Park. The primer events executed last year demonstrated the ability to attract a very diverse participant population with 56 percent being Millennials and drivers coming from Track Events, Road Racing, and Solo.

SCCA + iRACING: For 75 years, the SCCA has been focused on taking people out to tracks across the country. While we will certainly continue with that effort, 2019 will also see us bring tracks to people via the SCCA Spec Racer Ford Challenge Presented by the Skip Barber Racing School. This program utilizes the very popular iRacing platform allowing enthusiasts to compete digitally against drivers from all across the country on 12 great road-racing courses. But the program is more than eSports. Through partnership with Skip Barber Racing Schools and support from Track Night in America, the series seeks to create a bridge between digital and analog motorsports. Race winners will earn a free entry into an SCCA Track Night event and the highest finishing driver in the final point standings, who does not already have an SCCA-recognized racing license, will earn a 3-Day Skip Barber Racing School and be on their way to an SCCA Full Competition License.

Based on the above, I hope you can see our focus is on working to drive change and innovation in order to accelerate our success well into the future. I look forward to seeing you at one of these events in 2019! 🏁

FOREVER FASTER PUMA



PUMA AVANTI

FIA APPROVED (8856-2000) | SFI/5 APPROVED

The **Avanti** utilizes revolutionary and proprietary advancements in material, form, function and design synthesizing the ultimate drivers environment for performance and endurance. Lightweight and breathable quilting of a unique 3-layer design consisting of an Aramidic outer layer, a Nomex waffle inner layer, and PUMA's new proprietary 'middle layer' offers an unmatched **33% weight reduction**, an **increase in permeability (breathability) by 55%**, and a **higher thermal protection by 11%** over other manufacturer's 3-layer lightweight designs.

- Anatomically correct pre-shaped body, legs and arms create less bulk in the driving position, increased freedom of movement and agility
- PUMA's proprietary EMS system reduces the weight/bulk in the shoulder area optimizing the acceptance of Hans restraints
- Superior driver comfort is achieved through 'seamless' seaming, along with a large lower lumbar stretch panel to reduce pressure
- Weight comparison: 240 gr/m² (33% lighter than other light-weight suits). FIA approved (8856-2000) and SFI 3.2A/5 approved

Choose from:

- Black/white/red
- Red/black/white
- Blue/black/white
- White/black/red
- Grey/black/white



EVERFIT + PRO

FIA 8856-2000 APPROVED | SFI 3.3/5



PODIO GLOVE

FIA APPROVED (8856-2000)

Authorized Centers
 Air Power Racing | UT | 801-475-9380
 Driver's Edge Autosport | BC | 604-298-5531
 Framor Safety | MX | (52)555276-0558
 Performance Speed Tech | TX | 817-512-4780

Spring Mountain Motorsports | NV | 775-727-6363
 Track First | OH | 234-380-5978
 Wine Country Motor Sports | CA | 707-935-7223
 Wine Country Motor Sports | CO | 303-799-6606
 Wine Country Motor Sports | FL | 561-748-5328

To find a dealer near you: **(714) 847-1501**
 or find us on the web at: **puma.subesports.com**

Subé Sports is the exclusive distributor of PUMA Motorsports products in the USA.
www.subesports.com

Subé Sports



LATE broking

TA2 GETS CHOICE ENGINE

Prefix has been selected as the exclusive supplier of the brand-new Trans Am TA2 "Choice Engine." The "Choice" engine is a lower-cost engine that performs at the same level as current engines and is durable as well. The "Choice" engine is eligible to be used in all three marques in the TA2 class.



SCCA ENTERS eSPORTS WITH iRACING AND SKIP BARBER RACING SCHOOL

SCCA is looking to the future as it announces a new race series aimed at engaging a growing segment of motorsports participants. The SCCA Spec Racer Ford Challenge Presented by the Skip Barber Racing School will utilize the iRacing platform to digitally visit 12 of America's greatest tracks and bring motorsports into the homes of thousands.

The program is more than eSports. Through partnership with Skip Barber Racing Schools and support from Track Night in America Driven by Tire Rack, the

series seeks to create a bridge between digital and analog motorsports. Race winners will earn a free entry into an SCCA Track Night event and the highest finishing driver in the final points standings, who does not already have an SCCA recognized racing license, will earn a 3-Day Skip Barber Racing School and be on their way to an SCCA Full Competition License.

"This is a huge opportunity for fans and enthusiasts to get involved in SCCA racing," Senior Director of Marketing and Experiential

Programs, Heyward Wagner, stated. "We have 75 years of bringing people to the track in our history and as we look forward to our future, there is no greater way to create access to motorsports than to bring the tracks to people. The opportunity is especially powerful when we can partner with Skip Barber Racing Schools to use this program as a way to get an enthusiast behind the wheel on a real-life track."

The Spec Racer Ford Challenge will be available to all iRacing drivers, but only SCCA

members will be eligible to win great prizes like free Track Night in America entries and a multi-day Skip Barber Racing School. SCCA members must go to the registration page and fill out basic information. Once registered, the top finishing SCCA member each week will receive a free Track Night in America entry. At the end of the 12-week season, the top finishing SCCA member will be awarded the Skip Barber Racing School prize. The season is already underway, so visit iracing.com now. 



Perry Bennett

BACK, WITH TIRE RACK

Since 1995, Tire Rack has been synonymous with SCCA's National Solo programs. With Tire Rack's support, SCCA has been able to hold events at top-notch venues across the country, giving members from many of the Club's 116 Regions the chance to have fun with their cars. In 2019, this relationship continues – and grows – with Tire Rack's support of Track Night in America as well as the Time Trails National Tour.



IS IT REAL...
The Spec Racer Ford Challenge sim race series is open to all iRacing competitors, with special prizes available for SCCA members. But don't expect winning to be easy – online SRF3 racing is so close it's easy to confuse it for the real thing.



Perry Bennett

ON THE MOVE
Heartland Motorsports Park steps in to replace Blytheville on the ProSolo calendar.

2019 PROSOLO CALENDAR CHANGE

In keeping with the old adage, "Nothing is constant except change," an unanticipated change has been made to the 2019 ProSolo schedule. The June 28-30 Tire Rack Blytheville ProSolo at the Arkansas Aeroplex has been rescheduled and moved to Heartland Motorsports Park on July 5-7.

SCCA received word that Arkansas Aeroplex will no longer

be available as an autocross site for the foreseeable future due to an increase in commercial activity at the airport. The Club is extremely thankful and grateful to both the Arkansas Region and people of Blytheville for being amazing hosts over the last 10 years. Competitors truly feel like they had become part of the community through working with local charities and conducting

Tire Rack Street Survival events, as well as all the ProSolo and Championship Tour events.

With Blytheville no longer an option, Heartland Motorsports Park stepped up and agreed to host a replacement ProSolo event on a weekend near the original Blytheville date. The new Heartland Park ProSolo will be held on July 5-7 in Topeka, Kansas. 📍



22 REGIONS AWARDED TRACK NIGHT GRANTS

Designed to grow the SCCA at all levels, Track Night in America Driven by Tire Rack is investing directly in Regions thanks to the Track Night Region Development Grant. Funded with \$50,000 in 2019, SCCA Regions began submitting grant requests in January.

Submissions were reviewed by a five-person committee made up of SCCA Board of Directors members and SCCA National Staff. Proposals were judged on both merit and need, with monies being offered to support any Region development activity across the board.

Several innovative and interesting concepts received funding this year, continuing the success of the Track Night Region Development Grant,

which helps SCCA Regions reach their goals. One of the more interesting approved grant requests includes a Sprint Bracket pilot race by Kansas Region, where the Region will develop a program designed to allow any racecar to be competitive on the track. The event will be marketed toward SCCA members who haven't been active recently, as well as drivers from other sanctioning bodies who haven't been exposed to SCCA yet. 📍



OFFICIAL PUBLICATION OF THE SPORTS CAR CLUB OF AMERICA

PRODUCED FOR THE SCCA BY:
RACER MEDIA & MARKETING, INC.

EDITOR Philip Royle

EDITOR-IN-CHIEF Laurence Foster

ASSOCIATE EDITOR Jason Isley

ART DIRECTOR Ree Tucker

DESIGN CONSULTANT Rob French

CONTRIBUTING EDITORS

Rick Beattie, Paul Brown,
Rocky Entriiken, Dyanne Gilliam,
James Heine, J. Michael Hemsley,
Richard S. James, Jim Kearney,
David Muramoto, Randy Pobst,
Tom Schultz, Jeff Zurschmeide

CONTRIBUTING PHOTOGRAPHERS

D.E. Baer, Perry Bennett,
Jay Bonvouloir, Rupert Berrington,
Rick Corwine, George Dwinell,
Jeff Loewe, Barbara Protos,
Mark Weber, John W. Wilmoth

CEO & EXECUTIVE PUBLISHER

Paul Pfanner

COO & PUBLISHER Bill Sparks

EDITORIAL ADVISOR Jeff Zwart

ADVERTISING DIRECTOR

Nicole Szawlowski

BUSINESS DEVELOPMENT

Raelyn Stokes

GLOBAL SALES DIRECTOR

John Chambers

AD OPERATIONS Victor Uribe

ACCOUNTING MANAGER

Sandra Carboni-Alexander

PRE-PRESS Miguel Vega

PRINTING LSC Communications,
Pontiac, Ill

EDITORIAL CONTRIBUTIONS

are welcomed by *SportsCar*.
All materials are subject to our
standard terms and conditions.
SportsCar is not responsible
for unsolicited manuscripts,
photos and drawings, and such
materials will not be returned
unless they are accompanied by a
self-addressed, stamped envelope.

EDITORIAL/ADVERTISING OFFICES

RACER Media & Marketing, Inc.
17030 Red Hill Avenue,
Irvine, CA 92614
(949) 417-6700 / Fax (949) 417-6116
E-mail sportscar@racer.com
Toll-Free Advertising Line
(800) 722-7140
Outside USA (949) 417-6700

REPRINTS

Nick Iademarco at
niademarco@wrightsmedia.com

Back Issues (949) 417-6700

SCCA Member Services

(800) 770-2055



RACER MEDIA &
MARKETING, INC.

SHIFTING FROM KARTS TO CARS

In the April edition of *Fastrack*, the CRB paved the way for Divisional licensing administrators to consider karting experience toward a full competition license. Organizations with robust licensing processes, like SKUSA, will be considered for automatic issuance of a full competition license.



HOOSIER DEVELOPS NEW SM RAIN TIRE

At the request of the Spec Miata community, Hoosier has developed a new wet weather tire specifically for SCCA's Spec Miata class. The new SM Wet tire provides a more durable compound to the current Hoosier H2O, which has been the spec wet tire for more than a half-dozen years. The Hoosier SM Wet is now available and will be mandatory in U.S. Majors Tour and Hoosier Super Tour competition beginning June 3, 2019, as well as for the 2019 National Championship Runoffs this October at VIRginia International Raceway. The current Hoosier H2O may be used in SCCA Regional competition through the end of 2019, after which point the SM Wet will be the lone wet weather option at all Summit Racing Equipment SCCA Road Racing events.



SPLASH DOWN

A new Hoosier wet tire is being rolled out for Spec Miata.

"Hoosier has been extremely attentive in responding to the desires of the Spec Miata racing community," noted Deanna Flanagan, SCCA's Director of Road Racing. "The company is committed to supplying tires that provide the best overall experience for SCCA Spec Miata racers, and they're well known for outstanding service and technical support at SCCA events coast to coast. They also back the Spec Miata class compliance program and

offer more than \$150,000 in product contingency annually for Spec Miata alone."

In addition, SCCA has also announced that Hoosier will continue as the spec tire for SCCA Spec Miata road racing competition at least through the 2021 racing season.

Since 2012, Hoosier has been the required rubber for SCCA's Spec Miata class racing. In 2014, the Hoosier SM7 tire was introduced and has been in use now for six years. 📍

THREE WENDI ALLEN SCHOLARSHIP FUND RECIPIENTS NAMED

For a sixth year, SCCA members have submitted the names of autocross competitors they believe should be Wendi Allen Scholarship Fund (WASF) recipients. Named and established by the family of Wendi Allen, the scholarship honors the multi-time National Solo Champion who loved the SCCA Solo community. The fund gives back to the sport by helping young women become more successful drivers and contributing members of the Club. A Selection

Committee consisting of championship-caliber women Solo drivers, deliberated on the nominations and has announced the 2019 WASF winners are Tara Arnette of North Carolina Region, Jessica Black of Central Pennsylvania Region, and Lacie Edens of the Arkansas Region.

Each recipient will receive \$1,500 to support her travel to Tire Rack National Solo events and the Tire Rack Solo National Championships. Additionally, the SCCA will waive entry fees for

scholarship recipients to all Tire Rack National Solo events attended during the year, as well as work with the Solo community and commercial partners to seek out other forms of support for the recipients, such as driver training, mentoring, products, and logistical assistance.

Two of the scholarships awarded for 2019 are funded by the SCCA Foundation, while for the second year in a row, Mazda stepped up to supply funding for one scholarship recipient. 📍

Jay Bonvouloir

WE NEED A BIGGER TROPHY SHELF

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



BRIAN TILL JOINS SCCA PRO RACING

SCCA Pro Racing has named Brian Till as steward of the meet for the Formula 4 U.S. Championship (RIGHT) and F3 Americas Championship Powered by Honda. Till's focus for 2019 will be working with race director Scott Goodyear on developing drivers on and off the track in effort to create more green-flag racing.



Garvin Baker



Garvin Baker

DRIVE FOR IT
 Drivers over
 age 35 are
 eligible for the
 F3 Masters Cup.

F3 AMERICAS MASTERS CUP

The debut of the SCCA Pro Racing F3 Americas Championship Powered by Honda also introduced the next generation chassis for the Formula Atlantic class in SCCA Road Racing competition. In an effort to attract drivers who are looking to maximize their racing opportunities with a cost-effective competition package that doesn't sacrifice safety, speed, or style, the F3 Americas program has developed a new contingency program targeted to drivers age 35 and over.

With more than \$15,000 in cash and prizes available, the Masters Cup contingency package will award top drivers who are at least 35 years old with cash prizes at each event. The Masters Cup points-leading driver at the end of the season will receive the Masters Cup Champion contingency prize package.

Eligible F3 Americas Masters Cup drivers will automatically be entered into the program when applying for an F3 Americas license. Being a Masters Cup driver does not exclude competitors from

F3 Americas Championship event podiums and payouts as long as they comply with all the 2019 F3 Americas Sporting Regulations.

The top-five finishing Masters of each race will be awarded contingency points. After the final race of the weekend, the top driver will be awarded their Masters Cup contingency award during the final victory podium celebration, receiving a \$500 cash prize.

For more information about the F3 Americas Masters Cup, check out f3americas.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 FEBRUARY 2019

NAME	REF	REGION
Brian Chidinelli	20	San Francisco
Warren Leach	10	San Diego
Jose De Miguel	5	Puerto Rico
David Dreezer	4	South Carolina
Sharon Prip	4	Central Florida
James George	3	South Carolina
Kenny Lee	3	Buccaneer
Nan Mendes	3	San Francisco
Alan Tang	3	Cal Club
Marco Vazquez	3	San Diego

400 additional members have at least one referral.

REGION LEADERS

(Category based on 2018 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Atlanta	9.2%
Central Carolinas	4.0%
Northwest	3.3%
LARGE REGIONS (401-799):	
Steel Cities	4.1%
Buccaneer	3.9%
Cincinnati	3.8%
MEDIUM REGIONS (200-400):	
South Carolina	9.5%
Utah	6.9%
Lone Star	5.7%
SMALL REGIONS (<200):	
Salina	36.8%
Blue Ridge	23.5%
Pan American	17.0%

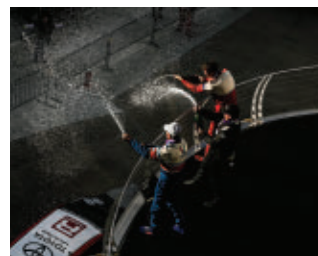
MAZZA VINEYARDS RETURNS FOR 2019 CELEBRATIONS

Mazza Vineyards will again partner with the SCCA in 2019 as the Official Sparkling Wine of the Hoosier Racing Tire SCCA Super Tour, Tire Rack SCCA ProSolo, and the SCCA National Championship Runoffs. Podium finishers at each of those events will be awarded a bottle of Mazza sparkling wine with a custom label commemorating the achievement.

"It's been wonderful watching SCCA competitors celebrate podium finishes with Mazza

Sparkling Wine over the last couple years," said Bob Mazza, founder and principal at Mazza Vineyards. "I've been racing since the early 1990s and even managed to claim a U.S. Majors Tour class win. I know what it means to come home a winner and I am proud that Mazza Vineyards can help commemorate the achievement at Hoosier Super Tour and Tire Rack ProSolo events, as well as the 2019 National Championship Runoffs taking place at VIRginia International Raceway."

Deanna Flanagan, SCCA Director of Road Racing, is pleased to once again have Mazza Vineyards aboard since the company's sparkling wine plays an important part at SCCA victory podium ceremonies. "The customized Mazza Sparkling Wine bottle is another keepsake each driver can save to mark his or her achievement and success," Flanagan noted. "Plus, Mazza Vineyards is helping to continue the celebratory tradition established by the great Dan Gurney of spraying a bottle of bubbly atop the podium." 📍



REX Conwine

THE SPRAY

The celebratory spray will continue atop tier SCCA events thanks to Mazza Vineyards.

VBOX VIDEO



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

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

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

- Synchronized video and data
- Dual camera 1080p
- Heart rate monitor
- Class leading driver training software (Windows, macOS & iOS versions)
- Configurable pre-record buffer
- Camera preview over WiFi
- CAN interface
- CAN signal database



Professional racing drivers share their experience on advanced circuit driving techniques in our FREE eBook: www.vboxmotorsport.com/ebook

www.vboxmotorsport.com



Rupert Berrington

RANDY POBST

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

SLOW DOWN TO GO FASTER!

Want to go faster? Hit the brakes. Here are 10 ways the brakes can lower your lap times and make you love driving again:

- 1.** The brake pedal has more to do with where you are going than the steering wheel.
- 2.** Because: braking is weight management, and that is your primary job as a driver (thanks again, Terry Earwood and Skip Barber). Slowing down, from braking or just reducing power, moves weight

"When your entry speed starts to hurt your exit speed, then you know you have pushed it too far"

from the rear to the front. The front tires steer. Keep your weight up front until you know you will hit your apex; until you are aimed at your target; until you are done turning tighter and are ready to go wider; until you are ready to track out to your exit.

Bonus: Learning to keep the weight up front while you still need it will also prevent you from setting your car up

with too much oversteer, because it will turn well, as it should. This has always been my greatest winning secret. It is the key to properly balancing the handling of your track car. If you do not leave your weight forward until pointed at your apex, you will be going to the throttle too soon, causing the front to get light, creating understeer, and leading you and your team to adjust your suspension to reduce this push that *you* created, thereby overloading your rear tires - and giving those who read this column the opportunity to beat you.

- 3.** Be the *King of the Late Brakers*. Run flat-out until you see God, then clamp those discs (or drag those drums, vintage and FV guys. Or engage that regeneration, Millennial Electron-Rodders...). Fundamental, simple, and (dare I say it) obvious?

This does take some bravery, but you can build on that with practice and carefully pushing the limits. The longer you are on full power, the faster you get that straightaway behind you, so always wait until the absolute last minute. OK, 98 percent - leave just a smidge for utter consistency

(thank you, always-winning Spencer Pumpelly). Total ragged-edge braking is a recipe for trouble. It's not a perfect track world out there, and you are gonna pay dearly if you go too far. Uh, oh; I think I just contradicted myself. Just don't brake *too* late.

How does one know how late to push the braking? Exit speed. When your entry speed starts to hurt your exit speed, then you know you have pushed it too far. A driver will reach this point well before risking an off-road moment. The late, hard braking must be done while straight. Once it's time to start turning the wheel for the corner, start releasing the brake pedal.

- 4.** Know your brake point. Use brake marker signs, or cracks or seams on the pavement; something that cannot move. If you know exactly where you go to the StopTechs, then you can accurately and safely go a *little* later. Do this just a little at a time. When it begins to get tricky, when it delays going to the throttle when you need to for the best exit speed, then back the brake point up a smidge and you've got your spot - for the present conditions.



Part of the art and beauty of the sport is that tires, weight, weather - everything - is constantly changing. That's also what the spare two percent is for. Consistent performance while everything is changing.

5. Use everything your tires and brakes can give. Get to your highest braking force as quickly as your car will allow, and keep it there, while straight and balanced. Tires have the most grip while sliding just a tad. No, don't overheat your brakes, and for race's sake, do *not* flat spot a tire (another reason for the two percent cushion). If that happens badly enough, it will force a pit stop for a tire change. And even a minor flat spot will greatly reduce braking ability, because the tire will want to lock up in the same place.

Experienced racers know the pain of self-loathing after hurting a tire, and how it takes a frustrating toll for the rest of the race, while the driver also suffers from kicking oneself in the rear. ABS eliminates all of this worry - and talent, too. But do not overuse that system, either. Just tickle it. ABS-ing too hard lengthens your stopping distance and adds heat and wear to your brake pads.

6. Know your brake bias. Use all of all four contact patches. Setting front/rear bias is critical without ABS, and even helps *with* it.

There's a tricky, careful dance of finding the point of lockup without damaging a tire. I once drove for a good pro team and had to keep adding rear bias. The co-drivers wanted to know why I kept doing that (they would reset it after each practice), so we checked the data. They were at 700lbs of brake line pressure and I was at 1,200. They were never getting to the point of lockup, and their lightweight car was enabling them to believe they were on the max. Nope.

Also, know that the bias must go to the rear in rain or any time there is less grip (like late in a race, when tires are tired and fuel loads change). *Less traction means less weight transfer means more weight on the rear means more rear braking.* It is counterintuitive, and it works. Please do not forget to move the bias back forward when the track dries. Rear lockup is spin-danger, but inadequate rear brake pressure is just slow.

7. Brake straighter, brake harder. Get from full power to full braking as fast as you can. This is the only time a driver is allowed to be unsmooth. Why? Because straight. This is where left-foot braking really can help, and with the preponderance of paddle-shifting automatics, it's the way to go. Train your left foot to handle braking duties.

8. Brake less straighter, brake less harder (sic). This is part of the magic that separates the quick from the amazing. Blend the steering and the stopping.

9. When you go inside a car to out-brake with a dive-bomb pass, you can brake later, but know that you will have to brake more. Your line into the corner will be tighter and slower.

10. Make the out-brake pass stick. Stay close beside the car you are passing. It will keep your speed up so it's harder for the other driver to re-pass on corner exit.

Amaze your friends. Defeat your foes. Slow down to go faster! 🚦

INSIDE MOVE (ABOVE) When executed properly, the late-braking pass can be one of the most satisfying moves on the track.

ATTACK THE TRACK

When SCCA set out to reimagine its National Time Trials program, nobody realized the road that lay ahead

WORDS Philip Royle | IMAGES Zachary Rackovan



"Since we put the application online last month, I believe we're at 665 requests right now," Jon Krolewicz tells me while clicking away at his keyboard, frantically trying to process as many of the incoming SCCA Time Trials license applications as possible before I distract him with our conversation. The number of license applications, he says, is on pace to obliterate the

SCCA's original expectations, so he's doing his best to keep his head above water on that front while also ensuring SCCA's National Time Trials program maintains its momentum.

Krolewicz is certainly under the gun on this, and my slowing him down is not helping. As we speak, it's mid March and the inaugural Time Trials National Tour event is due to kick off in

less than a month. Adding to the pressure is his knowledge that this program could be key to SCCA's long-term future.

But while Time Trials could be a key component in the future of the Club, it's also been instrumental in the Club's past - after all, the first SCCA Time Trials event was held in July 1945. Since then, the program has undergone

numerous iterations but, for the most part, it has been left for the Regions to manage the details. While the Regions are still in control of their own Track Events and Time Trials programs, in 2018, the SCCA National Office decided to pilot a limited program where they would reimagine what SCCA's Time Trials program could be.

This is that story.





WHAT'S YOUR SKILL?
Krolewicz, SCCA's Time Trials manager, is not new to track day programs. While he has road raced both professionally and on the Club level, one of Krolewicz' earliest forays into the SCCA was working with his Region to organize track days. Now, he's using all of his experiences to

help mold a program that is beneficial to the Region and to the membership as a whole.
A key step, Krolewicz says, is creating SCCA Time Trials licenses, which are free, but it helps with the placement of drivers come the day of the event. "There are three levels of license," he explains, noting

that, technically, there is a fourth. "The three base levels are novice, intermediate, and advanced. Novice is for drivers with either no experience on track or experience on track where there's limited passing on the straightaways with a point-by. Your Intermediate Time Trials license is for drivers who are comfortable passing anywhere on the track with a point-by. The Advanced Time Trials license covers drivers who are comfortable with some amount of passing without any point-bys."
Pro Time Trials licenses, the fourth level, are quite unique. "If one of the NATA organizations has somebody come in, runs under an Advanced Time Trials license, and then the organization says this person was good, we can assign them a Pro license,"



"We've actually had a pretty good Regional program for the past few years"
JON KROLEWICZ

he explains. "Pro Time Trials license holders would be expected to pass anywhere on the track without a point-by - it's close to

2019 TIME TRIALS NATIONAL TOUR SCHEDULE	
DATE	LOCATION
April 13-14	Thunderhill Raceway, Calif.
April 27-28	Pittsburgh International Race Complex, Pa.
May 25-26	Carolina Motorsports Park, S.C.
June 8-9	Portland International Raceway, Ore.
June 15-16	High Plains Raceway, Colo.
June 22-23	Heartland Motorsports Park, Kan.
July 5-6	Thompson Speedway Motorsports Park, Conn.
July 27-28	GingerMan Raceway, Mich.
Sept. 27-29	NCM Motorsports Park, Ky. (Tire Rack Time Trials Nationals)

DRIVER'S MEET

(LEFT) Prior to everyone getting on track at the 2018 Time Trials Nationals, all drivers met for an orientation to ensure everyone would have a safe and fun weekend.

(BELOW) Jon Krolewicz not only heads up the National SCCA Time Trials program for the Club, but he's also hands-on at many events, making sure registration flows smoothly and all participant questions are answered. (BOTTOM LEFT) At the 2018 Time Trials Nationals, Mark Baruth piloted a Ford Focus RS to a second-place finish in Sport 2.



Michael Berchak

the past few years, but there was no congruency across the country," Krolewicz explains. "There were different standards for how the Regions grouped drivers. There were different classes. The Southeast Division, for example, had 54 classes; the Midwest ran a different set of classes; Texas ran a different set of classes.

"The purpose of the Time Trials National Tour is a lot like the Tire Rack Solo Championship Tour or the Hoosier Super Tour - it's to have something that the entire country, Regions and Club members alike, can look at and say, OK, I see what this program looks like," Krolewicz says. "It's kind of a house-on-the-hill model. This way, Regions, if they want to, can model their events after these Tours."

But what the Time Trials National Tour is now, for its inaugural year, is not what it looked like a year ago. Back then, the program was finding its feet, and using the assistance of Regions to test the program.

"When we started talking about developing a National-level Time Trials program, a couple Regions came to us and asked if they could help," he says. "In particular, the Southeast Division said they had a weekend that had not been performing well as a road race weekend and wanted to know if we'd be interested in turning it into a National Time Trials kind of event?"

Soon, Krolewicz explains, Detroit Region, South Bend Region, and Kentucky Region all wanted to participate. "Even though we started with the idea that the National Time Trials program would be a single event,

WHAT IS NATA?

Elsewhere in this article is a reference to NATA - but what is NATA? For the answer to that, we need to travel back to 2018 to when SCCA was inquiring about track dates for its burgeoning National Time Trials program.

"SCCA and Gridlife had to work together to schedule some events at GingerMan Raceway," Jon Krolewicz explains, "and we worked together so well that the guys at Gridlife said a formal association, which would allow us to work together, would be a good idea. From there, Global Time Attack, which is also Super Lap Battle, came into the fold."

As conversations between the three organizers continued, SCCA realized it could play two crucial roles in the world of time-based competition. "When we sat down and looked at where we could best serve each other, we noticed what was missing was a licensing system," Krolewicz says. "We wanted to build a hierarchy of experience across the organizations, allowing everyone to look at a chart and know what each driver can do."

Licensing was role number one - the Club's second role was also an area that SCCA excels. "For Gridlife and Global Time Attack, which run more pro-level events - especially when talking about Super Lap Battle - there's no ladder to come up for someone who wants to run," Krolewicz points out. "Essentially, there was no place to get started. So for that, we knew the SCCA could be the grassroots version of those pro series.

"All three organizers recognized that we're dealing with a unique kind of motorsport," Krolewicz concludes. "Time-based motorsports, for the most part, flies under the radar, yet when you look at recreational sports in general, like marathons, people understand that and it's highly attractive to people. We formed NATA to advance the sport of time-based motorsports."

a full competition license." So, what is NATA? The sidebar to the right will answer that question.

BUILDING A SHOWCASE

Prior to the creation of the Time Trials Nationals and Time Trials National Tour, Regions hosted events called Track Events and Time Trials and defined much of the weekend themselves (in fact, they still do). Generally,

however, a Track Event is a non-timed way for enthusiasts to get on track without the pressure of the clock, while Time Trials allow competitors to use transponders to log lap times. Some Regions would divide the drivers by experience level, and some Regions created their own classing system.

"We've actually had a pretty good Regional program for



we ended up with a set of events that were modeled after what we originally envisioned the solitary event to be, and we called those new events 'primers,' he says. "Those events ended up being what would eventually become the Time Trials National Tour."

ALL IN A WEEKEND

Learning as much as they could from the primers, the SCCA National Office hosted that inaugural keystone event, the Time Trials Nationals, at NCM Motorsports Park in Bowling Green, Ky., on Sept. 28-30, 2018, and with more than 120 entrants, the turnout beat all expectations. And, while the Time Trials Nationals is bigger in every respect from the Time Trials National Tours that will take place this year, the weekend schedules are similar in nature.

"The Time Trials National Tour

dates are two days in length and the Time Trials Nationals is a three-day event, but they all have multiple competition formats in the same weekend," Krolewicz explains. "We have a TrackSprint format and the TimeAttack format involved in both. TimeAttack is your more traditional track time - you'll have 20 minutes or so to put your best lap in. Meanwhile, the TrackSprint format is a point-to-point competition on the track. It's a standing start to a flying finish for a portion of the track that can be run just with timing lights, and it's one car at a time."

Returning to the house-on-the-hill analogy, TimeAttack and TrackSprint showcases variety, allowing Regions to pick and choose, or do both. "That's why we wanted to do that," Krolewicz admits; adding, "it's because we know that Regions have

"The National Time Trials rules require 200 treadwear as the limit in most classes"
HEYWARD WAGNER

different sets of equipment and they have different programs that are in their wheelhouses. By showcasing multiple formats, we can show Regions what's out there, what they can do, and how it can be done to best fit their needs, as well as the needs of the members."

At the Time Trials Nationals and Time Trials National Tour, Krolewicz notes, these two competition types during the same weekend keep competitors hopping. "At a Time Trials National Tour, Saturday morning will be non-scored lapping sessions," he explains. "Drivers will be

timed and then we'll use those times to line people up by time during a later session. Saturday afternoon is the TrackSprint, point-to-point competition. Sunday morning will be scored TimeAttack sessions, and Sunday afternoon will be another TrackSprint. You'll get both formats on both days, and the scored sessions will take the best time from each to add together to get the final event results."

Krolewicz points out that the TrackSprint element also opens up new worlds on existing tracks, as a Track Spring only uses a portion of an existing track. "One of the things we've been able to do with the TrackSprint portion is to specifically approve some sections of road courses to run backwards," he says. "For example, when we went to GingerMan last year, we ran a portion of the track backwards."

LOOKING ON

Time Trials is as much an event for family and friends as it is for drivers, with spectators encouraged to attend (LEFT). The 2018 Time Trials Nationals saw a wide range of cars competing, from modern Camaros in classes like Sport 1 (BELOW) to a Buick Grand National in Max 1 (BOTTOM).



PICK YOUR BATTLE

When the inaugural Time Trials Nationals took place, there were four competition categories, with each broken down further into multiple classes. "Sport" was the lowest preparation level, followed by "Tuner," "Max," and "Unlimited." Today, those classes remain, although there have been changes.

"The lowest preparation

class is Sport," Krolewicz says. "It focuses on what 60 percent of track day entries consist of, both in the vehicles and the modifications they do to their vehicles. The modifications are things like cold air intakes and a lowering spring kit. Then you get into some more nuanced things, like the fact that we allow brake changes as long as it came on one of the models of your

car - basically, you can put M3 brakes on your base 3-Series.

"Tuner is our next category, and it's very closely aligned with SCCA Street Touring for autocross, because it's one of our more modern competition rule sets in the SCCA," Krolewicz continues. "This is where you get to put shocks on your car that are multi-adjustable, you get coilovers, and mods like that."

A rule of thumb, Krolewicz notes, is that for Sport, you bolt a part on and forget about it. If you can adjust or tune the item, you're probably in Tuner.

The next category was in flux when we spoke, but at the time, Krolewicz and the SCCA National Staff were considering the possibility of naming it "Prepped."

"The jury's still out on that name," Krolewicz laughs. "But name aside, it will allow more with the suspension, like fancy control arms. It also allows for some amount of engine swaps or intake manifold changes, or you can put a cam in the car. Certain things get tricky and nuanced - but it'll be an either/or category with the engine modifications."

Next up is the Max category, where as long as the car meets the tire rule - which is the same 200 treadwear rule all of the categories mentioned so far have to abide by - then the car fits here. "The category is closely aligned with the CAM category in autocross, except we don't limit it to American cars or specific years," Krolewicz says. "Max allows you to build the best car that you can without worrying about rules."

And then there's Unlimited. Simply put, everything else goes here - and it's here

WHAT TO BRING TO AN EVENT

Signing up for an event and actually participating are two different things. Once you've figured out your car's class and you've filled out the appropriate licensing and event entry paperwork, there's a few things to know.

In addition to the other items, you need a driver's license, a track-ready car, a weekend or full SCCA membership, and an approved helmet," explains Heyward Wagner, SCCA's Senior Director of Marketing and Experiential Programs. "You'll also need a track-ready car, which means it's in good running condition with appropriate road-going or racetrack safety features."

You'll need tires that are up to the task. "The National Time Trials rules require 200 treadwear as the limit in most classes, but regardless of the treadwear, your car's tires need to be safe to run in a high-performance environment," Wagner says. "If you're looking for tire suggestions for your specific car, the folks at Tire Rack can help you out."

Beyond this, there are items Wagner recommends. "A roll bar is good, as are appropriate seats and belts, a fire suit, and Hagerly track day insurance. You'll probably also want to bring a tire pressure gauge and an air pump."

And don't forget to take care of yourself - after all, you'll be spending a weekend in the sun, expending both mental and physical energy. As such, pack sunscreen, a hat, water, and healthy snacks. Oh, and have fun.



ON THE COVER: A NEAT CAR

"Ever since I got my first car I was addicted to horsepower and speed," explains Michael Neat, owner of the screaming red 2013 Scion FR-S that dons the cover of this issue and also dominated the Max 3 class at the 2018 Time Trials Nationals. "I always had interest in competition, but I had no idea what branch of competition I would be interested in. I tried it all, and it turns out that I find drag racing boring."

Autocross, however, answered his question and, in 2013, Neat joined the SCCA as a Kentucky Region member. He modified his car for autocross competition, tinkering with aero and suspension modifications, soon placing his car in a Street Mod autocross class. But the siren song of the racetrack came calling.

"I went searching for that next adrenaline rush and ended up at Putnam Park Road Course for a track day – and I had an absolute blast," he laughs. "I knew I wanted to get deeper into the track thing, so I bought safety equipment – some real safety equipment – like seats and harnesses. Then I found

out that I could get into track competition with Time Trials without aggressively battling for on-track position. That interested me a lot."

What had caught his eye was one of the 2018 Time Trials primer events that was set to take place within driving distance at NCM Motorsports Park; Neat registered posthaste. He had a blast, and he was quick to sign up for the 2018 Time Trials Nationals at NCM Motorsports Park, too.

"The Time Trials Nationals was definitely more polished than the Time Trials primer event," Neat observes, adding, "They had certainly taken notes and gotten things figured out from the primer."

So, will Neat return to defend his Max 3 win? "I'll definitely be at the 2019 Time Trials Nationals," he says without hesitation. But, he adds, with a child on the way his overall motorsports participation this year may be limited. "I would love to do more this year, but I won't. It's not for lack of wanting to, though – I had so much fun. If I had my way, I'd travel to every single Time Trials National Tour they have."



UP FRONT

Michael Neat entered his Scion FR-S (ABOVE) in Max 3 at the 2018 Time Trials Nationals and, come Sunday's awards ceremony, ended up standing atop the podium (TOP, center).

alone, Krolewicz notes, that the 200 treadwear tire rule doesn't apply. Want to bring R-compounds or slicks? You'll compete in Unlimited.

THE NEXT STEP IS YOURS

Krolewicz and I covered a lot of information in our chat – far more than I could retain – but luckily there's a website to help us all figure it out. At timetrials.scca.com you will find a season schedule, license application links, and – importantly – a car classification assistant.

If you've ever looked through the Solo Rules or Club Racing's GCR then you'll be shocked as to what you find at timetrials.scca.com: There's an interactive "Class My Car" section that is constantly updated.

"The way it works is you sit down with your beverage of choice and the website and start clicking through the Sport



"You sit down with your beverage of choice and the website and start clicking through"
JON KROLEWICZ

category rules until you find a part that you have on your car that's not allowed," Krolewicz says. "If you read all the way to the end of the Sport category and you say, oh, everything I've done fits here, then you go to the classes and see where your car fits. If your car's not classed, then you click on the link and request it to be classed."

If your car is equipped with a modification that doesn't fit the category, then you jump to the next category. "If it doesn't fit in Sport then you move up to Tuner, then Prepped, and you rinse and repeat until you find your level."

In short, the entire process

is simple, fun, and incredibly accessible to every motorsports enthusiast. Ultimately, as time progresses and interest in traditional motorsports change, it's those elements that make the Time Trials program essential to the future of the SCCA.

I glance at my notes to begin another line of questioning, but I can tell Krolewicz is itching to get back to approving those hundreds of Time Trials license applications – after all, the clock is ticking to the first National Tour – so I bid him adieu. But what you've just read is enough to begin your Time Trials journey. So now it's your turn to head to timetrials.scca.com and start your adventure. Just think: When you click the link to apply for your Time Trials license, Krolewicz will be on the other end, processing your license application, and encouraging your success the whole way. 🍷

TEAM SPORT

(FAR LEFT) The 2018 Time Trials Nationals at NCM Motorsports Park was a giant success, with nearly everyone saying they wanted to return the following year. (LEFT) One of the wilder cars at the 2018 Time Trials Nationals was a second-generation Pontiac Trans Am with an LS motor swap piloted by John Krupa in Unlimited 2. (BOTTOM) John Li brought a 2009 Mazda MX-5 to compete in the Tuner 4 class.

SCCA'S FIRST TRIP TO THE TRACK WAS A TIME TRIAL



The date was July 22, 1945, and the SCCA was just over a year old. World War II had come to an end, but fuel rationing was still underway, and would be for another half month. Despite that, SCCA members were itching to do more than host car shows, so they organized an event at Thompson Speedway in Thompson, Conn. What did they do there? Surprisingly, they held an event that was eerily identical to today's Time Trials National Tour.

According to the July/August 1945 issue of *SportsCar*, "The weather was good, and a brisk run down through country roads was enjoyed by the Boston contingent, consisting of George Weaver in Type 51 G.P. Bugatti, [Chapin] Wallour in Rolls Pl Ascot, [Theodore] Robertson in Mercer Raceabout, and [Arnold] Engborg riding forward on a guest's Rolls Ghost town car."

Robertson was the president of the SCCA at the time, Wallour was the vice-president, and Engborg served as the Club's secretary and treasurer.

"At the track," Robertson reported, "we were met by our genial host, Emil Bayer who, with his brother, had built the track several years previously. It is a banked half-mile oval, paved with asphalt, with 15-degree banks at each end. The lap record is held by Joie Chitwood at 24.16 seconds. The excellent racing held there before the war will be resumed as soon as possible, and Emil will be very glad to see any members with their sports cars at his race meets. He promises to put on a special event for Club cars, also to have one of them pace the feature event. A very interesting prospect."

Other SCCA members met the Boston contingent at the track, and the competition format was laid out. First up was a flying lap of the oval, with the official times measured by the average of three stopwatches.

"The flying lap times were: [George] Weaver, Bugatti-33 2/5 secs.; [Russell] Sceli, Complex-38 secs.; Robertson, Mercer-40 secs.; [W.] Gerner, Bugatti-40 secs.; [Chapin] Wallour, Rolls-Royce-40 secs.; [Dr.] Gerdes, Cord- 40 4/5 secs.," recorded Robertson.

Next up was something different: "This event was followed by standing start 4-mile tests, from the middle of the home stretch around the first turn to the middle of the back stretch," wrote Robertson. "These times were, of course, slower than on a straight road. Weaver again led with 22 2/5 secs., Sceli, 24 2/5 secs., Robertson, 27 secs., Gerner, 27 secs., Wallour, 27 secs., Gerdes, 27 4/5 secs."

So, to put this in modern SCCA parlance, SCCA's first competition event featured a TimeAttack followed by a TrackSprint. Sounds like a Time Trials National Tour to us. And what followed in the day?

"After the time trials," notes Robertson, "members and the many guests enjoyed driving and riding in the various cars and comparing the engine room of the Gerner Bugatti to those of modern American beer cans."

Then they went to the bar. "All good days must come to a close, so we all proceeded up to the Publick House in Sturbridge, Massachusetts, a beautiful old stage coach tavern in 'as new' condition. Although our arrival was rather late, we were graciously received at both the bar and dining room and partook of most excellent food and drink."

The Publick House, it should be noted, is still in operation, and it's just a half-hour jaunt from Thompson Speedway. So, if you're attending this year's Time Trials National Tour on July 5-6 at Thompson Speedway Motorsports Park (and why would you not be?), perhaps you should consider partaking in one of the first SCCA post-competition traditions.

If you race enough, you will eventually find yourself racing in the rain. But with a little knowledge, the art of rain racing can quickly turn into a science

I ndeed, it was a stunning 2018 National Championship Runoffs at Sonoma Raceway, with racers witnessing only the lightest of drizzles. But in return for such a majestic week, Mother Nature decided to soak several early rounds of the 2019 Hoosier Super Tour and U.S. Majors Tour, pounding the events with unrelenting rain. For these southern racers, many were left holding the umbrella in their paddock space and sporting a confused look - how do you race in the rain? Let's answer their quandary.

"Depending on the weather, if I need to, I really like using good old Dawn dish washing soap," says multi-time Runoffs winner and SCCA Pro Racing Trans Am racer Lawrence Loshak. Over the years, Loshak has certainly seen his fair share of adverse weather, with perhaps his rainy swan song coming in the 2013 Formula 1000 Runoffs race where he started last in a rain-soaked race at Road America and passed everyone at least once to take the National Championship.

THE RAIN DANCE

WORDS Jason Isley
MAIN IMAGE Chris Clark



RIDING THE WAVE

Visibility, car balance, and finding the right line all become more difficult when the skies open up. Lawrence Loshak knew what to do, however, in 2017 when the Trans Am TA2 race turned wet.



Jay Bonvillian

"Just like you are waxing a car," Loshak continues with his dish soap trick, "inside of the windshield, you buff it in. You don't want to completely remove it. It will leave a little haze, but a little haze is a lot better than fog and not being able to see anything."

While the layer of soap helps combat windshield fogging, keeping things dry, and moving air across the surface, is also useful. "In the Trans Am car, we do run blowers," says Loshak. "But the most important thing in a GT car is sealing up the cockpit. Again, it's moisture - you don't want any water getting into the cockpit. Seal the firewall and all of the body panels so when you go through a puddle no water gets into the car. The better you do with that, the less fogging you'll have. Blowers to blow on the windshield help, of course, but no blowers in the world will help you if you don't seal up the car and put Dawn on the windshield."

If you're racing an open cockpit

car, the recipe is a little different. While you can treat your visor to the same anti-fog formula as a windshield, managing other aspects can be more difficult. "You absolutely want to keep your helmet dry - dry, and already acclimated to the temperature that you'll be racing in, because the shock in temperature change and moisture is what contributes to fogging up the visor," Loshak notes. "You have to keep your hair dry - putting a dry helmet on your wet head doesn't work. Obviously, you sweat but the helmet warms up with you."

Blowers aren't typically an option in an open-top racecar, so you have to use what you've got. "Once you're racing, the air is your friend," Loshak points out. "A lot of water doesn't really get in your helmet; it will get on the visor, but it won't get in the helmet. If you have a little circulation going through by the visor, that's usually more than adequate."



Philip Boyle

"It will leave a little haze, but a little haze is a lot better than fog and not being able to see"

LAWRENCE LOSHAK

JUST MISTY

The SRF3 feature race at the 2019 Hoosier Super Tour at COTA was a wet one (TOP), making the always-competitive class an even bigger challenge. Drivers in open cars have limited options when it comes to fighting visor fogging, making pre-race prep vitally important (ABOVE).

Car setup is another challenge, as most racers don't get the opportunity to test and perfect a wet setup. "When we set up our racecars, how we choose the spring rates and shock valving, what we are doing is controlling the platform for the amount of grip that we found at the tire," says Loshak. "The more grip you have, the more suspension control you need. When we are going to race in the rain, we are going to have less grip, so, ultimately, the suspension setup for the dry is going to be way too stiff to allow for any kind of weight transfer, or to allow the suspension to do anything. We want to have the car move around like it did in the dry. Generally, it doesn't need to have a spring change - obviously that helps if you have time - but the easy thing to do is to soften up the compression and rebound on the shocks and softening or disconnecting swaybars."

It goes without saying that tire choice plays a huge role in your



Let's Build It Together



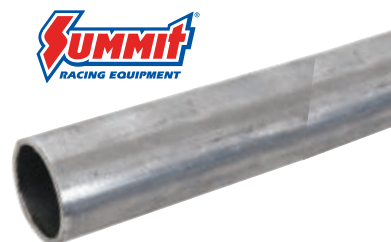
Billet Air Cleaner Spacers
Keyword: SUM Billet Cleaner Spacers
as low as \$10.99 each



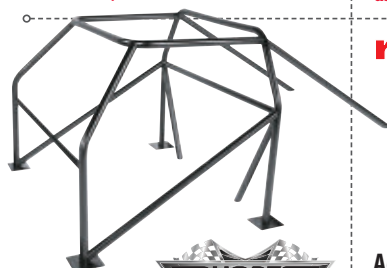
Racing Seats
Keyword: OMP Racing Seats
as low as \$999.00 each



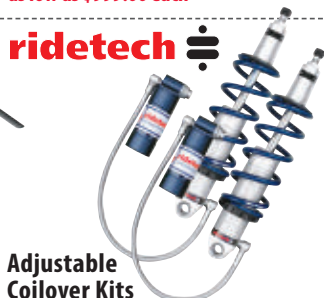
Motorsports Utility Jugs
Keyword: VPR Motorsports Jug Each
as low as \$31.46 5 gallon, each



Round Mild Steel Tubing
Keyword: SUM Round Mild
as low as \$17.99 each



Competition Roll Cage Kits
Keyword: RHC Competition SCCA
as low as \$549.95 kit



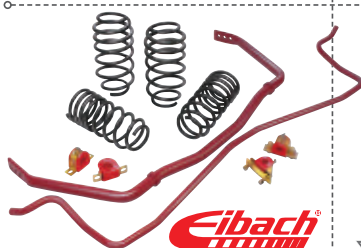
Adjustable Coilover Kits
Keyword: ART Adjustable Coilovers Front
as low as \$1,900.00 kit



B16 Coilover Kits
Keyword: BSN B16 Kit
as low as \$1,936.00 kit



GT Performance Pack Matte Black Wheels for 2015-17 Mustang
Keyword: FMS 2015-17 Mustang Wheel Each
as low as \$319.99 each



Pro-Plus Performance Handling Packages
Keyword: EIB Pro-Plus Performance
as low as \$749.00 kit



Fuel Pump Modules
Keyword: RHC Fuel Pump
as low as \$499.95 each



ET Street S/S Tires
Keyword: MTT S/S
as low as \$386.99 each



Drag Race Alarm Clock
Keyword: FDS Drag Clock
FDS-DRC15RB \$29.99 each

UNBEATABLE SERVICE, TECH ADVICE, SATISFACTION, AND SELECTION.



Call by 10 pm EST: In-Stock Parts Shipped That Day!

1.800.230.3030 • Int'l: 1.330.630.0230

SCode: 19055C • Prices subject to change without notice. Please check SummitRacing.com for current pricing. Typographical, description, or photography errors are subject to correction. Some parts are not legal for use in California or other states with similar laws/regulations. Please check your state and/or local laws/regulations. © 2019 AUTOSALES, INC.



FIND IT AT **SummitRacing.com**



Jay Bonvillian



DE Baer



DE Baer

success on a wet track, both in the tire that you pick and the tire pressures you set. According to Tim Gilvin, Hoosier Racing Tire's Circuit Racing Product Manager, if you see the cars on track throwing up any water spray, its time to put on wet tires.

If your class allows it, you can also give yourself a leg up by changing tire sizes when you make the move to wets. "Narrow is the way to go," says Gilvin. "Less footprint equals more weight-per-square-inch on the ground."

Because of the loads, the speeds, and the fact that you're splashing through cool puddles, the temperatures the tires see in the wet are going to be less than in the dry; consequently, you need to compensate for that by starting with increased tire

pressures. "For cars, it is around 3psi more than your normal dry starting [tire pressure]; open wheel cars should start about 1.5psi more," advises Gilvin.

Some road racing classes offer more liberal rules when it comes to tires, and this is another place you may find an advantage. "As much as Club racers hate to spend the money on another set of tires and wheels, intermediates are worth their weight in gold," says Loshak. "For my 2013 Runoffs championship, it was a gamble to go out on intermediates - which is essentially a hand-grooved softer dry tire. I had to be very cautious during the first few laps, but as the track dried, I could drive a lot more aggressively while the other guys were babysitting their tires."

"Intermediate wet tires are

"Less footprint equals more weight-per-square-inch on the ground"

TIM GILVIN

perfect for times when it rained before the session, or it rained all night long, and you are the first session out," Loshak adds. "You are much better off, and safer, to go out on an intermediate tire than chancing it on a full slick."

With your car sorted, you now have to find your way around the racetrack - a track that's suddenly fighting you every step of the way. "Just the way you can read 100 books on suspension tuning but still have no idea what to adjust on your car, the same can be said with finding

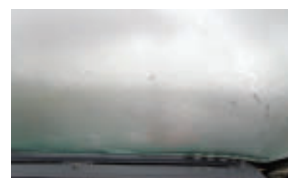
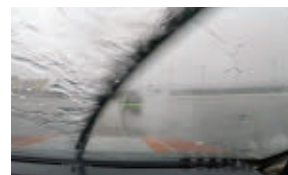
WET ALL OVER

From COTA to Auto Club Speedway, rain has been a regular attendee at Hoosier Super Tour and U.S. Majors Tour events in 2019. (FAR LEFT) Riley Salyer had the advantage of front-wheel drive with his H Production Honda at COTA, but had to fight windshield fogging. (LEFT) Prototype competitors tackled the banking at Auto Club Speedway in February, which shed water better than in the infield, as demonstrated by the Spec Miata field (BELOW LEFT) as they entered Turn 3.

AN INSIDE VIEW...



Courtesy: Philip Royle



Lack of visibility can prematurely end your race. The use of a commercial anti-fog product or Lawrence Loshak's favorite, Dawn dishwashing soap, on the inside of the windshield can help prevent fogging. Additionally, airflow on the inside of the windshield, and keeping water from entering the car, are crucial to combatting the fog - as heat from the engine and exhaust warm up the chassis, the steaming water on the floor will quickly impede your vision. Hopefully, this driver will read this story and remember these tricks for next time...

A high-angle, wide shot of a NASCAR race at night. Several race cars are visible on the track, with one in the foreground showing significant motion blur. The track is illuminated by bright stadium lights, and the surrounding area is dark. The text "WE ALL HAVE DEMONS. OUTRACE YOURS." is overlaid in large, white, sans-serif capital letters.

WE ALL HAVE
DEMONS.
OUTRACE
YOURS.

Steal the lead and never get caught – when you wear our gear.
Break from the pack at [SimpsonPerformance.com](https://www.SimpsonPerformance.com)





Richard Coburn



Jeff Loewe



Rupert Berrington

"When you get to the outside of the line, where you will have grip, you turn the car"
LAWRENCE LOSHAK

the rain line," says Loshak. "But you definitely need to read about the rain line and learn what the rain line is, and what makes the dry line bad. The dry line gets polished, it gets rubber down, and there's some oil - it's the stickiest part when it's dry, but it's the slickest part when it's wet."

While it should be easy enough to move over a few feet and find some unpolished pavement on corner entry, the challenge comes when you cross the dry line. "The traditional line is really basic to understand, but you

are going to cross the dry line multiple times, so you have to have a plan for your path," says Loshak. "You will get a little bit of slip when you cross the dry line, and it's very important that you don't panic - just drive straight past the line. When you get to the outside of the line, where you will have grip, you turn the car. And then you want to come back to the middle so you can put power down."

Finding the wet line isn't always as simple as just staying off the dry line, however. "Finding the wet line on any racetrack is different because there are a lot of tracks that have corners that work into corners, or chicanes, or esses, and things like that; you have to experiment," says Loshak. "You're always searching for grip. The grip will migrate

back to the normal line as the track dries, so you always need to nip at it to see what you can get away with. There are certain corners where there is no rain line, so you kind of have to do the dry line, but I would always keep the car toward the middle of the track as I'm looking for additional grip."

To that end, keeping track of how the racecar is reacting, and what the rain on your windshield is telling you, will help yield the best results. "Make a mental note of what the car did, and the next lap improve upon that," Loshak says. "If the car reacts good or bad or indifferent, you can make a plan of how you are going to go through or improve that corner the next time. That goes through my head every lap, wet or dry." 📍

HUNTING FOR TRACTION

(FAR LEFT) Full wet tires, like on this FF, do an excellent job of pumping water out of the tread blocks. (LEFT) With limited visibility, Justin Pritchard (55) splashed his way to the EP title at the 2011 Runoffs at Road America. (BELOW LEFT) At the 2013 Runoffs, Lawrence Loshak rolled off the wet FB grid last, but his choice of intermediate tires paid off as the racing surface dried and he moved to the front for the win.

THE OTHER GUYS



Lee Hill

As you strap into your racecar and hope you have the right level of anti-fog on your windshield, there is a team of individuals with little-to-no relief from the elements: the corner workers. Without these hearty souls, your race simply doesn't happen. So, what can they do when the wet stuff is coming down?

"Most experienced flaggers bring lots of layers - and add or subtract as needed," says Lee Hill, Chairman of the National SCCA Board of Directors and a regular fixture on corners in his home state of Florida. "For rain, you'll find a mix of Frog Toggs-type rain gear - it's sort of a Tyvek material that does a good job but also breathes - ponchos, and plastic rain suits designed to be worn over multiple layers."

Performing in all of those layers can be a challenge, as Hill discovered while working the 2017 Rolex 24 at Daytona. "I was shift captain at Turn 3, he says. "During the 2 a.m. to 6 a.m. shift it was raining steadily and the temperatures were in the low 40s. I was wearing worker whites plus a hoodie sweatshirt, plus rain gear, plus a winter parka. The parka was not waterproof, so it weighed about 40lbs by the time the shift was over. The radio headset was under three hoods to keep it dry, and the radio was under my rain jacket with the wiring running up my back. When Cooper McNeil crashed his GTD Mercedes into the Armco about 30 feet from our station, I had a heck of a time finding the transmit button on the headset to make the call."

A little ingenuity can help when prepping your corner for a wet weekend, too. "The Turn 6 corner station at Daytona during the Rolex 24 in 2016 - we had to put packing crates down to have somewhere to stand that wasn't ankle deep," says Hill. And he took the photo above to prove it.

Always remember, while you may think you have it bad in the racecar while trying to catch a glimpse of the track through a smeared windshield, the workers probably have it worse - and they're not complaining.

2000-2009 Honda S2000

ROAD RACE BRAKE KIT

PRODUCT FEATURES

- Superlite 6R/ST forged aluminum six piston radial mount calipers
- Two-piece *Spec37* alloy 12.88" GT directional 48-vane racing rotors
- Dynamic floating-style aluminum rotor hats
- BP-30 endurance compound *SmartPads*
- Complete kits include hardware, DOT approved stainless steel flexlines and installation guide



POWER. CONTROL. PRECISION.
805.388.1188 | www.wilwood.com
Designed, Tested, and Manufactured in the USA

WILWOOD RACING
wilwood



SPEC'ING THE SPEC

WORDS Jason Isley
MAIN IMAGE Mark Weber

SCCA racers know Penske is the new shock supplier for Spec Miata, but what's the story behind that story?

In 2018, the team at Mazda Motorsports set out to correct a long-brewing issue with its Spec Miata damper package: guaranteed compliance. As Joshua Smith, Specialist Technical Development at Mazda Motorsports, explains, "There really wasn't a solid specification for the Bilstein shocks, so the start of the process to fix the

problem involved identifying the inability to thoroughly tech the Bilstein shock, and then figuring out how to solve the problem."

The challenge came, in part, due to the nature of the original shock. As a mass-produced damper intended for street use, there was a fairly wide performance envelope of the Bilstein shocks, and that made it

difficult for Mazda Motorsports to develop a specification to hold Spec Miata shocks to. Beyond that, several creative racers discovered they could re-valve existing Bilsteins in order to meet the letter of the rules, even though this was outside the intent of the class.

That brings us to another significant issue: People were able to modify the Bilstein shocks

without significant indication they had been modified. "We originally didn't start out with the idea of replacing the Bilstein shock," says Smith, "it was more like, 'How does a sanctioning body test a spec-series shock?' That led us to try a couple of things that inevitably did not work, and then it morphed into figuring out how to create a shock that would do what we wanted."

ON THE EDGE

With fierce competition throughout the Spec Miata field, it's more important than ever to keep the playing field level. And that's exactly what the new Penske shock package does.



Around the same time, Bilstein began retooling one of its production plants, and that led to a global shortage of many different damper applications - including Spec Miata shocks. "There was almost a year of shortage," Smith recalls.

The lack of a solid tech process - and damper inventory - began to force

Mazda's hand. "We went to an RFP [Request For Proposal] process with nine shock manufacturers to compete for what we set as a criterion for the Spec Miata shock package," says Smith. "The shocks had to be a direct replacement in order to reduce cost; we didn't want people to have to buy components that weren't needed. We also wanted the shocks to

be crimped sealed, with spec compression and rebound forces."

Ultimately, Mazda Motorsports saw this as an opportunity to reset and fix a number of issues with the old suspension package. "It really wasn't built for what we were requiring of it," Smith says of the original Bilstein shock package. "We took a street shock with very low forces, putting

more spring on it than it was engineered for, and expected it to perform. We really wanted to tailor a shock to the class - not only the springs, but the swaybars and the weights of the vehicles."

As the RFP reached Penske Racing Shocks, there was an immediate interest from the development team. "A guy who works here has a Spec Miata and



Courtesy Mazda Motorsports

SHAKE IT UP Penske Racing Shocks puts the same care and effort into its Spec Miata shocks as it does its pro racing efforts. Consequently, the shaker rig (LEFT) was used to accurately mimic race conditions. (RIGHT) Every Spec Miata Penske shock is tested on the dyno before it leaves the shop.



Courtesy Penske

he was monitoring the shock situation, so we were waiting to hear if there was anything we could do," says Aaron Lambert, Director of Operations at Penske Racing Shocks. "Then Josh and David [Cook] reached out to us and said they were going to open up the Spec Miata shocks for a quote. They gave us and all of the other manufacturers a target."

For Penske, this process was nothing new, they were already the spec shock for Spec Racer Ford, along with decades of experience as a supplier for NASCAR, IMSA, and they had a wide range of applications. "We were confident going in," says Lambert. "We have a lot of customers, not in Spec Miata, but other types of racing that compete in Miatas. So, we have a good background and had a pretty good feeling that we had a setup that would work really well."

With shocks in hand, the team from Mazda Motorsports, as well as representatives from the various shock manufacturers, completed an extensive round of testing to narrow the field. "It was a four-day process of eliminating various setups," says Smith. "Penske just continued to shine through the whole testing procedure. It really was the customer service and personnel behind Penske - they wanted to do what was best for the community."

During the initial round of

testing with Mazda Motorsports, the team at Penske found they were close to where they needed to be. "We went down to Carolina Motorsports Park for that test and, performance wise, we did very well," says Lambert. "After the first test at CMP, we kind of understood what the baseline setup was and how customers were setting up these cars."

"A lot of it was initially driven based off of the bump stop, and how they were using the Bilsteins. Once we got through the test and had a chance to talk to Mazda and SCCA, we were able to find out what they were trying to go for, and a lot of it was, 'Let's get off these bump stops.' So, after that first test, we decided we could valve the shocks a little differently. Then we went to our shaker jig and tested."

A second round of testing took place at VIRginia International Raceway, with this round focusing on whether the shocks could meet Mazda's goals. "Mazda said they had to look after all of their customers, not just the top performing guys, and not just the entry level - we have to cover everybody," says Lambert. At that test, Lambert notes that their setup was on target. "We were really happy at the second test at VIR," he says. "Not only was the performance better, but the car was easier to drive."

While improving the driving experience was important, so was maintaining the balance among the various chassis in Spec Miata, and providing a good value. "It had to elevate all three cars equally - we wanted to maintain that balance of performance while elevating all of the platforms," says Smith. "Even though we doubled the price of the old shock, the value that it brought because it can be rebuilt, really spoke to the longevity of the class."

Being chosen as the new Spec Miata shock, Penske was facing fulfilling a large order in a very short time - but that didn't mean Penske was going to change its manufacturing process. "It's a big project and we are excited to work with Mazda Motorsports on it; but at the same time, it's still our race shop that is going out there," says Lambert. "We didn't go to a production line or robot assembly or anything like that. Every single shock that is going

on these Spec Miatas is hand built by the same technicians that are going to our sports car races, IMSA races, IndyCar races; they are the same guys. Every single shock is dyno tested just like all of our other race shocks. I think that is where the end user in Spec Miata is really seeing the difference between what a properly built race shock is compared to an assembly line or mass production shock."

Racer feedback on the updated Spec Miata shock package has been favorable as well, and the adoption rate among SCCA racers has exceeded everyone's expectations. "We underestimated how quickly everybody would jump to them," Smith admits. "To date, we have sold 692 sets of Penske shocks. We keep ordering more to keep up with demand and we've not really seen a decline in orders. I expect to see another wave once racing picks up in the Northern parts of the country." 📍

HANDS OFF

The sealed Spec Miata shock is easily inspected, and can be rebuilt by Penske.

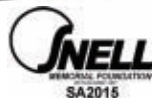


Richard S. James



Chevron-5 Nomex® SFI-5 Racing Suits From \$369.95

- Stylish Modern Euro Design
- 180° Floating Arm Gussets
- Black Belt, Collar, Epaulets, and Accents
- Knit Stretch Panels on Side Add Flexibility
- Black Nomex® Wrist and Ankle Cuffs
- Heavy Duty Two-way Brass Zipper
- Internal Bag Pockets
- Two-piece Adjustable Belt
- Boot Cuff Legs
- Chevron Pattern Box Quilting
- Available in Black, Red, or Blue
- Available in Sizes SM – 3XL



PRO15 Helmets

Side Air - **\$269.95**
Top Air - **\$279.95**
Standard PRO15 - From **\$219.95**
All are SA2015 Rated



Outseam Gloves

- Exceeds SFI 3.3/5 Rating
- Double Layer Nomex® Knit Construction
- High Grip Suede Leather Reinforced Palm
- Reverse Seam for Best Comfort & Feel
- Available in Red/Black and Gray/Black
- Cuffed or Long Angle Cut Gauntlet

\$69.95



Underwear, Hoods & Socks

- SFI 3.3 Rated
- Lightweight Aramid and FRC Blended Fabric
- Superior Moisture Wicking Properties
- Soft and Supple Knit Fabric Dries Quickly
- Flat Sewn Seams For Comfort



FIA 8853-2016 Harness Sets

- Certified to FIA 8853-2016 Specifications
- Constructed of Premium Polyester Webbing
- Mono Filament Woven for Increased Strength and Smoother Edges
- Dual Direction Magnesium Alloy Cam Buckle
- Wide Engagement Cone for Easy Snap In
- Precise Spring Pressure for a Positive Feel
- Cam Buckle Stays On Crotch Strap

- Premium Aluminum Shoulder Adjusters
- Black Oxide Coated Forged Steel Hardware
- Snap Hooks and Eyebolts Included
- 3" or HANS/FHR Shoulder Available
- Pull Up or Pull Down Lap Available
- Available in Black or Red
- Easy Pull Handles Allow Quick Adjustment
- Loops on Shoulders for Bungee Hookup

From \$219.95

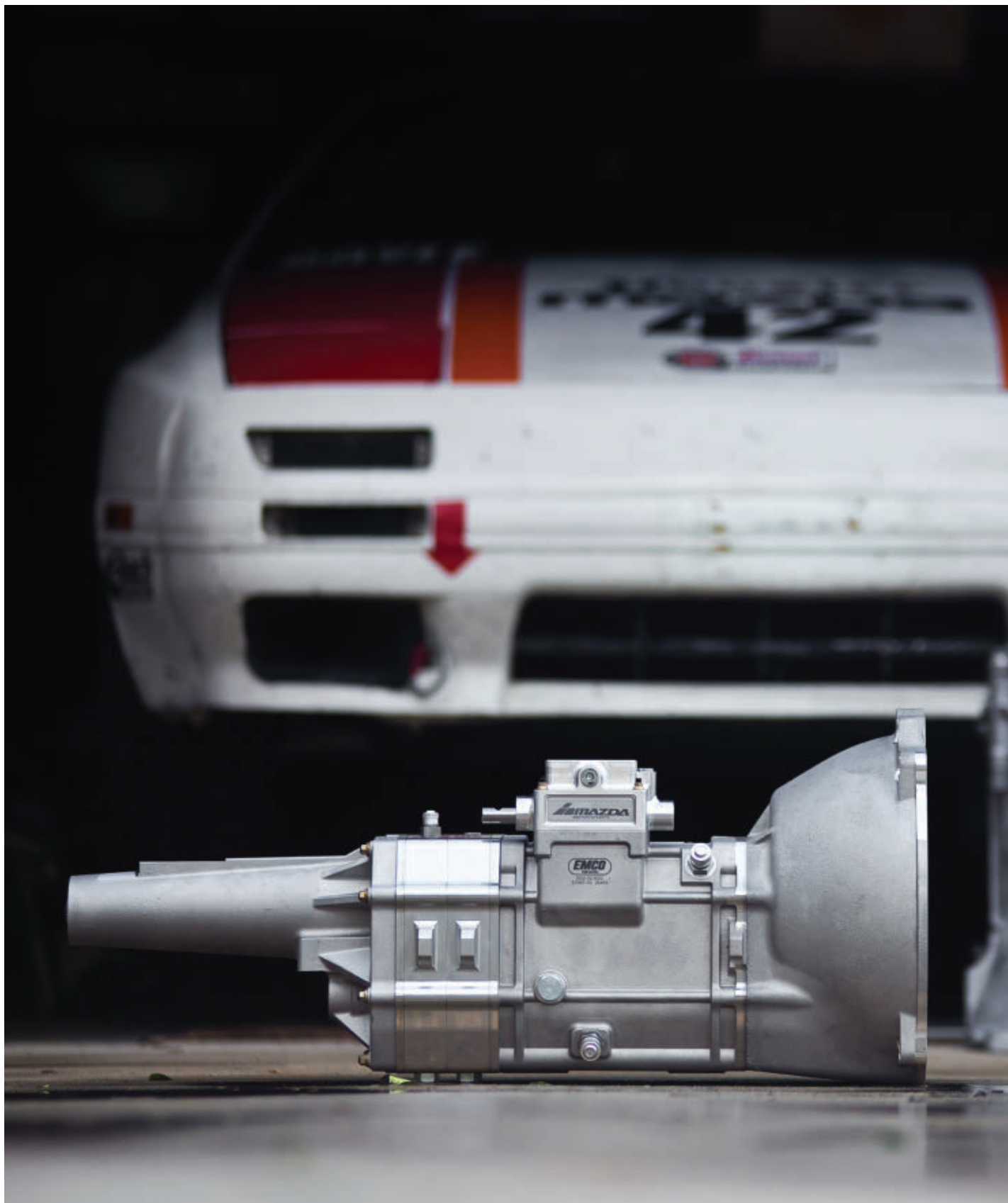



Part #855015

2" Shoulder & Lap Belts
On 855 Series

www.racequip.com
813.642.6644







PROJECT RX-7

Part 5: Shifting into a new, better, bigger transmission

WORDS & IMAGES Philip Royle

In 2011, when our project RX-7 SCCA Road Racing car was just a glimmer in our eye, we built a glorious spreadsheet listing the budget of what we thought the build would cost. Once everything was thoroughly mapped out, we rescued a 1990 Mazda RX-7 from the junkyard and began to thrash, ultimately building the car for E Production for a hair over our modest budget (ie: *SportsCar* editor's kid's college fund). Unfortunately, the editor had apparently only budgeted for one year of community college, so the project petered out before we touched the transmission.

WHAT'S IN THE BOX?

The Mazda Motorsports EGMT dogbox features five racing gears, a selection of drop gears, and a stout construction that will stand abusive racing conditions.

Fast-forward to December 2013 and we picked up a used transmission that had Hewland dog-engagement internal components in a stock RX-7 housing. This hybrid setup is used by numerous racers in the SCCA community as, with some cajoling, the magic internals will fit in pretty much any rear-drive Mazda housing ranging from the RX-3 to the NC Miata, and does so relatively affordably. Hewland offers a variety of gear ratios, and you get the speed benefits of shifting without the use of the clutch.

The used transmission did well in our project RX-7 from the moment we installed it, but because this setup is a mixture of race parts and street components, things break. Consequently, while prepping for the 2018 Runoffs we discovered we'd abused enough of the key components of our dogbox that we were facing a \$4,000 repair bill - close to what we paid for the transmission itself. It was time to look at our options.

FROM TIP TO TAIL

(TOP) The EGMT shift selector is located at the top near the bell housing, requiring some modification to the car to fit the transmission. (BOTTOM) The EGMT tail shaft sits in a beefy EMCO housing, with the drop gears accessed through eight bolts near the back of the transmission housing.



SHOPPING FOR A NEW BOX

The secret to speed is a transmission that best utilizes your engine's power band - and can handle racing conditions. Since the rotary engine produces all horsepower and no torque, rotary-powered racecars seem to benefit greatly from very short gearing splits. Over the years, we've tried to find close gear ratios in a variety of transmissions (Miata gears in a stock RX-7 transmission, RX-8 transmission, synchro-based gears from companies like Quaife) but none of these options offered gearing splits as tight as we wanted - and, in most cases, they were using parts designed for street driving, not racing.

Rewind about a year and Mazda Motorsports had just introduced a new line of parts for its aging-but-still-popular PBS dog-engagement transmission; Mazda Motorsports was also finalizing its new EGMT dog-engagement transmission. At the time, we daydreamed about fitting the Mazda Motorsports EGMT setup into our project RX-7, but with a price tag just shy of \$10,000, it was out of our reach - or was it? Now facing a \$4,000 bill to bring our current transmission back to life - and knowing our current setup may face a similar rebuild cost in another four years - we began to dig deeper.

WHAT'S IN THE BOX

At first glance, the EGMT 5-speed, dog-engagement transmission produced by EMCO Gears for Mazda Motorsports looked like everything we wanted, plus more. For example, like the older PBS, the EGMT is designed to use all five of its forward gears for racing, with drop-gears in the back to allow for easy gearing changes.



Our old transmission didn't come with drop gears, so our experience on this topic was limited.

"This transmission has all of the advantages of the PBS, but with a modern twist," says Jesse Prather of Jesse Prather Motorsports, who helped Mazda Motorsports and EMCO in the development of the EGMT transmission. "One of the things I always liked about the PBS is you have a drop gear in the back so that you can change the rear differential ratio to one that was never possible - that is a huge advantage. For a guy running a Mazda, you have final drive options of 3.9, 4.1, 4.3, 4.4, and so on, but with the drop gears, you can come up with a ratio that was never made - that's a big advantage."

The EGMT comes equipped with 24/24 drop gears - that means it offers a 1:1 ratio for the internal gears. Swap the drop gears to something like a 22/26, and the drop gears multiply all of the internal gear ratios by 0.846 before spinning the output shaft. Flop those drop gears so they're a 26/22, and now you're multiplying the gear ratios by 1.182.

"Between Indianapolis Motor

Speedway, running around here [in the Midwest], and Sonoma Raceway, I have three different drop gears," Prather explains. "At Indy, my top speed was about 140mph, around here my top speed is about 125mph, and then out at Sonoma [for the 2018 Runoffs] I geared for 117mph. And it's all just a drop gear change."

Notably, the drop gears can be swapped with the transmission still in the car. "You pull the shifter off of the tail housing, pull the drive shaft off and the transmission mount, and then there are eight nuts for the tail housing to slide off," Prather says. "There's one nut for one drop gear and a circlip for the other drop gear. You put your new drop gears on and reinstall everything - piece of cake."

Prather points out that this is also made possible by the design of the EGMT - it doesn't seal with gaskets or silicone. "Everything in the EGMT is O-ringed, which is not the case in the PBS," he says. "I did one gear change at the Runoffs in 2017 - I yanked the transmission out of the car, stuck it on my bench, pulled the housings, replaced the gear, put everything

back together - there was no cleaning, no silicone, nothing."

For gearing options, Mazda Motorsports offers a slew of gears for the EGMT, but you may find the supplied gear ratios, which Prather helped calculate, are ample as they offer five racing gears with minimal drop between each gear - and the gearing drop gets shorter as you climb through the gears, offering a mechanical advantage to aid in pushing through the air.

Doubled with the drop gears, we were quickly scratching our heads when it came to potential options should we choose to install the EGMT in our RX-7. But as Prather points out, "You want options, that way you can really optimize the setup."

DURABILITY AND DRIVABILITY

Honestly, it didn't take much to sell us on this being our project car's next transmission - but we needed to justify the price tag. It turns out, when you consider the EGMT's construction, that's easy to do.

"You can probably take this transmission apart about half as often," Prather says when comparing the EGMT to a PBS. When we spoke, Prather had just opened an EGMT transmission to inspect the wear on the internals. According to Prather, that transmission had a couple of test days, the Runoffs, and six Majors races on it and, "It looked brand new," he says. "I would normally run two race seasons and then freshen up the PBS before that second Runoffs, but as good as the EGMT looks, I'd clean up the transmission, put it back together, and leave it for four years."

This durability, Prather explains, is due to the intrinsic design of the EGMT. "Normally you'll see some

THE PRESSURE TO WIN



Digital Fill, Bleed & Read Gauge
Part # 360094 0-150 PSI



Digital Air Pressure Gauge
Part # 360045 0-99.99 PSI
Part # 360045-150 0-150 PSI



Ultra Deluxe Air Gauge
4" Glow-in-the-Dark
Part # 360060 0-60 PSI

QUALITY
PRECISION
RELIABILITY

intercompracing.com

+1 763-476-2531 Worldwide



Intercomp
advanced weighing technology... by any measure

40
YEARS

THE DAILY GRIND

Fitting the Mazda Motorsports EGMT transmission into a production-based car requires cutting away the top of the transmission tunnel (RIGHT). The new hole will allow for the installation of the new shifter assembly (FAR RIGHT), which we purchased from Jesse Prather Motorsports. (BOTTOM) Inside the EGMT are gears, dog rings, and other components built to take the punishment seen in SCCA Road Racing.

wear on the dog rings and the gears, but this one is just like new," he says. "That's a combination of the proper Rockwell hardness between the gears and the dog rings, and just a superior shifting ratio that helps everything engage quickly and smoothly."

Speaking of gear engagement, Prather notes that the EGMT shifts better than many other transmissions. "The EGMT uses a six-dog setup, and the fewer dogs you have, the easier it is to shift," Prather points out. "Not only that, but the dog rings have a slightly different angle on them, which EMCO says makes them engage easier. Having driven a lot of PBSs and now having driven the EGMT, I can definitely tell you it shifts smoother."

Truly, the only downside we could find is that the EGMT weighs 27lbs more than the Hewland-gearred transmission we were using (16lbs more than a stock RX-7 transmission). But if you're upgrading from a PBS, you'll find that the EGMT is 12lbs lighter.

With that, we broke out our calculator and discovered the EGMT transmission would cost about \$6,000 more than repairing our existing transmission, but considering repair costs of the EGMT are potentially less than half that of our existing setup, the EGMT should pay for itself in four to six years of racing.

So, yeah, we called Mazda.

WE'RE IN

The EGMT is designed to bolt up to a 13B with a stock-style FC RX-7 driveshaft. If you're installing this in any Miata then you'll need to have the bell housing modified, and if you're not using a stock 13B driveshaft, you may need to order a



Richard S. James

custom shaft. That said, installation in our RX-7 with a 13B was straight forward, but it was not plug-and-play.

For starters, the transmission doesn't come with a shifter. Luckily, Jesse Prather Motorsports offers a shifter that, with minimal welding, allows you to place the shifter nearly anywhere in the cockpit. Before you install anything, however, you'll need to cut much of the car's transmission tunnel in order to accommodate the EGMT's shifter turret. We also found that the rear-most transmission mount on the EGMT didn't line up with the stock location, as the drop gears require the mounting point shift back about an inch. Despite that, installation wasn't difficult, although it is nerve racking when you first take the

angle grinder to the transmission tunnel. While you can pay a shop to do the installation, it isn't necessary; we did it in the *SportsCar* editor's home garage with his kids looking on - you know, so they could see where their college tuition is going.

So, how does the EGMT drive? For that, unfortunately, we'll have to wait to find out. You see, in order to install the EGMT we ended up removing the car's dashboard and various other interior components, so we're now taking the opportunity to jump on other much-needed projects, like rewiring the car. Once we're done with that, we'll build an aluminum box to cover the transmission tunnel hole and hit the track. Maybe we'll even invite the editor's kids to crew for us. ☺

KEEPING COOL



If there's one thing our project RX-7 excels at, it's destroying starter motors. But considering the starter hangs off a very hot transmission, inches from a screaming-hot 13B rotary engine, there's little question that we're baking the poor starter. As the season progressed, the starter would require more juice to activate, necessitating the installation of a larger, heavier battery. It's become so bad that we now consider the starter a "wear item," and we annually pop in a new one. There has to be a solution. It turns out, there is.

Heatshield Products produces its Lava Starter Shield that can withstand 1,200-degree F continuous heat, 2,000 degrees of intermittent heat. The covering, which installs via hook-and-loop fasteners plus a safety tie, could be the answer to our problems. Installation is also straight forward, although there are some recommendations.

"When you install the Lava Starter Shield, install a new starter," says Cole Quinnell, passing on a note from the owner of HeatShield Products. "A heat-soaked starter will have internal damage which will cause it to draw more amperage and may run into hot-start problems again even if you're keeping it cooler with the heat shield. Also, make sure that the hook-and-loop fasteners face away from the heat source."

Once our project RX-7 is up and running again, we will have hopefully slayed one of the gremlins that has plagued us from day one.

PROJECT RX-7 GEAR RATIO OPTIONS

GEAR	STOCK	MIATA	RX-8	STOCK HOUSING W/HEWLAND GEARS*	EGMT*
1st	3.475	3.130	3.815	Pit gear	2.105
2nd	2.002	1.833	2.260	1.71	1.705
3rd	1.366	1.303	1.640	1.43	1.409
4th	1.000	1.000	1.177	1.17	1.238
5th	0.756	0.814	1.000	1.00	1.097
6th	n/a	n/a	0.843	n/a	n/a
Drop gear	n/a	n/a	n/a	n/a	various*

* other gear options available



DIGITAL RADIO SYSTEMS • CUSTOM HARNESS KITS HELMET KITS • CUSTOM EAR MOLDS



MOTOROLA

Hytera

RACECOMMUNICATIONS.COM
119 Bevan Dr. Mooresville, NC 28115
100 Ferncroft Rd. #208 Danvers, MA 01923

EXCLUSIVE NA
IMPORTERS FOR

SCHROTH
RACING



SCHUBERTH

race
com

CLUTCH WORK

Finding a replacement clutch should be easy, but with so many options, how do you pick the right one? | WORDS *SportsCar* staff

Many SCCA competition classes allow for the use of aftermarket clutches, either in the form of an OE-style replacement or a multi-plate racing unit – or something in between. Luckily, selecting the right clutch package is simple; it comes down to what you are going to use it for and how much power you intend to make.

A full-floating, multi-disc clutch won't be a great choice for an autocross car that is driven to events; likewise, an original equipment replacement unit certainly wouldn't be preferably for a GT car. The trick is to look for a unit that matches your needs and offers the drivability you require – keeping in mind that the performance gains here often come in the form of weight reduction rather than clamping force. “I am looking for the clutch that has the best moment of inertia,” Jesse Prather, multi-time SCCA Runoffs winner and owner of Jesse Prather Motorsports, told us the last time we were clutch shopping. “We’re trying to keep the weight as close to the center of the crankshaft as possible, and that’s why there are 7.25-inch, 5.5-inch, and 4.5-inch clutches. It’s all about getting the least moment of inertia possible so your motor will rev up quicker.”

But while compact, lightweight, multi-plate clutch setups will help your car rev quicker, they can adversely impact drivability. With less inertia, the clutch pedal can become very sensitive and lead to a less drivable car; in extreme cases, small clutches can become a veritable on/off switch.

In addition to the number of clutch plates and diameter of the clutch package, the material of the lining is also important to consider. “Different types of driving will require different clutch attributes such as weight, friction material, and dampening characteristics,” Evan Cline, Technical Coordinator Aftermarket for Exedy, previously explained to us. “Organic friction material has very good drivability characteristics making it great for vehicles that are mostly street driven; however, the friction coefficient and heat resistance are low

when compared to other materials. Cerametallic friction material has a high friction coefficient and excellent heat resistance, but the drivability will be reduced due to the higher friction coefficient and lack of cushion material drive plate, which is common in organic clutch discs.”

Carbon friction material is very lightweight and results in extremely quick shifting, as the mass on the input shaft is very low. “Carbon friction material also has a very low friction coefficient when cold versus hot,” Cline warned, “which makes this clutch a poor selection for a street-driven vehicle.”

The other factor when it comes to clutch construction is the hub type: Should you go with a sprung or un-sprung clutch disc? Once again, the answer comes down to what you are doing with the car. For dedicated track cars, a little

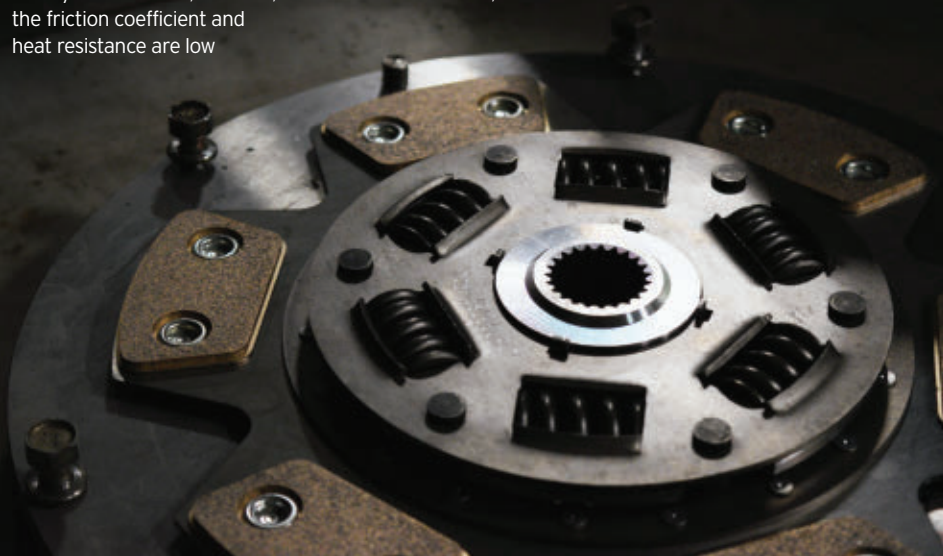
judder may not be a big deal, but if you are commuting in your car between autocrosses or Time Trials, a sprung hub can help alleviate this.

“A sprung hub will dampen the torsional vibration from the input shaft and give it a very smooth, engaging feel,” Richard Barsamian, Vice President Sales & Marketing at Advanced Clutch Technology, told us. “This is ideal for street and everyday driving. Un-sprung hubs have reduced inertia for faster shifts and lower stress on synchronizers, providing race-proven performance.”

Clutches are, indeed, a case of buying only what you need. Do your research right and you will end up with a clutch that works well and offers great performance. Buy poorly, however, and you’ll hate every second of your commute. 🚫

FRICTION CIRCLE

Clutches are a bit like brake pads: You should buy what you need – no more, no less.





McLeod Racing is a leading global supplier of clutch kits, clutch components, hydraulics, flywheels, bellhousings, and other performance driveline products. McLeod is proud to have been providing cutting edge products and industry leading service to the world's foremost performance automotive, light truck, and racing enthusiasts for over 40 years.

www.mcleodracing.com | (714) 630-2764

ALUMINUM SFI BELLHOUSING

McLeod's aluminum bellhousing includes SFI 6.1 certification and block plate. The narrow body design is perfect for tight tunnels. Equipped with a TMS titanium inner liner as well as an interchangeable transmission mounting plate. The complete unit weighs 13.5lbs.

\$968.69



MAG FORCE CLUTCH

McLeod's Mag Force clutch comes in single, twin, and triple configurations. Available in both strapped version for a quiet and clean release, and a pin-drive version for a quick release. It includes an aluminum flywheel. The Mag Force is available for both domestic and import applications.

\$1,469.18



ALUMINUM FLYWHEELS

McLeod's aluminum flywheel is ultra lightweight and serviceable. It is made of 6061-T6 aluminum and has a replaceable friction service. Equipped with a 1045 hardened ring gear. We have flywheels available in both domestic and import applications.

\$577.04



RXT CLUTCH KIT

The RXT twin-disc clutch kit is McLeod's flagship product. Able to handle up to 1,000hp, the RXT has a lighter than stock pedal feel. It has metallic facings for increased holding power and has excellent release qualities. The RXT can bolt to most flywheels.

\$1,750



HYDRAULIC BEARINGS

The McLeod hydraulic throw-out bearings are anodized 6061-T6 billet aluminum. Equipped with quality elbow swivel fittings and high-pressure stainless steel braided lines. Both slip-on and bolt-on styles available.

\$343



TUNER SERIES CLUTCH LINE

McLeod's Tuner series clutch line caters to the import and sport compact applications. There are four versions of the single disc kits with both full face and puck-style discs that can hold up to 150 percent more power over stock. The line includes a Mag Force twin disc clutch, hydraulic throw-out bearing, and an aluminum flywheel. Kits starting at **\$325**





SPEC Clutches and Flywheels manufactures high performance clutch kits and billet flywheels in-house in Birmingham, Ala., specializing in precision-tolerance production with the highest material quality. SPEC has developed the industry's largest performance application listing, executing a strategy of endless performance potential for the street and perfecting combinations for all types of racing.

www.specclutch.com | (800) 828-4379

STOCK APPEARING LIGHTWEIGHT ALUMINUM PRESSURE PLATES

SPEC manufactures SFI-certified, stock-appearing lightweight pressure plates for road race, autocross, and street use in many applications. Designed for low inertia, they provide lightning fast shifts, maximum horsepower gains, increased reliability for engine and driveline components, and can be rebuilt. Popular applications include all GM V8, all Ford V8, BMW E30, Mazda MX-5, Honda B-series, Mazda RX-7 and RX-8, Porsche 944.



LIGHTWEIGHT ASSEMBLIES FOR MX-5

SPEC manufactures all seven-clutch stages in lightweight packages for the MX-5. These kits are stock-appearing and direct bolt in. The pictured unit drops a substantial 18.38lbs off of an OE 1.8L Miata assembly. Designed for street and race environments, they are offered in direct replacement single disc, large diameter multi-disc, and small diameter multi-disc configurations. The benefits of reducing rotating mass include more horsepower, quicker rate of rev, and increased driveline reliability. Available for all Miatas and MX-5s.



CLUTCH AND FLYWHEEL ASSEMBLY FOR THE HONDA CIVIC TYPE R

SPEC introduces a non-ratcheting clutch and billet flywheel package for the Honda Civic Type R K20C1. These assemblies feature a lightweight billet aluminum flywheel and choice of clutch stage. The clutch kits hold 355lbs-ft of torque in Stage 1 organic trim, 482lbs-ft in Stage 3 trim, and 553lbs-ft in Stage 3+ trim. The infinitely rebuildable billet flywheel offers a very noticeable rate of rev and horsepower increase.



BILLET LIGHTWEIGHT FLYWHEELS

SPEC manufactures forged billet aluminum and billet steel flywheels for all performance applications. SPEC flywheels feature a 0.001 machine tolerance, replaceable high carbon diamond ground steel inserts (aluminum bodied versions), sprung hub pockets when possible, heat pressed and fastened ring gear, stepped dowel pins, and race bolt kit. Triggered flywheels receive a billet CNC timing gear (vs. rolled steel) and doweled installation for perfect timing accuracy and high rpm integrity.



BILLET SINGLE CLUTCH ASSEMBLIES

SPEC manufactures single disc versions of our small diameter multidisc for the lowest possible inertia in a non-carbon unit. The pictured Honda S2000 unit includes a billet direct bolt-in hydraulic release bearing and weighs 12lbs complete. These units are available for most applications for which we currently build multidisc assemblies.



SMALL DIAMETER ROAD RACE MULTIDISC ASSEMBLIES

SPEC manufactures direct bolt-in road race multidisc clutch and flywheel assemblies for most engine-gearbox-chassis combinations. They are configurable for clamp load, inertia, and disc count (2, 3, or 4 disc). Designed for low inertia, these units provide lightning fast shifts, long wear life, maximum horsepower, and increased rate of rev gains. Popular applications include GM gen III-V (pictured), Ford Coyote, BMW E36/46/9x, Honda B/F/K/H/J series, VW/Audi 1.8T/2.0T, and Subaru WRX/STi.





XClutch is the American performance division of Australian Clutch Services. With more than 30 years of experience, XClutch performance kits are designed and developed to provide the ultimate clutch solution for the street or the track.
www.xclutchusa.com | (866) XCLUTCH

HYUNDAI VELOSTER N 9.5-INCH SINGLE DISC UPGRADES

XClutch Hyundai Veloster N 9.5-inch performance clutch upgrades include a lightweight alloy cover, 4140 chromoly flywheel, hydraulic release bearing, and two friction disc options including a sprung organic disc for street applications up to 440lbs-ft of torque and a sprung ceramic for motorsport applications up to 670lb-ft.



BMW 135/335i MULTI-DISC UPGRADES

XClutch offers a variety of multi-disc upgrades for the BMW 135i and 335i. These upgrades are available in 9-inch diameters with organic or ceramic friction materials for street or motorsport applications. The twin disc organic is ideal for high power street applications up to 890lb-ft of torque. Single disc options are also available.



FK8 CIVIC TYPE R 7.25-INCH SPRUNG TWIN DISC CERAMIC

XClutch has released a motorsport upgrade for the FK8 Type R with a 7.25-inch sprung twin disc ceramic clutch. The kit offers a lightweight design with 4140 chromoly flywheel, alloy cover, and sprung ceramic friction discs. With a peak torque capacity of 660lb-ft of torque, it is ideal for high-powered track cars.



BE A PART OF SPORTSCAR'S

UPCOMING PRODUCT SHOWCASES

JULY ISSUE

2019 Runoffs
Preparation Showcase

Materials due May 8

AUGUST ISSUE

Driving School Directory

Materials due June 21

NOVEMBER ISSUE

Holiday Gift Guide

Materials due Sept. 18

DECEMBER ISSUE

PRI Show Guide

Materials due Oct. 16

CONTACT

Nicole Swawlowksi
949.417.6722
nicole@racer.com

Raelyn Stokes
949.417.6705
raelyn@racer.com



POWER DOWN

From setup woes to redemptive victories, Trans Am rockets into 2019 with a Sebring to remember

WORDS Matt Cleary, edited by Philip Royle | IMAGES Chris Clark

With everything from defending champs letting it all hang out to newcomers fighting for their right to be up front, it was a hell of a way to kick off a race season. For the 2019 SCCA Pro Racing Trans Am Series presented by Pirelli, the March 1-3, 2019 season opener at Sebring International Raceway contained all of that and more. This event truly set the stage for a season of racing where anything can happen.

For defending TA2 champion Rafa Matos, it was sweet revenge

during his Sunday 25-lap, flag-to-flag win in the season-opening TA2 powered by AEM competition. One year after losing the TA2 race in the closing minutes at Sebring to Marc Miller, Matos kept the field in his rearview mirror to win in his No. 88 3Dimensional.com Chevrolet Camaro after being chased all the way by Miller - but this time, Miller would come home second.

"Today was a redemption race, definitely," said Matos after the race. "I was determined I was not going to lose the race this

year. I knew that Marc [Miller] was saving his tires - he was being smart like he did last year. I did everything I could do in the middle of the race to save my car in case I needed it at the end. And when I needed to push the 3Dimensional car, it responded perfectly."

"When the yellow came out, I was thinking back to last year - and had to laugh thinking that Rafa was thinking the same thing," Miller quipped. "But we didn't have the balance that we needed with the car to get him.

"It is a new car and we learned a lot this weekend with it; we are just getting everything sorted. I'm really happy with the show we put on."

Scott Lagasse, meanwhile, ran fifth in the early laps but worked his way up to third by lap 10. He maintained that position the rest of the way for a podium finish. "It was solid; it was what we needed," he said.

Later in the day, the Trans Am Series took to the track again, this time with three classes sharing track time: TA,



SuperGT (previously TA3), and GT (previously TA4).

By the time the checker flew on the second race group, Lawrence Loshak found himself the victor, driving to a flag-to-flag victory, besting a number of top-name competitors, including defending champion Ernie Francis Jr.

Loshak's run was far from easy, as Francis Jr. pushed hard until his transmission failed, and a late race caution set the stage for a charge from Chris Dyson - but Loshak prevailed

"I did everything I could do in the middle of the race to save my car in case I needed it"

RAFA MATOS

in the five-lap shootout to take his third career TA class race win by 3.047 seconds.

"Finally, I won at Sebring - this place has always been bad luck for me," said Loshak, driver of Burtin Racing's No. 3 Pennzoil/GoShare

Chevrolet Camaro. "We've been fast all weekend, but we've been fast here before, only to have some gremlins take us out. To start the season with a win is what the team deserves."

Loshak remembered his past misfortunes at the historic - but bumpy - 3.74-mile circuit when the full-course caution cost him his advantage. "It's always nerve-racking when you build up a lead and go into conserve mode, and have to start all over again," he said. "Especially with Chris Dyson in P2. Who

SEASON OPENER

(Clockwise from FAR LEFT) Rafa Matos learned a valuable lesson in 2018 at Sebring - saving his car so he could defend at the end paid off this year, netting him the opening round TA2 win. Lee Saunders came from behind to take the SGT win in his Viper. Jeff Courtney wrapped up the GT class win. Lawrence Loshak recorded a flag-to-flag TA victory in his Camaro.

has more laps and experience at Sebring than Chris? I knew he was coming, so it was all about not making mistakes."

Dyson started fifth but moved to second early on, closing the day out with a podium start to his 2019 Trans Am campaign. "We struggled with the car until qualifying, to be honest," Dyson admitted. "We missed it a little bit in the race, but we kept digging out there. We were starting to make up ground, but those darn yellows came out. They were a bit quicker on the restarts than we were. This shows you that the racing in this series is tremendous, along with the quality of the cars that are coming out. We're absolutely fighting at it tooth and nail out there."

The second of two full-course cautions proved to be the key for Lee Saunders, who scored a come-from-behind victory in the SGT class driving the No. 84 V10PWR Racing Dodge Viper. Pole winner Mark Boden lost his advantage to Saunders at the start but managed to work his Porsche to the lead by lap 18 - shortly before the caution gave Saunders another opportunity.

Jeff Courtney, meanwhile, took the GT victory in the No. 88 Matrix/RecStuff.com/Kendra Maserati GT4 over Steven Davison.

By the time you read this, the Trans Am Series will have already competed at Road America (March 29-31), and the Trans Am West Coast Championship will be taking the green at Thunderhill Raceway Park (April 12-14). For the latest news and results, head to gotransam.com. 📍



WORK AND PLAY
Daniel Guenther has been turning his racing into a career – and he’s having fun in the process.

FINDING HOME

For 23-year-old Daniel Guenther, racing has become a second home | **WORDS** James Heine | **MAIN IMAGE** Freeze Frame Photography

In any conversation with St. Louis Region’s Dan Guenther, it quickly becomes apparent that keeping up with the soon-to-be 23-year-old Formula Continental racer, aspiring team owner, and future businessman is going to be no easy task in 2019.

In addition to five Hoosier Super Tours and the National Championships Runoffs that he’s penciled in on his calendar, Dan notes that he will be working for and learning from a trio of racing teams: Wrenchaholics (Howell, Mich.), James Lee Racing (Miami, Fla.), and Weld Motorsports (Port Orange, Fla.), all well-established organizations.

“I was looking at my schedule the other day, and I’m a whole lot busier than I first expected, because I’m going to be traveling with these teams, not just working in the shop,” he explains over coffee. “With Wrenchaholics, the team that I’m racing with for 2019, we are also in the process of making the team more marketable. I have

someone here in St. Louis who is helping me find sponsors and businesses that specifically form partnerships with racing teams.”

In addition to all of this, he has also created his own company, Fox Run Racing, with the hope of someday growing it into a full-fledged racing team.

As someone from a non-motorsports, non-SCCA family, Dan’s introduction to racing was a bit different from many young SCCA racers. As a youngster, he was fascinated by exotic road cars, he explains, and then, on his 14th birthday, “a family friend offered to let me ride along in his 1,200hp Camaro. I did not comprehend its performance level, and I completely underestimated this purpose-built racing car.”

His formal introduction to the SCCA came two years later through autocross, Dan adds, when he began competing in his 1976 Triumph Spitfire. This, in turn, led to track days in a BMW 330Ci, an introduction to

road racing, volunteering for Region track events and road races, and meeting then St. Louis Regional Executive and SCCA Board of Directors member Peter Zekert, who listened to Dan’s plans and offered advice.

“I was excited by his highly modified GT-Lite cars, and I worked in his shop over a summer,” Dan explains. “He allowed me to drive one of his racecars, and he took me through the process of obtaining an SCCA novice racing permit.”

Since then, Dan has had the opportunity to compete not only in GT-Lite, but also to race Improved Touring (and become MidAm’s 2016 ITR champion), Formula Vee, and Formula F, as well as the aforementioned Formula Continental, where last year he won the Great Lakes Championship FC title.

Along the way, Dan says, he has benefitted from the help and guidance of a host of people, including fellow St. Louis Region member Jude Rudder and JDR

F1000 designer and engineer Jerry Hodges, retired F1 racer and driving-school owner Alan Berg, Piper Race Cars owner Doug Learned, Sr., and Wrenchaholics owner Cade Wilson, who, Dan adds, has had a big impact on his racing progress for the past two years.

“When I first drove a well-tuned racing car, it turned the normal rhythm of going around a track into a complete high,” Dan says of his learning experiences. “The only thing in this world I have been able to compare it to is playing music.”

His affinity for open-wheeled racing cars began to bloom about the same time he had a quarter-mile ride down that dragstrip, Dan recalls. It was nurtured by TV and then reinforced by his introduction to the SCCA and his ability to secure a competition license.

In addition to winning more races in 2019, among his goals, Dan says, is to better understand the engineering aspects of racing, hence his focus of



Ryan McManama, Rolling Stock Photography

**"I'm a whole lot busier
than I first expected"**
DANIEL GUENTHER

working, not only with Wrenchaholics, but also with James Lee Racing and Weld. To this end, and also to better understand the business aspects of motorsports, he also spent a year at Belmont Abbey College in North Carolina, which offers a business program focused on motorsports management, and has taken classes at Ranken Technical College in St. Louis.

What does his family think about all this? "My family doesn't understand how racing works or why I think it is fun," he says, grinning. "My parents wish that I could have the same feeling that I get from racing for, let's say, racquetball, but I can't."

So, down the road, Dan says, he will continue with racing. He wants to make it his life and his career - and his home.

"Yeah, it's kind of a home," he admits. "My second home, I guess. It's kind of turned into an obsession, but I'm thankful that I have it because it's given me opportunities to push myself and to work with people I never thought I'd be working with. It's given me the opportunity to meet incredible people." 🍷

PAGID
RACING
THE DIFFERENCE IN BRAKING



THE FIRST CHOICE FOR SUCCESS **MAXIMUM PERFORMANCE AND RELIABILITY**

PAGID Racing's dominant, race winning performance in professional Touring Car and Sports Car Racing around the world is testimony to the ultimate, reliability and quality of PAGID Racing products.



www.pagidracing.com
www.facebook.com/pagidracing
www.twitter.com/pagidracing

**WORKING TOGETHER**

Sharon West may have won the Registration Worker of the Year Award in 2018, but she insists it's a team effort.

2008. "We'd traveled the country and made wonderful friends," she says. "It was our deep, long passion. We'd both worked some as flaggers earlier on, so it was natural that I'd want to stay involved with the Club. Harvey told me that because I was a people person that I'd be a good fit at registration." Within two months of his passing, she was at Blackhawk Farms working registration. "He wanted me to do this," she notes.

Sharon really enjoys working registration, saying that she loves to see familiar faces, and, "I have made so many friends over the years in racing." She also uses her decades of experience on the other side of the counter to help the racers feel welcome. "We want to warm them up," she says. "We aim to be pleasant, have a smile on our faces, and be ready to show some empathy if they are struggling. I know what it is like to be running late because you've had two flat tires during your 12-hour tow. Things happen on the road. We want to have fun at registration and let it show. Most of all, we want to be helpful."

She recalls being barked at in the past at busy registration scenes as she and Harvey were in line. "There's just no excuse for not being pleasant and helpful," she says. "We're the first person the racers encounter at an event. We want to give them a smooth, efficient, and fun start to their weekend."

This is all right up her alley. Prior to retirement she was the manager of the human relations department of a large manufacturing plant in her hometown of Owatonna. "Over the years, registration has gotten so much better," she says. "You

are sometimes under pressure, but you have to stay cool. You need to pay attention and you can't make many mistakes. If I'm waiting for something to be completed on the computer, I look at the next person in line and I tell them that I'll be right with them. If you need something from them, explain it to them. If you give people the information, they are fine with it and then you are working together to get the chore completed." She says that racers are always in a hurry but very few are rude to her. "I don't let things bother me," she says, noting, "you have to let it roll off your back."

Does she have any zany stories? You betcha. Among other things, she met Paul Newman once when she was in the Timing and Scoring building at Brainard. "He asked me where the grid sheets were posted, and it was all I could do to get an answer out," she laughs. She says he was skinny with cut-off jeans, droopy socks, and an expensive shirt. She also met Al Unser Jr. at registration and found him to be very down to earth and pleasant. "He was unassuming, just one of the guys," she points out.

Next year will be her 40th year as an SCCA member, and she's not slowing down. She also notes that she only started in registration at the age of 68. "I was a little concerned that perhaps I couldn't do the job, but it has not been a problem," she says. As for receiving the 2018 Registration Worker of the Year Award? "I was completely surprised, humbled, and honored by the Worker of the Year Award. I'm so thankful for the wonderful team of volunteers we have - it is truly a team effort." 🍷

GONE RACING

For Land O' Lakes Region worker Sharon West, the road to Registration has been a long time in the works

WORDS James Kearney | **IMAGE** Rhonda Guthier

Sharon West's SCCA story, like many in the Club, is a love story. She loved cars, which she got from her family while growing up in southern Minnesota. Her dad drove Packards and Cadillacs while her brother turned a 1932 Ford three-window coupe into a hot rod when he was in high school. "Every year we'd always listen to the Indy 500 - that was Mecca for us," she says. As luck would have it, she was smitten by a car guy. Harvey West liked to take her to watch sprint car and stock car races. It took a while for the hook to set, but when it did, they went racing for 30 years straight. Boy, did they go racing.

It all began in the 1960s with a very sweet 1959 Austin-Healy 100-6. "It was blue and cream

colored," she recalls. "A friend of ours also had one and wanted to do some fun stuff with them." For a while, gymkhanas, hill climbs, and ice racing fit the bill, but in 1977, when Harvey hit 40, he decided to make up for lost time. "It seemed like we were racing every weekend from May through September," she says. "In the spring, we'd tow down to Texas and Oklahoma to get a jump on the season. I was into it, and I loved every single minute of it."

Their first racecar was an SSB Mercury Capri, and it was all Mustangs after that. Initially they ran in SSGT and American Sedan after that. They competed at the Runoffs 17 years in a row and always finished.

Sadly, Harvey passed in early



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



**WANTING MORE**

The CRB, through its Strategic Planning Advisory Committee, is helping develop programs to build SCCA racing on all levels. The committee is considering a wide array of options, including Regional vintage racing (LEFT) and other programs that may yield intriguing on-track results (BELOW).



STRATEGIC RACING

Growing the roots of the SCCA Road Racing program through the SPAC

WORDS Peter Keane, Chairman, Road Racing Board | IMAGES Dave Green

For the last few issues we have been discussing the creation of the Strategic Planning Advisory Committee (SPAC), and its evolving role with the Club Racing Board (CRB) in SCCA Club Racing. Recently, the National Board of Directors decided to further focus the SPAC's direction in order to develop and implement proposals with the ultimate goal of increasing participation on the Regional side of SCCA Road Racing.

The committee's focus will be twofold. First, the SPAC will be looking at the recruitment and retention of SCCA Road Racing participants, including drivers, workers, and stewards. The goal will be to increase the numbers of participants in all three groups within the next three years. Second, the SPAC will aim to create a more accessible, affordable, and engaging SCCA Road Racing experience in service of growing participation at all levels (Regional, Divisional, and National) across both current and potential (non-current) participants.

With the SPAC's new focus, the Board of Directors and SCCA VP/COO Eric Prill have decided to name Chris Robbins as the new chairman of the SPAC, replacing Prill in that position. Robbins is currently SCCA's Director of Regional Development and a natural choice to steer the SPAC with its new charter. If

any of you have heard Robbins speak at the SCCA National Convention, you can agree he brings an energetic, positive message. To that end, the CRB would like to encourage SCCA members to send any ideas to improve the Regional Road Racing program to crbscca.com and place them under the SPAC category.

The CRB would also like to recognize the great job Prill did staffing the SPAC. Prill brought together a great cross-section of members to make up the SPAC; members include people from the BoD, the CRB, drivers, SCCA Enterprises, members from other clubs, prep shop owners, pro series, race chairmen, race organizers, and stewards. Prill and Deanna Flanagan, SCCA's Director of Road Racing, will remain on the SPAC as SCCA staff representatives. The CRB believes good things will come from this committee's hard work.

SOCIAL BEHAVIOR

Hopefully, the membership has had a chance to peruse the SCCA Road Racing Facebook page. The CRB and committees have been posting new ideas, posing "what do you think" questions, and placing general Club information on the page. We will continue to improve the content of the information

that is placed on the Facebook page.

It's important to note that the CRB is committed to keeping the Facebook posts on the SCCA Road Racing page positive, informative, and aimed at improving SCCA's racing program. Most of the responses on the page have been positive and productive, which is fantastic, but a few have been, dare I say, snarky. I would politely ask members to take a quick breath before firing up the keyboard and attempting to mow down an idea. All of the members of the CRB and advisory committees are volunteers who have the best interest of the Club and the SCCA Road Racing program at heart. But if you find that you don't agree with our methods or proposals, that's fine - we love constructive input and suggestions.

Together, I know we can continue to grow the racing program through a number of exciting means, and your feedback is essential in accomplishing that goal. So, if an idea is sparked while reading the SCCA Road Racing Facebook page, feel free to post your thoughts on the page to get the conversation started, but also head to crbscca.com to submit a letter (the more researched, the better) where each letter is thoroughly considered and debated by the committees and the CRB. Working together, we can make this Club fly. ☺

TAKING IT TO THE FINISH LINE!



LUCAS OIL

HEAVY DUTY & SYNTHETIC OIL STABILIZERS

- Stops smoking, knocking and oil consumption
- Slows oil leaks
- Extends oil life at least 50% longer
- Seals worn cylinders to slow oil consumption
- Eliminates dry starts



LucasOil.com | (800) 342-2512



IT WORKS!

**LOOKING AHEAD**

The Solo Events Board is charged not only with maintaining the Solo Rules, but also looking out for the future of the sport (LEFT and BELOW) – and there is no doubt that technology will play a big part in it.

AN EYE ON THE FUTURE

The Solo Events Board is looking to anticipate the future, and they need your help | **WORDS** Paul Brown | **IMAGES** Perry Bennett

The rules-making process for SCCA Autocross has not changed much in the last 30 or 40 years, but that doesn't mean it's stagnant. In a nutshell, members currently write letters, then eventually a response goes out via *Fastrack*. Yes, the creation of various Advisory Committees has helped take much of the load off the Solo Events Board (SEB), but the basic process hasn't changed much. However, now efforts are underway to not only streamline and speed up the process even more, but also to plan for the future.

Let's start with question one: Is the current letter submission process (via soloeventsboard.com) the best way to consider member comments and questions? Got a better idea? Write a letter – the SEB is listening. Deviating from the norm isn't completely without precedent, as past online town hall meetings have proven to be an excellent tool and will be expanded upon.

More member letters, however, create another problem. The SEB members have traditionally spent something approaching 100 percent of their time working on rules

for the Solo rulebook. Items that appear in the Solo Rules are mostly tactical (vehicle allowances, classing, and so on), and this is necessary, but there's no doubt that the SEB needs to look at things strategically, too. To that end, the SEB is changing things up within the SEB itself to allow more time for debate and discussion over strategic elements of the autocross program. Consequently, the SEB has moved from one conference call per month to two, with the first call discussing member letters (which arrive via the aforementioned soloeventsboard.com website) and the second call diving into strategic discussions.

So, what will the SEB discuss in their strategic calls? For starters, there's a discussion about the Nationals Solo program and Regional competition – while they largely share rules, they are very different, and awareness of that difference is the most important part of addressing it.

Then there's another strategic issue of how technology affects what we do. Past concerns have had to do with ECU programming and whether or not those rules are possible to



police. But then there's the fact that current technology is making it harder to manipulate (or even disable) systems like traction control, yaw control, and ABS. Then there's the fact that systems can go into limp mode for something as innocuous as a missing tire pressure sensor. What about dealing with systems that phone home – veritable automotive black boxes?

Now, think far into the future and you'll see more strategic questions: What about self-driving vehicles? They may seem out of place in our competition now, but what if they advance to the point of being effective? Formula 1 proved that traction and yaw control can be programmed to be better than a human, so computer-aided driving is not unthinkable. Is virtual racing the future? Virtual fuel and road trips would certainly be more affordable than what many of us do now.

Yes, our sport is changing. We either hope for the best, or we plan for it. The SEB is shooting for the latter, and they think you'll agree it's the only way the sport will survive. And, if you have anything to say about it, submit a letter via soloeventsboard.com. 📧



Lifeline Fire & Safety Systems is the leading manufacturer of safety equipment and fire suppression systems in the motorsport industry. Ongoing research and development enables Lifeline to produce the most innovative products on the market, with a strong commitment to quality construction and environmentally responsible operation.
www.lifeline-fire.com | (540) 251-2724

FIA LED RAIN LIGHT

Rain lights are now mandated by several North American racing series and the Lifeline FIA LED Rain Light is the brightest and most rugged solution on the market – over four times brighter than the competition, which significantly increases your chances of being seen in the worst conditions.
\$148.99



ZERO 360 FIA 2.25KG NOVEC 1230 FIRE MARSHAL

A leap forward in fire suppression capability utilizing 3M Novec 1230 gas suppressant, this system is budget friendly and approximately half the size and weight of a traditional 4.0L AFFF system (and more effective even with its smaller size).
\$699.99



HIGH-ANGULARITY QUICK RELEASE

Lifeline developed the all-new High-Angularity Quick Release specifically for the endurance racing range, allowing for a broader range of driver misalignment angle when reengaging the steering wheel, ensuring a quick and solid connection and saving precious fractions of a second during driver changes.
\$359.99



ZERO 360 FIA 3.0KG NOVEC 1230 ELECTRIC

This stored pressure electric system is operated by the push of a button – an excellent option for competitors or racers serious about their safety. The aluminum cylinder offers additional weight and space saving benefits, with the same superior 3M Novec 1230 suppressant.
\$1,401.99



ZERO 2000 FIA 4.0L AFFF FIRE MARSHAL

The very best in foam-based extinguisher systems, the Zero 2000 range has fast heat absorption and fire knockdown capability. The Zero 2000 FIA 4.0L Fire Marshal system is a cost-effective FIA-homologated AFFF system using a steel bottle and mechanical activation, and is appropriate for any grassroots-level racer.
\$399.99



ZERO 275 0-4M3 – LIGHTWEIGHT 8865 SYSTEM

Lifeline outperforms every brand in the market again (including Lifeline). In 2019, Lifeline added the Zero 275 to a comprehensive family of systems meeting the stringent FIA 8865 standard. This compact system weighs under 3.5kg including ancillaries, is appropriately sized for GT sedans and prototypes alike, and resets the benchmark for fire knockdown and re-ignition prevention.
\$1,699.99



**A NEW ROAD**

The RoadRally Board is focused on increasing Regional RoadRally, and offers a number of useful tools and assets to help drive new programs or revive old ones.

MORE, MORE, MORE

The RoadRally Board drives for more Regional programs, growing the sport for all | **WORDS & IMAGE** Rick Beattie

The SCCA RoadRally Board (RRB) has long sought to expand its Regional RoadRally program - and for good reason, as a strong Regional base helps us all. In the last few years, the RRB has turned its plans into action, first with work organized by the RRB under Rich Bireta's leadership, and now with Jim Crittenden as the RRB chairman. Now those efforts are bringing important results.

Until the mid-2010s, the RRB's primary efforts had been directed toward the National rally program, but as a shift, the RRB worked on Regional plans that concentrated on greater involvement and larger attendance. The motto and rallying cry became: "More Regions, more rallies, more contestants."

The first step, explains Crittenden, was the formation of the National Events Committee (NEC). Chaired by Mike Thompson, that committee took over a great deal of the National RoadRally work, including event sanction requests and more. Then as the NEC developed, the RRB began to emphasize that Regions should start, or grow, their existing programs.

According to Clyde Heckler, in 2018, the RRB contacted and offered assistance to seven Regions that had not recently sponsored RoadRallies. Mohawk-Hudson, Susquehanna, and Blue Mountain each sponsored an event that year, and New York will sponsor an event in 2019.

In addition to direct contact, the RRB now offers on the SCCA website "Information for First-Time RoadRally Organizers" under "Rules and Documents" in the RoadRally Guide. The Guide is extensive, covering everything from a Regional RoadRally Handbook to sample General Instructions.

All these ideas were emphasized at this year's SCCA National Convention. The seven sessions at the Convention that the RRB organized, together with the annual Town Hall meeting, included Mark Johnson's "Build It and They Will Come," Jim Crittenden's "Increase Attendance at Your Road Rally," and two from Pete Schneider, "Organizing Your First time-speed-distance RoadRally" and "Road Rally as a Social Activity."

Mike Bennett, meanwhile, presented two RoadRally Safety Steward Training sessions. In addition to discussing RoadRally itself, those sessions emphasized what a great social event RoadRally can be, with opportunities for spouses and the kids to join in.

With the help of the SCCA National Office, the RoadRally Board is able to use some funds for travel expenses to "send help" to Regions getting started or growing their program. This started with the first Targa Southland event where help arrived for the RoadRally from Pete Schneider, Bruce Gezon, and Mark Johnson.

Statistically, about one-third of SCCA's Regions are involved in RoadRally, and the RRB's goal is to reach as many people as possible - and from Pete Schneider in Northern New Jersey to Jeanne English in Cal Club, Sasha Lantz in Texas, Eric Salminen in D.C., and Ron Ferris and Jim Heine in St. Louis, many in the RoadRally community are willing to make that a reality.

But just as important as the RRB offering assistance to the Region, a local member from the Region needs to "step up." For that, the person should send an e-mail to RRB@scca.com, with a reply from the RRB following shortly. If a Region is committed, the RRB will help in getting everything needed for a first event, or to expand or improve the Region's existing RoadRally program.

While "more, more, more," is indeed the RRB's mantra, Crittenden has added "more" to the list, now offering phone support where he spends a great deal of his time with various people to determine what they and their Regions need, and how to get it.

Yes, "More Regions, more rallies, more contestants," is indeed a great rallying cry, and one we will all benefit from. As RoadRally grows, the entire RoadRally community benefits with more enthusiasts and more events to enter. Beyond that, the SCCA benefits as a whole, with more members and more enthusiasm brought into the fold. 📍

Apex Performance

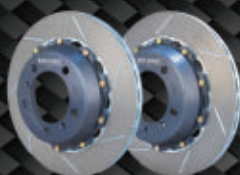
Premier Racing Outfitters

Orders 866-505-2739
Tech 843-299-0997

Ask for your
SCCA discount!
(available on most items)

Like us on Facebook to learn more about product updates, sales and more.

Got questions about safety products? We can help you choose
the correct safety equipment for your vehicle, needs and budget.



Receive a **FREE** fleece lined helmet bag with each helmet purchase!



COOLSHIRT
SYSTEMS

It's the most effective heat prevention system.

Full systems, replacement parts & accessories available



Cool-a-Clava
Helmet Cooling Insert



Sabelt

Sabelt GT3 Harness
FIA 8835 latest spec
All 2" webbing



Measure Chassis Heights Easy



- Wireless
- 1.750" - 24.000" Measuring Range
- Unmatched Accuracy of $\pm 0.015"$ or better*
- Easily Save & Backup setup/race data
- Saves Time
- Engineered by Racers for Racers

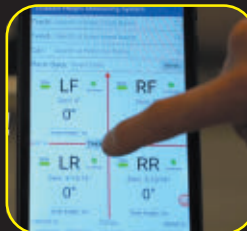
1 + 2 = 3

Position Sensors



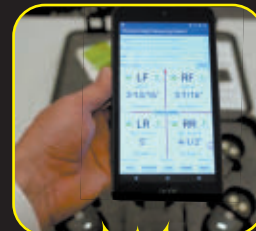
Stick sensors to bottom of chassis where you wish to measure

Press Take Reading



press the TAKE READING button on the tablet and your measurements appear in seconds

View Measurements



\$1,200

Plus \$19.99 Shipping and Handling

Get **FREE** Shipping at check out just enter coupon code **SCCA19**

PATENT PENDING: US-2018-0321380-A1

Creative Racing Products

91 Willenbrock Road | Building A-2 | Oxford, CT 06478
creativetracing.com | 203.264.4016

75 YEARS OF DRIVER HISTORY

Driver records are preserved at the IMRRC thanks to your SCCA Foundation donations

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

For thousands of SCCA members, their motorsports journey began with a competition license novice permit application. For 75 years now, the door to SCCA Road Racing opened with the filling out of a name, address, and Region of record, then attaching a photo to a simple form. For most, it would be followed shortly thereafter by the completion of the mandatory Driver's School, with the Chief Steward's signature on each license launching another racing career. Most of those racing careers would be at a local, amateur level - weekends with friends at a nearby track on a modest budget with the spoils of victory involving nothing more than a trophy or ribbon. But some of those license applications were the launching pad to prestigious professional racing careers. The SCCA Archives at the International Motor Racing Research Center in Watkins Glen preserves and manages the history of drivers at both ends of the spectrum.

You don't have to spend much time in the SCCA Archives to stumble upon numerous amazing race applications, like the Novice Permit application for Philadelphia Region's Al Holbert. Holbert was the five-time champion of the IMSA Camel GT series, three-time winner at LeMans, two-time winner in the 24-Hours of Daytona, as well as appearances in NASCAR and IndyCar - and he was also an SCCA member. The collection includes Holbert's original Novice Permit issued on March 8, 1971, which shows his driving

school requirements completed by April 18, 1971. Looking at the photo of the 24-year-old novice, one wonders whether his

smile gives away any foresight the young driver had into the adventure ahead of him.

SCCA Archives records show Holbert's racing career grew quickly. After finishing fourth in CP at the ARRC in 1972, by 1973 he had added the STP Professional Rookie of the Year honor to his resume, followed by an IMSA championship in 1976 along with participation in the



DAY ONE

(BELOW) Al Holbert's racing application resides in the SCCA Archives.

ATTACH PHOTO

NAME ALAN R. HOLBERT

SIGNATURE [Signature]

ADDRESS Warrington Pa.

REGION Philz

BY [Signature] Authorized Signature

TITLE Chief Steward, Driver's School

DATE ISSUED 3/8/71

DRIVERS SCHOOL REQUIREMENTS COMPLETED

DATE 4/18/71

COURSE [Signature]

SIGNED: [Signature] CHIEF STEWARD, DRIVER'S SCHOOL

2. Complete at least 6 hours of in-car, on-course time at drivers' school events;

3. Complete at least two drivers' school events with a "Satisfactory" rating.

Upon completion of drivers' school requirements, the holder of a Novice Permit must:

1. Participate in two Regional events and obtain the signature of the chief steward attesting to satisfactory performance;

2. Complete the requirements for a Regional license within a maximum of two calendar years.

Renewal

A Novice Permit may be renewed only once, when it expires at the end of the calendar year issued. It will be renewed by the home Region upon receipt of a new medical form, fee, and photographs, and the old permit will be attached to the new. If the requirements have not been completed at the expiration of the renewed license, and the holder wishes to continue, he must start over again with no credit for schooling and for Regional race participation.

Revocation

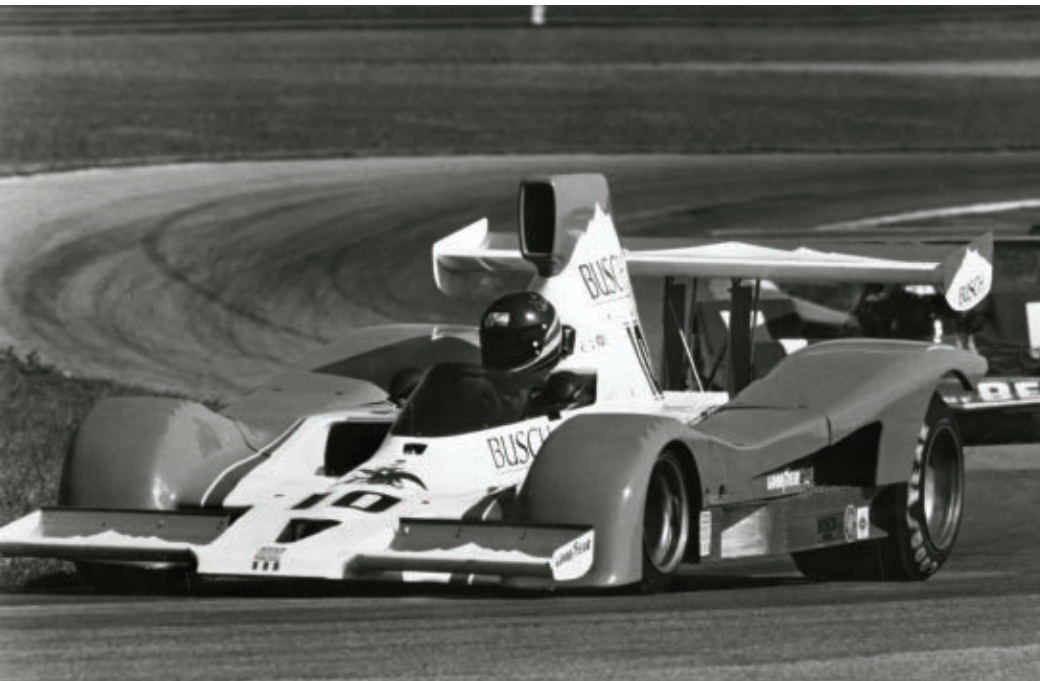
A Novice Permit may be revoked by the Divisional License Chairman upon such recommendation by the chief steward of an event, or the driver's home Region.

Applicants with Prior Racing Experience

The chief steward of a drivers' school, or the Divisional License Chairman, may waive all or part of the drivers' school requirements for drivers with prior racing experience.

Only the Divisional License Chairman may waive anything other than the drivers school requirement.

1



IROC series. On subsequent license renewal applications, Holbert dutifully listed his record of participation in races the prior year. His January 1980 application lists: "All Can-Am except Laguna and Riverside, Daytona 24 Hour, Sebring 12 Hour, Watkins Glen 6 Hour, Riverside 6 Hour, Daytona Grand National, Charlotte, Darlington, Pocono, Talladega Grand National."

Additional sources of drivers' histories in the Archives include press releases and driver profiles prepared for race programs. Holbert's file includes a 1974 profile summary recounting his early professional racing career. "Purchasing the Porsche Carrera 911 RS campaigned in the 24 Hours of Daytona by Mark Donohue and George Follmer, Holbert drove to a second-place finish at Road Atlanta's Trans Am, his first pro race." An SCCA press release announces Holbert's recognition as the "SCCA's Professional Rookie of the Year" earning him the STP Trophy presented to him at the 30th SCCA National Convention. It recites his early roots in Regional road racing in

"Donations to the SCCA Foundation ensure that these records of driver histories... are preserved"

the Northeast Division, where success earned him invitations to the ARRC at Road Atlanta in his Porsche 914/6. The collection also includes a Holbert Racing postcard featuring his famous No. 14 Bosch Turbo Porsche Carrera as well as his dad, Bob Holbert, and car-owner and sponsor George Dickinson.

Holbert's racing history also can be traced through a treasure trove of photographic records. Amazing pictures capture him behind the wheel of his Porsche in 1973, a big-winged Bush-Lola Can-Am car in the 1980s, and the Lowenbrau Porsche 962 that he drove in 1985. Of course, with his racing success came several opportunities for Holbert to be featured on the cover and the inner-pages of *SportsCar*, all of which are contained in the collection stored in Watkins Glen. The publications also record the Club's and racing community's

grief at the untimely loss of Holbert at age 41 in a plane crash in 1988. The December 1988 issue of Philadelphia Region publication *The Spokesman* records the awarding of the inaugural "Al Holbert Driver of the Year Award" for Region road racers to John Thompson, and the introduction the "Al Holbert Memorial Solo" charity event, a tradition that continues to this day and draws competitors from across the Northeast Division.

Donations to the SCCA Foundation ensure that these records of driver histories - for the famous and those known only within their local Regions - are preserved in the SCCA Archives for years to come. Jenny Ambrose and the SCCA Archives technicians in Watkins Glen continue to catalog, sort, and properly store these driver histories so they are available for future research by family members curious about an ancestor's racing passion, or historians writing about the achievements of more famous members. Here's looking forward to 75 more years of new driver histories to be added to the collection. 📍

RACER'S NIRVANA

Along with official Club documentation for many racers, in the SCCA Archives also sits a treasure trove of racing photography. In addition to Al Holbert's original racing application, the archive documents his immense on-track resume (LEFT and FAR LEFT).

ORGANIZING IT ALL

"Give me a clue - who, what, there, when - and if it's there, I'll find it for you," says SCCA Archives Technician Joe Cali. This is quite a feat considering the SCCA Archives contain more than 400 cubic feet of files - but thanks to the work by the staff at the International Motor Racing Research Center, it's possible.

As we've learned, the SCCA Archives contain thousands of applications for Regional and National competition licenses and renewals. Those applications often include a Novice Permit and logbook with a photograph of the driver, a list of races in which the drivers participated, and provide information about the completion of SCCA Driver's Schools. Beyond that, the SCCA requested that drivers fill out a "driver profile" used for publicity and media inquiries that contain additional information on drivers' racing record, standings, sponsors, car (class, chassis, model, and engine), and other memberships.

Drivers were also required to submit physical examination forms to provide proof of their fitness for the rigorous physical demands of racing. It's important to note that all medical records in the SCCA Archives are restricted to ensure confidentiality and compliance with HIPAA protections. Only the drivers themselves, with proof of identification, can access or copy medical information in the files.

All of these files used to be inaccessible due to the sheer enormity and disorganization of the archive; now, many of these files are cleanly shelved in the SCCA Archives. And the documents are impressive, encompassing files for many well-known drivers such as Chip Ganassi, Butch Leitzinger, Bobby Rahal, Janet Guthrie, Bob Henderson, and beyond. Primarily, however, the series contains numerous files of Club drivers who made up the core of SCCA's membership over time.

But that's not to say every member's file is there - multiple SCCA National Office relocations and file purges have taken their toll, but the files that remain have become an important part of SCCA's preserved history.



ioport
RACING SUPPLIES

ioportracing.com
1-800-949-5712

TRANSPONDERS

COOL SHIRT SYSTEMS

FIRE SYSTEMS

FUEL SYSTEMS



WINDOW NET



SEAT BACK BRACE



HEAD RESTRAINTS



PERFORMANCE[®] FRICTION BRAKES







RACING BRAKE PADS

CALIFORNIA

Your largest, most knowledgeable source for racing brake pads & parts!!



Don't forget to ask for your NASA or SCCA discount!!

Porterfield Enterprises 1767 Placentia Ave Costa Mesa, CA 92627
(949) 548-4470 www.racebrakes.com



MOTUL

tilton

Setrab

Oil Coolers





Burtin RACING

OVER 35+ YEARS IN SCCA PRO RACING

- ✓ GT CAR SPECIALISTS
- ✓ MUSTANG ALL-WHEEL DYNO
- ✓ CUSTOM TUNING AND FABRICATION PRO, VINTAGE AND CLUB

- ✓ DATA MANAGEMENT & DRIVER DEVELOPMENT
- ✓ TESTING PACKAGES AVAILABLE
- ✓ CERTIFIED AXALTA COATINGS FINISHES

Congratulations Tomy Drissi on the 2018 West Coast Trans Am Championship and Lawrence Loshak on Runner-up in the National Championship





WORK WITH OUR WINNING TEAM!



FOLLOW US!

Facebook: /BURTINRACINGTEAM
Twitter: @BURTINRACING
Instagram: @BURTINRACING

9345 Industrial Trace, Alpharetta, GA | Phone: (470) 336-7706 | www.BurtinRacing.com

CHICKENHAWK RACING

START FAST FINISH FIRST



1.866.HOT.TIRE | CHICKENHAWKRACING.COM

comprent motor sports

Road Racing Preparation & Fabrication

OUR SERVICES

- Road Racing Preparation
- Fabrication & Welding
- Transmission Repair
- Data Installation & Repair
- Ground Up Restoration
- Formula Enterprise Gen 2 & Gen 3 SRF Rentals available
- Part Sales



EAST COAST DEALER
Sales & Service for
Lifeline Fire Systems






Swift 014/016 Elite/Staffs Transmission Importer SRF & FE/ESR Customer Service Representative

(706) 543-1797

Providing Quality Service to the Racing Industry since 1988
www.comprent.net | Athens, Georgia



A DIVISION OF MARK STEWART ENTERPRISES, INC.



- Bolt-in Roll Cages for SCCA and Club Racing Completely pre-fit Weld-in cages
- Options such as NASCAR-style door bars, X-bracing and many others
- Competition Roll Bars for Solo I, and time trials
- Headers for many makes and models

(205) 608-1156 | Fax: (205) 608-1441
E-mail: info@KirkRacing.com

Over 50 Years of Serving SCCA Members!

 Aluminum Flywheels	 Weber Parts	 Cams
 Hi-Comp O.S. Pistons	 Copper Gasket	 Racing Clutches
 Titanium Racing Parts	 Headers	 Stroker Kits
 Modified Heads	 Engines	 Cranks knife-edged

PAECO Imports

2400 Mountain Dr., Birmingham, AL 35226
(205) 823-7278 | gofast@paeco.com
www.paeco.com

Is Your Life Insurance Company Charging You Extra for Speeding?



Call us Today for a Competitive Quote

Steven E. Goldin
305.790.7600 | race962@yahoo.com
Racers Protecting Racers for over 40 Years

PEGASUS

Beta Tools Motorsports Distributor 



Unmatched selection, prices, and inventory of silicone hose



Stocking distributor of MS20271
Apex universal joints (all 8 sizes in stock)

Pegasus Auto Racing Supplies **1-800-688-6946 order line**
2475 South 179th Street **1-262-317-1201 fax line**
New Berlin, WI 53146 **1-262-317-1200 tech line**

PegasusAutoRacing.com
Æther Advanced Site Search™ • Detailed item descriptions
Real-time stock status • Technical information & articles

Port City RACECARS
Chassis • Parts • Service



ROAD RACE FRONT CLIPS

- Proven Front End Geometry
- 4 Bearing Upper A-Arms
- Watts Linkage
- Quality Chassis Road Race Components
- Custom Clips And Components Available

10% OFF!
Use code SC0319

231.767.8586
Shop online @ portcityracecars.com

miataCage.com **MC**




Roll Cage Kits
Spec Miata Kit
1990-2005
2006 to 2015




Adjustable Drop Links



Steering Shaft Adaptor - Splined with QD



Hard Top Mounts 1990-2005



Lightweight Wheel Spacers 1/4", 3/8", 1/2"

SM Build Package Deals - from Basic to complete turn key.

SRC SAMPSON RACING COMMUNICATIONS



MOTOROLA SOLUTIONS **NO MORE STATIC!!!**

Complete Digital System ONLY \$899

Extra Crew ONLY \$399

SameDay Shipping with Phone and Live Video Tech/Sales Support



www.sampsonracing.com / 866.396.7231

wilwood
DISC BRAKES

POWER. CONTROL. PRECISION.



wilwood.com | (805) 388-1188

The Original

• Carbon-kevlar brakes



• Hundreds of different brake pad configurations

A better performance edge... Madison Hts, MI 48071

www.racing-stuff.com • call 248-585-9139

WWW.RACING-STUFF.COM

street 13" 14" 15" 16"

panasport

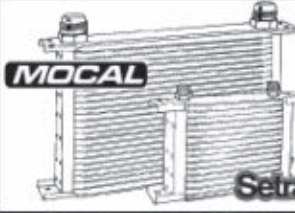

race/solo ul 13" 14" 15" c8 13" 15" 16" 17"



Averill Racing Stuff
Madison Hts, Mich

ph.248-585-9139
fax.248-585-9242

OIL COOLERS: Mocal • Setrab • Laminova
www.mocalusa.com

Setrab

water to oil coolers

sales@batinc.net
941 355-0005

Distributor: BAT Inc.

NEED A CUSTOM FUEL TANK?

EMAIL DETAILS TO
JIM@EMCCUSTOMSHOP.COM



EMC EAGLE MANUFACTURING CORPORATION

NUMBER KITS & GRAPHICS

Magnetics, Reusable Vinyl Cling & Vinyl Numbers

- Fast & Affordable • Easy Online Ordering
- Call for a FREE Brochure




08055 46

FireStormGraphix.com 603-809-4139



New patented collector designs
Exhaust development and manufacturing
All types of race engines current to vintage

949.581.2181 | www.hytechexhaust.com
12 Hammond Dr., Suite 203, Irvine, CA 92618

www.injector.com

Sales



Service

marren fuel injection

Dependable

Knowledgeable

Since 1986

(203) 267-FUEL (3835)

iZoom
GRAPHICS

Permanent Vinyl • Magnetic • Reusable Vinyl
Race Car • Autocross • Track Day • Rallycross

Easy Online Ordering izoomgraphics.com

40 YEARS

Championship Equipment



Colin Jackson
5-Time National Champion

www.panasport.com
call 310/373-0071 for information

Racing Simulators

- ✓ Racing Simulator Packages
- ✓ Components and Upgrades
- ✓ Real Wheel & Pedal Conversions
- ✓ Entry-Level to Pro
- ✓ Expert Advice

RICMOTECH
HIGH PERFORMANCE
SIM-RACING EQUIPMENT

www.ricmotech.com (305) 417-9241



RACING
ATL
FUEL CELLS
atlracing.com

SINCE 1970

atlracing.com
800-526-5330 atl@atllinc.com

Holliday
Canopies

canopyguy.com
800-788-3969



PORTER RACING
PACIFIC CROSSE

Warehouse distributor and dealer
for the following products



Parts for **ALL** Formula Fords – U.S.
Importer for Crosse Cars and Parts

RENTALS: FC-FF-CF
Swift DB6, Crosse

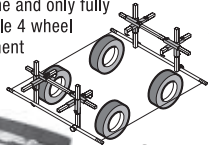
Trackside Support
Engine and Transaxle Services
Complete fabrication & repair facilities

(209) 722-7373

4814 E. Childs Ave., Merced, CA 95340
www.PorterRacing.com

SMARTSTRINGS™

The one and only fully
portable 4 wheel
alignment
tool.



SMARTRACING
PRODUCTS

SMARTCAMBER™

Provides absolutely repeatable
digital accuracy 5" to 22" wheels.

Cases now available for both

smartracingproducts.com



USED GOODYEAR AND OTHER MAJOR BRAND RACING TIRES

ALL 10-, 13-, 14-, 15-, 16-, 17- and 18-inch sizes.
Latest compounds, half to full rubber.
Low prices, quick service. Phone any time.

(262) 740-0180

JBRacingtires@sbcglobal.net
www.JBRacingtires.net

Stay abreast of the latest
competition adjustments
and rules proposals

Fastrack News.
Available online

on or around the 20th of every
month, and can be downloaded
at scca.com/fastrack

Lifeline®
Champions of Safety



ZERO 360 Systems

- Latest Novec™ extinguishant
- Unique remote discharge
- Ultra lightweight
- Compact size

FIA and SFI Approved • Sales & Service in the USA

INDUSTRY LEADING FIRE KNOCKDOWN CAPABILITY
QUICK RELEASES • RAIN LIGHTS • ROLL CAGE PADDING

(714) 847-1501
www.subsports.com

North American Distributor of Lifeline Products.

ZERO 2000

- Unique foam extinguishant
- Specially designed atomizer nozzle

Sub Sports

20 COMPETITION | STREET ▼



1984 REYNARD FF > Everything must go. Great bones, lots of upgrades, Kent engine w/vee upgrades, gear sets, flat jack, all spares. Manual w/assembly drawings. Been in storage so requires some work. Two noses & two short tails. \$8,500. Trailer available. \$2,000. **Contact: Dave at (518) 891-6644 or cromgood@wildblue.net**



1999 C5 Z06 > Modified for autocross, track days and time attack. Engine has extensive mods. Suspension is fully modified. Brakes, two-piece cross drilled rotors, EradiSpeed brake equipment. Trans cooler. Comes with fully customized Haulmark trailer. Asking \$35,000. **Contact: John at (505) 280-0932 or vreekej@hotmail.com**



2006 MAZDA MX5 NC PLAYBOY CUP CAR > Stock 2.5 engine w/ MOTO East header. Six-speed transmission. LSD. Sachs remote reservoir shocks. New Halo seat and belts. Goodwin lightweight roof. Two sets of Mazda wheels, one set of Enkei wheels. Spare series sealed 2.0 engine. \$23K. **Contact: joe.evancich@gmail.com**



MT. WASHINGTON HILLCLIMB RACECAR > Intercooled turbocharger, twin cam, 257 torque @ 6,500rpm, dry sump, Quaife 5-speed sequential trans. Tube frame, Racefab suspension, Watts-link rear, Wilwood brakes, Preston Racing Celica body (available separately for \$2,900). 99" wheelbase, rains on new wheels. 1,588 lbs. \$19,900 everything. **Contact: Lester (203) 226-0123**

20 COMPETITION | STREET ▼



1971 ZINC F/V > Ran in autocross. Engine is 1300cc. Has fire bottle, fuel cell, zero roll rear suspension. Located in Tucson, AZ. \$3,500 including trailer. **Contact: Kurt at (520) 325-7203 or vvracer23@gmail.com**



2009 NISSAN 370Z PWC TC > Built for PWC TC in 2018. Penske Shocks, SPL suspension. Sparco seat and wheel. MoTeC system, yellow-light system. Enkei wheels. \$45,000. **Contact: Steve Bottom at stevebottom44@gmail.com**



2008 CORVETTE T1 > Phoenix Performance built. Limited prep. Penske shocks, Brembo brakes. LS7 engine. All the right stuff. **Contact: Joe Aquilante (610) 482-0141 or jfaphoenix32@aol.com**



2007 CORVETTE C6 T1/T2 > Phoenix Performance built. Full race prep. Penske shocks, Brembo brakes. All the right stuff. \$65,000. **Contact: Joe Aquilante (610) 482-0141 or jfaphoenix32@aol.com**



MINI COOPER B-SPEC RACECAR > Under 10k miles on 2011 chassis. Two sets of wheels, rains, dependable racecar. \$15,000, no trades. **Wes Holliday (304) 343-2277/ email: wes@suddenlink.net**

20 COMPETITION | STREET ▼



2000 RADICAL CLUBSPORT > Race ready. SCCA DSR now P2, 8 championships, 1 SARRC South Championship. 2 sets of rims with slicks and new rain tires. Suzuki GSXR 1,000 by George Dean. Spare side pods, gears, new seat belts and more. Tampa. \$18,900. **Contact: Carl (352) 255-9994**



LOTUS 23 > Replica roller, C-Sports racer or track-day car. PAECO Stage 4 Toyota 3-SFE engine & transaxle. Ready to install, many extras, should be ferociously fast. Health problem forces quick sale for \$12,000. **Contact: (205) 823-7278**

26 TOW VEHICLES | TRAILERS ▼



2013 44' VINTAGE OUTLAW > Enclosed-car hauler with 22' LQ that slides out. Garage has tool box, work bench, and electrical outlets. New batteries and tires. \$29,000. **Contact: Jim (352) 544-6834**

30 OTHER ▼



CUSTOM GARAGES > Custom architectural design for garages, race structures, and distinctive outbuildings throughout New England. **Contact: Dan Ferguson at rackandruinracing.com**

PERSONAL CLASSIFIEDS

50 words 1 x **\$39** +photo **\$64**
50 words 2 x **\$54** +photo **\$100**
50 words 3 x **\$73** +photo **\$134**
50 words 4 x **\$86** +photo **\$164**

MINIMUM BILLING: \$39

MAXIMUM WORDS: 50

NEXT AVAILABLE ISSUES:

JULY 2019

Best Cars/Runoffs Preparation Showcase

Reserve space by: April 19

Materials due: May 8

Mails: June 3

AUGUST 2019

The Insider Knowledge issue/ Driving School Directory

Reserve space by: May 17

Materials due: June 19

Mails: July 1

TO PLACE PERSONAL CLASSIFIED:

Call (949) 417-6713, or e-mail classifieds@racer.com

PERSONAL CLASSIFIED CATEGORIES

20 COMPETITION | STREET
25 RALLYCROSS
26 TOW VEHICLES | TRAILERS
27 STREET CARS
28 SERVICES
29 ENGINES | PARTS
30 OTHER

ADVERTISER INDEX

Apex Performance	59
Creative Racing	59
DEI	71
Harbor Freight Tools	67
HMS Motorsport	43
Intercomp Racing	41
Kinsler	71
Lucas Oil	55
MAXXIS	53
Mazda	80
Pagid Racing	51
Primus	77
Racelogic	15
RaceQuip	37
RACER Magazine	71
SCCA	75
Simpson	31
Sube Sports	9
Summit Racing	29
Tire Rack	2, 3, 4, 5
Toyo Tires	13
Wilwood Engineering	33

HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

1,000+ Stores Nationwide • HarborFreight.com

U.S. GENERAL

SUPER COUPON

- 15,000 cu. in. of storage
- 700 lb. capacity
- Weights 139 lbs.

NEW



Customer Rating
★★★★★

6 FANTASTIC COLORS

YOUR CHOICE OF COLOR
\$189.99

COMPARE TO Snap-on
\$830

SAVE \$640

\$219.99

- BLUE** ITEM 64031 64032 64033 shown
- BLACK** ITEM 64030 64061 64060 shown
- RED** ITEM 64059 64061 64060 shown
- GREEN** ITEM 56237 64721 shown
- ORANGE** ITEM 56238 64722 shown
- YELLOW** ITEM 56239 64720 shown

99223205
LIMIT 1 - Coupon valid through 8/16/19*

PITTSBURGH

SUPER COUPON

RAPID PUMP® 1.5 TON LIGHTWEIGHT ALUMINUM FLOOR JACK

- 3-1/2 pumps lifts most vehicles
- Lifts from 3-1/2" to 14-1/8"
- Weights 34 lbs.

\$79.99 **NOW \$59.99**

COMPARE TO K TOOL **\$151.42**
MODEL: KT163094
SAVE \$91

ITEM 64545 64552/64532/64980/62160 62496/62516/60569 shown

99223310
LIMIT 2 - Coupon valid through 8/16/19*

TAILGATOR

SUPER COUPON

900 MAX. STARTING/700 RUNNING WATTS 2 HP (63 CC) 2 CYCLE GAS GENERATOR

- 5 hour run time @ 50% capacity

\$109.99 **NOW \$89.99**

COMPARE TO POWERSMART **\$126.10**
MODEL: PSS0
SAVE \$36

ITEM 63024 63025 shown

99225137
LIMIT 2 - Coupon valid through 8/16/19*

HaulMaster

SUPER COUPON

18" x 12" MOVER'S DOLLY

- 1000 lb. capacity

\$10.99 **NOW \$7.99**

COMPARE TO BUFFALO TOOLS **\$22.99**
MODEL: HDFFOLLY
SAVE 65%

ITEM 60497/61899/63095/63096/63097/63098 shown

99230279
LIMIT 4 - Coupon valid through 8/16/19*

CHICAGO ELECTRIC

SUPER COUPON

MIG/FLUX WELDING CART

Customer Rating
★★★★★

SAVE \$70 **NOW \$299.99**

COMPARE TO FORNEY **\$99.99**
MODEL: 117635098
\$309.99

Welders, tools & supplies sold separately.

ITEM 61316/90305/731/60790/69340 shown

99234044
LIMIT 3 - Coupon valid through 8/16/19*

BRAUN

SUPER COUPON

5000 LUMENS LED HANGING SHOP LIGHT

Customer Rating
★★★★★

NOW \$19.99

COMPARE TO INOLED **\$47**
MODEL: SNT288-12
SAVE 57%

ITEM 64410

99223932
LIMIT 4 - Coupon valid through 8/16/19*

WARRIOR

SUPER COUPON

29 PIECE TITANIUM DRILL BIT SET

Customer Rating
★★★★★

NOW \$9.99

COMPARE TO DEWALT **\$68.14**
MODEL: DW1369
SAVE 85%

ITEM 6889 62281/61637 shown

99225888
LIMIT 5 - Coupon valid through 8/16/19*

CENTRAL MACHINERY

SUPER COUPON

12 TON INDUSTRIAL HEAVY DUTY FLOOR SHOP PRESS

- Extreme heavy duty steel construction

\$129.99 **NOW \$99.99**

COMPARE TO STRONGWAY **\$199.99**
MODEL: 46270
SAVE \$100

ITEM 63497/60604 shown

99230628
LIMIT 1 - Coupon valid through 8/16/19*

CENTRAL PNEUMATIC

SUPER COUPON

20 OZ. GRAVITY FEED AIR SPRAY GUN

Customer Rating
★★★★★

NOW \$9.99

COMPARE TO KOBALT **\$49.99**
MODEL: SKY-AIR887Z
SAVE 80%

ITEM 67181/62300/47016 shown

99234153
LIMIT 4 - Coupon valid through 8/16/19*

SUPER COUPON

FREE

WITH ANY PURCHASE

CENTECH

7 FUNCTION DIGITAL MULTIMETER

- 3.5" LCD Display
- Battery Included

COMPARE TO PROSKIT **\$16.23**
MODEL: MT-1210

ITEM 98025/30756/63604 63758/63759/69096/90899 shown

99221444
Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 8/16/19 while supplies last. Limit 1 FREE GIFT per customer per day.

SUPER COUPON

20% OFF

ANY SINGLE ITEM*

99221713

Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discounts, coupons or any of the following items or brands: Inside Track Club membership, Extended Service Plan, gift card, open box item, 3 day Parking Lot Sale item, compressors, floor jacks, safety saw, mill, discolor, chains, or other. Excludes: Harbor Freight, Harbor Freight welders, Admiral, Ames, Bauer, Cobra, CoverPro, Dayton, Diamondback, Earthquake, Fisher, Hercules, Ikon, Jolly, Lenz, Pexco, Predator, Tanglefoot, Viking, Vortex, Zorix. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 8/16/19.

HARDY

SUPER COUPON

POWDER-FREE NITRILE GLOVES PACK OF 100

- 5 mil thickness

NOW \$5.99

COMPARE TO VENOM **\$14.97**
MODEL: VEM4145
SAVE 59%

ITEM 97581, 97582, 37050, 37051, 37052, 64417, 64418, 61363, 68497, 61360, 61359, 68498, 68496 shown

99223995
LIMIT 4 - Coupon valid through 8/16/19*

EARTHQUAKE XT

SUPER COUPON

20 VOLT LITHIUM CORDLESS EXTREME TORQUE 1/2" IMPACT WRENCH KIT

- 4.0 amp hour battery

NOW \$239.99

COMPARE TO SNAP-ON **\$724.85**
MODEL: CT8850PDR CT8185BK CT1220
SAVE \$484

ITEM 63537/64195/63852 shown

99228070
LIMIT 1 - Coupon valid through 8/16/19*

CENTRAL PNEUMATIC

SUPER COUPON

3 GALLON, 100 PSI OIL-FREE AIR COMPRESSORS

- A. HOT DOG
- B. PANCAKE

NOW \$56.99 **YOUR CHOICE \$39.99**

COMPARE TO PORTER-CABLE **\$98.62**
MODEL: PCFP20033
SAVE 59%

ITEM 69269/97080 shown

99224226
LIMIT 3 - Coupon valid through 8/16/19*

drill master

SUPER COUPON

4-1/2" ANGLE GRINDER

Customer Rating
★★★★★

NOW \$9.99

COMPARE TO PERFORMAX **\$17.99**
MODEL: 2411-1
SAVE 44%

ITEM 69645 95578/60625 shown

99228834
LIMIT 4 - Coupon valid through 8/16/19*

SUPER COUPON

7 FT. 4" x 9 FT. 6" ALL PURPOSE/WEATHER RESISTANT TARP

Customer Rating
★★★★★

NOW \$2.99

COMPARE TO BLUE HAWK **\$8.78**
MODEL: B88X10-Y
SAVE 65%

ITEM 69115/69121/69129/69137/69249/877 shown

99230816
LIMIT 5 - Coupon valid through 8/16/19*

CENTECH

SUPER COUPON

2/10/50 AMP, 12 VOLT BATTERY CHARGER AND ENGINE STARTER

Customer Rating
★★★★★

NOW \$29.99

COMPARE TO SCHUMACHER ELECTRIC **\$59.77**
MODEL: SE-1250
SAVE 49%

ITEM 60581/3418 66783/60653 shown

99231139
LIMIT 2 - Coupon valid through 8/16/19*

PORTLAND

SUPER COUPON

1750 PSI ELECTRIC PRESSURE WASHER

- 1.3 GPM
- Adjustable spray nozzle

NOW \$79.99

COMPARE TO BRIGGS & STRATTON **\$174.44**
MODEL: 20600
SAVE \$94

ITEM 63255/63254 shown

99234253
LIMIT 1 - Coupon valid through 8/16/19*

PITTSBURGH

SUPER COUPON

CLICK-TYPE TORQUE WRENCHES

Customer Rating
★★★★★

NOW \$9.99

COMPARE TO HUSKY **\$89.97**
MODEL: H20TWA
SAVE 88%

ITEM 61277/63881/2696/94735 61276/63880/807/94892 62431/63882/239/94850

99236581
LIMIT 5 - Coupon valid through 8/16/19*

*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 8/16/19.

At Harbor Freight Tools, the "Compare to" price means that the specified comparison, which is an item with the same or similar function, was advertised for sale at or above the "Compare to" price by another national retailer in the U.S. within the past 90 days. Prices advertised by others may vary by location. No other meaning of "Compare to" should be implied. For more information, go to HarborFreight.com or see store associate.

CALENDAR

SPORTS CAR CLUB OF AMERICA MAY 2019
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU

MEMBER BENEFITS

The number and variety of special offers available under the SCCA Benefits Program continue to grow. These partners offer the following advantages to members:



Carbotech Performance Brakes

is offering a 10-percent discount on its full line of brake pads for all current SCCA members



Solo Performance Specialties (SPS) offers a 10-percent discount all online purchases of graphics items.



Through the Volkswagen Supplier Purchase Program, SCCA members can now lease or purchase a new **Volkswagen** at dealer invoice price.



OUT THERE BRANDS

Out There Brands is a market leader in pop-up tents, flags, and all other branded paddock display, and SCCA members receive a 10-percent discount on all products.



Motel 6 is offering a 10-percent discount on all stays at any Motel 6 property.

For a full description of all the special offers included in the Member Benefits program, plus links to participating companies, go to www.scca.com and check out the Member Benefits link under the "About SCCA" tab.

PRO RACING



TRANS AM gotransam.com

Mar 1-3 Sebring Int'l Raceway, Fla.
Loshak (TA); Matos (TA2); Saunders (SGT); Courtney (GT)
Mar 29-31 Road Atlanta, Ga.
May 3-5 Laguna Seca, Calif.
May 24-27 Lime Rock Park, Conn.
May 31-Jun 2 Detroit Grand Prix, Mich.
Aug 1-4 Indianapolis Motor Spdwy, Ind.
Aug 22-24 Mid-Ohio Sports Car Course, Ohio
Aug 22-24 Road America, Wis.
Sep 5-8 Watkins Glen International, N.Y.
Sep 20-22 VIRginia International Raceway, Va.
Oct 4-6 Circuit of the Americas, Texas
Nov 14-16 Daytona Speedway, Fla.

TRANS AM WEST COAST C'SHIP

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



FORMULA 4 f4uschampionship.com

Apr 18-21 Road Atlanta, Ga.
Jun 20-23 Pittsburgh International Race Complex, Pa.
Jul 25-28 VIRginia International Raceway, Va.
Aug 7-10 Mid-Ohio Sports Car Course, Ohio
Sep 13-16 Sebring International Raceway, Fla.
Oct 31-Nov 3 Circuit of the Americas, Texas



Chris Clark

PRO RACING

WHAT Trans Am
WHEN May 24-27, 2019
WHERE Lakeville, Conn.

Historic Lime Rock Park returns to the Trans Am schedule, hosting the series during the Memorial Day weekend.



FORMULA 3 f3americas.com

Apr 5-7 Barber Motorsports Park, Ala.
Apr 17-20 Road Atlanta, Ga.
Jun 21-23 Pittsburgh International Race Complex, Pa.
Jul 26-28 VIRginia International Raceway, Va.
Sep 13-15 Sebring International Raceway, Fla.
Final Round TBD



Date Track/Region
Phone numbers are for region registrars



HOOSIER SUPER TOUR

scca.com/supertour
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

Apr 12-14 VIRginia Int'l Raceway, Va.
Jun 8-9 Charlotte Motor Speedway, N.C.
Jun 29-30 Roebeling Road, Ga.

MID-STATES CONFERENCE

Apr 13-14 Gateway Motorsport Park, Ill.
May 18-19 Heartland Mtrsprts Park, Kan.
May 25-26 Pueblo Mtrsprts 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

May 25-26 MSR Houston, Texas
Jun 29-30 Circuit of the Americas, Texas
Aug 31-Sep 1 MSR Houston, Texas

WESTERN CONFERENCE

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



Jeff Lowe

PRO RACING

WHAT Trans Am
WHEN May 3-5, 2019
WHERE Monterey, Calif

The Trans Am Series visits the picturesque Monterey Peninsula and Laguna Seca for the first time since 2001.

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
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 sedivacing.org

Apr 27-28 Roebeling 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 Roebeling Road/SEDiv
Jul 20-21 #v Sebring/Central Florida
Jul 27-28 # Road Atlanta/Atlanta
Aug 3-4 Daytona Int'l Speedway/Central Florida
Aug 31-Sep 1 #v Sebring/Central Florida
Sep 14-15 # Homestead/Florida
Sep 28-29 # Daytona Int'l Speedway/Central Florida
Oct 18-20 v Sebring/Central Florida
Nov 1-3 Road Atlanta/Atlanta
Nov 9-10 # PBIR/Florida
Nov 16-17 Roebeling 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) 424-6015
SEDiv (704) 575-5960
South Carolina (704) 575-5960

**OFFICERS**

Chairman **LEE HILL**
 Vice Chairman **DANIEL HELMAN**
 Secretary **ARNIE COLEMAN**
 Treasurer **K.J. CHRISTOPHER**
 Assistant Treasurer **PETER JANKOVSKIS**

SCCA NATIONAL OFFICE

Toll Free: (800) 770-2055
 Main: (785) 357-7222
 6620 SE Dwight St., Topeka, KS 66619
www.scca.com

EXECUTIVE LEADERSHIP

President & CEO
MICHAEL COBB
 Vice President & Chief Operations Officer
ERIC PRILL

Senior Director of Finance
MINDI PFANNENSTIEL

Senior Director of Solo and Rally
HOWARD DUNCAN

Director of Road Racing
DEANNA FLANAGAN

Director of Experiential Programs
HEYWARD WAGNER

Director of Region Development
CHRIS ROBBINS

SCCA PRO RACING

Toll Free: (800) 770-2055
 Main: (785) 357-7222
 6620 SE Dwight St., Topeka, KS 66619
www.sccapro.com

SCCA ENTERPRISES

Phone: (303) 693-2111
 14550 E. Easter Ave., Suite 400
 Centennial, CO 80112
www.scca-e.com
 President & CEO **ROBEY CLARK**

SCCA DIRECTORS

Area 1: **BOB DOWIE**
 (845) 325-0930; bdowie@scca.com
 Area 2: **JACK BURROWS**
 (703) 304-2003; jburrows@scca.com
 Area 3: **LEE HILL**
 (813) 245-9332; lhill@scca.com
 Area 4: **MARCUS MERIDETH**
 (734) 776-7799; mmerideth@scca.com
 Area 5: **PETER JANKOVSKIS**
 (630) 738-0288; pjankovskis@scca.com
 Area 6: **CHRIS ALBIN**
 (314) 223-3850; calbin@scca.com
 Area 7: **DAN HELMAN**
 (281) 324-6664; dhelman@scca.com
 Area 8: **ARNIE COLEMAN**
 (719) 931-8281; acoleman@scca.com
 Area 9: **CHARLIE DAVIS**
 (650) 740-7898; cdavis@scca.com
 Area 10: **EARL HURLBUT**
 (585) 993-3119; ehurlbut@scca.com
 Area 11: **JASON ISLEY**
 (951) 741-6501; jisley@scca.com
 Area 12: **TERE PULLIAM**
 (678) 697-9755; tpulliam@scca.com
 Area 13: **JEFF ZURSCHMEIDE**
 (503) 330-3010; jzurschmeide@scca.com

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

Jun 29 Circuit of the Americas/Texas, Lone Star
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

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

Apr 19 Thompson Speedway/New England
Jun 1-2 (alternate school) NJMP/South Jersey
Aug 10-11 (alternate school) NJMP/South Jersey
Oct 26-27 (alternate school) NJMP/South Jersey
New England (508) 561-2188
South Jersey (609) 784-5317
Washington DC TBA

SOUTHEAST sediv-racing.org

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**

Allen Berg Racing School
 (888) 722-3220
allenberggracingschools.com
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

MSR Houston
 (281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools
 (303) 666-4113 go4it-services.com



D.E. Baer

ROAD RACING

WHAT Hoosier Super Tour
WHEN May 18-19, 2019
WHERE Portland, Ore.

Just past its halfway point, the Hoosier Super Tour travels to the Pacific Northwest and Portland International Raceway.

CALENDAR KEY

All dates/events subject to change

= Enduro

CR = Course Rally

CT = Club Trial

HC = Hill Climb

GTA = Game, Tour, Adventure Rally

GR = 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, Road Rally (785) 232-7656
RallyCross (785) 357-7259

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

Allen Berg Racing School
 (888) 722-3220
allenberggracingschools.com
Bertil Roos Racing School
 (800) 722-3669 racenow.com

Kaizen Autosport Racing School
 (919) 741-7151 kaizenautosport.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 go4it-services.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
allenberggracingschools.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

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 sedivrracing.org
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
Apr 28 TE Dakota County Technical
College/Land O' Lakes
May 11 TE Autobahn/Chicago
May 16 TE Milwaukee Mile/Milwaukee
May 31 TE Autobahn/Chicago
Jun 8 TE Autobahn/Chicago
Jun 13 TE Milwaukee Mile/Milwaukee
Jun 24 TE Road America/Milwaukee
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
Sep 5 TE Milwaukee Mile/Milwaukee
Chicago (847) 729-2211

GREAT LAKES greatlakes-scca.org
May 11 TT Putnam Park Road Course/
Indianapolis
Aug 2 TT Mid-Ohio/Cincinnati
Oct 25 TT Mid-Ohio/Ohio Valley
Cincinnati (330) 460-6706
Ohio Valley (330) 460-6706

MIDWEST midiv.org
Apr 12-14 TT Gateway Motorsports Park/
St. Louis, Southern Illinois
May 14 Gateway Motorsports Park/St.
Louis
May 17-19 TT Heartland Motorsports
Park/KVRG
Jun 11 TE Gateway Motorsports Park/
St. Louis
Jun 28-30 TT Hallett Motor Racing
Circuit/AVRG
Jul 9 TE Gateway Motorsports Park/
St. Louis
Jul 12-14 TT Heartland Motorsports
Park/KVRG
Aug 9-11 TT Raceway Park of the
Midlands/DMVR, Nebraska
Aug 13 TE Gateway Motorsports Park/
St. Louis
Sep 10 TE Gateway Motorsports Park/
St. Louis
Sep 13-15 TT Gateway Motorsports Park/
St. Louis, Southern Illinois



ROAD RACING

WHAT Hoosier Super Tour
WHEN May 31- June 2, 2019
WHERE Lexington, Ohio
The first weekend of June
finds the Hoosier Super Tour
at the world famous Mid-
Ohio Sports Car Course.

Oct 8 TE Gateway Motorsports Park/
St. Louis
AVRG btymartin@aol.com
DMVR, Nebraska (515) 290-0460
St. Louis, Illinois registrar@stlssca.org

SOUTHWEST sowdivscca.org
May 11 TE MSR Cresson/Texas
Jul 27 TT Eagles Canyon/Texas
Aug 24 TT MSR Cresson/Texas
Nov 9-10 TT Eagles Canyon Raceway/Texas
Dec 7 TT MSR Cresson/Texas
Texas (951) 283-5680

NORTHERN PACIFIC norpacssca.org
Apr 13 TT Thunderhill/San Francisco, 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

Apr 13 Dragon Stadium/Houston
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 15 The Tire Rack/South Bend
Jun 15 Jasper Engines/Kentucky
Jun 16 Bettendorf High School/Great
River
Jun 22 Fort Dorchester High School/
South Carolina
Jun 22 Milton Frank Stadium/Tennessee
Valley
Jul 13 NCM Motorsports Park, Ky./
Tennessee
Sep 21 Fowlerville Proving Ground/
Detroit
Sep 21 Yoder Autocross Site/Wichita
Sep 28 Dragon Stadium/Houston
Oct 7 Air Force Research Laboratory,
N.Y./Central New York
Oct 20 Portland International Raceway,
Ore./Oregon
Dec 14 Dragon Stadium

SOLO

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

Apr 26-28 Crows Landing Airport, Calif.
May 25-27 Lincoln Airpark, Neb.
Jun 7-10 Seneca Army Depot, N.Y.
Jul 5-7 Bristol Motor Speedway, Tenn.
Jul 12-14 Hampton Mills Lumber Yard,
Wash.
Jul 26-28 Grissom Aeroplex, Ind.
**TIRE RACK® SCCA SOLO
NATIONAL CHAMPIONSHIPS**
Sep 3-6 Lincoln Airpark, Neb.
TIRE RACK® SCCA PROSOLO
Sep 5-7 Auto Club Speedway, Calif.
Apr 12-14 Grenada Municipal Airport, Miss.
May 3-5 New Meadowsports 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
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

Apr 13 Kentucky Exposition Center/
Kentucky
Apr 13 Moore Airfield/New England
Apr 13 Heartland Motorsports Park/
Kansas
Apr 27 Houston Police Academy/Houston
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 13 Lycoming Mall/NE Pennsylvania
Apr 13 FedEx Field/Washington DC
Apr 13 Moore Airfield/New England
Apr 19 FedEx Field/Washington DC
Apr 20 Splish Splash Park/New York
Apr 27 Centre County Public Safety
Center/Central Pennsylvania
Apr 28 Xerox Corporation/Finger Lakes
Apr 28 Moore Airfield/New England
Apr 28 Warminster Community Park/
Philadelphia
Apr 28 New Meadowsports Sports
Complex/Northern New Jersey
Apr 28 Bader Field/Southern Jersey
Apr 30 Pocono Raceway/NE Pennsylvania
May 11 Seneca Army Depot/Finger Lakes
May 11 Centre County Public Safety
Center/Central Pennsylvania
May 11 Moore Airfield/New England
May 19 Splish Splash Park/New York
May 19 Bader Field/South Jersey
May 25 Mohogan Sun Area at Casey
Plaza/NE Pennsylvania
May 25 New Meadowsports Sports
Complex/Northern New Jersey
May 26 Marketplace Mall/Finger Lakes
May 26 Moore Airfield/New England
Jun 1 Xeros Corporation/Finger Lakes
Jun 1 FedEx Field/Washington DC
Jun 1 Warminster Community Park/
Philadelphia

KINSLER

We supply systems to Indy, IMSA, NASCAR, World Of Outlaws, USAC, and the list goes on...We offer the same Professional Level Technology to YOU !!!

Precision machined and fully CNC ported for 2 or 3 bolt heads.

Championship Technology for YOUR 911

ed.pink RACING ENGINES

Kinsler GT Porsche ITBs

All linkage-high quality Billet Aluminum... Our throttle plates are easy to adjust and STAY Synchronized!!! Throttle shafts supported by bearings, integrated lip seal to protect from dirt.

We partnered with Ed Pink Racing Engines to design a "Direct To Head" ITB package. Many MORE unique features Call 248-362-1145 or visit kinsler.com

Kinsler's unique mechanical progressive linkage enhances the driving experience by giving the driver superior throttle control.

Monster Mosh™ Filter

EFI Injectors, Lucas Metering Units, and all makes of Pressure Relief Valves need 3 micron protection, but 3 micron filters plug up too quickly, so most racers use 10 micron, which is too coarse. We made this new element for NASCAR Cup cars: 10 micron premium paper top layer to take out 95% of the dirt, with a 3 micron precision Fiberglass lower layer. Details: kinsler.com/home/page

K-140 Pressure Relief Valve

Used on 80% of NASCAR Cup and Indy 500 cars

10/3 Element

(248)362-1145 Troy, Michigan sales@kinsler.com



PROTECT-A-BOOT SPARK PLUG BOOT & WIRE PROTECTION

- PREVENTS PLUG BOOT FAILURE
- STOPS BURNING & CRACKING BOOTS FROM HEAT

AVAILABLE IN 6 COLORS & TITANIUM

EXTREME HEAT BARRIER FLOOR & TUNNEL SHIELD-II

BLOCK HEAT FROM INTERIORS & COMPONENTS

PERFECT FOR FIREWALLS, FLOORBOARDS, TRANS TUNNEL, ABOVE EXHAUSTS & MORE

NOW AVAILABLE AT

Summit
RACING EQUIPMENT

JEGS

800.264.9472 • DesignEngineering.com

Special Offer for SCCA Members

Save **44%** off the cover price Just **\$29.95** for a one-year subscription

100% exclusive content not available anywhere else Includes access to digital edition

Subscribe now at:
www.racer.com/scca



THE MAGAZINE FOR RACERS

24/7 racing coverage at RACER.com [YouTube.com/TheRACERChannel](https://www.youtube.com/TheRACERChannel) [facebook.com/RACERMAGazine](https://www.facebook.com/RACERMAGazine) twitter.com/racermag



Rupert Barrington

AUTOCROSS

WHAT Champ Tour & ProSolo

WHEN May 23-27, 2019

WHERE Lincoln, Neb.

The Tire Rack Solo Championship Tour and ProSolo visit the Lincoln Airpark for what has become known as the Spring Nationals.

Jun 1 Mid-State Regional Airport/Central Pennsylvania
Jun 9 Bader Field/South Jersey
Jun 14 Pocono Raceway/NE Pennsylvania
Jun 15 Edensburg Airport/Allegheny Highlands
Jun 16 Moore Airfield/New England
Jun 22 Nassau Veterans Memorial Coliseum/New York
Jun 22 Seneca Army Depot/Finger Lakes
Jun 22 FedEx Field/Washington DC
Jun 23 Mid-State Regional Airport/Central Pennsylvania
Jun 29 NYCB at Nassau Veterans Memorial/New York
Jun 30 Moore Airfield/New England
Jul 6 NYCB at Nassau Veterans Memorial/New York
Jul 6-7 Bader Field/South Jersey
Jul 11 Pocono Raceway/NE Pennsylvania
Jul 13 Seneca Army Depot/Finger Lakes
Jul 13 Fed Ex Field/Washington DC
Jul 13 Warminster Community Park/Philadelphia
Jul 13 Mid-State Regional Airport/Central Pennsylvania
Jul 14 Moore Airfield/New England
Jul 20 FedEx Field/Washington DC
Jul 20 Edensburg Airport/Allegheny Highlands
Jul 21 Monagan Sun Arena at Casey Plaza/NE Pennsylvania
Jul 21 Moore Airfield/New England
Jul 21 New Meadowlands Sports Complex/Northern New Jersey
Jul 28 Bader Field/South Jersey
Aug 4 Spooky Nook Sports/Susquehanna
Aug 4 Mid-States Regional Airport/Central Pennsylvania
Aug 4 New Meadowlands Sports Complex/Northern New Jersey
Aug 9 Seneca Army Depot/Finger Lakes
Aug 17 Edensburg Airport/Allegheny Highlands
Aug 17 Seneca Army Depot/Finger Lakes
Aug 17 FedEx Field/Washington DC
Aug 17 Warminster Community Park/Philadelphia
Aug 18 Monagan Sun Aren at Casey Plaza/NE Pennsylvania
Aug 18 Moore Airfield/New England
Aug 18 Bader Field/South Jersey
Aug 24 Seneca Army Depot/Finger Lakes
Aug 24 NYCB Live at Nassau Veterans Memorial/New York
Aug 25 Centre County Public Safety Center/Central Pennsylvania
Sep 14 Pocono Raceway/NE Pennsylvania
Sep 15 Xerox Corporation/Finger Lakes
Sep 15 Warminster Community Park/Philadelphia

Sep 15 Splish Splash Water Park/New York
Sep 15 Bader Field/South Jersey
Sep 21 Edensburg Airport/Allegheny Highlands
Sep 21 FedEx Field/Washington DC
Sep 22 Moore Airfield/New England
Sep 28 FedEx Field/Washington DC
Sep 29 Centre County Public Safety Center/Central Pennsylvania
Oct 6 Moore Airfield/New England
Oct 6 Warminster Community Park/Philadelphia
Oct 6 Splish Splash Water Park/New York
Oct 12 Lycoming Mall/NE Pennsylvania
Oct 13 Splish Splash Water Park/New York
Oct 13 Bader Field/South Jersey
Oct 19 Mid-State Regional Airport/Central Pennsylvania
Nov 3 Moore Airfield/New England
Nov 3 Bader Field/South Jersey

SOUTHEAST sedivrracing.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 Hutchinson Island Paddock/Buccaneer
Apr 14 Dade County High School/Chattanooga
Apr 27 Bristol Motor Speedway/Eastern Tennessee
Apr 28 Spence Field/Dixie
May 5 Atlanta Motor Speedway/Atlanta
May 5 Freestyle Music Park/Sough Carolina
May 12 James Ward Ag Center/Tennessee
May 18 Smokies Stadium/Eastern Tennessee
May 18 USMC Marina Corp Air Stataion Cherry Point/North Carolina
May 19 Berglund Center/Blue Ridge
May 19 Dade County High School/Chattanooga
May 26 Tampa Bay Regional Airport/Central Florida
Jun 2 Smokies Stadium/Eastern Tennessee
Jun 9 Atlanta Motor Speedway/Atlanta
Jun 22 Danville Regional Airport/Blue Ridge
Jun 23 Bristol Motor Speedway/Eastern Tennessee
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 Bristol Motor Speedway/Eastern Tennessee
Jul 20-21 USMC Marina Corps Air Station Cherry Point/North Carolina
Aug 4 Bristol Motor Speedway/Eastern Tennessee
Aug 10 Atlanta Motor Speedway/Atlanta
Aug 11 Dade County High School/Chattanooga
Aug 17 Smokies Stadium/Eastern Tennessee
Aug 17 Tampa Bay Regional Airport/Central Florida
Aug 17 Spence Field/Dixie
Aug 22 Bristol Motor Speedway/Eastern Tennessee
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

CENTRAL cendiv-scca.org

Apr 14 Route 66 Raceway/Chicago
Apr 27 Grissom Aeroplex/Chicago
Apr 28 Iowa National Guard/Great River
May 5 Whiteside County Airport/Great River
May 12 Toute 66 Raceway/Chicago
May 26 Iowa National Guard/Great River
Jun 9 Whiteside County Airport/Great River
Jun 16 Route 66 Raceway/Chicago
Jun 23 Iowa National Guard/Great River
Jul 14 Quad City Downs/Great River
Jul 21 Chicagoland/Chicago
Aug 4 Whiteside County Airport/Great River
Aug 11 Chicagoland Speedway/Chicago
Aug 25 Iowa National Guard/Great River
Aug 31 Route 66 Waceway/Chicago
Sep 1 Iowa National Guard/Great River
Sep 15 Quad City Downs/Great River
Sep 28 Route 66 Raceway/Chicago
Oct 6 Iowa National Guard/Great River
Oct 13 Route 66 Raceway/Chicago
Oct 19 Route 66 Raceway/Chicago

GREAT LAKES greatlakes-scca.org

Apr 13 Kentucky Expo Center/Kentucky
Apr 14 Grissom Aeroplex/Indianapolis
Apr 28 LFUCG Training Pad/Central Kentucky
Apr 28 Walesboro Cummins Test Site/Columbus
May 5 Grissom Aeroplex/Indianapolis
May 17 Grissom Aeroplex/Indianapolis
May 18 Mid-American Air Center/Southern Indiana
May 19 LFUCG Training Pad/Central Kentucky
May 19 Walesboro Cummins Test Site/Columbus
Jun 2 LFUCG Training Pad/Central Kentucky
Jun 2 Indiana State Fiargrounds/Indianapolis
Jun 8 Walesboro Cummins Test Site/Columbus
Jun 8 Mid-American Air Center/Southern Indiana
Jun 22 Grissom Aeroplex/Indianapolis
Jun 22 Mid-American Air Center/Southern Indiana
Jun 23 LFUCG Training Pad/Central Kentucky
Jun 30 Blue Grass Stockyards Regional Market/Central Kentucky
Jun 30 Walesboro Cummins Test Site/Columbus
Jul 7 Mid-American Air Center/Southern Indiana
Jul 14 LFUCG Training Pad/Central Kentucky

Jul 14 Walesboro Cummins Test Site/Columbus
Jul 21 Indianapolis Speedrome/Indianapolis
Jul 21 Mid-American Air Center/Southern Indiana
Aug 3 Grissom Aeroplex/Indianapolis
Aug 11 LFUCG Training Pad/Central Kentucky
Aug 16 Grissom Aeroplex/Indianapolis
Aug 18 Mid-American Air Center/Southern Indiana
Aug 25 Walesboro Cummins Test Site/Columbus
Aug 25 LFUCG Training Pad/Central Kentucky
Aug 31 Grissom Aeroplex/Indianapolis
Sep 9 Walesboro Cummins Test Site/Columbus
Sep 15 LFUCG Training Pad/Central Kentucky
Sep 15 Indiana State Fairgrounds/Indianapolis
Sep 15 Mid-American Air Center/Southern Indiana
Sep 29 LFUCG Training Pad/Central Kentucky
Sep 29 Walesboro Cummins Test Site/Columbus
Oct 6 Whitaker Bank Legends Stadium/Central Kentucky
Oct 6 Indiana State Fiargrounds/Indianapolis
Oct 6 Mid-American Air Center/Southern Indiana
Oct 13 Mid-American Air Center/Southern Indiana
Oct 20 Walesboro Cummins Test Site/Columbus
Oct 27 Grissom Aeroplex/Indianapolis
Oct 28 Whitaker BankLegends Stadium/Central Kentucky
Nov 3 Walesboro Cummins Test Site/Columbus

MIDWEST midiv.org

Apr 12 East Crawford Rec Area/Salina
Apr 13 Expo Fairgrounds/NE Oklahoma
Apr 14 Heartland Motorsports Park/Kansas
Apr 28 Remington Park/Oklahoma
May 4 Heartland Motorsports Park/Kansas
May 5 Expo Fairgrounds/NE Oklahoma
May 11 East Crawford Rec Area/Salina
May 19 Remington Park/Oklahoma
Jun 1 Metropolitan Community College/Kansas City
Jun 2 Remington Park/Oklahoma
Jun 8 Grenada Municipal Airport/Mississippi
Jun 9 St. Charles Family Arena/St. Louis
Jun 15 Heartland Motorsports Park/Kansas
Jun 21-23 Remington Park/Oklahoma
Jun 22 Columbus Air Force Base, Mississippi
Jun 23 Gateway Motorsports Park/St. Louis
Jun 29 Metropolitan Community College/Kansas City
Jun 30 Metropolitan Community College/Kansas City
Jul 7 Remington Park/Oklahoma
Jul 20 Grenada Municipal Airport/Mississippi
Jul 21 St. Charles Family Arena/St. Louis
Jul 27 Metropolitan Community College/Kansas City
Jul 28 Gateway Motorsports Park/St. Louis
Aug 10 Heartland Motorsports Park/Kansas
Aug 11 St. Charles Family Arena/St. Louis
Aug 17 Metropolitan Community College/Kansas City
Aug 17 Columbus Air Force Base/Mississippi
Aug 25 Remington Park/Oklahoma

Sep 15 Metropolitan Community College/
Kansas City
Sep 15 Remington Park/Oklahoma
Sep 22 St. Charles Family Arena/St. Louis
Sep 22 Metropolitan Community College/
Kansas City
Sep 28 Grenada Municipal Airport/
Mississippi
Sep 29 Remington Park/Oklahoma
Oct 5 Heartland Motorsports Park/
Kansas
Oct 13 Metropolitan Community College/
Kansas City
Oct 13 Gateway Motorsports Park/St.
Louis
Oct 13 Remington Park/Oklahoma
Oct 26 Columbus Air Force Base/
Mississippi
Oct 26 Metropolitan Community College/
Kansas City
Oct 27 Gateway Motorsports Park/St.
Louis
Nov 3 Gateway Motorsports Park/St. Louis

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 Houston Police Academy/
Houston
Apr 28 Westgate Mall/West Texas
Apr 28 Texas Motor Speedway/Texas
May 4 Waldron Naval Air Base/South
Texas Border
May 18 Ike Hamilton Expo Center/Red
River
May 19 Westgate Mall/West Texas
Jun 1 Waldron Naval Air Base/South
Texas Border
Jun 8 Westgate Mall/West Texas
Jun 9 Gulf Greyhound Park/Houston
Jun 23 Texas Motor Speedway/Texas
Jun 24 Ike Hamilton Expo Center/Red
River
Jul 6 Waldron Naval Air Base/South
Texas Border
Jul 7 Gulf Greyhound Park/Houston
Jul 13 Westgate Mall/West Texas
Jul 28 Ike Hamilton Expo Center/Red
River
Jul 28 Lone Star Park/Texas
Aug 3 Waldron Naval Air Base/South
Texas Border
Aug 3 Westgate Mall/West Texas
Aug 18 Texas Motor Speedway/Texas
Aug 24 Westgate Mall/West Texas
Sep 7 Waldron Naval Air Base/South
Texas Border
Sep 14 Westgate Mall/West Texas
Sep 22 Texas Motor Speedway/Texas
Oct 5 Houston Police Academy/Houston
Oct 5 Waldron Naval Air Base/South
Texas Border
Oct 6 Westgate Mall/West Texas
Oct 6 Texas Motor Speedway/Texas
Oct 27 Lone Star Park/Texas
Oct 27 Westgate Mall/West Texas
Nov 2 Houston Police Academy/Houston
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 14 Legacy Event Center/Utah
Apr 20 Front Range Airport/Colorado
Apr 20 Utah Motorsports Campus/Utah
Apr 27 Utah Motorsports Campus/Utah
May 4 Utah Motorsports Campus/Utah
May 12 Legacy Event Center/Utah
May 12 Front Range Airport/Colorado
May 18 Pikes Peak Int'l Raceway/
Continental Divide
May 19 Legacy Event Center/Utah
May 25 Utah Motorsports Campus/Utah

Jun 2 Legacy Event Center/Utah
Jun 8 Front Range Airport/Colorado
Jun 16 Legacy Event Center/Utah
Jun 22 Legacy Event Center/Utah
Jun 22 Douglas County EVOC/Colorado
Jun 29 Legacy Event Center/Utah
Jun 29 Pikes Peak Int'l Raceway/
Continental Divide
Jul 6 Utah Motorsports Campus/Utah
Jul 6 Front Range Airport/Colorado
Jul 20 Utah Motorsports Campus/Utah
Jul 20 Front Range Airport/Colorado
Jul 20 Pikes Peak Int'l Raceway/
Continental Divide
Aug 4 Front Range Airport/Colorado
Aug 10 Utah Motorsports Campus/Utah
Aug 17 Pikes Peak Int'l Raceway/
Continental Divide
Sep 14 Utah Motorsports Campus/Utah
Sep 24 Pikes Peak Int'l Raceway/
Continental Divide
Sep 28 Front Range Airport/Colorado

NORTHERN PACIFIC norpacsscca.org

Apr 20 Fresno Fairgrounds/San Francisco
Apr 20 Reno Livestock Events Center
May 5 Expo Idaho/Snake River
May 11 Fresno Fairgrounds/San Francisco
May 18 Crows Landing/San Francisco
May 25 Expo Idaho/Snake River
Jun 1 Expo Idaho/Snake River
Jun 8-9 Fresno Fairgrounds/San Francisco
Jun 9 Marina Municipal Airport/San
Francisco
Jul 6 Expo Idaho/Snake River
Jul 13 Fresno Fairgrounds/San Francisco
Aug 3 Expo Idaho/Snake River
Aug 3 Marina Municipal Airport/San
Francisco
Sep 7 Expo Idaho/Snake River
Oct 5 Expo Idaho/Snake River
Oct 6 Marina Municipal Airport/San
Francisco
Oct 19 Expo Idaho/Snake River
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



Jason Riley

AUTOCROSS

WHAT CAM Challenge

WHEN May 31- June 2, 2019

WHERE Mineral Wells, Texas

The CAM Challenge brings its axle-twisting, ground-pounding, tire-smoking fun to the Mineral Wells Airport the first weekend in June.

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 21 Aloha Stadium/Hawaii
Jul 28 Marana Regional Airport/Arizona
Jul 28 Maui Motorsports Park/Hawaii
Jul 28 Vidinha Stadium/Hawaii
Aug 4 Aloha Stadium/Hawaii
Aug 18 Aloha Stadium/Hawaii
Aug 25 Marana Regional Airport/Arizona
Aug 25 Maui Motorsports Park/Hawaii
Sep 15 Aloha Stadium/Hawaii
Sep 22 Marana Regional Airport/Arizona
Sep 29 Maui Motorsports Park/Hawaii
Oct 12 Aloha Stadium/Hawaii
Oct 19 Maui Motorsports Park/Hawaii
Oct 26 Marana Regional Airport/Arizona
Oct 27 Aloha Stadium/Hawaii
Oct 27 Maui Motorsports Park/Hawaii
Nov 17 Aloha Stadium/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
Dec 15 Aloha Stadium/Hawaii

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

ROADRALLY

NATIONAL

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
Jun 22 NC Desert Sands, Tucson, Ariz./
Arizona Border
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
Apr 28 Subaru 46/Northern New Jersey
May 5 Sunpowder Lodge/Washington DC

CENTRAL cendiv-scca.org

Apr 7 RT Spring Scamper, Madison, Wis./
Milwaukee
May 4 Maple Leaf Family Restaurant/
Milwaukee
Jun 9 DT Roads Scamper Madison, Wis./
Milwaukee
Milwaukee (970) 261-2144

GREAT LAKES greatlakes-scca.org

Apr 20 Aubree's Pizzeria/Detroit
Jul TBD DC/DT Indianapolis, Ind./Indy
Detroit (248) 683-0207
Indy (317) 679-4535

MIDWEST midiv.org

May 18 City Hall Parking Lot/St. Louis
Oct 12 Little Dixie, O'Fallon, Mo./St Louis
Oct 13 Great River Road,
O'Fallon, Mo./St Louis

NORTHERN PACIFIC norpacsscca.org

May 18 Mayday Hound & Hare/Alaska

SOUTHERN PACIFIC

Jun 21 DGT A Trial to Vail, Tucson, Ariz./
Arizona Border
Jun 23 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
REGIONAL

NORTHEAST nediv.org

Apr 13 Spooky Nook Sports/
Susquehanna
Apr 20 Rochester Fairgrounds/New
England
Apr 28 Summit Point/Washington DC
May 5 Walczyk's Park/Central New York
May 5 Summit Point/Washington DC
May 18 The Blue Lot/New England
Jun 8 Spooky Nook Sports/Susquehanna
Jun 9 Panthera Training Center/
Washington DC
Jun 16 Panthera Training Center/
Washington DC
Jun 16 Walczyk's Park/Central New York
Jun 29 Panthera Training Center/
Washington DC
Jul 6 Panthera Training Center/
Washington DC
Jul 14 Walczyk's Park/Central New York
Aug 25 Summit Point/Washington DC
Sep 1 Summit Point/Washington DC
Sep 7 Spooky Nook Sports/Susquehanna
Sep 29 Walczyk's Park/Central New York
Oct 6 Panthera Training Center/
Washington DC
Oct 13 Panthera Training Center/
Washington DC
Oct 27 Panthera Training Center/
Washington DC
Nov 3 Panthera Training Center/
Washington DC
Nov 9 Spooky Nook Sports/Susquehanna
Nov 17 Summit Point/Washington DC
Nov 24 Summit Point/Washington DC

SOUTHEAST sediv-racing.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

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS

Richard L. Roe	4/1/1959	Land O'Lakes
Charles M. Ruckman	4/1/1959	San Francisco

55-YEAR MEMBERS

Rex J. Apker	4/1/1964	Northeast Oklahoma
William R. Emery	4/1/1964	Glen
Jerry V. Jacob	4/1/1964	Delta
Robert McKee	4/1/1964	Chicago
Jerry A. Petersen	4/1/1964	Neohio

50-YEAR MEMBERS

Thad A. Appelman	4/1/1969	Arizona Border
Robert W. Archer	4/1/1969	Chicago
A.L. (Tony) Drum	4/1/1969	Central Carolinas
Louis G. Galanos	4/1/1969	Central Florida
Robert W. Layman	4/1/1969	Detroit
Fred Myerson	4/1/1969	San Francisco
John W. Rynerson	4/1/1969	Central Florida
Richard Simon	4/1/1969	New York
John R. Sutton	4/1/1969	Blackhawk Valley
Donald M. Taylor	4/1/1969	Chicago
Sharon Weitzenhof	4/1/1969	Neohio

45-YEAR MEMBERS

Robert G. Beaulieu	4/1/1974	New England
Elise Beaulieu	4/1/1974	New England
Robert Frennesson	4/1/1974	Central Florida
Stanley H. Geist	4/1/1974	Western Ohio
F.E.E. Tuck Hunter	4/1/1974	Philadelphia
Mary R. Livingston	4/1/1974	Central Kentucky
Rip Moore	4/1/1974	Central Kentucky
Mark Saviet	4/1/1974	New England
Jon H. Snyder	4/1/1974	Southern W Virginia
Larry A. Svaton	4/1/1974	Houston

40-YEAR MEMBERS

Jack C. Bennett	4/1/1979	Detroit
Carl Berggren	4/1/1979	Chicago
James W. Brown	4/1/1979	Glen
Jerolyn C. Brown	4/1/1979	Glen
Paul D. Gilbert	4/1/1979	Great River
Dorothy Harrington	4/1/1979	Neohio
Robin L. Lamb	4/1/1979	Milwaukee
David C. Ours	4/1/1979	Western Michigan
Chuck Riblett	4/1/1979	Colorado
Brad Schlossmann	4/1/1979	Milwaukee
Leslie James Sklenar	4/1/1979	Washington DC
Michael J. Ticonchuk	4/1/1979	Southern New York
Eric Weiss	4/1/1979	Mohawk Hudson
Michael D. Woodworth	4/1/1979	Buccaneer

35-YEAR MEMBERS

Mary Jo Aquilante	4/19/1984	Philadelphia
Thomas M. Bartz	4/24/1984	Milwaukee
Stanley Berry	4/30/1984	Neohio
Jeffrey G. Boris	4/24/1984	Western Michigan
Karen Cantu	4/25/1984	San Francisco
Catherine B. Denomme	4/24/1984	New England
Robert J. Foley	4/24/1984	Northern New Jersey
Jack R. Fuller	4/27/1984	Central Florida
Albert J. Gaudino	4/30/1984	Neohio
Nancy Gaudino	4/30/1984	Neohio
Gail B. Green	4/17/1984	Neohio
Randall O. Hartman	4/24/1984	Ohio Valley
William E. Harvey	4/30/1984	Central Florida
Norman R. Kayler	4/26/1984	Washington DC
Garry W. Ketchie	4/30/1984	Central Carolinas
Cynthia H. Krolkowski	4/25/1984	Detroit
Debbie A. LaFond	4/24/1984	Neohio
Henry Lawrence	4/30/1984	North Carolina
Edwin W. Maklenburg	4/30/1984	Detroit
Janis Marino	4/30/1984	Central Florida
Kenneth R. Marino	4/30/1984	Central Florida
Michael H. Marr	4/25/1984	San Francisco
James A. McQuaig	4/25/1984	Central Florida
Grant H. McStay	4/30/1984	New England
Eileen A. McStay	4/30/1984	New England
Robert J. Raffaele	4/26/1984	Central Florida
Eric L. Ritchie	4/17/1984	Houston
Danny L. Robson	4/24/1984	Central Louisiana
Bruce J. Rodman	4/17/1984	New England
Wayne I. Rogers	4/30/1984	Western Michigan
George A. Sanchez	4/30/1984	Chicago
Mary E. Shiloff	4/30/1984	Detroit
Gerald P. Shiloff	4/30/1984	Detroit

Ken J. Stefancic	4/8/1984	Milwaukee
Ray Sukekane	4/25/1984	San Francisco
Henry William Thew	4/30/1984	Oregon
Shirley L. Thompson	4/25/1984	Washington DC
Richard J. Valentine	4/19/1984	New England
David S. Vestrand	4/30/1984	Detroit
Frederick E. Wicks	4/17/1984	Atlanta
Rodney Wise	4/24/1984	Kentucky
Dorothy Zientara	4/30/1984	Milwaukee

30-YEAR MEMBERS

Robert Berger	4/24/1989	Philadelphia
Larry Best	4/12/1989	Indiana Northwest
Marsha C. Bridges	4/25/1989	Central Carolinas
Jeffery L. Bridges	4/25/1989	Central Carolinas
Bob Burris	4/25/1989	Central Florida
Bill Coffey	4/25/1989	Buccaneer
Larry Cooper	4/25/1989	San Francisco
Andrew D. Doyle	4/20/1989	Indianapolis
Keith R. Duntze	4/19/1989	Arizona
Larry Ehmann	4/18/1989	Atlanta
Kaye Fairer	4/24/1989	North Carolina
W. Bruce Foss	4/26/1989	South Bend
Greg Gerdon	4/18/1989	Atlanta
Russ Goodsell	4/18/1989	Des Moines Valley
Gary Grubb	4/11/1989	Neohio
Janice K. Jeffords	4/18/1989	Milwaukee
Ron Jones	4/24/1989	Houston
Kim D. Macdonald	4/18/1989	Neohio
Christine McAllister	4/12/1989	Finger Lakes
W. Burns Moore	4/23/1989	Northern New Jersey
Michael Odonovich	4/21/1989	Washington DC
Karen Richardson	4/25/1989	New England
Edward L. Savage	4/27/1989	New England
Daniel V. Scully	4/25/1989	New England
Spencer Shepard III	4/21/1989	Central Carolinas
Mark P. Strohm	4/12/1989	Lake Superior
Richard S. Sweigart	4/26/1989	Philadelphia
Scott R. Webb	4/25/1989	Cal Club
Timothy S. Zelenak	4/25/1989	Neohio
David P. Zurlinden	4/24/1989	San Francisco

25-YEAR MEMBERS

John H. Boatright	4/14/1994	Buccaneer
Tora Bonnier	4/7/1994	New England
Mary P. Brown	4/27/1994	Washington DC
R. Kenneth Buck	4/21/1994	Philadelphia
Rob Craig	4/14/1994	Glen
Peggy S. Dietz	4/14/1994	Neohio
Nathan D. Drummond	4/21/1994	Detroit
Elizabeth M. Dunn	4/21/1994	Milwaukee
Randy Eickhoff	4/8/1994	Kansas City
Jeff Allen England	4/21/1994	Chicago
James A. Flynn	4/6/1994	Oregon
Carlos Franca	4/14/1994	Detroit
John Greene	4/12/1994	Atlanta
Francis S. Harris	4/20/1994	New England
David A. Heppler	4/5/1994	Reno
Andy Hollis	4/7/1994	Lone Star
Chuck Knox	4/28/1994	Cal Club
Barbara G. Knox	4/28/1994	Cal Club
Geoffrey E. D. Leicester	4/8/1994	Colorado
Betty S. Martinez	4/14/1994	Rio Grande
Harold E. McCarty	4/21/1994	Washington DC
Roderick J. McDonald	4/12/1994	Colorado
Shawn Morrison	4/19/1994	New England
Jerry M. Onks	4/19/1994	Tennessee
Eric Penn	4/21/1994	Detroit
Robert M. Peterson	4/12/1994	Philadelphia
Shannon Raglin	4/7/1994	Chicago
Ronald L. Sandy	4/12/1994	Milwaukee
George W. Sargent III	4/21/1994	Houston
Masanori Mark Shigei	4/12/1994	Hawaii
Cecilia Smith	4/27/1994	Cal Club
Alan D. Smith	4/21/1994	Finger Lakes
David Smith	4/14/1994	Florida
Steven A. Stafford	4/14/1994	North Carolina
W. Scott Stickle	4/12/1994	Mohawk Hudson
John K. Stowe	4/21/1994	New England
Michael D. Threatt	4/7/1994	Atlanta
John A. Turzewski	4/21/1994	Detroit
Henry Van Vurst	4/14/1994	Florida
Andrew Watts	4/21/1994	Northeast Oklahoma
Christopher D. Whaley	4/7/1994	Central New York
Collyer K. Young	4/12/1994	Hawaii



Rupert Berrington

RALLYCROSS

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

The Dirtfish National Tour brings RallyCross to Utah Motorsports Campus just outside of Salt Lake City, Utah.

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

Oct 27 Central Florida Motorsports Park/Central Florida

Dec 8 HollyTree Off Road/Tennessee Valley

CENTRAL cendiv-scca.org

Apr 6 William's Farm/Land O' Lakes

Apr 7 Cedar Falls Motorsports Park/Iowa

Apr 28 Byron Motorsports Park/Milwaukee

May 5 William's Farm/Land O' Lakes

May 19 Southern Iowa Speedway/Iowa

May 28 Byron Motorsports Park/Milwaukee

Jun 1 William's Farm/Land O' Lakes

Jun 30 Byron Motorsports Park/Milwaukee

Jul 1 William's Farm/Land O' Lakes

Aug 3 William's Farm/Land O' Lakes

Aug 18 Southern Iowa Speedway/Iowa

Sep 7 William's Farm/Land O' Lakes

Oct 5 William's Farm/Land O' Lakes

Oct 6 Southern Iowa Speedway/Iowa

Oct 27 Byron Motorsports Park/Milwaukee

Nov 2 William's Farm/Land O' Lakes

Nov 24 Byron Motorsports Park/Milwaukee

MIDWEST midw.org

Apr 13 Jackson Farm/Arkansas

Apr 27 StoneGate Motorplaza/Kansas City

May 5 I-80 Speedway/Nebraska

May 5 Madison, Ill./St Louis

Jun 16 Madison, Ill./St Louis

Jul 14 I-80 Speedway/Nebraska

Jul 20 Lucas Oil Speedway/Kansas City

Aug 17 Madison, Ill./St Louis

Aug 25 I-35 Speedway/Kansas City

Sep 8 Madison, Ill./St Louis

Sep 15 I-80 Speedway/Nebraska

Sep 29 I-35 Speedway/Kansas City

Oct 20 I-35 Speedway/Kansas City

Oct 20 I-80 Speedway/Nebraska

Oct 27 Madison, Ill./St Louis

Nov 3 Thunder Valley Sand Drags/Kansas City

Nov 10 I-80 Speedway/Nebraska

Nov 17 Madison, Ill./St Louis

ROCKY MOUNTAIN coloradoscca.org

May 24 Deseret Peak Complex/Utah

Aug 24 I-76 Speedway/Continental Divide

SOUTHERN PACIFIC

Apr 20 Glen Helen Raceway/Cal Club

Helping you have #FunWithCars

is about more than just great events.

Get more out of your membership with discounts from major retailers, travel services and consumer products.

Find discount codes and redemption details by logging onto SCCA.com/Benefits



WWW.SCCA.COM **SCCA** #FUNWITHCARS
Sports Car Club of America.



NEW PRODUCTS

FLOWMASTER FLOWFX EXHAUST

Flowmaster FlowFX Ford F-150 Cat-Back Exhaust Systems are compatible with the 2.7L, 3.5L, and 5.0L found in the 2015-19 models. Made of stainless steel and connecting seamlessly to the factory cat-pipe flanges, they feature a 3-inch mandrel-bent tube that flows into a straight-through FlowFX performance muffler for a deep, powerful sound outside the cab and a moderate tone inside. A large tailpipe exits behind the passenger-side rear tire and is finished off with a large 4.5-inch black-ceramic-coated exhaust tip. holley.com

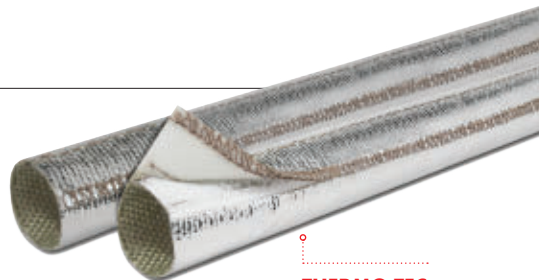


GFORCE RENEGADE HALF-SHAFTS

Upgrading to keep pace with today's higher horsepower vehicles, GForce Performance Engineering has overhauled its axle lineup for 2019, including the introduction of new Renegade half-shaft axles. The Renegades will replace the outgoing 850hp axles and come to market comparative to the current Outlaw - but at a lower price point - while providing a significantly better and stronger axle set for the money. gforce1320.com

THERMO-TEC EXPRESS SLEEVES

The heat and sound control experts at Thermo-Tec developed Express Sleeves to help performance engines keep their cool even under the most demanding conditions. Easy-to-use Express Sleeves feature a combination high-temperature insulation material and highly reflective Mylar foil construction designed to provide maximum protection from the damaging effects of radiant heat. Simply pull the material apart, wrap the wire, hose, or cable, and re-close the sleeve with the simple hook-and-loop system. thermotec.com



TOP GEAR

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS

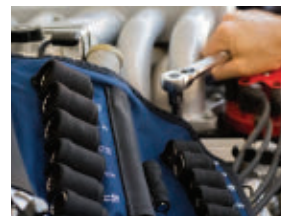
RACE GAS ULTRA FUEL CONCENTRATE

Ultra Fuel Concentrate is specifically designed to meet the octane demands of forced induction and nitrous oxide-injected, high-compression engines. Just calculate the right mixing ratio, blend with premium pump gas, and Ultra Fuel Concentrate can increase your octane a full 19 points - taking 93 octane up to 112. The large jump in octane levels also increases the chemical energy of the pump gas - this improves combustion at higher compression levels, and results in better overall engine performance. summitracing.com



FAST E7 PROGRAMMABLE IGNITION

The FAST E7 Programmable Ignition delivers power and precision required when dealing with the high compression, screaming revs and power adders used in today's racing engines. The capacitive discharge ignition provides up to 160mJ of energy and plus-or-minus a half degree of timing accuracy. The powerful spark is matched to a multi-strike function below 3,000rpm, which keeps the engine running clean and crisp. The E7 is completely encased in soft urethane for protection against vibration and moisture. fuelairspark.com



SOCKET ROLL PRO

Developed to be the ultimate solution for portable socket storage, Socket Roll Pro is the first and only portable tool organizer that offers a clearly labeled and easy to stow container for sockets, wrenches, and drives. Socket Roll Pro rolls out to hold 66 tools of the most common standard and metric sockets and drives, in addition to the universal joint, extension, and ratchet for each drive and a standard spark plug socket. The back of the tool organizer features six wrench slots for quick access. socketroll.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.

PRIMUS
racing parts

Title Sponsor

Southern Formula Car Championships - F2000 and F1600

southernformulacar.com

Pacific F2000 Race Series

pacificf2000.com

Northwest Pacific F2000

northwestfc.net

SOUTHERN
formula car championships
FORMULA 1600 FORMULA 2000

Primus Racing Parts presents
PACIFIC F2000 RACING
FORMULA F2000



Associate Sponsor

Formula Enterprise Racing

scca-e.com

F2000 Championship Series

f2000championshipseries.com



F2000
championship
SERIES

Primus Racing Parts



OZ Racing Wheels now available for:
F2000, F1600, Sports 2000, Spec Miata,
Bmw, Acura and Honda



primusracingparts.com



PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

THE BEST IN THE WORLD

Breaking news! Stop the presses! Actually, by the time you receive this issue the news won't be "breaking" anymore but, with one day to go in the production of this issue - right before we were to hit the big red button that says "print" - the W Series announced its driver lineup. Sure, this news is not "breaking" now that this issue is in your hands, but it's still a very big deal. Travel back in time with me and I'll tell you why.

In the 1950s and '60s, the best racers in North America were SCCA members - it was simply a fact. SCCA racers would compete in a Regional race one weekend and then head to Europe to race in Formula 1 the next. This was an era that bore witness to the likes of Dan Gurney, Carroll Shelby, Phil Hill, and more; and it ultimately solidified SCCA racers as the best in North America - and among the best in the world.

Times change, however, and the road to professional racing began to rely less on driving skill and determination, and more on the ability to bring funding. That's not to blame anyone for the change - racing, as they say, ain't cheap. Programs like Mazda's Road to 24 \$100,000 scholarship, which has launched a number

of professional racing careers, are absolutely spectacular, but there are also deeper-seeded barriers to professional motorsports to overcome.

In October 2018, the W Series was announced. This European-based, open-wheel professional racing series would offer fully funded seats and be exclusive to women drivers, thus

overcoming not only the funding issue, but also helping break the massive motorsports gender barrier. The ultimate goal of the W Series is to bring more women to Formula 1, but to even start the journey through the W Series, racers would need good old-fashioned skill and determination to make the cut.

From South Africa to India to Poland, hundreds of female drivers submitted their resumes for one of the coveted spots in the W Series and, on March 28, the W Series announced the racers who would make up the grid - the 18 who would compete in the six-weekend race series slated to hit circuits from Hokenheim to Brands Hatch. In that international group, sat three racers from North America.

Shea Holbrook Chorley, Megan Gilkes, and Sabre Cook come from different walks of life, but the one thing they have in common is that they're the only North Americans to make the W Series - and they have all raced with the SCCA. Through their W Series journey, they have continued a tradition that began in the 1950s and '60s by proving that North America can produce world-class racers - and those top-rank racers got where they are in part because of SCCA racing.

Will Shea, Megan, and Sabre be the next Phil Hill? Hopefully. But, just as importantly, they're already upholding the tradition that began some 60 years ago by those motorsport luminaries: If you want the best racers in North America, look no farther than the SCCA. 📍

 twitter.com/sportscarmag

 facebook.com/sportscarmag

FROM THE ARCHIVES

10 YEARS AGO...

MAY 2009



- The SCCA National Convention ventured west for the first time in many years with a visit to Las Vegas. Attendance was up over the previous year, and it proves to be a popular location for the event today.
- We took an up close look at standalone ECUs.

25 YEARS AGO...

MAY 1994



- Laurie Sheppard penned a piece about the Club's first 50 years, including its first true road race, which took place in Watkins Glen, N.Y., in 1948.
- In *Cross Training*, Todd Hartman detailed undertaking six different competition events in the same racecar.

50 YEARS AGO...

MAY 1969



- We took a look at the 3-mile, 10-turn Donnybrook Speedway road course as it was just turning a year old.
- The 1969 season saw road racing contingency awards from Alfa Romeo, Datsun, Triumph, Porsche, VW, Volvo, and MG.

DATA LEADS TO OPTIMUM PERFORMANCE ...AT EVERY LEVEL OF MOTORSPORT



OUR LATEST PRODUCT ADDITIONS ►



MXP

SOLO 2 DL

FROM THE BACKYARD TO THE BRICKYARD

AiM Sports has been the world leader in data acquisition for nearly twenty five years. Our products are trusted by champions on every continent, in every type of racing. Whether grassroots or professional, AiM Sports has a full line of products for every level of motorsport. Our technologies are used everywhere from super speedways to Solo events. Wherever your racing takes you, take the power of data along for the ride.



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.

