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* Like all summer tires, the Azenis RT615K+ and Azenis FK510 are not intended to be driven in near-freezing temperatures, through snow or on ice.





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ALLEGGERITA HLT 16 17 18



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15 17



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15 16 17 18



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16 17 18 19



Enkei Racing RPF1
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gold (17-18), special brilliant coating (15)
15 16 17 18



Sparco FF-1
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rally bronze, white
15



Sparco Terra SE
gloss black
15 16 17 18



M.R. MR139
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15 16 17



Method Rally MR502 VT-Spec 2
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15



LP Adventure LP1
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matte grey, white
15 17





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* Like all summer tires, the ADVAN A052 and ADVAN Neova® AD08R are not intended to be driven in near-freezing temperatures, through snow or on ice.

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DIREZZA® DZ102

Ultra High Performance Summer*



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The Silicarbon Matrix tread compound enhances adhesion with the road in the dry and wet, while the notched center ribs deliver strong grip in the dry and enhanced hydroplaning resistance in standing water. A continuous center rib provides confident straight-line tracking on the highway and improved longitudinal traction.

* Like all summer tires, the Direzza ZIII and Direzza DZ102 are not intended to be driven in near-freezing temperatures, through snow or on ice.



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24





ROCKY ROAD

Jacob Abel pushed his F3 car to the limit during the test day prior to F3 Americas competition at Road Atlanta. His drive paid off with a pair of wins during the triple-header weekend.

DATE April 17, 2019

LOCATION Michelin Raceway Road Atlanta, Braselton, Ga.

WHAT SCCA Pro Racing F3 Americas

PHOTOGRAPHER Gavin Baker

SWEET VICTORY

With 66 Trans Am races, 48 podiums, and 38 wins to his name, Ernie Francis Jr. is no stranger to victory circle. However, it wasn't until his Trans Am win at Laguna Seca that he was able to taste the podium champagne, as the multi-time champion had only just turned 21 year of age.

DATE May 4, 1969

LOCATION WeatherTech Raceway
Laguna Seca, Salinas, Calif.

WHAT SCCA Pro Racing Trans Am

PHOTOGRAPHER Chris Clark







MIKE COBB

PRESIDENT & CEO, SCCA INC.

THE “6 Ps”

“Prior, proper planning prevents poor performance” – **DR. BRAD E. COBB**

If I had a dollar for every time I heard this growing up, I might just have that “class killer” sports car that I’ve always dreamed about. Perhaps you heard it too, or something very close to it. This said, I am very thankful that my dad did drill this into me, as it has been – and continues to be – key to any success I have enjoyed personally or professionally.

If you’re wondering how this mantra fits into this issue of *SportsCar*, it’s pretty simple: This issue is focused on preparation for the SCCA National Championship Runoffs at VIRginia International Raceway, which takes place Oct. 8-13, 2019. For all who plan on showing up and vying for one of the 28 class championships, I’m pretty sure they are already working their own iteration of a “6 P Plan.”

Not only does it take an incredible amount of planning and preparation for a driver and team to get to this level of racing, it takes a similar degree of commitment to plan, host, and execute what has been called the pinnacle of American motorsports. In support of this effort, Runoffs success requires much consideration, communication and collaboration across:

- Region leadership
- Runoffs event and SCCA National Staff
- Track management

I talked with three key SCCA leaders with a combined 100-plus years of experience in the SCCA who are playing a key role in the planning and execution of this year’s Runoffs at VIR to get their take on how the “6 Ps” come into play when executing one of the largest amateur motorsport events in the world.

COSTA DUNIAS – Race Director

“The speed of the leader determines the speed of the team. It’s not about one person, it’s about the whole Club. We start setting up the Runoffs team at the previous year’s event. We are focused on picking the right people and doing the right jobs to make the event a success. Our collective success depends on others, so we strive to let them get their jobs done without being knee deep in their business. Each person deserves respect and we strive to accord each individual the respect and space they need to do their job. Communication is critical, but everyone knows what each other is doing and there is strong communication across event staff, Region leaders, and National Staff.”

SAM FOUSE – Region Executive, North Carolina Region

“We believe in the concept that can best be described as Race Chair by committee – we have migrated to this approach as we’ve learned that loading all the responsibility on one person with events of this scale and complexity is not the path to success. Having a strong portfolio of players helps us handle the many challenges that VIR oftentimes serves up. Which kind of leads us to weather; but as the recent Hoosier Super Tour at VIR in April demonstrated, we plan for weather and have the team we need to overcome the challenge that comes with it. I have over 15 years of experience with racing at VIR, and if you overthink it as a driver, it can hurt you. But as part of the 2019 VIR SCCA Runoffs operations leadership team, we are thinking, planning, and communicating consistently to ensure that this year’s Runoffs is the best we can make it.”

DEANNA FLANAGAN – SCCA Director of Road Racing

“For SCCA staff, Runoffs planning begins once a track contract is signed, which is typically two to three years prior to the event. If the local SCCA Region is holding events at the track, the SCCA Road Racing team attends at least one event each year leading up to the Runoffs to learn how the Region uses the facility. Further, we are in regular communication with the Region RE from the start, learning insider tips and tricks about the track. The Region is one of our greatest assets in planning the event because they have the knowledge and expertise of operating events there. We also work closely with track staff during this time building a logistical plan for things like security, paddock control, equipment, catering, and much more.

“With the annual rotation of the Runoffs, we get one shot to win the race, to put on the best event we can, and we can’t do it without great partners like Costa and Sam to help us through the planning and execution.”

One other mantra my dad left me with: “If you fail to plan, you plan to fail.” The leadership in charge of the 56th running of the SCCA National Championship Runoffs has a plan, and I can’t wait to see it in action. I look forward to seeing you there! 🍷



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MAJORS UPDATE: HMP TO REPLACE RPM

Due to problems caused by flooding, the Aug. 10-11 U.S. Majors Tour at Raceway Park of the Midlands (RPM) has been cancelled. In its place, a July 13-14 race weekend at Heartland Motorsports Park has been added to the Mid-States Conference schedule.



2019 SCCA RUNOFFS SCHEDULE RELEASED

IT BEGINS

With the release of the 2019 qualifying and race schedule, the Runoffs countdown clock has officially begun.

SCCA has unveiled the event schedule for the 2019 SCCA National Championship Runoffs, which takes place Oct. 8-13 at VIRginia International Raceway. The SCCA-hosted test days on VIR's 3.27-mile Alton, Va., circuit will precede three days of qualifying that begin on Tuesday, Oct. 8.

Each of the 28 car classes will have 18-minute sessions on track each qualifying day. Tire Rack Pole Award winners

will be named the evening of Thursday, Oct. 10, before the three days of racing commence. Activities are slated to begin at 8 a.m. local time each day, and races will be 15 laps or 40 minutes, whichever elapses first.

Based on racer survey responses, some classes are projected to have significant turnouts. However, due to the track's length, VIR can support a maximum of 90 cars starting a single class National Championship

race. If a class has more than 90 entrants, additional qualifying sessions will be added, with a "last chance" qualifying race taking place on Thursday afternoon for any classes with more than 90 cars, ensuring each participating driver has the opportunity to take a green flag at the 2019 Runoffs.

"Our experience over the past several years has taught us to build some flexibility into the qualifying schedule that can address large car counts," says

Deanna Flanagan, SCCA Director of Road Racing. "By utilizing a 'followed-by' schedule during qualifying and having a little extra time before and after lunch, we'll be able to make adjustments to address groups with large subscription while still keeping them in the same time window as their scheduled National Championship race."

A total of 26 separate races will be conducted during the Oct. 11-13 race days, but a lot



SAME DAY ONLINE DRIVER COACHING

Racers360, an SCCA partner which provides remote personal coaching to drivers of all levels, is launching an option for same day turnaround to help you during race weekends. You can get advice and tips from pros like Memo Gidley, Mike Skeen, Jade Buford, and Dion von Moltke. SCCA members receive 10-percent off coaching packages.

2019 RUNOFFS SCHEDULE

RUNOFFS QUALIFYING SCHEDULE

TUES 10/8	WED 10/9	THURS 10/10
T3	T4/BS	T3
T2/STU	T2/STU	T2/STU
EP	EP	EP
T4/BS	T3	T4/BS
P1/P2	P1/P2	P1/P2
FV	FV	FV
SRF3	SRF3	SRF3
FP/HP	FP/HP	FP/HP
Lunch approx. 12:00 p.m.		
SM	SM	SM
FF/F500	FF/F500	FF/F500
STL	STL	STL
GT-1/GT-2	GT-1/GT-2	GT-1/GT-2
FE/FE2/FM	FA/FB/FC	FE/FE2/FM
AS/T1	AS/T1	AS/T1
GT-3/GT-L	GT-3/GT-L	GT-3/GT-L
FA/FB/FC	FE/FE2/FM	FA/FB/FC

RUNOFFS RACE SCHEDULE

TIME	FRI 10/11	SAT 10/12	SUN 10/13
8:15 a.m.	T4	T3	BS
9:15 a.m.	EP	STU	T2
10:15 a.m.	P1	HP	P2
11:15 a.m.	SRF3	FV	FP
12:00 p.m.	Lunch		
1:00 p.m.	STL	SM	GT-1
2:00 p.m.	F500	GT-2	FF
3:00 p.m.	AS	FC	T1
4:00 p.m.	GT-3	GT-L	FM
5:00 p.m.	FE/FE2	FA/FB	

more will also be going on at the 56th Runoffs. Monday evening will feature a kick-off party in downtown Danville, Va. Thursday, Oct. 10, is when the annual All Participant Party will occur, which includes acknowledgement of the Tire Rack Pole Award winners and the Workers of the Year presented by Mazda. And on top of that, worker gatherings and planned by the SCCA, and there are numerous unofficial race class social gatherings. 📍

Rupert Berrington



FLIPPED

The run days for this year's Solo Nationals are flipped, as usual, but not for all classes.

2019 SOLO NATIONALS RUN DAYS FINALIZED

After observing participation for the first half of the Tire Rack National Solo season, the final run days for the 2019 Tire Rack Solo National Championships have been set, with the schedule viewable at scca.com/solonats.

Many perennial Solo National Championships participants expect their class schedule to flip-flop from year to year, and this remains to be the case for most of the classes that were still being evaluated. The exceptions are B Modified/B

Modified Ladies (which will run on Tuesday and Wednesday) and B Street/B Street Ladies and Street Touring Sport/Street Touring Sport Ladies (which will run on Thursday and Friday), helping ease the entry count imbalance between these run days.

Following the traditional flip-flop, C Modified/C Modified Ladies and Super Street R/ Super Street R Ladies will run on Tuesday and Wednesday. C Street/C Street Ladies and Street Touring Hatch/Street

Touring Hatch Ladies will run on Thursday and Friday.

Registration for the 2019 Tire Rack Solo National Championships opens June 18 for 2018 National Champions, 2018 second-place trophy winners of National Championship classes, 2019 Event Chiefs, and Silver Circle Members (25 or more years at Nationals.) All other participants may register beginning June 25. The Run/Work order will be posted no later than Aug. 22 at scca.com/solonats. 📍

TIME TRIALS NATIONAL TOUR TO HIT THOMPSON SPEEDWAY

While the inaugural SCCA Time Trials National Tour is well underway, the July 5-6 National Tour at Thompson Speedway in Thompson, Conn., is significant far beyond the fact that it's the penultimate round of the National Tour prior to the Time Trials Nationals in



Zachary Reschovan

CLUB CELEBRATION

Thompson Speedway will host a very special Time Trials National Tour.

September. Rather, come this Independence Day weekend, SCCA will celebrate the 74th anniversary of the Club's first official motorsports event when it hosts the Time Trials National Tour at the same location as that first event, repeating almost exactly what happened back in 1945.

To take part in this historic SCCA celebration, head to timetrials.scca.com and register now. 📍

DRIVER PATCHES RECEIVE UPDATE

The June *Fastrack* notes a change to the SCCA patch placed on driving suits for use during SCCA Road Racing competition. Racers will now get to choose between two black and white SCCA patches, both measuring 4.5x1.75 inches; otherwise, drivers may utilize the SCCA Pro Racing patch. The new patches will be required come Jan. 1, 2021.



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Leigh Denham

TRANS AM WEST TACKLES AUTO CLUB SPEEDWAY

Simon Gregg's TA class victory in Round 2 of the Trans Am Presented by Pirelli West Coast Championship at Auto Club Speedway was not how he wanted to claim it. But on the flip side, Nicholas Rosseno's TA2 class win and first overall finish played out better than he could have dreamed.

Gregg needed to complete only half of the scheduled 36-lap, 100.8-mile race to claim the victory and maximum points as his only TA-class rival, Greg Pickett, was unable to start Sunday's feature.

Pickett's Ford Mustang, which won the West Series season-opener at Thunderhill Raceway, lost an engine in qualifying - as it had at Thunderhill. Late on Saturday evening, the team learned the spare was not plumbed to fit the Mustang engine bay, forcing them to withdraw.

Thus the story at Fontana was the growing TA2 class, and it was a dramatic tale start to finish, with a big cast, a string of woes, and a happy ending for the trio of podium finishers.

It didn't start well: The highly



Leigh Denham

THE WINNERS

Trans Am West at Auto Club Speedway was not your average weekend, with the winners consisting of Simon Gregg in TA (LEFT) and Nicholas Rosseno in TA2 (ABOVE).

anticipated Brad McAllister vs. Anthony Honeywell duel in TA2 was over at the start as the differential in McAllister's Mustang failed and he coasted through the pit exit into the paddock. Honeywell tore away into a comfortable lead, extending that to nearly 17sec, when his alternator failed and he, too, coasted into the pits.

Honeywell's retirement handed the lead on lap 25 to Michael Mihld, who was suddenly in the spotlight, but Mihld's story lasted only one lap: A driveshaft broke as he accelerated toward Turn 12 on the very next lap, and he rolled silently to a stop.

In the space of two laps Rosseno moved from third to first, into a comfortable lead

he would extend to 23.14sec and never relinquish. And Rosseno was a jubilant winner, with his consistency over the closing laps belying his lack of experience: Fontana was only his second-ever race start. "I haven't raced a car competitively ever, other than quarter midgets and stuff when I was a little kid," he says. "License last year and then Trans Am this year."

And with such a big lead, was Rosseno hearing things in those final laps? "I started smelling things actually," he admits. "I started to get a little hint of gear oil. We'd been having problems with the rear end throughout practice and the race at Thunderhill. But we made it to the finish." ☺

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SFI 3.3/5



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SRF GOES PRO

SCCA Enterprises has announced a limited SRF3 PRO Series for 2019. More information should be available by the time you read this, but as of press time, schedule includes a race at VIR on July 26-28, followed by Sebring on Sept. 13-15 and COTA on Nov. 14-16.



Jeff Lowe



Michael Duval

SIMPLY THE BEST

Nominations for the 2020 SCCA Hall of Fame are due on June 15.

2020 HALL OF FAME NOMINATION DEADLINE NEARS

The 2020 SCCA Hall of Fame, which will take place during the 2020 SCCA National Convention in Las Vegas in January, is quickly approaching; as such, the SCCA Hall of Fame nomination deadline is looming. Any SCCA member can submit a nomination to the Hall of Fame Committee, but all submissions must be received by Saturday, June 15.

Hall of Fame submissions should be approximately two pages in length and summarize the nominee's background and reasons for consideration. The goal should be to help the Nomination, Legacy, and Selection Committees

understand why and how the nominee was impactful.

The purpose of the SCCA Hall of Fame is to preserve, protect and record the history and accomplishments of the Club for current and future members by recognizing those who have had a significant impact on the Club and the sport. This may be through service to the national organization, achievements in competition, advancement of the sport, or bringing recognition to the SCCA that inspires enthusiasts to seek out and become SCCA members.

Submissions should be more

than just a resume. Ideally, those preparing submissions will paint a picture as to why their nominee should be considered. Include when the nominee joined SCCA, the nominee's Region affiliation, and the offices held or competition accomplishments of the nominee. It is also important to note how the nominee shaped SCCA as a National organization.

Nominations must be submitted by June 15 to SCCAHoF@scca.com, or mailed to SCCA Hall of Fame, 6620 SE Dwight St., Topeka, KS 66619. Those submitting nominations should also include their own e-mail address, phone number, or mailing address. 📍

MEMBERSHIP LEADERS

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MEMBERSHIP REFERRAL LEADERS FOR APRIL 2019

NAME	REF	REGION
Warren Leach	16	San Diego
Jose De Miguel	11	Puerto Rico
Daniel Cutrer	8	SW Louisiana
Jim Berg	7	Houston
Sherri Savage	6	San Diego
Justin Batten	5	Tennessee
David Dreezer	5	South Carolina
Marco Vazquez	5	San Diego
Wanda Cecil	4	South Carolina
Brandon Irwin	4	South Bend
Kenny Lee	4	Buccaneer
Sharon Prip	4	Central Florida
Carl Somerton	4	Snake River

960 additional members have at least one referral.

REGION LEADERS

(Category based on 2018 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Atlanta	7.5%
New England	5.9%
Chicago	4.8%
LARGE REGIONS (401-799):	
Steel Cities	10.6%
Cincinnati	9.5%
St. Louis	8.6%
MEDIUM REGIONS (200-400):	
Utah	24.3%
Northeast Oklahoma	13.2%
Mohawk Hudson	11.7%
SMALL REGIONS (<200):	
Salina	41.2%
Blue Ridge	25.3%
Old Dominion	24.4%

WIN A TRIP TO SEE F1

The 2019 SCCA Foundation Sweepstakes is well underway, with tickets available for sale at WinFormula1Trip.org. The grand prize includes a trip for two to the F1 race at COTA in Austin, Texas, on Nov. 1-3, but the second prize drawing is equally as exciting, with the winner receiving a pair of entries to a Skip Barber One-Day GT Racing School.

Tickets can be purchased in a variety of packages,

ranging from \$25 for two tickets all the way up to 185 tickets for \$1,000.

The proceeds support the SCCA Foundation, which is the charitable arm of the SCCA, with Foundation programs including saving the lives of teen drivers through the Tire Rack Street Survival program, preserving the history of American motorsport via the SCCA Archives, encouraging future automotive



Cavan Baker

GOLDEN TICKET

Two prizes are up for grabs this year, with the grand prize being a trip to see F1 at COTA.

passion through Formula SAE competitions, encouraging women on track via support of the Wendi Allen Scholarship program, and helping provide funding to VETMotorsports,

which facilitates opportunities for veterans to participate in motorsports events.

The deadline to purchase tickets is Sept. 3, 2019, with the drawing taking place on Sept. 4. 📍

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THE STEERING WHEEL IS HIGHLY OVERRATED

It has come to my attention that many of you are under the quite mistaken impression that the steering wheel actually steers your racecar. I mean, I certainly understand that deception. Its name, for instance: Steering.

“Adrenaline magnifies that awareness. Pumped into the brain, this natural drug seems to go directly to the foot pedals”

In a recent column, I created a top 10 list entitled *Slow Down to Go Faster*, which told how to lower lap times with your brakes. The issue arrived in my mailbox in early May and had a very red cover, featuring a slick, modded 86/BRZ/FR-S. And what was number one on my list? It was the shortest and most important item: The pedals have more to do with where you are going than the steering wheel.

I was fairly successful in my driving career for years before I ever had a clue about this concept. In my mind,

it was just patience. Waiting for the right moment to begin accelerating and being smooth. Smooth meant letting off the brake slowly and squeezing down the throttle slowly.

There's a g-force meter and time clock that runs inside our heads. Like when the traffic light turns green and the guy ahead doesn't go. How long before someone honks? Not long at all, especially in the big city. Everyone has this internal clock - and that g-meter. My sister pretty much hates going around a corner fast, yet she knows exactly what it feels like. She precisely feels her point-three g level of, “Too fast, slow down, Randy, you're not on a racetrack!” So does everyone on the bus when the driver hits a curve too hard. It's in all of us.

Adrenaline magnifies that awareness. Pumped into the brain, this natural drug seems to go directly to the foot pedals, and it's really hard to resist. The unfortunate part of that characteristic is that it can really slow us down because the pedals

have more to do with where we are going than the steering wheel, and too much power too soon, or too much brake too late, will really mess up your line through the corner.

Stripped down and simply stated, the accelerator pedal makes the car turn less, and the brake pedal makes the car turn more. For drifters and dirt drivers, this rule of thumb does not apply because they have a different mission where lots of sliding works. This column, and for the most part, this Club, are about driving better and faster on pavement. Careful about trying RallyCross, SCCA'ers, because deep down inside, I think it's even more entertaining.

So, let's talk in the negative to help drive this column home (never teach in the negative. Ironic, eh?): What's the worst thing a driver can do when they don't realize the importance of the foot pedals when pushing for more speed? Doubling up. Using lots of steering and pedal at the same time. This is a recipe for disaster.



Gas and steer: Don't do it! Adding gas pedal takes grip away from the front, and steering adds even more sliding. In the Southeast, we call that bindin' up the car. The right foot is on the power and the steerin' tires ain't steerin', so it just has to be that at some point the car is gonna run outta road. When that happens, the driver is gonna finally realize this ain't workin' - well, maybe - and lift off that power. Then all hell breaks loose. Now the front drops back down on the *steerin' tars*, and all of a sudden, they turn just great, and the rears are now light, and it's spinnin' time; 'round we go. "Gas and steer," don't do it.

And "brake hard and turn more:" Don't do it! Adding brake pedal adds work to the front, and steering adds even more sliding, again. Here's the deal: you see a corner and you gotta slow down, so you brake, and then you turn. But it's tighter than you thought. So, you brake more, and you turn more, and she starts to slide. A lot. Now a foot is on the brake and the

steerin' tars ain't steerin', and again it becomes clear the car is gonna run outta road. She's not turning enough, so what do we do? Well, what we've always done on the street, turn the wheel more, of course. And the fronts just slide worse and worse, and off we go into the Georgia red clay and pines. "Brake hard and turn more," don't do it.

We fix all of this tire drama by not asking the tires to do a lot of two things at once. Yeah, I've written this a lot. It's important. This is my redundancy column. Negative redundancy.

If you are braking hard, do not steer hard. If you are accelerating hard, do not steer hard. And the inverse. If you are steering hard, do not brake hard. If you are steering hard, do not accelerate hard.

And there you have it. The oversimplified key to driving better and faster. It's not your steering wheel causing your handling or driving problems. It's your dumb ol' feet. Get control of your feet, and you'll find your steering works so much better.

"It's not your steering wheel causing your handling or driving problems. It's your dumb ol' feet"

A light first touch on the throttle keeps it turning. Are you with me? When you first go to the gas in the middle of a corner, your natural internal g-meter should feel low for a moment. Your car is still finishing its turning when you first go to the power. Easy does it when you first begin to accelerate. Your throttle reduces your turning. Don't take your steering away all at once. Control your pedal adrenaline. Squeeze it at first.

A light, long brake is for turning. *Are you with me?* When you turn, back off the brake, but keep a little in. Take your time with the release; it's helping you turn. It's making the steering wheel work.

I hope this runs in your head tonight as you lay down to sleep, and seeps into your subconscious. You'll go faster. 🚗

YOUR TURN
(ABOVE) Getting around corners quickly requires more than the use of the steering wheel.

SEAT TIME

With nary a day to rest, Tom Fowler keeps himself and the OPM Autosports crew hopping. For him, it's all about racing – and having fun

WORDS & IMAGES Philip Royle

Tom Fowler isn't a hard man to find at the track; him carving out a moment to shoot the breeze with a *SportsCar* reporter, meanwhile, is completely different. That's not to say he doesn't want to enjoy a friendly chat over a well-cooked trackside lunch, it's just that his work plate is often overflowing, so any conversation is usually limited to the spirited walk to and from pit lane.





JOB WON

Tom Fowler and his OPM crew are fast in the pits (TOP) and paddock (ABOVE), ensuring all racers under the tent have a great race weekend.

I met up with Tom at the Hoosier SCCA Super Tour at VIRginia International Raceway in April where he and his OPM Autosports team were supporting 10-or-so customer vehicles under a duo of impressive awnings connecting a pair of OPM trailers. The racers beneath his tents ran the gamut in age and background, but no matter who I spoke to at that VIR event, be they OPM racers or someone paddocked nearby, the gist was the same: Everyone knows Tom Fowler, and they all think he is *the* man. And, from what I could see, he's also a very busy man.

"We did 37 events last year," Tom tells me from the OPM Autosports office in Cumming, Ga., a week after that VIR event. The town where OPM resides is a 5,500-person community that's a leisurely 25-mile jaunt to Road Atlanta, making it an ideal base for OPM. The fact that the city's slogan is the "Gateway to Leisure Living" is certainly ironic considering OPM specializes in aiding drivers who campaign highly capable racecars, with OPM's 9,000sq-ft building housing roughly 30 such vehicles at any given time. While OPM may not build engines or perform bodywork, the crew does everything else to keep racers racing.

We're chatting via the phone because I had realized how unfair it would be to

"I started autocrossing somewhere around '80 or '81. I had also been working turns [at road races]"

TOM FOWLER

Tom, his crew, and the drivers under the OPM canopy for me to ask Tom to put the outfit on hold for an hour during a Super Tour race weekend. Everyone was at VIR for a purpose, and it wasn't to talk to me.

"We've been in this building for 10 or 12 years," Tom says, now only slightly less busy while at OPM's headquarters than at the track. "We have good parking and we have a dyno. We would always like more space but, unfortunately, the more space you get, the more junk you put in it," he laughs.

The size of the operation - as well as how hectic things can become - hasn't always been this way. In fact, Tom explains, the whole adventure began innocently on the autocross course.

"I started autocrossing somewhere around '80 or '81," he says. "I had also been working turns [at road races] and had been doing a lot of SCCA stuff and, in 1985, I finally decided

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“One thing I learned years ago is that everybody drives differently – that’s the challenging part”

TOM FOWLER

I would go to [an SCCA] Driver’s School, so I turned my autocross car into an IT car.”

The journey into the world of road racing wasn’t made in a vacuum. For one, Tom’s dad had previously raced Bugeyes, so Tom was already aware of that aspect of the Club. Also, Tom had attended the Solo National Championships in Salina, Kan., in the mid 1980s and, while he enjoyed the experience, “I absolutely got waxed,” he chuckles.

“Somewhere around ‘86 or ‘87 I drove my dad back in [to road racing], in an IT car,” he recalls. “He and I did a lot of enduros, probably five or six years of running together. We had an absolute blast, and then he finally retired from it.”

Since obtaining his competition license, Tom’s racing has covered Nationals, Regionals, and even professional racing. But in the early days, he says, “I was just racing as a hobby, like most people do. Then I had a chance to crew for a team in Jacksonville, Autosport South, which was running Hondas in the Escort World Challenge series, and Firehawk before that. When Autosport South was starting to wind down, I moved to Atlanta in ‘94 and opened the repair shop, OPM.”

At that time, OPM was simply a street car repair shop but, Tom notes, racecars were certainly a side gig to that venture. “The main business was just import repair, probably up until about 10 or 12 years ago,” he says.

About a decade ago, Tom explains as we settle into the conversation, the racing side of the business had become half of the company’s income, so when the opportunity came to sell the import repair portion to an employee and jump full-force into racing, Tom went for it.

But that’s not to say OPM Autosports has always been outfitted with the big-rig and multi-car trailers I witnessed at VIR. “We started small, just for a couple of customers here and there,” he explains, adding, “It just kept growing.”

“We mainly started [the racing portion of OPM] somewhere around ‘99 or 2000, when

Spec Miata began," he says. "Stu Brumer from BSI called me up and said, 'Hey, this is going to be big. You need to be part of this. Get a car.' That's about the time they started the very first Pro Spec Miata series. So, we got busy and built a number of cars and rounded up a few customers - and off we went."

For those under the OPM banner, Tom and his crew have extended beyond a logistical resource for customers. Rather, he and his team are constantly tweaking customer racecars to maximize for performance, and fun.

"One thing I learned years ago is that everybody drives differently - that's the challenging part [about vehicle setup]," he says. "People say, 'Here's the setup for VIR in a Spec Miata.' Well, that's the setup for that driver. But everybody drives differently."

Consequently, cars returning to OPM's headquarters after a weekend of racing get measured in every conceivable way, the results are logged, and notes are added based on the driver's feedback. When it's time to head back to that particular track, Tom explains, "I go back, check my notes, and if the last time this driver ran at VIR he said the car was a little pushy, we'll make a couple of small changes and put the setup on the car, and then we'll start fine-tuning on the test day."

While he learned many racecar setup tricks from his World Challenge, Firehawk, and Pro Spec Miata days (as both crew and driver), he's also learned something just as significant to success. "We keep in the back of our minds that these racers could do anything with their income, yet they chose to go racing with us," he says, adding, "We need to make sure they're having a good time. That's our main thing - we have fun. All of our racers have fun and hang out with each other, the crew has fun, and I've been in this business for a million years now and I still enjoy it."

With fun and preparation, Tom finds, comes success. "Last year at the SCCA National Championship Runoffs was just amazing," he tells me. "I had a guy in STU finish fourth who didn't think he'd even get in the top 10, and we had Danny [Steyn] win STL. That was just an amazing week for me. I'd never won the Runoffs before with a customer. We've won the June Sprints, we've won the points title, we've won other championships, but we've never won an SCCA National Championship. For me, knowing

FUN FOR ALL

(BELOW) Tom Fowler (center) encourages everyone at the track to have fun and, consequently, that's exactly what happens. (LEFT) While the OPM crew works diligently to ensure all racers get on track on time and in capable cars, Tom keeps a watchful eye on the work.



RADIO MAN

(ABOVE) When certain OPM customers are on track, it's Tom Fowler who's on the radio.

"We need to make sure they're having a good time. That's our main thing - we have fun"

TOM FOWLER

that we built and prepped and aligned the car and I helped the driver with the setup, and I was on the radio with him, that was pretty special."

But let's not imply that Tom's life at the track is exclusively in the paddock ensuring everyone else gets a healthy dose of seat time. Truth be known, Tom's been strapping himself into Spec Miatas for years, even winning the 2018 SARRC SM championship; and now, for the first time since 1991, he plans to take the green flag at the Runoffs this year. So, why do the 2019 Runoffs at VIRginia International Raceway instead of, say, Daytona in 2015, Mid-Ohio in 2016, or Indy in 2017? VIR races well, he says, but dig deeper and you'll discover



IN THE WINGS

(TOP) Tom Fowler waits on pit lane during the Hoosier Super Tour at VIR. Moments later, he and his OPM crew performed six tire changes during qualifying as the weather shifted from wet to dry. (ABOVE) Tom offers a hand wherever's needed, ensuring all work gets done long before the green flag drops.

there's a sentimental reason, too. "From the time it reopened, I've been racing up there, and my dad and I raced there a lot," he says.

To that end, he purchased a Touring 4 Mazda RX-8 and began wrenching. And, while he landed on T4 over Spec Miata so he wouldn't compete against too many of his customers, work quickly intertwined with his personal goals. You see, OPM has three rental Spec Miatas in its fleet that are frequently used, and the RX-8 may eventually enter that fray. "I've had a couple of my customers already asking about renting it," Tom says, admitting that while the new car may get rented, he might also choose to enter the Road America Runoffs in 2020. "Depending on how things work out, I think that would be a fun track for the car," he adds.

Tom had periodically paused during our phone conversation, making me curious what was distracting him. It turns out, the shop was in full prep mode for yet another racetrack outing and, as I witnessed at the VIR Super Tour, his input had been requested. Seeing that we'd been chatting for longer than I'd originally promised, I bid him adieu, but not before inquiring what was on his docket for the day and the rest of the week.

"After this conversation, I'll go check with the seven people who have stuck their heads through

"Depending on how things work out, I think that would be a fun track for the car"

TOM FOWLER

the door to ask a question but saw I was on the phone," he laughs, adding that without his wife Tracy running the business side of things at OPM, he'd be in way over his head. "It's four o'clock now, we've got to get wrapped up by six o'clock, and then everyone will start their jazzercise program of pushing the 30 racecars inside the building for the evening before starting the process again tomorrow."

It was Monday, which really could be any given Monday of any month, and the crew had just returned from a U.S. Majors Tour the night before; three days later the trucks would roll to another race, likely with Tom leading the way. So, if you're at that race, or seemingly any East Coast SCCA road race, and want to find Tom, rest assured that he's an easy man to find - many in the paddock know him well. But be warned, he's always on to move, usually with tools in hand and a grin on his face. Certainly, there's a lot to do and the race weekend waits for no one, but I don't think Tom would have it any other way. 🍷



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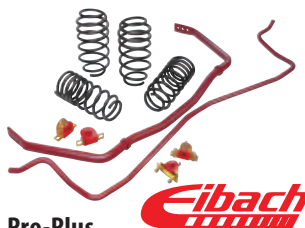
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HOT LAP: VIRGINIA INTERNATIONAL RACEWAY

Some of SCCA's best racers offer insight into the unique and challenging circuit that will host the 2019 Runoffs | WORDS Jason Isley

The SCCA National Championship Runoffs began its road show in 2014, kicking off a coast-to-coast tour that has seen the winner-take-all championship event visit new venues and old favorites. For 2019, specifically from Oct 8-13, the Runoffs will visit none other than the historic and challenging VIRginia International Raceway circuit. Which begs the question: What's the fastest way to the checker?

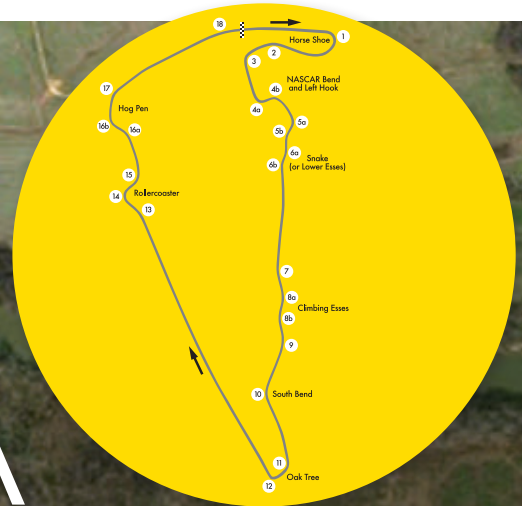
But first, a history lesson. VIR originally opened for business in the late 1950s, but the course was shuttered in 1974, opening once more in 2000. Those who raced at VIR early on will recall the challenging 3.23-mile circuit, which was cut out of the Piedmont countryside, and made possible by the Foote family and the Greensboro Gang.

The first green flagged waved at VIR in August 1957, with reportedly more than 6,000 spectators on hand to catch the racing action of the SCCA National series. Established drivers and future legends were on hand for the inaugural weekend. Carroll Shelby, Carl Haas, Augie Pabst, Dr. Dick Thompson, and then-SCCA President Jim Kimberly were just a few of the names on the entry list. Credit for the first win went to Ed Hugus in his Alfa Spider.

Pre-1974, VIR proved popular among SCCA racers, with the track hosting many races, including Trans Am and IMSA events, but economic challenges in the early 1970s impacted the track greatly. On top of this, by the end of 1974, Jay Foote had grown tired of the rowdiness that the races brought to his farm and the nearby town of Milton, so shortly after an October enduro, Foote terminated the lease on the land and the track lay dormant.

The story might have ended there had it not been for Harvey Siegel, and his quest to find an old racetrack that he could resurrect. In 1998, Siegel saw the property where he had previously raced, and knew it was the place. The Foote family was comfortable with Siegel's plan, and thus the resurrection began. Under Siegel's watch, the track would be widened, and cut-throughs were installed which allowed for different configurations; the track was now officially listed as 3.27 miles in length, and a series of new structures dotted the landscape. The track roared back to life in 2000 and immediately proved popular with racers.

Prior to the start of the 2014 race season, Connie Nyholm oversaw the repaving of the entire track, including widening the racing surface in key areas to improve racing. This is the track we know today, and this is what we asked our team of experts to direct us around.



FINDING THE WAY

One of the challenges to uncovering the quickest way around VIR is communication, as some drivers refer to VIR's corners by name while others use numbers. Regardless, our tipsters have recorded hundreds of laps around the track, have racked up countless wins, and have numerous championships – and the sentiment is similar between them all: “This is an incredibly complicated and challenging racetrack,” GT-3 lap record holder Jeff Dernehl sums up.

“I think it is a wonderful combination of high-speed and tricky type turns that will challenge even the best drivers,” Dernehl elaborates. “With that being said, this track takes practice to become really efficient. I believe that you have to approach learning and improving your lap times at this racetrack in a gradient approach. If you find yourself consistently dropping lap times but you’re not quite at the track record, don’t feel bad; just keep working. When you get this racetrack right, the feeling can be exhilarating.”

Multiple Runoffs winner Andrew Aquilante is quick to sing VIR's praises. “The layout is probably one of the best in the United States,” he says. Similarly, Spec Miata National Champion Preston Pardus is a big fan. “There’s really nothing like [VIR] in the United States,” he points out. “Overall, the track has a lot of flow to it, [and] it’s pretty forgiving in the sense that the barriers aren’t too close to the track limits so you’re able to push your car to the edge.”

TURN 1: HORSE SHOE

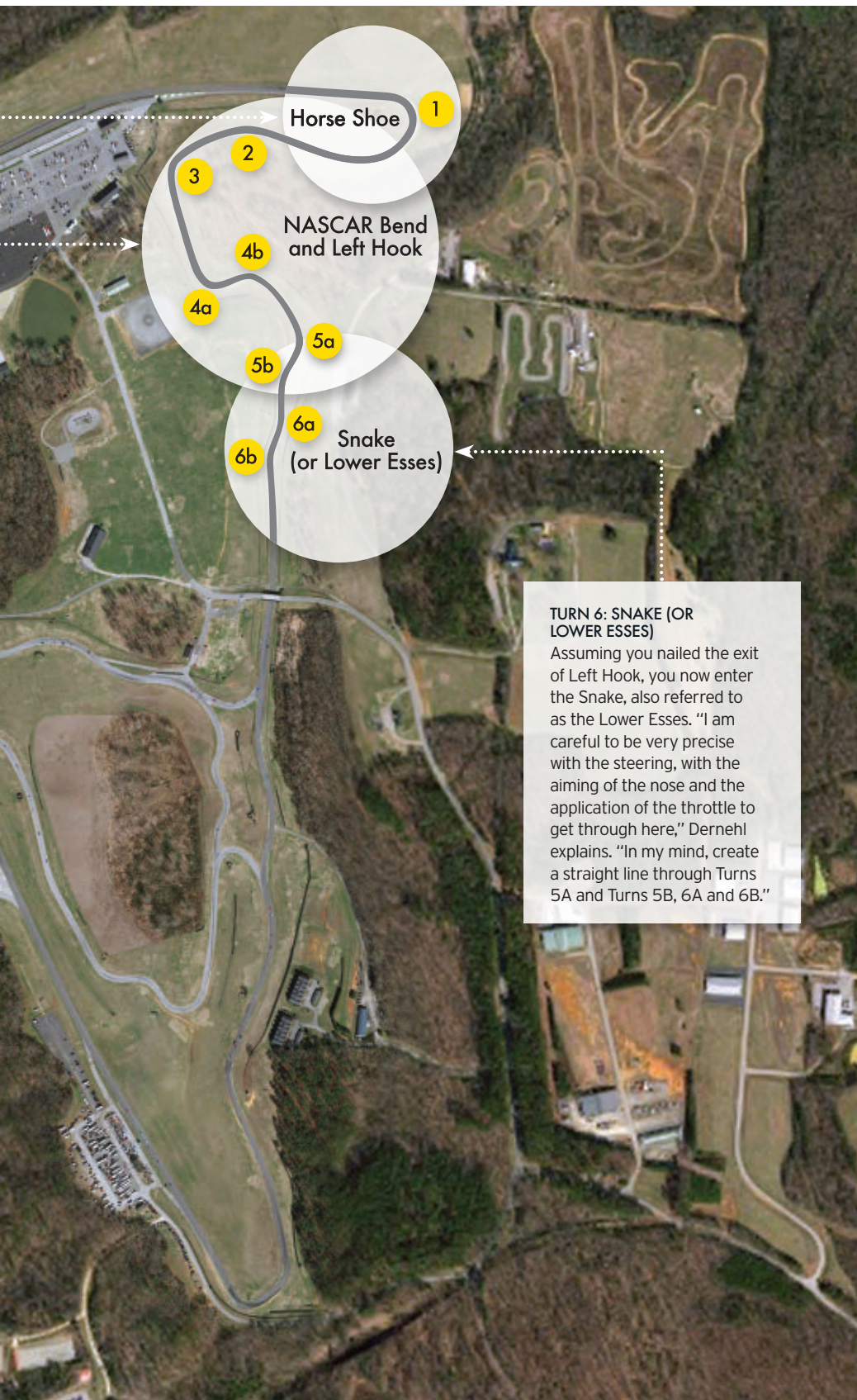
While we’ll be dividing the course into many sections, Aquilante segments the track differently. “You really have to look at the track in three different sections,” he says. “There are three groups of corners, and then three straights. From Turn 1 [Horse Shoe] to the lower esses [Snake] is one group of corners. Being precise and being accurate applies – you look at how you get out of there and into the lower esses.”

That said, let’s start with the Front Straight, which is anything but, as it sets up the run into the more than 180-degree right hand Horse Shoe. “I always like to stay as far left as I can,” says Dernehl. “Keep in mind, when you get to the brake zone, the racetrack has several oscillations in the surface which will cause you not to be able to slow the car down like you would expect. As you enter Turn 1, you want to carry a little more speed into the corner and continue your braking and slowing of the car as you enter, which will keep the weight transfer to the nose and allow you to rotate the car through the fairly tight turn.”

URNS 2-5: NASCAR BEND AND LEFT HOOK

A series of left turns dubbed, NASCAR Bend and Left Hook are your next challenge. “I let the car track out and try to carry as much speed as I can out of Turn 1 approaching Turn 2,” says Dernehl. “I will visually pick a point in front of Turn 2 to aim the car as I prepare to move to the right side of the track entering Turn 2. Turning in a bit late will really help your approach to Turn 3, but it takes practice.

“For Turns 4A and 4B, in my mind you just want to get through here as fast as you can without losing control of the car,” Dernehl continues. “It’s very important that you don’t overcook the car coming out of 4B, which will make you lift hard for Turn 5A and push wide.”



© Google Earth

NAMES GALORE

(LEFT) VIR features a multitude of turns, with many drivers referencing them differently. Consequently, it's undoubtedly best to familiarize yourself with both the corner numbers and segment names should you want to talk racing strategy with others during the 2019 Runoffs at the Virginia racetrack.

WHEN TO RACE

Knowing where and when to race at VIRginia International Raceway will be essential to success come Runoffs time, as the nature of certain sections of the track punish side-by-side battles. "There are really only a few passing zones there," says Preston Pardus. "You really have to plan your passes out well because you lose a lot of time racing side by side. You can't really pass in Roller Coaster or those types of sections because you lose so much time racing."

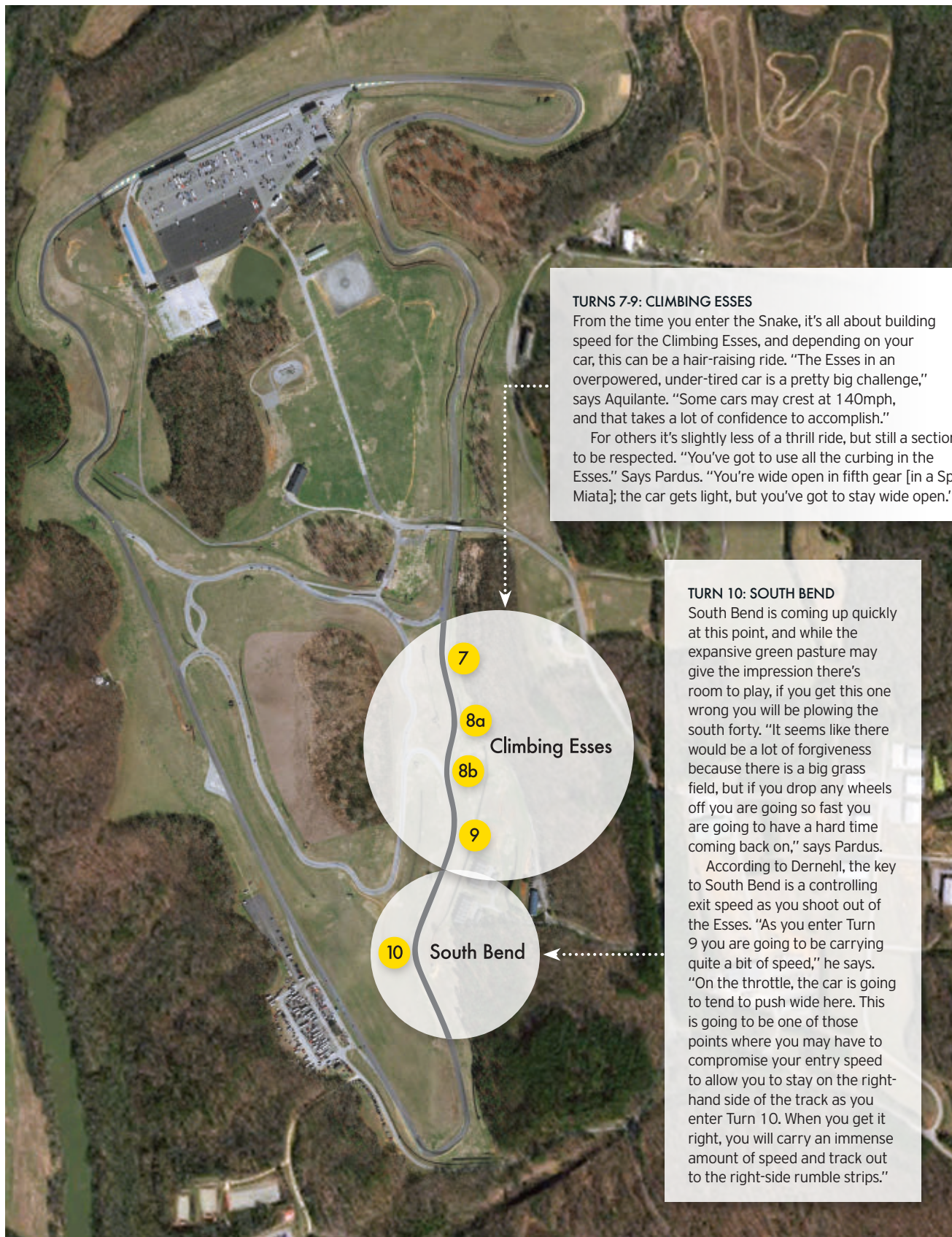
The Snake, in particular, can be a challenging place to deal with traffic. "That is where a lot of mistakes get made; those low percentage moves will bite hard," says Andrew Aquilante. "I've seen a lot of crashes in the Climbing Esses section with people being impatient. The Esses is not a place to mess around. You can't go up the Esses in a fast car side by side; somebody has to flinch, and if nobody flinches, that gets messy"

The safe bet for passing is your traditional out-braking duel. "A good passing zone would be the front straightaway - getting a good run out of Hog Pen - which sets you up nicely for the longest straightaway on the track," says Pardus. "Probably the second best would be out of Oak Tree - you have that long straightaway there, so you can set up a good drafting pass."

Of course, all bets are off come the last lap of a Runoffs race. "You have the Runoffs on the line, and on the last lap people are going to try a lot of things," Pardus predicts. "A last-lap desperation pass, someone might want to try it in Hog Pen, or even Roller Coaster."

TURN 6: SNAKE (OR LOWER ESSES)

Assuming you nailed the exit of Left Hook, you now enter the Snake, also referred to as the Lower Esses. "I am careful to be very precise with the steering, with the aiming of the nose and the application of the throttle to get through here," Dernehl explains. "In my mind, create a straight line through Turns 5A and Turns 5B, 6A and 6B."

**TURNS 7-9: CLIMBING ESSES**

From the time you enter the Snake, it's all about building speed for the Climbing Esses, and depending on your car, this can be a hair-raising ride. "The Esses in an overpowered, under-tired car is a pretty big challenge," says Aquilante. "Some cars may crest at 140mph, and that takes a lot of confidence to accomplish."

For others it's slightly less of a thrill ride, but still a section to be respected. "You've got to use all the curbing in the Esses." Says Pardus. "You're wide open in fifth gear [in a Spec Miata]; the car gets light, but you've got to stay wide open."

TURN 10: SOUTH BEND

South Bend is coming up quickly at this point, and while the expansive green pasture may give the impression there's room to play, if you get this one wrong you will be plowing the south forty. "It seems like there would be a lot of forgiveness because there is a big grass field, but if you drop any wheels off you are going so fast you are going to have a hard time coming back on," says Pardus.

According to Dernehl, the key to South Bend is a controlling exit speed as you shoot out of the Esses. "As you enter Turn 9 you are going to be carrying quite a bit of speed," he says. "On the throttle, the car is going to tend to push wide here. This is going to be one of those points where you may have to compromise your entry speed to allow you to stay on the right-hand side of the track as you enter Turn 10. When you get it right, you will carry an immense amount of speed and track out to the right-side rumble strips."



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URNS 11-12: OAK TREE

First things first: There is no longer an oak tree at Oak Tree. So, don't go looking for the tree. Regardless, exiting South Bend, the famed Oak Tree turn is next on the horizon - it's also one of the most important on the track.

"With the Oak Tree gone, it's made it a little bit more of a normal corner," admits Aquilante. "When there was a tree at the apex, the shade would mess with the grip. Every mile-an-hour you can carry out helps, it's the most important corner on the track."

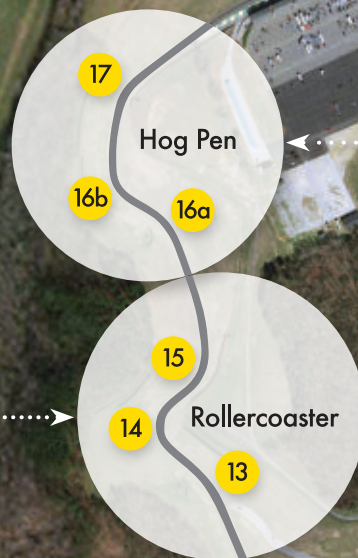
As you're pushing hard through Oak Tree in an attempt to carry as much speed into the long Back Straight, try not to dip tires on the exit.

URNS 13-15: ROLLERCOASTER

With Oak Tree in your rearview mirror, you now have time to catch your breath because from Oak Tree you have a lengthy run down to the Roller Coaster.

There is a slight jog to the left (Turn 13) on the entry to Roller Coaster, which feeds you into Turn 14 and the pinnacle of the Roller Coaster. "As you enter the braking markers at the end of the Back Straight, keep in mind this is an uphill braking event," Dernehl points out. "You can go deeper than you think you can, and you will actually finish your braking event as you finish Turn 14. But don't allow the car to wash out to the outside of the racetrack here because you will block yourself from the proper setup for Turn 15.

"I am careful to apply the right amount of throttle and turn in as I enter and go through Turn 15," Dernehl continues. "I like to stay to the right side of the racetrack and apply a consistent hard acceleration through Turn 15 and down to Turn 16A."





© Google Earth

KEY CORNERS

(LEFT) If you're going to get any turns right at VIR, it should be Turns 12 (Oak Tree) and 17 (Hog Pen). Both lead to long straights that are vital to fast lap times.

URNS 16-17: HOG PEN

Hog Pen is a particularly important complex, as Aquilante is quick to point out. "You need to push hard down the hill [Roller Coaster], but not so much that you screw up Hog Pen and the start of the second longest straight," he says.

To maximize exit speed at Hog Pen, you have to read the track, as elevation changes and the track surface are both taunting you. "There's a bit of an unsettling hump as you enter Turn 17; it requires the car to be set up properly and you to not overreact to the racetrack feel," says Dernehl. "You are going to track out to the left here as far as you can and carry as much speed as possible."

Arguably, Hog Pen might be the single most important turn on the track because, if you get it wrong, it impacts the lap you are finishing and the one you are about to start. "The car gets light, then it compresses right before the last corner," says Pardus. "Any little mistake and the car wants to wash out, and there is a big open field to the left. You get your wheels in the grass and you are going to go down the slope and have a hard time getting back on the track."

And that's the fastest way around VIR. Simple, really. 📍

FINDING THE SETUP

Toward the end of 1956, Dr. Hooper Johnson sat in the dining hall of a Baptist Hospital looking at aerial photos and sketching a racetrack. The development team would use this sketch as the basis for VIRginia International Raceway. The team, however, took liberties with the design and tweaked as needed.

Purportedly, the radius for the Horse Shoe was based on the turning circle of R.G. "Dick" Snyder's Mercedes 300SL. Similarly, the Strickland brothers, who were doing the grading, supposedly simply turned the grader to full lock right when creating the Oak Tree turn.

Out of these simple times and simple construction methods came a world-renowned racetrack, one that features a wide range of corner speeds and elevation changes – a true challenge, indeed.

With so many elements, finding the right racecar setup can prove difficult. "The track has every type of corner," says Preston Pardus. "You have the sharp right-hander at Oak Tree, and the fast left-hander at South Bend, so you have to be pretty careful about going one direction on setup. There are so many different aspects at VIR, it's hard to really want to set up around one corner; you could lose so much time everywhere else trying to trim it out for one direction."

One thing that does go in the racer's favor, however, is the track surface. "It's a pretty typical Northeast track," says Andrew Aquilante. "It's got a lot of elevation change and it's got really good grip. When we went out to Laguna Seca and Sonoma for the Runoffs, those tracks don't have much grip – grip's not a problem at VIR."

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HOT PURSUIT

The difference between winning and losing a Solo National Championship may be just a few degrees

WORDS Jason Isley | IMAGES Perry Bennett

It seems like just yesterday that the only decision to make was whether or not you wanted a co-driver to warm your autocross tires. But while this is still a tried and true method by many, other competitors have taken a far more active approach to autocross tire temperature management. But do these methods work, and is all of the effort necessary?

"Many autocrossers have probably seen the same grid where one competitor is using blankets and another has the water sprayer out," says Peter Calhoun, Motorsports Marketing Manager BFGoodrich Tires. "The use of static tire blankets and water spraying has become that of urban folklore amongst the hardcore Solo community, and it's something that is not part of our formal testing procedures."

The fact is, most modern Extreme Performance Summer tires, like those found on autocross courses or in use at track events, offer a reasonably wide operating temperature range. "The number of variables is infinite when it comes to weather, track surface and conditions, vehicle design, setup, and driver preference," says Calhoun. "In the case of the BFGoodrich g-Force Rival S, the normal operating

"The use of static tire blankets and water spraying has become that of urban folklore"
PETER CALHOUN

range is 100-175 degrees F. If the Rival S were to peak at 190 degrees F or higher, its grip and ultimate performance will decline and cooling will be appropriate."



KEEP YOUR COOL

(LEFT) Keeping tires in the optimal temperature range helps yield the best results. When tires overheat, water sprayed over the tire's surface may bring everything back to the sweet spot. That said, it's possible to cool tires too much. (BELOW) Retaining heat from one run to the next should help with consistent tire performance.

to allow the tire to naturally cool down, while maintaining the operating tire pressures," says Calhoun. "This is a big difference between autocross and other forms of racing. Autocrossers most often talk about cold tire pressures due to short run times, while circuit racers are always shooting for a target hot pressure for maximum performance where track time is measured in minutes or hours, not seconds."

If you find yourself needing to cool your tires, try not overdoing it as that can potentially take the tire below its optimum temperature range before your next run. "Watering down the tire is only necessary if the temperature was too high and borderline of being greasy," says Paul Jho, Motorsports Senior Manager at Nexen Tire. "I normally suggest cooling down a tire slowly, therefore it won't take too long to reach the optimal temperature between runs. Watering down will lower the temperature and possibly can help longevity, but it's possible to lose optimal grip."

For competition-specific tires, much of the same is true, and while some may be marketed as

an autocross-specific application, most are much more robust than you might expect. It's just as common to see tires like the Hoosier A7 on the grid at events like the SCCA National Championship Runoffs as it is to see them at the Tire Rack Solo National Championships.

"The [Hoosier] 'A' compound is pretty amazing - we've had it around forever as compounds go," says Tim Gilvin, Hoosier Tire Circuit Racing Product Manager. "The Solo crowd will shoot for 110-140 degrees F temperature range. But let's say they are autocrossing a Corvette and then the person takes the same Corvette to Road America on the same A7 - at 240 degrees F the tire will be sticking like glue coming around the Carousel."

Indeed, finding and maintaining the ideal tire temperature for your autocross car's setup is more complicated than blindly using tire blankets or spraying water over the tire's contact patch. But if the process is taken seriously, you may discover the pursuit for the ideal tire temperature is the missing link to your Solo success. 📍

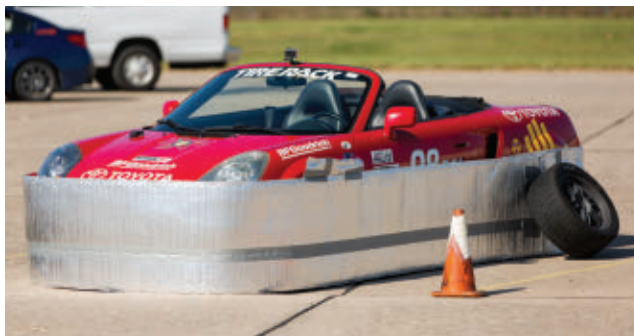
PREHEATING

The perception of a "greasy" tire on an autocross run may simply be the results of the tire being outside the range you setup the car up for. A car that has been tuned to run on cold tires may start to feel pushy as the tires heat up and begin to gain traction. Optimizing your car to work in the ideal temperature range of the tires may only require a few adjustments, but will likely yield better results than dialing in a cold tire setup.

But how can you get heat in your tires? The tried and true method to avoiding cold tires is utilizing a co-driver, but another method for heating tires is by using the brake pedal. Some competitors have found that tires will gain temperature by riding the brakes on the way to the grid; a set of passive tire blankets can then be used to retain that heat prior to your first run.

Optimizing your car's balance from one autocross run to the next can be a challenge; for some, the easiest thing to do is to cool the tires in an effort to keep things consistent, while others may be more flexible and tune the car as needed. Either way, there are things to consider.

"An important consideration for drivers to take into account is the downtime between runs; will that time in grid be enough





As the Trans Am Series
headed west for its return
to Laguna Seca, racers
soon discovered the
action would continue
well after the checker

THE RETURN

WORDS Amy Greenway, edited by Philip Royle
IMAGES Chris Clark

Following a 15-year hiatus, the Trans Am Series presented by Pirelli returned to WeatherTech Raceway Laguna Seca for the Trans Am SpeedFest during the first weekend of May. But the series was not just back, it was back in a big way with nearly 50 cars entered for the visit to the Monterey peninsula. A large mix of TA, TA2 powered by AEM, SuperGT, and GT classes from both the Trans Am National and West Coast championships

thundered through the corkscrew this weekend, and the results were as astounding and dramatic as any race fan could dream.

The 70-minute Saturday feature race that included the TA, SuperGT, and GT classes ran at a relentless pace as the race went from flag to flag without caution, and pole winner Ernie Francis Jr. stole the show with a dominating 28sec win over Lawrence Loshak, who has been on a tear this season, and Tommy

Drissi. Francis' win was notable for more than its margin, however, as after 66 Trans Am races, 48 podiums, and 38 race wins, newly turned 21-year-old Francis finally got to sip the victory champagne in a glorious moment on the top step of the podium.

"It was a great weekend for us as a team here at WeatherTech Raceway," said Francis. "To sweep the weekend by winning qualifying and leading every lap of the race - it really builds

morale for the team. We had so many small gremlins that kept us from the podium [earlier] this season. To come all this way and finish where we did gives us hope [we can] contend for the championship again."

The race for the win wasn't an easy one for Francis. Starting from the dirty side of the track, Francis' wheels spun and allowed points leader Loshak to get the jump going into Turn 1. But Francis quickly recovered,



FINALLY FIRST

(LEFT) Thomas Merrill ran an incredible TA2 race, starting nearly last and managing to finish first. (BELOW) After early struggles this season, Ernie Francis Jr. (98) was motivated to take the TA win, which he did in style. (BOTTOM) Dirk Leuenberger piloted his Viper to the win in SGT.

experiencing mechanical issues that forced him to give up his second-place position. With Dyson out, Drissi and Loshak diced for second and third. Door-to-door entering the kink at the top of the notorious Corkscrew, Loshak overtook Drissi for second, then wheeled his Camaro into a healthy lead over his teammate, ultimately finishing right where he started: second place. Drissi crossed the line in third.

Meanwhile, in the multi-class race, Dirk Leuenberger drove a near perfect race to take the checkered in the SGT West Coast class, and Mitch Marvosh claimed his first Trans Am career win in the West Coast GT class.

The following day, the TA2 powered by AEM race lived up to the Trans Am SpeedFest weekend name with a wild race that continued well after the checker fell. In the race, hometown favorite Thomas Merrill drove from a near-last-place start to be the first to the checker in the 70-minute sprint; Dillon Machavern claimed second position with his teammate Marc Miller taking third. But that checkered flag was far from the end of this race.

After setting the third-fastest lap in practice on Saturday, Merrill didn't turn laps in qualifying due to a mechanical issue that started on pre-grid. Without a qualifying time, Merrill was forced to start second to last in 26th position.

As the green flag dropped, Merrill cut through traffic making up several positions by the first turn and, at the end of the first lap, shot into the top 10. Shortly after the start, a full course caution came out, grouping up the field. On the restart, Merrill continued to whip his Ford around



"Making noise at Laguna is my favorite thing to do, and I hope all of Salinas heard it"

THOMAS MERRILL

complete a safe pass would be required to give back the position, but Lagasse veered off course, hitting the curb and breaking his suspension. For that, Merrill was served with a post-race 40-second penalty, which was equivalent to an in-race drive through. The penalty bumped his total race time to a third-place finish; however, a disqualification of Machavern's Mustang due to wing setback moved Merrill up to second and placed Ethan Wilson in third.

But the race still wasn't over. Merrill appealed the penalty, and two-and-a-half weeks later the announcement was made that Merrill's original finishing position would be reinstated, placing him in first once more, with Miller second and Wilson third.

"Winning at home is the best thing I can possibly imagine," said the Salinas, Calif., native Merrill. "I've raced [at Laguna Seca] a lot in other pro series and had a lot of poor luck racing at my home track. This is the first one I've had success at - it's incredible. Making noise at Laguna is my favorite thing to do, and I hope all of Salinas heard it" 📍

reclaiming his first-place position and breaking Loshak's two-race winning streak.

"The start was incredible," said Loshak. "We had a great start and we took first. I thought it would be like Sebring - and then I turned, and the car didn't. I fell back, losing a position."

Loshak soon dropped to fourth as both Chris Dyson and Drissi passed him. Dyson then built a 10-second gap between himself and third place but started

the 11-turn, 2.38-mile track, entering into the top-five before another yellow called out the safety car. Again, Merrill used the restart to his advantage.

Merrill didn't execute a back of the field to the front run by playing it safe, however, and that temporarily caught him out. Following the race, Trans Am officials investigated the overtaking move Merrill made on Scott Lagasse Jr. on lap two. Typically, the passing driver who failed to

STUDENT, TEACHER, RACER

"Class, this is your teacher, Ms. Holly Savage. She races cars."

WORDS James Heine | MAIN IMAGE Michael Berchak

In the cauldron that is high-school life, the chances, as a student, of encountering a teacher who is also a real-life racecar driver are, well, slim. Teachers lecture, give you assignments, serve as authority figures, badger you, and (as far as you can see) have no life outside of the classroom.

Enter Holly Savage. The 23-year-old Western Michigan Region member and H Production racer is finishing her studies at Grand Valley State University and embarking soon on a teaching career. In her various roles recently as teaching assistant and student teacher, she has, along the way, introduced students to the SCCA and her life as a racer.

"I did mention to my students that I race sports cars," she says. "They were definitely intrigued and had lots of questions. The first was if I raced NASCAR, along with how fast my car goes, how good I was, and if I've ever crashed."

In order to set her students straight on the kind of racing she and the SCCA do, she brought in pictures and video clips for them to see, Holly explains.

"I found this to be another topic that allowed me to connect to my students, particularly the guys who were big into cars. Way cool!" she says.

That she races cars is a good conversation starter outside the classroom, too, Holly notes, and it generates a lot of interesting responses, "Depending on where I am and the time of day," she says, laughing.

"Most people have a million questions to ask and are particularly interested in how I got involved. The most interesting response was, honestly, from my students, who were all impressed with the fact that I have a life outside of school, which just happens to include racing cars. Their minds were blown."

The answer to how she



Michael Berchak

"We most definitely need more female drivers in the sport. I think the best way to encourage women to drive is to publicize the female drivers we have now and make their stories known – which is what you're doing with me!"

HOLLY SAVAGE

became involved in racing is straightforward, according to Holly. She is from an SCCA family and has been around motorsports and the SCCA most of her life.

"My dad has been racing with the SCCA since I was three; so, I have naturally been interested in racing for basically my whole life," she explains. "My siblings and I have virtually grown up at the racetrack and, to this day, the four of us find a sense of home while we're at the track together."

The Savage family interest in racing began in the 1970s with her grandfather, Larry Savage, Holly explains. It grew to include her father, David, and now the entire family.

"Grandpa has been building his second Lotus Europa for years, and he is planning to debut it this season," she says. "Before that, in the early

1980s, he had another E Production Europa. Even earlier, in the 1970s, he had a C Production Yenko Stinger.

"Our family has a long history of Lotus Europas, and Production cars in general," she adds.

As for herself, Holly, now in her second year of competition, pilots an H Production Austin-Healey Sprite (a former Bob Weber car), and after running several Regionals earlier this year, her aim is to compete at the Western Michigan Region's Last Chance U.S. Majors Tour on Aug. 9-11 at Grattan Raceway. Next year, she adds, the goal is to compete at the National Championship Runoffs at Road America.

"My favorite part about racing is the chase," she says. "The chase for a faster lap, a smoother turn, and, of course, the person ahead of you. Through the chase, you start to find the limit – and then push it, lap after lap."

She has learned a lot about driving through the SCCA, she notes, including the need for safety. "At the SCCA Driver's School, the instructors were very clear and thorough on the dangers of racing, and how to prevent them from happening."

Also, she has learned a lot about the art of racing, Holly notes, including track etiquette. "I've also learned a great deal about all the work that goes into prepping a racecar, as well as about cars and engines in general."

For all of that, her family deserves a big thank-you, she admits. "There is no doubt that my racing career wouldn't have begun without the unwavering help and support from my grandpa, dad, and older brother, Jay [*First Gear*, April 2018 issue]," she says. "My grandpa saw the spark in my eye and has supported me getting behind the wheel ever since. He has invested in my racing career in more ways than one, and I am forever grateful to him. All three of them have spent a



Courtesy Holly Savage



Courtesy Holly Savage



CLASS ACT

Holly Savage may have her sights set on being a school teacher, but she has different plans for her weekends. She has raced a number of racecars, including a GTL Corolla (LEFT and TOP LEFT) and a Bugeye in HP (ABOVE and BOTTOM LEFT), and aims to continue the family tradition.

great deal of time wrenching on the car and teaching me as they go."

Along with the physical aspect of contributing to her racing career, the three of them have taught her much about the actual *art* of racing, Holly says. "From the fastest line through Turn 4, to the process of setting up a pass, the amount of knowledge and intuition is off the charts," she says. "There is always something to be learned, and through that I hope to continue improving as a driver."

Her closing thoughts on school, family, racing, the SCCA, and the future? "We most definitely need more female drivers in the sport," Holly says. "I think the best way to encourage women to drive is to publicize the female drivers we have now and make their stories known - which is what you're doing with me!" 🍷

COMPARING RACING CARS AND HORSES

Smooth is fast in both worlds

In addition to being from an SCCA family and chasing H Production glory, Holly Savage also owns and shows a trio of Arabian horses. So, the obvious follow-up question was asked: Are there similarities between preparing and showing horses, and preparing and racing cars? The answer according to Holly: Yes!

"The biggest is remaining calm and using smooth movements," she says. "I have high energy, 'explosive' performance horses, which means as a rider I have to stay calm and confident in order to channel that energy into something good."

Horses, she explains, have an amazing ability to sense a rider's nerves or lack of confidence, which is then translated into them feeling the same way. "This is when bad things usually happen," Holly explains. "The

same thing can be said about racing cars. As a driver, you have to control all the nerves and adrenaline that you naturally feel. You have to be able to clear your mind and keep yourself calm in order to safely race a car. Like horses, if you're nervous and jittery behind the wheel, the car will react accordingly."

Also, Holly adds, when riding and showing horses, all your movements are best interpreted by the horse when they are smooth and concise. "Fast, harsh movements of your body will in turn give you harsh reactions that you do not want. It's the art of squeezing your legs on their side to get more impulsion, or slowly applying pressure to their face in order to tuck their noses or elevate their neck. This is mirrored in the art of racing cars. Squeezing the throttle and brake, and smooth hands through turns. As my dad would say, 'Smooth is fast.'"

ACCEPTING THE CHALLENGE

North Carolina Region's Mark Senior, Race Administration Worker of the Year, does whatever it takes

WORDS James Kearney | IMAGE Courtesy Ericka Deffenbaugh

Mark Senior got the car bug early. When he was just 14-years old he rebuilt a BMW motor and had a discarded sedan ready to go again. He found a BMW club near his home of Bernardsville, N.J., and soon was doing time, speed, and distance rallying. But it was track days at Roebeling Road that really caught his attention. "I was smiling for a week," he remembers. From there, it took him a few years to save up for a racecar, a tow vehicle, and trailer.

He fielded a 1975 Honda Civic in ITC at Roebeling Road. "We had terrific competition and great fun. It's a momentum car, so you're always looking to maximize the handling and utilize the draft," he says. After about a decade, he moved on to Spec Miata. "I picked up a Miata that had been sitting in a friend's backyard for some time, so I got it for a steal. I rebuilt the brakes, added a cage, put the club SM kit on, and never looked back." He runs the Miata about six weekends a year.

While some racers are totally absorbed in their own racing program, some see the bigger picture. When his Region needed some help with grid work, Mark stepped up. Ditto with flagging and timing. When he once filled in as the assistant Race Chair, it sort of stuck. He was familiar with many of the organizational logistics for he'd been the Chief Instructor for track days at Rockingham Raceway and VIRginia International Raceway. It began his path toward the current arrangement where three North Carolina Region members rotate the Race Chair position and take turns filling the role of assistant Chief.

Just recently, Mark was the Race Chair for the VIR U.S. Majors Tour in April, which drew nearly 500 entrants. "In many ways, we lucked out," he says. "It was a ton of work and we were both maxed out and worn out by Sunday, but despite some serious weather challenges, it went pretty well. We were the guinea pigs for the Runoffs."

Mark noted that there had been five lengthy planning meetings over a two-month period to get ready for this event. New parking protocols were established with prep shops and then multi-car teams getting first crack at the paved paddock. "It was a real learning process for us, and we are very open to feedback on how it went for all competitors," he says.

As luck would have it, on the first day of the event the multitudes were greeted with rainstorms and, later in the afternoon, thunderstorms with lightning that shut down the event a few hours early. In addition to the threat of flooding and saturated ground leading to mud fields in the upper paddock, they were now seriously behind schedule. "Everyone had to be very light on their feet and improvise," he explains. "The workers seriously stepped up and agreed to work a very long day. The stewards had on-track sessions beginning at 8 a.m. and everyone was committed to go as long as there was daylight in order to get things done. It ended up being a 12-hour day just counting the on-track activities."

At the dinner Saturday night, Mark realized at some point that the tent extension to the dining area was completely dark. "We hadn't put lights in that area as we thought it would still be daylight. I rummaged through an equipment closet and found some floodlights that we put up and aimed away from people, so we didn't blind anyone. Later that evening we tore everything down, cleaned up, and paid the caterers." Mark left the building at 10:30 p.m. and was up at 6 a.m. to prepare snacks and coffee for the workers.

The day after we spoke, Mark was to be on a long debrief phone call to discuss what could be done better and what steps the track might take to avoid the Woodstock effect of the upper



COMMITMENT
Mark Senior, the 2018 Race Administration Worker of the Year, takes the idea of fun at the track very seriously.

paddock mud bogs. "There is a heck of a lot of work and planning that goes into every race event," he notes. "Most people think it just sort of happens."

Almost incredibly, Mark sometimes races at the same events he's working. "It is all about time management," he explains. "I'm constantly thinking about what I should be doing at any given moment. Should I be moving ice? Should I be moving food? You have to be efficient at all times. You have to think and move as a team."

He has a lot of practice at that. In addition to a great worker team, he has four or five pals he paddocks with and they help one another stay on top of their racecar preparation. "We cover for one another, hang out together, and party together," he says.

Mark says he's truly embarrassed about receiving the Race Administration Worker of the Year Award at the 2018 National Championship Runoffs, as it's such a team effort. "You surround yourself with good people and you enable them to do good work," he says. "It is challenging, but very rewarding." 🍌

12-19 DAYS

Ken Anderson	Washington DC
Virginia H. Anderson	Washington DC
Rudy W. Avalon	Oregon
David W. Badger	Mahoning Valley
Judy Badger	Mahoning Valley
Barry D. Baker	Ohio Valley
Louie Charles Beal	Ohio Valley
Barry J. Bean	Nebraska
Beth Bean	Nebraska
Charlene L. Bettinger	Wichita
Richard Bittmann	Central Florida
Arjen C. Bleeker	NE Oklahoma
Scott C. Boito	Eastern Tennessee
Steven Bordwell	Milwaukee
James E. Brostek	Washington DC
Eric Brown	Kentucky
Christopher R. Buccola	Chicago
Kat Buell	Buccaneer
Lincoln E. Buell	Buccaneer
Lauri Burkons	Neohio
Jerry L. Cabe	Guam
John M. Callahan	Florida
John Joseph Carnevale	South Jersey
Laura Ann Case	Cal Club
William W. Chamberlain	San Francisco
Anne Christian	Colorado
Joshua Cockey	Washington DC
Sheila W. Cockey	Washington DC
Rhonda L. Corbitt	San Francisco
Kevin Coulter	Chicago
Robert W. Cowie	Cincinnati
Kenneth C. Cramer	Milwaukee
Toni Creighton	Atlanta
Karen Crider	Western Michigan
Anna Neave Crissman	North Carolina
Andrew Crogan	Central Florida
Elizabeth Crogan	Central Florida
Rob Crowwhite	Arizona
James Crouse	Central Florida
Richard E. Curry	New England
David Saied Dadvar	North Carolina
John S. Davis	Central Carolinas
Judy M. Davis	Central Carolinas
John C. Davison	North Carolina
Eric David Diamond	San Francisco
Lisa Diamond	San Francisco
Dian E. Dingle	Susquehanna
Earnest G. Dingle	Susquehanna
Costa Dunias	Texas
Wilma Dunias	Texas
Brad Ellingson	Blackhawk Valley
Donald Elston	Chicago
Holly Ernest	Florida
William D. Etherington	South Jersey
Mark Eversoll	Buccaneer
Linda E. Fanning	New England
Scott Kevin Farrell	Florida
Valerie Natacha Farret	Washington DC
Alice S. Fatherree	Washington DC
Karen Lynne Fearing	NE Oklahoma
David Ferris	Western Michigan
Trevor Christian Filipowicz	Blue Mountain
Dave Foreman	Lone Star
Pat Foss	Chicago
Wayne L. Foss	Chicago
Nancy L. Foster	Colorado
Gerald Fox	Montana
Christofer Framel	Continental Divide
James Fulton	San Francisco
David Fyffe	Cal Club
Douglas A. Gall	Ohio Valley
Paul Gauzens	Atlanta
Jim Gillen	Land O'Lakes
Kathy Gillen	Land O'Lakes
Brian Glaze	Central Florida
Joseph H. Gray	Susquehanna
Sandra L. Gray	Susquehanna
Robert A. Griffith	Ohio Valley
Michael Guess	San Francisco
Darren Gunn	Central Florida
Deb Hamilton	Ohio Valley
Mark B. Hansen	San Francisco
Suzanne R. Hardesty	Ohio Valley
Theodore J. Hardesty	Ohio Valley
Janet Harbay	Central Florida
Michael A. Harwood	Ohio Valley
William H. Heath	Central Florida
John David Heffington	Mississippi
Breanna Heilicher	Chicago
Todd Andrew Heilicher	Chicago
Rainer Helmchen	Fort Wayne
Dave Hermann	Blackhawk Valley
George T. Heyl	San Francisco
Taryn L. Hodge	Ohio Valley
Donald Holmen	Chicago
Brian R. Holmes	Susquehanna
Peggy Horansky	Buccaneer
Don Howson	NE Oklahoma
David Hsu	Washington DC
Bert A. Hultman	Milwaukee
Sheila P. Hunter	Washington DC
Robert S. Jacobsen	Oregon
Douglas R. James	Oregon

Raymond K. Jason	Detroit
Theodore T. Johns	Dixie
Charlie Johnson	Blackhawk Valley
Kim Joiner	Blackhawk Valley
Joyce E. Jones	Northwest
Ken Jones	Northwest
Michael Jorgensen	Milwaukee
Michael Thomas Joseph	San Francisco
Susan J. Joyce	Central Florida
Edward Kajko	Colorado
Dale Adam Kaminkow	Washington DC
Tony Kasper	Ohio Valley
Steven A. Keadle	North Carolina
Phil Kelley	Glen
Susan M. Kettler	Milwaukee
Kenneth Robert Killam	Oregon
Frank Killian	North Carolina
John A. Kish	Arizona
Barbara G. Knox	Cal Club
Suzanne D. Kolker	N New Jersey
Bruce P. Kosakoski	Mohawk Hudson
Rod Kramer	Atlanta
Paul Krysiak	New England
Paul Jeffrey Kurtz	Texas
Don Landers	San Francisco
Bonnie Lawler	Cal Club
Timothy Scott Lee	Florida
Jessica Link	San Francisco
Michael Joseph Lombardi	Oregon
Therese M. Lombardi	Oregon
Ron Long	Cincinnati
Linda Louie	N New Jersey
Lizabeth K. Lowy	Milwaukee
H. Patrik Lundin	Oregon
Marianne C. Lyons	New England
Douglas A. Mains	Texas
George Jack Marinoss	San Francisco
Bruce C. Marshall	South Jersey
Gregory L. Martin	San Francisco
Alfred C. Matthews	North Carolina
Barbara A. Mayes	South Carolina
Keith Alan McDonald	Washington DC
Donna P. McDonough	Steel Cities
Kathy L. McLeod	Washington DC
Gary Meeker	San Francisco
Alan J. Mertens	San Francisco
Helga Meyer	Chicago
Douglas B. Mitchell	Detroit
Alice Montgomery	Oregon
Larry Joseph Morgan	Buccaneer
Steve Mortimer	Steel Cities
Daniel W. Mullin	Oregon
Douglas T. Myers	New England
Douglas L. Nickel	Washington DC
Tracy O'Connor	Washington DC
William Odie O'Dell	Atlanta
Elizabeth Offutt	Buccaneer
John H. O'Hara	Utah
R. Allen Olmstead	New England
James Osborne	Lone Star
Phillip Osborne	Ohio Valley
Jennifer Paradis	Atlanta
Genie Parsons	Cal Club
Paul Parsons	Cal Club
Denise M. Patten	New England
Kenneth R. Patterson	Des Moines Valley
Mary C. Patterson	Des Moines Valley
Dick Patullo	New England
Karen Paul	New England
Joelle Pence	Washington DC
Lois Petersen	Arizona
Lee Pfeiler	Ohio Valley
Chuck Phillips	Cal Club
Tom Phillips	Cincinnati
Heather Powers	North Carolina
Patrick Prevenas	Blackhawk Valley
Jeffery Reglin	Chicago
Richard Reins	San Francisco
Kathie Reisinger	San Francisco
Holly Ann Remington	Oregon
Patricia A. Ricker	Central Florida
Terry Roberts	New England
John Rock	Washington DC
Richard P. Rock	Blue Mountain
Sharon Rollow	Atlanta
Ed M. Ronshausen	Central Florida
Bill Roper	Cal Club
Timothy R. Ross	Cincinnati
Marilyn Russell	Fort Wayne
James H. Schmuck	Chicago
Janet E. Schmuck	Chicago
Susan Schuster	Milwaukee
Tobin Schuster	Milwaukee
Jennifer Ann Schwartzott	Central Florida
Gloria Sheets	Ohio Valley
E. Ronald Shellenberger	Washington DC
James J. Shoemaker	Mahoning Valley
Robert R. Silvestro	San Diego
Bob Smethers	Oregon
Thomas W. Smolenski	Western Michigan
Mark Sommer	WN Ohio
Stephen R. Spector	Washington DC
Cal Steffen	Land O'Lakes
Marge Steffen	Land O'Lakes
Catherine Stegeman	Chicago

Karen J. Stewart	Cal Club
John R. Sutton	Chicago
Courtney Swanson	Blackhawk Valley
Herbert T. Sweeney	Washington DC
Jorma Takala	Central Florida
Charles Tanck	Finger Lakes
Thomas John Tomlinson	Cincinnati
Donna Tonkin	Ohio Valley
James P. Tornetta	South Jersey
Judith Troemel	Milwaukee
Benjamin Tyler	Cincinnati
Megan Tyler	Cincinnati
Mitchell Van Alstyne	Oregon
Connie J. VanSchuyver	Houston
Signa Vernholm	Oregon
Peter Villame	New England
Michael J. Wahl	North Carolina
Stanley Wantland	Washington DC
Michael L. West	Mid South
Robert F. West	Mid South
James C. Wheeler	Glen
Ashlyn Elizabeth White	Central Carolinas
David P. White	New England
Nathan Wesley White	Central Carolinas
George I. Witman	Blue Mountain
Dave Yahn	Milwaukee
Everett J. Zane	South Jersey
Scot Zediker	San Francisco
Joe Zirretta	Cal Club

20-29 DAYS

Bonnie Lines Aarseth	Oregon
Richard D. Alexander	Mohawk Hudson
Blondie Anderson	Land O'Lakes
Paul Anderson	Washington DC
Robert Anderson	New England
Bill Armitage	Cincinnati
James H. Averett	Lone Star
Collins Barber	Central Florida
Kathleen Barnes	New England
Donna Bastrzycki	New England
Kathy (Kat) Beime	Blackhawk Valley
Rick Bentson	Chicago
Bruce Howard Bettinger	Wichita
Kenneth E. Blackburn	North Carolina
George J. Bloeser	Philadelphia
Judith Bloeser	Philadelphia
Ann E. Bowling	Arkansas
Helga Brunner	San Francisco
Helga Brunner	San Francisco
Larry Buell	Buccaneer
Edward M. Capullo	New England
Linda M. Capullo	New England
Margaret (Maggie) Clark	Cal Club
Jan Coleman-Mitchell	Atlanta
Nan Conant	San Francisco
Stuart S. Cowitt	Florida
Robert Crawford	San Francisco
Robert Lee Crawford	Washington DC
Teresa Marie Daly	San Francisco
Linda Dent	Fort Wayne
Rhea L. Dods	San Francisco
Donald Drennon	Central Carolinas
Patty L. Dwyer	San Francisco
Thomas E. Fanning	New England
John Fred Frank	Continental Divide
Dave Fredrick	Central Florida
Alan Garside	Ohio Valley
Jim Graffy	Northwest
Susan W. Green	Blackhawk Valley
Lynne Hanushek	South Jersey
Al P. Harhay	Central Florida
George (Smokey) Harper	Northwest
Frederick J. Hawley	Western Michigan
Joseph L. Helser	Blackhawk Valley
Wanda Helser	Blackhawk Valley
Rick Henschel	Buccaneer
James R. Hildock	Central Florida
Paula Hildock	Central Florida
Dale S. Hoag	San Francisco
Dan Hodge	Ohio Valley
Robert J. Horansky	Buccaneer
Bob Hudson	Atlanta
Gordon L. Jones	Oregon
Dennis E. Joyce	Central Florida
Barry Kaplan	Steel Cities
Steve Kearney	Central Florida
Joseph Kirby	San Francisco
Bill Kirkwood	San Francisco
Chuck Knox	Cal Club
Jim Kosco	Florida
Jean Kurkowski	Central Florida
Larry H. Kurkowski	Central Florida
Karen O. Lamm	San Francisco
Mick Levy	Central New York
Darlyn Linka-Pettenati	San Francisco
Christopher A. Linkous	San Francisco
Gayle S. Lorenz	Washington DC
Sammi Marlis-Ronshausen	Central Florida
Susan C. Marshall	South Jersey
Fran Martin	Central Florida
Rich Mesick	Central Carolinas
Meg Meyer	South Jersey
Randi Miller-Graffy	Oregon

Margaret Mitchell	Florida
Bridget C. Moeller	Washington DC
Paul J. Moeller	Washington DC
John Molak	Central Florida
Ron Offutt	Buccaneer
Laura Osborn	Central Florida
Morris A. Pendleton	North Carolina
Karen Petersen	New England
Fred Peterson	San Francisco
Ginny Peterson	San Francisco
Pedro Prado	Central Florida
Tim Reardon	Central Florida
Richard Roberts	Milwaukee
Mary Lou Robson	San Francisco
Mark Russell	Florida
James Schanz	South Jersey
John Schmale	San Francisco
John F. Schrader	San Francisco
Paul Alan Schwemmer	Central Florida
Laurie J. Sheppard	New England
Ray Sizer	San Francisco
Bill Smith	Washington DC
Paula D. Spencer	Chicago
John M. Stewart	Cal Club
Heather Streets	San Francisco
David E. Sullivan	Chicago
Arthur K. Tapley	Texas
Dennis Troemel	Milwaukee
Barb Turner	Ohio Valley
D. Bruce Turner	Ohio Valley
Joshua Underwood	New England
William W. Von Suskil	South Jersey
Peter Watson	New York
Lyn Hodges Watts	Central Florida
Heidi S. Weir	Washington DC
David C. Welsh	Central Florida
Liz Yates	Central Florida
John (Skip) H. Yocom	Oregon
Ute Zettlitzer	Texas

30-39 DAYS

Stephan Bastrzycki	New England
Carolyn Bayer-Broring	Washington DC
Bill Blake	San Francisco
Sandra L. Carreiro	San Francisco
Wanda K. Cecil	South Carolina
Marcy H. Crawford	San Francisco
Jim Creighton	Atlanta
Kevin S. Cullen	San Francisco
Dana E. DeShong	Central Florida
Bruce Dover	North Carolina
Nancy L. Eubel	San Francisco
Michael Finn	Florida
William Lowe Gilliland	San Francisco
Dale Lee Gogel	Philadelphia
Bev Heilicher	Chicago
Paul D. Helberg	San Francisco
Stephanie G. Helberg	San Francisco
Patricia S. Hill	Central Florida
Claire Kelly	San Francisco
David J. Kettler	Milwaukee
Suzanne J. King	South Jersey
Scott M. Lucas	Central Florida
Michael M. Overstreet	Washington DC
Steve Pence	Washington DC
Sharon Priep	Central Florida
Seth A. Reid	San Francisco
Jim Rogaski	San Francisco
Linda Rogaski	San Francisco
Patti F. Snider	North Carolina
Sara D. Socher	Central Florida
Sylvia Jayne Springer	Central Florida
Marcia L. Ulise	San Francisco

40+ DAYS

Joyce P. Bakels	Central Florida
Patrick M. di Natale	Kansas City
William J. Dwyer Jr.	San Francisco
Terry Hanushek	South Jersey
Charles Leonard	Central Florida
Carol B. Reber	Washington DC
Bob Ricker	Florida
Steven D. Roberts	Kansas City
David G. Rollow	Atlanta
William P. Skibbe	Houston
Lori Vitagliano	Florida

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

**PHILOSOPHY**

The Club Racing Board's job is quite complex, with its members juggling the necessities of class growth with the need for overall rules stability. Those challenges have led to minimal but meaningful changes in classes like Formula Vee (LEFT) and B-Spec (BELOW).

CHANGING THE RULES

The SCCA Road Racing rulemaking process is a careful balance of checks and balances | **WORDS** Peter Keane, Chairman, Road Racing Board | **MAIN IMAGE** Jeff Loewe

Last month, we looked at the roles of SCCA's National Board of Directors (BoD), the Club Racing Board (CRB), and the CRB's Advisory Committees in regard to SCCA's Road Racing program. This month let's address some other frequently asked questions. One very popular question centers on who is ultimately responsible for determining class or category philosophies. Plus, if changes are made, what factors are considered?

Ultimately, it is the CRB's responsibility to determine class or category philosophies. Small changes to a class philosophy, like picking the performance envelope, are usually determined by an Advisory Committee with CRB approval. Significant changes in class or category philosophy are normally proposed by an Advisory Committee, supplemented with member input, and then approved by the CRB. These changes are then recommended to the BoD by the CRB, and the BoD then approves or denies the changes.

Several factors are considered when changing class or category philosophies. The Club has some classes, such as Formula Vee, that are steeped in tradition and tremendous discipline must be exercised to keep from disrupting their success. For other classes, the CRB will consider the class

or category tradition, motorsports trends, parts obsolescence, and other factors that are key to future success. Traditionally, the Club errs on the side of making changes in a slow and deliberate fashion to avoid disenfranchising existing competitors. We understand some people believe this philosophy has held the Club back, but we're working to improve this facet of the CRB.

Another frequent question revolves around how the CRB ensures decisions are made without bias. The first line of defense here is simply the integrity of CRB and Advisory Committee members extensively vetted prior to appointment. Next, if a CRB or Advisory Committee member has a stake in a topic, they can voice their opinion but are not allowed to vote on the matter. Then after an Advisory Committee makes a recommendation, the CRB performs another check-and-balance review of the topic.

The final defense against bias takes place when the CRB typically "tables" an issue to gather member input before presenting to the BoD. Thus, there are ample checks and balances to ensure rules are well vetted prior to implementation.

One final "hot topic" is what happens when the CRB and Advisory Committee



Clark McInnis

see things differently on a given topic, which happens occasionally. This most frequently happens when the CRB is convinced a decision is not the best for a class or category. What transpires is an open dialogue between members of the CRB and Advisory Committees before the topic is returned to the Advisory Committee for further consideration with commentary. If the committee and the CRB are steadfast in their disagreement, it ultimately rests on the CRB to make a final decision and notify the Advisory Committee chairperson.

It's important to note that the Club Racing Board does its very best to serve the greater good. These committees are made up of volunteers who are passionate about the SCCA. Passion brings opinions, and sometimes those opinions bring conflict, but the structure gives us opportunities to correct errors or missteps. Will every decision be popular with the membership? No, of course not, but if we follow the process, we have the greatest chance of making decisions that will keep the SCCA Road Racing program moving forward. We are committed to making the best decisions we can so that people can keep having fun with cars. 🏁

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LOOK AHEAD
(LEFT) If you rotate volunteer duties at your Region's autocrosses, you'll be diversifying the knowledgebase and helping ensure your Region will have a strong autocross program (BELOW) for years to come.

PLANNING FOR THE FUTURE

With preparation, it's not hard to put "success" in your Region's succession plan | **WORDS** Paul Brown | **MAIN IMAGE** Sean Rice

I've been competing in autocross events for close to four decades (yikes!), and in that time I've seen SCCA Regions rise and fall, sometimes multiple times. Certainly, some of that has to do with gaining and losing event sites, but most of it has to do with how Regions are organized, who's running the show and, importantly, who will next take the reins. Many Regions don't put much thought into succession plans, but when the same person does all of the behind-the-scenes work, should that person leave - well, things can quickly fall apart.

You may not think your Region needs a succession plan. After all, you have a great autocross site and entries are plentiful. Yes, site availability is a clear factor in a successful autocross program. When a Region has access to a fantastic location, the Region tends to thrive; when a Region loses its last high-quality site, however, the Region fades. To that end, some people have a knack for convincing reluctant site owners to allow SCCA members to put skid marks on their pavement; others do not. So, hypothetically, what if your coveted

autocross site is coming under new ownership and the talented member of your Region who helped attain the site in the first place has moved out of town. Has anyone learned the secrets to the original member's pitch? If not, your Region may be in for a world of hurt.

Region leadership should have a healthy sharing of responsibilities. Regional Executive duties can be rotated between different members on a regular basis, with the Assistant Regional Executive position being heir-apparent via hands-on training to eventually step into the RE position. And this model should apply to all levels of a Region's leadership.

An equitable division of work is also key. Regions that properly delegate responsibilities, thus never lumping an overwhelming amount of work on a single person, is the most sustainable model. In the process of delegating those tasks, the Region will be training multiple people in multiple roles - otherwise known as ensuring a succession plan.

It's not uncommon for a Region to have one person who has always been the RE (or



Rupert Berrington

Solo Director or secretary or webmaster) and does the lion's share of the work - not to mention makes most of the important decisions. But that kind of pressure can also be taxing. While some people thrive on the intensity, the problem comes when forces beyond the Region's control upset the apple cart. Perhaps that person has a job change and is forced to move? If nobody has been trained, chances are nobody really knows how to do the job. In cases like this, things can go from peachy keen to a complete nightmare in the blink of an eye.

None of this is to say that great leaders should not be utilized, nor is it implying that losing a fantastically talented leader is not a hit to a Region, but by planning for the future, losing a member - no matter how great - will not become disastrous for the Region. Everything, however, can be made easier with succession planning. Delegating, sharing the work, and rotating official positions are just different names for the same thing, and they all ultimately help do the same thing: put "success" in succession. 🍷



Did you know?

Trans Am presented by Pirelli is well-known for the purpose-built racecars of the TA and TA2 classes. But, Trans Am began as a series for production-based cars, and today that legacy is being fulfilled in the SGT and GT classes.

In all there are at least 74* models of production-based sports cars made between 1995 and 2018 that can find a place to race in Trans Am. Cars that have aged out of other series can still be quite competitive here.

What's more, Trans Am is one of the best values in professional racing making it ideal for current car owners and drivers racing elsewhere to get additional track time in a welcoming and supportive paddock.

If you want to know more, or learn if your car is eligible, get in touch.

>> tech@gotransam.com

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- | | |
|--------------|--------------|
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| Audi | Lamborghini |
| BMW | Maserati |
| Chevrolet | McLaren |
| Dodge | Mercedes-AMG |
| Ferrari | Panoz |
| Ford | Porsche |
| Ginetta | Sin |

*model count based on engine configurations





PICKING YOUR WEAPON

With three distinct drive types and relatively open rules, RallyCross offers a unique opportunity to compete in anything you like

WORDS Matt Wolfe | MAIN IMAGE Rupert Berrington

If you've been thinking of giving RallyCross a try, you may be wondering what makes for a good RallyCross car. The basic considerations of a RallyCross car aren't that different from other forms of amateur racing (how durable is the chassis and powertrain, are parts readily available, and so on), but there are

a handful of caveats. As with any cone-based motorsport, the vehicle's gearing needs to keep the motor on boil (30-55mph should be your target), and cars with low-hanging exhausts or oil pans may need a skid plate or other chassis protection. Also, vehicles with stock wheels over 18 inches in diameter may struggle to find appropriately sized tires.

Your ideal chassis will depend largely on what wheels you prefer sending power to. There are separate classes for front-wheel drive, rear-wheel drive, and all-wheel drive, so no matter which you choose you'll be competing against a similarly propelled vehicle. While the sport is relatively new, there are already plenty of proven chassis out there for whatever your preference is.

"The best part of this sport is that you don't need the absolute best chassis to have fun"

For front-wheel-drive lovers, the 1980s and '90s econo-boxes are hard to beat. CRXs, Civics, Integras, Escorts, Neons, Sentras, Proteges, Celicas, Golfs, Jettas, and other similar cars have all proven potent. The key with most of these vehicles is to find the correct trim level (for instance, an ACR or R/T Dodge Neon rather than a base model), as RallyCross does not differentiate between models. If you settle for a lesser trim level, you may be up against someone who didn't. Even so, slow cars can still be fast and fun in RallyCross – just ask Andy Thomas about the Hyundai Accent he used to RallyCross.

In rear-drive land, the answer is not always Miata. Though the NA and NB Miatas have been successful, vehicles like the MR2 and Boxster have a distinct advantage with their mid-engine layouts. Those with slightly fatter wallets can even pick up a 911 for the ultimate in rear weight bias. Fans of spinning triangles will be delighted to hear the FC Mazda RX-7 can still hang with the fast kids, and the BMW E30 chassis is also a solid choice. If you like to promote freedom with your right foot, the fox body Mustang is very entertaining on dirt, too.

The all-wheel-drive field at RallyCross events usually falls into two categories: those who have Subarus, and those who don't. The GC and GD Imprezas and their Mitsubishi rivals are all proven winners, but they aren't the only way to enjoy all-wheel-drive competition. For example, the Eclipse and other DSM stablenates are

TWO OR FOUR

RallyCross rules allow for a variety of vehicles to compete, from the ubiquitous WRX in the all-wheel-drive classes (BOTTOM) to unique VWs in rear-drive competition (BELOW). And no matter what you pick, you're bound to have a blast.



Dave Green



Dave Green

HI AGAIN

The Dodge Neon is an affordable but potent competitor in the front-wheel-drive classes.

getting rare these days, but there are more than a few still flinging dirt in RallyCross competition.

One important note: Should you choose a naturally aspirated variant of a car with an optional turbo, you will be up against their forced induction brethren even in the Stock class.

Ultimately, the best RallyCross car is often the one you enjoy

driving the most. The best part of this sport is that you don't need the absolute best chassis to have fun or finish well. We see all kinds of interesting choices like Festivas, Crown Victorias, Celicas, C3 Corvettes, Galant VR4s, Volvo 240s, and even the occasional AMC Eagle. Just show up and drive. I guarantee you'll have fun. 🍷



BACK FOR MORE
The Steel Haul RoadRally (LEFT and BELOW) is a proven rally that regularly attracts a healthy number of competitors and offers challenges for all skill levels.

IRON & STEEL

RoadRally is back at it for 2019, with creative challenges and a great turnout to boot | **WORDS & MAIN IMAGE** Rick Beattie

The 2019 SCCA National RoadRally events got a late start this year with the loss of the traditional February events in Arizona Border Region and the March events in South Jersey Region. That brought the start of the 2019 season to Steel Cites Region and the Steel Haul National Course RoadRally on April 27, 2019, followed the next day by the Iron Run Divisional Course RoadRally.

Fifteen teams were entered in both events, with slightly more than half of those entered in Equipped (Class E) and a nearly equal spread across Limited (Class L) and Stock (Class S). The events, which were both written by Rallymaster Chuck Larouere, started at the northern edge of Monroeville, a few miles east of the Pennsylvania Turnpike, and traveled east to towns along U.S. Route 22.

Larouere's first writing of a Steel Haul was in 1989 and he has kept at it for all but two years since then. Steve Gaddy and navigator Chris Bean took first overall and first in Equipped with 117 points on the Steel Haul and 16 points on the Iron Run. Together they won many of the 19 events Larouere has written.

"We just enjoy running together and solving traps on really tough course rallies," Gaddy says, explaining both the fun and the difficulty of the events.

Gaddy had a list of six things that make Larouere's events enjoyable: multiple traps per leg that hide the primary trap; unique traps that they haven't seen before; traps that are "loops" rather than the much less interesting pause traps; and the number of legs that typically exceed the minimum 18 required.

His two other comments that "all roads are equal" and "Western Pennsylvania roads are awesome" require a bit more information.

According to Gaddy, "Decent quality, unpaved roads are used without reservation and without special mention." The Western Pennsylvania roads were built over a few hundred years by the state, the county, or the local municipality, and then many were taken over by one of the other groups. That resulted in many types of road sizes, shapes, and intersection designs, with the placement and design of the road signs changing back and forth, seemingly at every intersection.

Bean describes them as, "Great Course rally roads due to the numerous protection and 'onto' traps that the roads naturally yield."

Finishing just behind Gaddy and Bean on the Steel Haul was the Equipped team of Jim Crittenden and navigator Frank Beyer. Beyer shared a three-page write-up of the event he sends to friends. In it he explained, Tour events are like "a Course



Chuck Larouere

rally except the [Course] instructions are murky, devious, convoluted, and designed to trick/trap you into leaving the course and getting hoodwinked...Chess on Wheels."

He also mentioned that, "[At] one crossroad, by my estimate, we had nine options to consider before we could figure out which way to go, circling our way through a business park in search of the hidden checkpoint."

Beyer admits that during lunch after the Sunday Iron Run, he "would have paid admission to watch these folks debate whether each side of a sign is a separate sign - or not. Okay, I'm a confirmed rally geek."

In Limited both days, the team of Jeanne English and navigator Karl Broberg took first in class honors with 447 and 261 points, respectively. Stock Class on the Steel Haul was won by Jim Wakemen and navigator Clyde Heckler with 658 points. On the Sunday Iron Run, Jessica and navigator J Toney took first with 227 points.

Heckler liked the shorter event on Sunday, as it gave a "start on the journey home." He also enjoyed "the difficulty side" of the typical Steel Haul event. And, there was one last important note. "I was also encouraged by the excellent turnout of the events," he says. "Hopefully, that will continue." 🍷



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HEAVY LIFTING

Volunteers and International Motor Racing Research Center staffers worked diligently to locate and then relocate large capacity file cabinets (LEFT and BELOW) to house some of the larger pieces of motorsports history that reside in the SCCA Archives (RIGHT).

answered the call and commenced a nationwide search for specialized large format, flat storage cabinets of the type often found at architectural firms and art studios. An initial lead to used cabinets in an abandoned office in Oklahoma did not pan out, but a second lead to a source in Roanoke, Va., resulted in pay dirt - 11 five-drawer steel cabinets and one 10-drawer cabinet in excellent condition and available immediately. Bob even negotiated for the drawers to be delivered to the IMRRC's storage facility in Montour Falls, N.Y.

Thanks to the generous donations of so many people during the year, including participation in the popular annual Sweepstakes fundraiser (reminder: tickets for the F1 VIP trip and Skip Barber school are still on sale until Sept. 3), the Foundation was able to fully fund the purchase and delivery of the desperately needed storage cabinets. "The new flat storage cases are the best way to preserve the oversized graphics of the SCCA Archives," explains Archives technician Rick Hughey. "We have tons of posters, circuit maps, racecar blueprints, and some autographed flags from the Runoffs."

When the SCCA Archives relocated to the IMRRC, in consideration of the space and storage constraints, Head Archivist Jenny Ambrose had her team concentrated on other parts of the collection for which there were available storage facilities. The ability to now work with the large-format items opened a whole new world of what she describes as hidden treasures.

"Now that we have the new cabinets, the SCCA Archives technicians started the process of unpacking and unrolling the large-format graphics," explains Ambrose. "The early race posters from tracks and air bases from all over the country that Joe and Rick have discovered so far are truly remarkable. These posters from the 1950s and 1960s nicely complement the Archive's many early race programs, another strength of the SCCA collection."

Having this important collection of SCCA history preserved in the right manner in the proper facilities for doing so continues to be a core mission of the SCCA Foundation. The

THE BIG PICTURE

The SCCA Archives strives to preserve a racing treasure trove that isn't necessarily a standard size

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

Sometimes people struggle to see the big picture. But in the case of the SCCA Archives, the challenge was properly *storing* the big picture - literally finding place to properly preserve the many oversized items that comprise an important part of the collection. And to that end, SCCA Archives technicians at the International Motor Racing Research Center (IMRRC) in Watkins Glen reached out to the SCCA Foundation for help in finding a solution for SCCA's larger items in the Archives.

Foundation Board member Bob Eddy





great work being done by Ambrose and team at the IMRRC would not have been possible without the generous support of so many SCCA members over the years. But most particularly, we remember and honor the significant contribution of longtime SCCA member R. David Jones in financing the relocation of the several trailer-loads of materials to Watkins Glen. While we will miss his presence at our Club meetings and events, his legacy continues to benefit the SCCA through the ongoing work to preserve the Archives. 🏁

OFF TO THE RACES SWEEPSTAKES

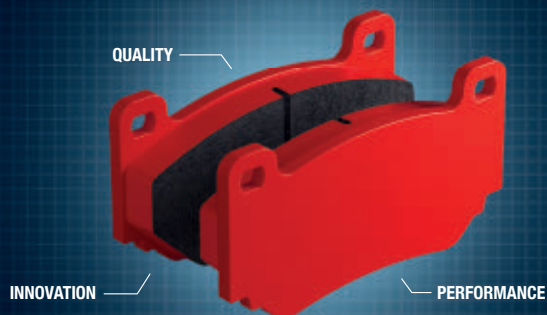
Donors to the SCCA Foundation will receive sweepstakes tickets for a chance to win a Grand Prize of a trip for two to the 2019 Formula 1 U.S. Grand Prix. The package includes VIP Suite passes, special access to the SCCA Pro Racing F4 race and banquet, and \$3,000 in cash for travel expenses. This year's drawing will have a second prize for two entries to the Skip Barber One Day Racing Program. The sweepstakes fundraiser closes Sept. 3, so head to www.WinFormula1Trip.org now!

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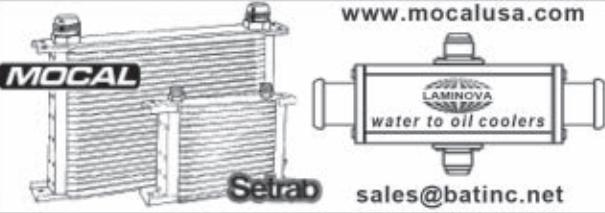
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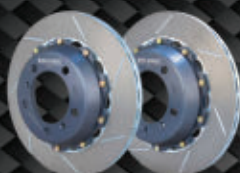
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SPORTS CAR CLUB OF AMERICA JULY 2019
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU

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:



G-LOC Brakes offers all SCCA members a 10-percent discount on its G-LOC Brakes products.



Goodyear Tire is offering SCCA members 30-percent off their Endurance trailer tire line and select commercial truck tires for RVs and transporters.



Lincoln Electric is offering a 20- to 40-percent discount on a variety of welding machines and plasma cutters.



Hagerty is offering SCCA members a 5-percent discount to protect their investments, including collector cars, motorcycles, racecars, and boats, as well as a 5-percent discount on annual insurance policies. Plus, 30-percent off on-track insurance for Track Night in America events.



Shirts101 offers SCCA members

10-percent off any order of \$50 or more at www.sccagear.com.

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.



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.
Loshak (TA); Matos (TA2); Kleeman (SGT)
May 3-5 Laguna Seca, Calif.
Francis Jr. (TA); Miller (TA2); Leuenberger (SGT)
May 24-27 Lime Rock Park, Conn.
May 31-Jun 2 Detroit Grand Prix, Mich.
Aug 1-4 Indianapolis Motor Spdwy, Ind.
Aug 8-10 Mid-Ohio Sports Car Course, Ohio
Aug 22-24 Road America, Wis.
Sep 5-8 Watkins Glen International, N.Y.
Sep 20-22 VIRginia International Raceway, Va.
Oct 4-6 Circuit of the Americas, Texas
Nov 14-16 Daytona Speedway, Fla.

TRANS AM WEST COAST C'SHIP

Apr 12-14 Thunderhill Raceway Prk, Calif.
Pickett (TA); McAllister (TA2); Eagleton (GT)
Apr 26-28 Auto Club Speedway, Calif.
Gregg (TA); Rosseno (TA2);
May 3-5 Laguna Seca, Calif.
Gregg (TA); McAllister (TA2); Marcosh (GT)
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.
Wilson; Porto; Car**
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
** provisional race results*



FORMULA 3 f3americas.com

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

F1600, F2000, AND ATLANTIC CHAMPIONSHIP SERIES

formularacepromotions.com
Apr 18-20 Road Atlanta, Ga.
May 10-12 Watkins Glen, N.Y.
Jun 28-30 Mid-Ohio Sports Car Course, Ohio
Jul 26-28 VIRginia Int'l Raceway, Va.
Aug 2-4 Pittsburgh Int'l Race Complex, Pa.
Aug 23-25 Summit Point, Motorsports Park, W. Va.
Sep 13-15 Jew Jersey Motorsports Park, N.J.

RADICAL CUP

radicalsportscars.com

Apr 26-28 VIRginia Int'l Raceway, Va.
May 17-19 Barber Motorsports Park, Ala.
Jun 20-23 Road America, Wis.
Aug 9 Portland Int'l Raceway, Ore.
Sep 27-29 Sonoma Raceway, Calif.
Nov 14-16 Circuit of the Americas, Texas



Date Track/Region

Phone numbers are for region registrars



HOOSIER SUPER TOUR

scca.com/supertour

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

Jun 21-23 Watkins Glen Int'l, N.Y.
Jul 13-14 Thompson Speedway, Conn.
Jul 20-21 NJMP, N.J.

NORTHERN CONFERENCE

Jun 14-16 Road America, Wis.
Jul 13-14 Road America, Wis.
Aug 10-11 Grattan Raceway, Mich.

SOUTHEAST CONFERENCE

Jun 29-30 Roebeling Road, Ga.

MID-STATES CONFERENCE

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

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

RACING CAPITAL

Trans Am returns to Indianapolis Motor Speedway this August for a throwdown battle to the checker.



Chris Clark

WESTERN CONFERENCE

Jul 26-28 Laguna Seca, Calif.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

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

REGIONAL/DIVISIONAL

NORTHEAST nediv.org

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.orgJun 8-9 # Charlotte Motor Speedway/
Central Carolinas

Jun 8-9 v Sebring/Central Florida

Jun 22-23 # Homestead/Florida

Jun 29-30 Roebing 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 Roebing Road/Buccaneer

Nov 30-Dec 1 Sebring/Central Florida

Alabama, Tennessee (256-200-5541)

Atlanta (770) 617-0801

Buccaneer (912) 398-0147

Central Carolinas (704) 898-0141

Central Florida (407) 415-8714

Florida (561) 654-3396

North Carolina (919) 423-6015

SEDiv (704) 575-5960

South Carolina (704) 575-5960

CENTRAL cendiv-scca.org

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



Gavin Baker

PRO RACING

WHAT F4 and F3 Americas

WHEN July 25-28, 2019

WHERE Alton, Va.

The F4 and F3 Americas series head to VIRginia International Raceway in the continuing battle for the overall championships.

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

Jul 6-7 High Plains Raceway/Colorado

Aug 24-25 High Plains Raceway/
ColoradoOct 26-27 La Junta Raceway/
Continental DivideColorado amstine45@gmail.com

Continental Divide

amstine45@gmail.comNORTHERN PACIFIC norpacscca.org

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

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

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 sedivacing.org

Jul 20-21 Sebring/Central Florida

Central Florida (407) 415-8714

SOUTHWEST sowdivscca.orgNov 8-10 R Eagles Canyon Raceway/
Texas

Texas (469) 878-1584

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

Bob Bondurant School

(800) 842-7223 bondurant.com

MSR Houston

(281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Porsche Sport Driving School

(888) 204-7474 porschedriving.com

Simraceway Performance Driving Center

(800) 733-0345

simracewaydrivingschool.com

Skip Barber Racing School

(866) 932-1949 skipbarber.com

Spring Mountain Advanced Driving School

(800) 391-6891

springmountainmotorsports.com

NOVICE PERMIT / SCHOOL

AND EVENT CREDIT

Allen Berg Racing School

(888) 722-3220

allenberggracingschools.com

Bertil Roos Racing School

(800) 722-3669 racenow.com

Bob Bondurant School

(800) 842-7223 bondurant.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 go4itservices.com

Primal Racing School

(770) 573-1010 primal.racing

Pro Drive Racing School

(503) 285-4449 prodrive.net

Proformance Racing School

(253) 630-5130

proformanceracingschool.com

Simraceway Performance Driving Center

(800) 733-0345

simracewaydrivingschool.com

Skip Barber Racing School

(866) 932-1949 skipbarber.com

NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School

(888) 722-3220

allenberggracingschools.com

Danny McKeever's Fast Lane Racing School

(888) 948-4888 raceschool.com

CALENDAR KEY

All dates/events subject to change

= Enduro

CR = Course Rally

CT = Club Trial

HC = Hill Climb

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class

NC = National Course

NT = National Tour

CRE = Club Racing Experience

r = Restricted

Ro = Runoffs qualifier

RT = Regional Tour

SR = Social Rally

TT = Time Trial

TE = Track Event

v = Vintage

Email addresses for registrars and event

organizers available at www.scca.com

FOR CHANGES

Club Racing (785) 232-7229

Solo, RoadRally (785) 232-7656

RallyCross (785) 357-7259



OFFICERS

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Assistant Treasurer PETER JANKOVSKIS

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Main: (785) 357-7222

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www.scca.com

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MINDI PFANNENSTIEL

Senior Director of Solo and Rally

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DEANNA FLANAGAN

Director of Experiential Programs

HEYWARD WAGNER

Director of Region Development

CHRIS ROBBINS

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Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

www.sccapro.com

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www.scca-e.com

President & CEO ROBEY CLARK

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(951) 741-6501; jisley@scca.com

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

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(503) 330-3010; jzurschmeide@scca.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**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**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**Jun 13 TE** Milwaukee Mile/Milwaukee
Jun 24 TE Road America/Milwaukee**Jul 5 TE** Autobahn/Chicago
Jul 11 TT Milwaukee Mile/Milwaukee**Jul 29 TE** Blackhawk Farms/Chicago
Aug 9 TE Autobahn/Chicago**Aug 23 TE** Autobahn/Chicago
Sep 5 TE Milwaukee Mile/Milwaukee**Sep 15 TE** Autobahn/Chicago
Sep 21 TT/TE Milwaukee Mile/Milwaukee**Chicago** (847) 729-2211**GREAT LAKES** greatlakes-scca.org**Aug 2 TT** Mid-Ohio/Cincinnati
Oct 25 TT Mid-Ohio/Ohio Valley**Cincinnati** (330) 460-6706
Ohio Valley (330) 460-6706**MIDWEST** midiv.org**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**Oct 8 TE** Gateway Motorsports Park/
St. Louis**AVRG** btymartin@aol.com
DMVR, Nebraska (515) 290-0460
St. Louis, Illinois registrar@stlscca.org**SOUTHWEST** sowdivscca.org**Jun 29 TT** Circuit of the Americas/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** norpac-scca.org**Aug 3 TT/TE** Thunderhill Raceway Park/
Reno**Aug 10-11 TT** Portland Int'l Raceway/Oregon
Sep 7 TT/TE Thunderhill Raceway Park/
Reno**Sep 14-15 TT** Portland Int'l Raceway/Oregon
Oct 12 TT/TE Thunderhill Raceway Park/
Reno**Oregon** (503) 730-9007
Reno (775) 450-1393
San Francisco (530) 934-4455**SOUTHERN PACIFIC****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****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./**July 10, Aug. 7, Sept. 11**
Auto Club Speedway, Calif./**June 22, Aug. 24**
Blackhawk Farms, Ill. /June 12,**July 10, Aug. 7, Sept. 11**
Carolina Motorsports Park, S.C./**June 26, Aug. 6, Sept. 10, Oct. 16**
Charlotte Motor Speedway,**N.C./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./June**27, Aug. 15, Sept. 19**
GingerMan Raceway, Mich./June**13, July 17, Aug. 8, Sept. 12**
Harris Hill Raceway, Texas/**Sept. 18, Oct. 16**
Heartland Motorsports Park, Kan./June**13, July 12, Aug. 8, Sept. 19, Oct. 17**
High Plains Raceway, Colo./**July 17, Aug. 14, Sept. 18**
Lime Rock Park, Conn./June 13**Memphis International Raceway, Tenn./****June 11, July 9, Aug. 13, Sept. 10**
MotorSport Ranch, Texas/Sept. 17, Oct. 15**New Jersey Motorsports Park, N.J./****June 25, July 24, Aug. 13, Sept. 10**
Pacific Raceways, Wash./June 21, July 17**Palm Beach International Raceway,****Fla./June 18, Aug. 20, Sept. 17,****Oct. 22, Nov. 12, Dec. 10**
Palmer Motorsports Park, Mass./**June 27, July 18, Aug. 8, Sept. 5**
Pittsburgh International Race Complex,**Penn./June 22, July 23, Aug. 14, Sept. 11**
Pocono Raceway, Pa./June 13,**July 11, Aug. 27, Sept. 16**
Portland International Raceway,**Ore./July 5, Aug. 9**
Ridge Motorsports Park, Wash./**July 23, Aug. 7, Sept. 12**
Road Atlanta, Ga./June 27, July 26**Sebring International****Raceway, Fla./Sept. 12**
Thompson Speedway Motorsports**Park, Conn./June 18, July 11, July****30, Aug. 22, Sept. 12, Oct. 3**
Thunderhill Raceway Park, Calif./**June 13, Aug. 15, Sept. 12**
VIRGINIA International**Raceway, Va./July 25****SEASIDE**
San Francisco Region's race
weekend at the end of August
at Laguna Seca is guaranteed
to bring amazing racing.

Barbara Prolos

ROAD RACING**WHAT** Regional racing**WHEN** July 27-28, 2019**WHERE** Summit Point, W. Va.Washington DC Region
hosts a Regional weekend of
racing excitement at Summit
Point Motorsports Park.**STREET SURVIVAL SCHOOLS****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**Jul 20** Lancaster County Public Safety
Training Center/Susquehanna**Aug 10** Chicagoland Speedway/Chicago
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**Jul 5-7** Bristol Motor Speedway, Tenn.
Jul 12-14 Hampton Mills Lumber Yard,
Wash.**Jul 26-28** Grissom Aeroplex, Ind.
TIRE RACK® SCCA SOLO**NATIONAL CHAMPIONSHIPS**
Sep 3-6 Lincoln Airpark, Neb.**TIRE RACK® SCCA PROSOLO**
Mar 29-31 Crows Landing, Calif**Wong (Super); Wong (Ladies)**
Apr 5-7 Auto Club Speedway, Calif.**Otis (Super); Fisher (Ladies)**
Apr 12-14 Grenada Municipal Arprt, Miss.**Challenges cancelled**
May 3-5 New Meadowslands Sports
Complex, N.J.**Challenges cancelled**
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.**
Jul 3-5 Bristol Motor Speedway, Tenn.**CAM CHALLENGE**
Jun 14-16 San Diego Credit Union
Stadium, Calif.**Aug 9-11** Grissom Aeroplex, Ind.
Sep 3-4 Lincoln Airpark, Neb.

Jay Benvenuti

ENDURE AND CONQUER.

MAXXIS®
TIRES



VICTRA VR-1

Extreme Summer Radial

UTQG: 200 AA A

Tread Depth: 9/32nds

Wheel Diameter: 15" – 18"

**New improved S2
compound available in
select sizes***

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ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

Suzanne E. Cooper 6/1/1954 Chicago
Wm E Wuesthoff 6/1/1954 Milwaukee

60-YEAR MEMBERS

William Phaneuf 6/1/1959 Ohio Valley
Harry M. Ward 6/1/1959 Northwestern Ohio

55-YEAR MEMBERS

George Bovis 6/1/1964 Chicago
Terry Jesk 6/1/1964 Chicago
Dan Parkinson 6/1/1964 Cal Club

50-YEAR MEMBERS

John De Seyn 6/1/1969 Finger Lakes
Aidan Gomez 6/1/1969 San Diego
Phillip G. Hollenbeck 6/1/1969 Glen
Robert Roland Wood, 6/1/1969 New England

45-YEAR MEMBERS

W. Kirk Hopkins 6/1/1974 Mahoning Valley
Gary L. Kuntz 6/1/1974 San Francisco
John R. LaRondeau 6/1/1974 Nebraska
Elizabeth Neilsen 6/1/1974 San Francisco
Jim Wheeler 6/1/1974 Kansas City

40-YEAR MEMBERS

Thomas E. Johnston 6/1/1979 Northwest
Dennis M. Dobkin 6/1/1979 Central Florida
Michael Guterman 6/1/1979 Oklahoma
Maureen I. Harris 6/1/1979 New York
R. Scott Holton 6/1/1979 Atlanta
Robert Osann Jr. 6/1/1979 San Francisco

35-YEAR MEMBERS

Timothy D. Blakeley 6/25/1984 Texas
Douglas R. Brown 6/25/1984 Ohio Valley
Joanne B. Brown 6/25/1984 Ohio Valley
Robert L. Dalziel 6/8/1984 Western Michigan
Randy Gruening 6/19/1984 San Francisco
Rodger J. Gryns 6/22/1984 Atlanta
Diana S. Heffron 6/15/1984 Central New York
David Hester DPH 6/25/1984 Chattanooga
Earl G. Hurlbut 6/27/1984 Finger Lakes
Mark A. Imig 6/15/1984 Milwaukee
Kay L. Imig 6/15/1984 Milwaukee
Thomas S. Kaufman 6/25/1984 Florida
Bruce Kolker 6/12/1984 Northern New Jersey
Raymond G. LaRue 6/27/1984 Colorado
Marylane LaRue 6/27/1984 Colorado
Scott Lewis 6/8/1984 Fort Wayne
Kathleen Gerlinde Lewis 6/8/1984 Fort Wayne
Frederick L. Manuel 6/13/1984 Delta
Jim Mason 6/8/1984 Blue Ridge
Nancy J. Moore 6/27/1984 New England
Steven M. Moorhead 6/19/1984 NE Pennsylvania
Thomas M. Peet 6/28/1984 Detroit
Susan Raffaele 6/19/1984 Central Florida
Neil Wayne Roberts 6/15/1984 San Diego
Richard Robinson 6/13/1984 Lake Superior
Paul A. Russ 6/26/1984 Cincinnati
Elizabeth H. Scannell 6/19/1984 New England
Bill Seifert 6/25/1984 Tennessee
Vartkes Gary Semerdjian 6/28/1984 San Francisco
Terrence R. Sorenson 6/27/1984 Milwaukee
Timothy Suddard 6/25/1984 Buccaneer
Kenneth Arthur Weld 6/25/1984 Central Florida

30-YEAR MEMBERS

Menas Akarjalian 6/30/1989 Central Florida
Timothy D. Allen 6/30/1989 Kansas City
Diane Arthur 6/30/1989 Detroit
Thomas Ashbaugh 6/23/1989 Steel Cities
Donald H. Baggett 6/9/1989 Atlanta
Jon Barkee 6/27/1989 Oregon
David B. Baughman 6/20/1989 Kentucky
Julian F. Bowes 6/9/1989 Red River
Mark Brandow 6/14/1989 Land O'Lakes
Glenn R. Conklin 6/27/1989 Washington DC
Christopher A Cox 6/12/1989 San Francisco
Carol B. Davis 6/5/1989 Steel Cities
Raul Bob De Cardenas 6/1/1989 Central Florida
Douglas E. Gollnick 6/28/1989 Buccaneer
Wendy J. Gorman 6/22/1989 Land O'Lakes
Michael J. Gorman 6/22/1989 Land O'Lakes
Hayes H. Harris 6/7/1989 Florida
Karl F. Iochum 6/7/1989 Philadelphia
Margaret Iochum 6/7/1989 Philadelphia
Richard C. Iverson 6/9/1989 Land O'Lakes
H. Patrik Lundin 6/22/1989 Oregon
R. John Lye 6/14/1989 Washington DC
Gregory F March 6/27/1989 New York
Dean Miyashiro 6/30/1989 San Francisco
Patricia M. Moorhead 6/22/1989 NE Pennsylvania
Keith Robert Moran 6/5/1989 Milwaukee
Steven F. Osheal 6/5/1989 Alabama
Maura Perry 6/29/1989 Northern New Jersey
Philip J. Pizzoferrato 6/21/1989 Mohawk Hudson
Gwenda Plush 6/27/1989 Washington DC
Richard D. Reenan 6/6/1989 Cincinnati
Tony Rivera 6/26/1989 San Diego
Gordon F. Roberts 6/5/1989 Florida
M. Allen Sanders II 6/30/1989 Tennessee
Priscilla Seuss 6/27/1989 New England
C. David Seuss 6/27/1989 New England
Thomas W. Smolenski 6/13/1989 Western Michigan
Michael J. Snyder 6/28/1989 Washington DC
Erik S. Talbot 6/5/1989 Des Moines Valley
Kelly Toombs 6/30/1989 Kansas City
Andy Williams 6/27/1989 Snake River
Susan Yacovelli 6/19/1989 New York
Greg Youngdahl 6/9/1989 Land O'Lakes

25-YEAR MEMBERS

Henny Hemmes 6/16/1994 New York
Roland Bauer 6/23/1994 Central Florida
Ellis Blanton 6/23/1994 Central Florida
Rick Cardenas 6/8/1994 Texas
Dave Carlson 6/22/1994 Milwaukee
Daniel Chesanow 6/21/1994 Chattanooga
Debbie Crow 6/27/1994 Northwestern Ohio
Gerrit D'Abiaing IV 6/15/1994 Houston
David L. Fershtand 6/2/1994 Texas
Virginia French 6/15/1994 Wichita
Gordon Gollehon 6/23/1994 Southwest Montana
Bruce R. MacDonald 6/28/1994 Detroit
Dan Marx 6/30/1994 Central Illinois
Nigel D. Mathias 6/21/1994 Ohio Valley
David Newman 6/27/1994 Philadelphia
Janell L. Petzko 6/27/1994 Philadelphia
Christopher J. Pluta 6/8/1994 Finger Lakes
Jude Rudder 6/16/1994 Southern Illinois
Joel R. Schweers 6/23/1994 Houston
Tonya M. Smith 6/23/1994 Ohio Valley
Delayne Stokke 6/2/1994 Des Moines Valley
Lloyd Sutherland 6/2/1994 Florida
Roy H. Tunby 6/23/1994 Southwest Montana
Erik Vandermeij 6/28/1994 Chicago
James Walker Jr. 6/2/1994 Detroit

Pennsylvania

Jul 14 Oswego County Airport/Central New York
Jul 14 Moore Airfield/New England
Jul 20 FedEx Field/Washington DC
Jul 20 Seneca Army Depot/Western New York
Jul 20 Ebensburg Airport/Allegheny Highlands
Jul 21 Monegan Sun Arena at Casey Plaza/NE Pennsylvania
Jul 21 Moore Airfield/New England
Jul 21 New Meadows Sports Complex/Northern New Jersey
Jul 28 Oswego County Airport/Central New York
Jul 28 Pittsburgh Int'l Race Complex/Steel Cities
Jul 28 Bader Field/South Jersey
Aug 4 Empire State Aeroscience Museum/Mohawk Hudson
Aug 4 Spooky Nook Sports/Susquehanna
Aug 4 Mid-States Regional Airport/Central Pennsylvania
Aug 4 New Meadows Sports Complex/Northern New Jersey
Aug 9 Seneca Army Depot/Finger Lakes
Aug 10 Regency Furniture Stadium/Washington DC
Aug 11 Pittsburgh Int'l Race Complex/Steel Cities
Aug 17 Ebensburg Airport/Allegheny Highlands
Aug 17 Seneca Army Depot/Finger Lakes
Aug 17 FedEx Field/Washington DC
Aug 17 Warminster Community Park/Philadelphia
Aug 18 Empire State Aeroscience Museum/Mohawk Hudson
Aug 18 Mohegan Sun Arena 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 FedEx Field/Washington DC
Aug 24 Spooky Nook Sports/Susquehanna
Aug 24 NYCB Live at Nassau Veterans Memorial/New York
Aug 25 Pineview Run Auto & Country Club/Central New York
Aug 25 Centre County Public Safety Center/Central Pennsylvania
Sep 8 Pineview Run Auto & Country Club/Central New York
Sep 14 Pocono Raceway/NE Pennsylvania
Sep 15 Xerox Corporation/Finger Lakes
Sep 15 Pittsburgh Int'l Race Complex/Steel Cities
Sep 15 Warminster Community Park/Philadelphia
Sep 15 Splish Splash Water Park/New York
Sep 15 Bader Field/South Jersey
Sep 21 Ebensburg Airport/Allegheny Highlands
Sep 21 FedEx Field/Washington DC
Sep 22 Empire State Auto & Country Club/Mohawk Hudson
Sep 22 Jones Beach State Park/New York
Sep 22 Moore Airfield/New England
Sep 28 FedEx Field/Washington DC
Sep 29 Pittsburgh Int'l Race Complex/Steel Cities
Sep 29 Spooky Nook Sports/Susquehanna
Sep 29 Jones Beach State Park/New York
Sep 29 Centre County Public Safety Center/Central Pennsylvania
Oct 5 Jimmy Stewart Airport-Indiana County Airport/Allegheny Highlands
Oct 5 Spooky Nook Sports/Susquehanna
Oct 6 Moore Airfield/New England
Oct 6 Warminster Community Park/Philadelphia
Oct 6 Splish Splash Water Park/New York

STARTING LINE SCHOOLS

Sep 14 Atlanta Motor Speedway, Ga./Atlanta

Nov 16 Crows Landing, Calif./San Francisco

REGIONAL

[NORTHEAST nediv.org](http://NORTHEAST.nediv.org)

Jun 14 Pocono Raceway/NE Pennsylvania

Jun 15 New Era Field/Western New York

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 Pittsburgh Int'l Race Complex/Steel Cities

Jun 22 FedEx Field/Washington DC

Jun 23 Mid-State Regional Airport/Central Pennsylvania

Jun 29 Jimmy Stewart Airport-Indiana County Airport/Allegheny Highlands

Jun 29 NYCB at Nassau Veterans Memorial/New York

Jun 30 Oswego County Airport/Central New York

Jun 30 Empire State Aeroscience

Museum/Mohawk Hudson

Jun 30 Pittsburgh Int'l Race Complex/Steel Cities

Jun 30 Moore Airfield/New England

Jul 6 NYCB at Nassau Veterans Memorial/New York

Jul 6 New Era Field/Western New York

Jul 6-7 Bader Field/South Jersey

Jul 11 Pocono Raceway/NE Pennsylvania

Jul 13 Seneca Army Depot/Finger Lakes

Jul 13 FedEx Field/Washington DC

Jul 13 Warminster Community Park/Philadelphia

Jul 13 Mid-State Regional Airport/Central

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**ROAD TO VICTORY**

Atlanta Region returns to Road Atlanta on July 27-28 for Regional sprint racing and an endurance.

Carm McInnis

Oct 12 Lyscom Mall/NE Pennsylvania
Oct 13 Splish Splash Water Park/New York
Oct 13 Regency Furniture Stadium/Washington DC
Oct 13 Bader Field/South Jersey
Oct 19 Mid-State Regional Airport/Central Pennsylvania
Oct 26 Pittsburgh Int'l Race Complex/Steel Cities
Nov 3 Moore Airfield/New England
Nov 3 Bader Field/South Jersey

SOUTHEAST sedivrracing.org

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 Hunt Army Stagefield/Wiregrass
Jul 14 NCM Motorsports Park/Tennessee
Jul 20 Bristol Motor Speedway/Eastern Tennessee
Jul 20-21 USMC Marine Corps Air Station Cherry Point/North Carolina
Aug 3 Daytona International Speedway/Central Florida
Aug 4 Bristol Motor Speedway/Eastern Tennessee
Aug 10 Atlanta Motor Speedway/Atlanta
Aug 11 Hunt Army Stagefield/Wiregrass
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
Sep 28 Daytona International Speedway/Central Florida
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

Jun 15 Mossville Caterpillar Lot/Central Illinois
Jun 16 Route 66 Raceway/Chicago
Jun 23 Iowa National Guard/Great River
Jul 14 Quad City Downs/Great River
Jul 20 Minnesota College/Land O' Lakes
Jul 21 Chicagoland/Chicago
Aug 4 Whiteside County Airport/Great River
Aug 11 Chicagoland Speedway/Chicago
Aug 18 Minnesota College/Land O' Lakes
Aug 25 Iowa National Guard/Great River
Aug 31 Route 66 Raceway/Chicago
Sep 1 Iowa National Guard/Great River
Sep 15 Quad City Downs/Great River
Sep 28 Route 66 Raceway/Chicago
Sep 29 La Crosse Fairgrounds Speedway/Land O' Lakes
Oct 6 Iowa National Guard/Great River
Oct 13 Route 66 Raceway/Chicago
Oct 19 Route 66 Raceway/Chicago

GREAT LAKES greatlakes-scca.org

Jun 21 Eaton Test Facility/Western Michigan
Jun 22 Grissom Aeroplex/Indianapolis
Jun 22 Mid-American Air Center/Southern Indiana
Jun 23 LFUCG Training Pad/Central Kentucky
Jun 29 Portage High School/Indiana Northwest
Jun 30 Allen County War Memorial Coliseum/Fort Wayne
Jun 30 Blue Grass Stockyards Regional Market/Central Kentucky
Jun 30 Walesboro Cummins Test Site/Columbus
Jul 7 Portage High School/Indiana

Northwest
Jul 7 Mid-American Air Center/Southern Indiana
Jul 13 City of Eastlake Municipal Parking Lot/Neohio
Jul 14 Allen County War Memorial Coliseum/Fort Wayne
Jul 14 Owens Community College/Northwestern Ohio
Jul 14 LFUCG Training Pad/Central Kentucky
Jul 14 Walesboro Cummins Test Site/Columbus
Jul 20 Toledo Express Airport/Northwestern Ohio
Jul 21 Indianapolis Speedrome/Indianapolis
Jul 21 Mid-American Air Center/Southern Indiana
Aug 3 Grissom Aeroplex/Indianapolis
Aug 4 City of Eastlake Municipal Parking Lot/Neohio
Aug 11 LFUCG Training Pad/Central Kentucky
Aug 11 Owens Community College/Northwestern Ohio
Aug 16 Grissom Aeroplex/Indianapolis
Aug 18 Mid-American Air Center/Southern Indiana
Aug 25 Purdue Fort Wayne/Fort Wayne
Aug 25 Lake County Government Center/Indiana Northwest
Aug 25 Toledo Express Airport/Northwestern Ohio
Aug 25 Walesboro Cummins Test Site/Columbus
Aug 25 LFUCG Training Pad/Central Kentucky
Aug 31 Grissom Aeroplex/Indianapolis
Sep 7 City of Eastlake Municipal Parking Lot/Neohio
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 22 Toledo Express Airport/Northwestern Ohio
Sep 29 LFUCG Training Pad/Central Kentucky
Sep 29 Allen County War Memorial Coliseum/Fort Wayne
Sep 29 City of Eastlake Municipal Parking Lot/Neohio
Sep 29 Walesboro Cummins Test Site/Columbus
Oct 6 Owens Community College/Northwestern Ohio
Oct 6 Whitaker Bank Legends Stadium/Central Kentucky
Oct 6 Indiana State Fairgrounds/Indianapolis
Oct 6 Mid-American Air Center/Southern Indiana
Oct 13 Mid-American Air Center/Southern Indiana
Oct 13 Lake County Government Center/Indiana Northwest
Oct 19 City of Eastlake Municipal Parking Lot/Neohio
Oct 20 Walesboro Cummins Test Site/Columbus
Oct 27 Purdue Fort Wayne/Nort Wayne
Oct 27 Grissom Aeroplex/Indianapolis
Oct 28 Whitaker Bank Legends Stadium/Central Kentucky
Nov 3 Walesboro Cummins Test Site/Columbus
MIDWEST midiv.org
Jun 15 Heartland Motorsports Park/Kansas
Jun 16 Yoder Autocross Site/Wichita
Jun 23 Crowder College/Ozark Mountain
Jun 21-23 Remington Park/Oklahoma
Jun 23 Crowder College/Ozark Mountain
Jun 22 Columbus Air Force Base,

Mississippi
Jun 23 Lincoln Airpark/Nebraska
Jun 23 Gateway Motorsports Park/St. Louis
Jun 29 Metropolitan Community College/Kansas City
Jun 30 Metropolitan Community College/Kansas City
Jul 6 Lincoln Airpark/Nebraska
Jul 7 Yoder Autocross Site/Wichita
Jul 7 Tanger Lot/Northeast Oklahoma
Jul 7 Remington Park/Oklahoma
Jul 20 Grenada Municipal Airport/Mississippi
Jul 20 East Crawford Rec Area/Salina
Jul 21 Yoder Autocross Site/Wichita
Jul 21 St. Charles Family Arena/St. Louis
Jul 27 Metropolitan Community College/Kansas City
Jul 27 Lincoln Airpark/Nebraska
Jul 28 Gateway Motorsports Park/St. Louis
Aug 2 Lincoln Airpark/Nebraska
Aug 10 Heartland Motorsports Park/Kansas
Aug 11 Tanger Lot/Northeast Oklahoma
Aug 11 St. Charles Family Arena/St. Louis
Aug 17 East Crawford Rec Area/Salina Region
Aug 17 Metropolitan Community College/Kansas City
Aug 17 Columbus Air Force Base/Mississippi
Aug 24 Yoder Autocross Site/Wichita
Aug 25 Remington Park/Oklahoma
Sep 1 Tanger Lot/Northeast Oklahoma
Sep 15 Metropolitan Community College/Kansas City
Sep 15 Yoder Autocross Site/Wichita
Sep 15 Metropolitan Community College/Blue River Campus/Kansas City
Sep 15 Remington Park/Oklahoma
Sep 22 St. Charles Family Arena/St. Louis
Sep 22 Metropolitan Community College/Kansas City
Sep 28 Lincoln Airpark/Nebraska
Sep 28 Grenada Municipal Airport/Mississippi
Sep 29 Tanger Lot/Northeast Oklahoma
Sep 29 Remington Park/Oklahoma
Oct 5 Heartland Motorsports Park/Kansas
Oct 6 Yoder Autocross Site/Wichita
Oct 13 Metropolitan Community College/Kansas City
Oct 13 Gateway Motorsports Park/St. Louis
Oct 13 Remington Park/Oklahoma
Oct 20 Tanger Lot/Northeast Oklahoma
Oct 26 Columbus Air Force Base/Mississippi
Oct 26 Lincoln Airpark/Nebraska
Oct 26 Metropolitan Community College/Kansas City
Oct 27 Gateway Motorsports Park/St. Louis



Jeff Lowe

ROAD RACING

WHAT Regional racing

WHEN July 6-7, 2019

WHERE Sonoma, Calif.

San Francisco Region packs in the racing with another weekend of door-to-door action at Sonoma Raceway.

Measure Chassis Heights Easy



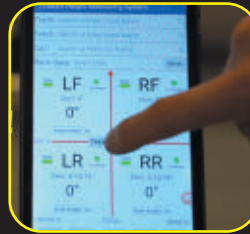
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Rupert Barrington

AUTOCROSS

WHAT National autocross
WHEN Every weekend in July
WHERE Tenn., Wash., and Ind.

Between the Tire Rack Solo Championship Tour and the ProSolo National Series, autocrossers will be busy this July.

Oct 27 Yoder Autocross Site/Wichita
Nov 3 Gateway Motorsports Park/St. Louis
Nov 10 Yoder Autocross Site/Wichita

SOUTHWEST sowdivscca.org

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

Jun 16 Legacy Event Center/Utah
Jun 22 Legacy Event Center/Utah
Jun 22 Bonneville High School/Eastern Ohio
Jun 22 Douglas County EVOC/Colorado
Jun 29 Legacy Event Center/Utah
Jun 29 Metra Park/Yellowstone
Jun 29 Pikes Peak Int'l Raceway/Continental Divide
Jul 6 Bonneville High School/Eastern Idaho
Jul 6 Utah Motorsports Campus/Utah
Jul 6 Front Range Airport/Colorado
Jul 13 Al Bedoo Shrine/Yellowstone
Jul 20 Rigby Middle School/Eastern Idaho
Jul 20 Utah Motorsports Campus/Utah
Jul 20 Front Range Airport/Colorado
Jul 20 Pikes Peak Int'l Raceway/Continental Divide
Aug 3 Rigby Middle School/Eastern Idaho
Aug 4 Front Range Airport/Colorado
Aug 10 Utah Motorsports Campus/Utah
Aug 17 Pikes Peak Int'l Raceway/Continental Divide
Aug 24 Yellowstone Drag Strip/Yellowstone
Sep 14 Utah Motorsports Campus/Utah
Sep 14 Pine Ridge Mall/Eastern Idaho
Sep 15 Metra Park/Yellowstone

Aug 24 Rigby Middle School/Eastern Idaho
Sep 24 Pikes Peak Int'l Raceway/Continental Divide
Sep 28 Yellowstone Drag Strip/Yellowstone
Sep 28 Front Range Airport/Colorado
NORTHERN PACIFIC norpacscca.org
Jul 6 Expo Idaho/Snake River
Jul 13 Fresno Fairgrounds/San Francisco
Jul 15 Tanacross Airport/Arctic Alaska
Jul 20 Jore Manufacturing/Big Sky
Aug 3 Expo Idaho/Snake River
Aug 3 Jore Manufacturing/Big Sky
Aug 3 Marina Municipal Airport/San Francisco
Aug 31 Jore Manufacturing/Big Sky
Sep 7 Expo Idaho/Snake River
Oct 5 Expo Idaho/Snake River
Oct 6 Marina Municipal Airport/San Francisco
Oct 12 Jore Manufacturing
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

Jun 16 Vidinha Stadium/Hawaii
Jun 23 Marana Regional Airport/Airzona
Jun 23 Maui Motorsports Park/Hawaii
Jun 29 Qualcomm Stadium/San Diego
Jul 7 Vidinha Stadium/Hawaii
Jul 13 Las Vegas Motor Speedway/Las Vegas
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 10 Las Vegas Motor Speedway/Las Vegas
Aug 18 Aloha Stadium/Hawaii
Aug 25 Marana Regional Airport/Arizona
Aug 25 Maui Motorsports Park/Hawaii
Sep 1 Sam Boyd Stadium/Las Vegas
Sep 14 Arizona Motorsports Park/Arizona
Sep 15 Aloha Stadium/Hawaii
Sep 22 Las Vegas Motor Speedway/Las Vegas
Sep 22 Marana Regional Airport/Arizona
Sep 29 Maui Motorsports Park/Hawaii
Oct 12 Aloha Stadium/Hawaii
Oct 13 Las Vegas Motor Speedway/Las Vegas
Oct 13 Arizona Motorsports Park/Arizona
Oct 19 Maui Motorsports Park/Hawaii
Oct 26 Marana Regional Airport/Arizona
Oct 27 Aloha Stadium/Hawaii
Oct 27 Maui Motorsports Park/Hawaii
Nov 2 Arizona Motorsports Park/Arizona
Nov 3 Sam Boyd Stadium/Las Vegas
Nov 17 Aloha Stadium/Hawaii
Nov 17 Marana Regional Airport/Arizona
Nov 29 California Speedway/Cal Club
Dec 1 Arizona Motorsports Park/Arizona
Dec 6 California Speedway/Cal Club
Dec 8 Las Vegas Motor Speedway/Las Vegas
Dec 8 Marana Regional Airport/Arizona
Dec 15 Aloha Stadium/Hawaii

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

ROADRALLY**NATIONAL**

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

Aug 3 New Hampshire Motor Speedway/New England
Sep 7 Southington Drive In/New England

CENTRAL cendiv-scca.org

Jun 21 Paddy Ryan's/Land O' Lakes
Milwaukee (970) 261-2144

GREAT LAKES greatlakes-scca.org

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

MIDWEST midiv.org

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

NORTHERN PACIFIC norpacscca.org

May 18 Mayday Hound & Hare/Alaska

SOUTHERN PACIFIC

Jun 21 DGT 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**

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

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 10 Pennsylvania Farm Show Complex & Expo Center/Susquehanna
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 19 Pennsylvania Farm Show Complex & Expo Center/Susquehanna
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 sedivrcing.org

Jun 23 HollyTree Off Road/Tennessee Valley
Jul 27 HollyTree Off Road/Tennessee Valley
Jul 27 St. Lucie County Fairgrounds/Central Florida
Aug 17 HollyTree Off Road/Tennessee Valley
Sep 8 HollyTree Off Road/Tennessee Valley
Oct 5 St. Lucie County Fairgrounds/Central Florida
Oct 6 HollyTree Off Road/Tennessee Valley
Oct 26 HollyTree Off Road/Tennessee Valley
Oct 27 Central Florida Motorsports Park/Central Florida
Dec 8 HollyTree Off Road/Tennessee Valley

CENTRAL cendiv-scca.org

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 midiv.org

Jun 16 Madison, Ill./St. Louis
Jun 23 I-35 Speedway/Kansas City
Jul 14 I-80 Speedway/Nebraska
Jul 20 Lucas Oil Speedway/Kansas City
Jul 28 Santa Fe Trail Cycle Park/Kansas
Aug 17 Madison, Ill./St. Louis
Aug 24 Santa Fe Trail Cycle Park/Kansas
Aug 25 I-35 Speedway/Kansas City
Sep 8 Madison, Ill./St. Louis
Sep 14 Santa Fe Trail Cycle Park/Kansas
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
Nov 24 Santa Fe Trail Cycle Park/Kansas
Dec 15 Santa Fe Trail Cycle Park/Kansas

ROCKY MOUNTAIN coloradoscca.org

Aug 24 I-76 Speedway/Continental Divide

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56" x 22" DOUBLE BANK EXTRA DEEP CABINETS

- 21,500 cu. in. of storage
- 4,400 lb. capacity
- Weighs 400 lbs.



SAVE \$3,095

COMPARE TO \$3,745
SNAP-ON MODEL: KRAS31FPB0



LIMIT 1 - Coupon valid through 10/11/19*

Customer Rating

- BLUE
ITEM 64866
64864 shown
- BLACK
ITEM 64457
64458 shown
- RED
ITEM 64164
64165 shown
- GREEN
ITEM 56110
- ORANGE
ITEM 56111
- YELLOW
ITEM 56112

YOUR CHOICE OF COLOR
\$649.99
\$749.99

SUPER COUPON

OVER 5,000 5 STAR REVIEWS
FREE WITH ANY PURCHASE

SUPER BRIGHT LED/SMD WORK LIGHT/FLASHLIGHT

- Super-Strong, Ultra-Lightweight Composite Plastic
- Magnetic Base & 360° Swivel Hook for Hands-Free Operation
- 3 AAA Batteries (Included)
- 144 Lumens

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COMPARE TO PERFORMANCE TOOL
MODEL: W2364



ITEM 63878/63991
64005/69567/60566
63601/67227 shown

86226205

Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 10/11/19 while supplies last. Limit 1 FREE GIFT per customer per day.

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WARRIOR SUPER COUPON



29 PIECE TITANIUM DRILL BIT SET
Customer Rating
NOW \$9.99
\$17.99

COMPARE TO DEWALT \$68.14
MODEL: DW1389

SAVE 85%
ITEM 5889
62281
61637 shown

86231906

LIMIT 5 - Coupon valid through 10/11/19*

PREDATOR SUPER COUPON



2000 WATT SUPER QUIET INVERTER GENERATOR
• 12 hour run time
NOW \$449.99
\$499.99

ITEM 62523
COMPARE TO HONDA \$1,009
MODEL: EU2000i

86234764

LIMIT 1 - Coupon valid through 10/11/19*

CENTRAL PNEUMATIC SUPER COUPON



3 GALLON, 100 PSI OIL-FREE AIR COMPRESSORS
A. HOT DOG
ITEM 69269/97080 shown
B. PANCAKE
ITEM 61615/60637
95275 shown

Customer Rating
NOW \$39.99
\$57.99

COMPARE TO PORTER-CABLE \$98.62
MODEL: PCF02003

86262782

LIMIT 3 - Coupon valid through 10/11/19*

EARTHQUAKE XT SUPER COUPON



20 VOLT LITHIUM CORDLESS EXTREME TORQUE 1/2" IMPACT WRENCH KIT
• 4.0 amp hour battery
Customer Rating
NOW \$239.99
\$269.99

COMPARE TO SNAP-ON \$724.85
MODEL: CT885PDB, CT88188A, CT16720

ITEM 63537/64195/63852 shown
86267088

LIMIT 1 - Coupon valid through 10/11/19*

PITTSBURGH SELLING JACKS IN AMERICA SUPER COUPON



RAPID PUMP® 1.5 TON LIGHTWEIGHT ALUMINUM FLOOR JACK
• Weighs 34 lbs.
Customer Rating
NOW \$59.99
\$79.99

COMPARE TO K TOOL \$151.42
MODEL: KT63084

ITEM 64545/64552
64832/64980/62160/62516/60569 shown

86270558

LIMIT 5 - Coupon valid through 10/11/19*

SUPER COUPON



7 FT. 4" x 9 FT. 6" ALL PURPOSE/WEATHER RESISTANT TARP
Customer Rating
NOW \$2.99
\$4.99

COMPARE TO BLUE HAWK \$8.78
MODEL: BGSX10-Y

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

86285544

LIMIT 4 - Coupon valid through 10/11/19*

ZURICH SUPER COUPON



OBD2 CODE READER WITH ABS/SRS/FixAssist® ZR13
Customer Rating
NOW \$179.99
\$199.99

COMPARE TO Snap-on BLUE-POINT \$338
MODEL: EECR3A

ITEM 63806

86288628

LIMIT 1 - Coupon valid through 10/11/19*

HARDY SUPER COUPON



POWDER-FREE NITRILE GLOVES PACK OF 100
• 5 mil thickness
Customer Rating
NOW \$5.99
\$7.99

COMPARE TO VENOM \$14.97
MODEL: VEN4145

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

86296212

LIMIT 4 - Coupon valid through 10/11/19*

HaulMaster SUPER COUPON



18" x 12" MOVER'S DOLLY
• 1000 lb. capacity
Customer Rating
NOW \$7.99
\$10.99

COMPARE TO BUFFALO TOOLS \$22.99
MODEL: HMDOLLY

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

86297424

LIMIT 5 - Coupon valid through 10/11/19*

CENTRAL MACHINERY SUPER COUPON



12 TON INDUSTRIAL HEAVY DUTY FLOOR SHOP PRESS
• Extreme heavy duty steel construction
Customer Rating
NOW \$99.99
\$129.99

COMPARE TO STRONGWAY \$199.99
MODEL: 48270

ITEM 33497/60604 shown

86303230

LIMIT 2 - Coupon valid through 10/11/19*

HaulMaster SUPER COUPON



3/8" x 14 FT., GRADE 43 TOWING CHAIN
• 5400 lb. capacity
Customer Rating
NOW \$19.99
\$39.99

COMPARE TO MIBRO \$64.99
MODEL: 426920

ITEM 40462/60658/87711 shown

86303483

LIMIT 3 - Coupon valid through 10/11/19*

COVER PRO SUPER COUPON



10 FT. x 17 FT. PORTABLE GARAGE
Customer Rating
NOW \$169.99
\$199.99

COMPARE TO SHELTER LOGIC \$290.75
MODEL: 76377

ITEM 62859/63055/62860 shown

86310565

LIMIT 1 - Coupon valid through 10/11/19*

PORTLAND SUPER COUPON



1750 PSI ELECTRIC PRESSURE WASHER
• 1.3 GPM
• Adjustable spray nozzle
Customer Rating
NOW \$79.99
\$99.99

COMPARE TO BRIGGS & STRATTON \$174.44
MODEL: 20600

ITEM 63255/63254 shown

86315796

LIMIT 1 - Coupon valid through 10/11/19*

CENTRAL PNEUMATIC SUPER COUPON



20 OZ. GRAVITY FEED AIR SPRAY GUN
• 1.4mm tip included
Customer Rating
NOW \$9.99
\$16.99

COMPARE TO KOBALT \$49.99
MODEL: SGV-AIR882Z

ITEM 67181/62300/47016 shown

86316850

LIMIT 4 - Coupon valid through 10/11/19*

CENTECH SUPER COUPON



2/10/50 AMP, 12 VOLT BATTERY CHARGER AND ENGINE STARTER
Customer Rating
NOW \$29.99
\$52.99

COMPARE TO SCHUMACHER ELECTRIC \$59.77
MODEL: SE-1250

ITEM 60581/3418
66783/60653 shown

86327519

LIMIT 2 - Coupon valid through 10/11/19*

PITTSBURGH AUTOMOTIVE SUPER COUPON



PNEUMATIC ADJUSTABLE ROLLER SEAT
• 300 lb. capacity
Customer Rating
NOW \$19.99
\$26.99

COMPARE TO DURALAST \$69.99
MODEL: TR6201C

ITEM 61160/63456/46319 shown

86350917

LIMIT 4 - Coupon valid through 10/11/19*

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NEW PRODUCTS



COMP HIGH LIFT DUAL VALVE SPRINGS

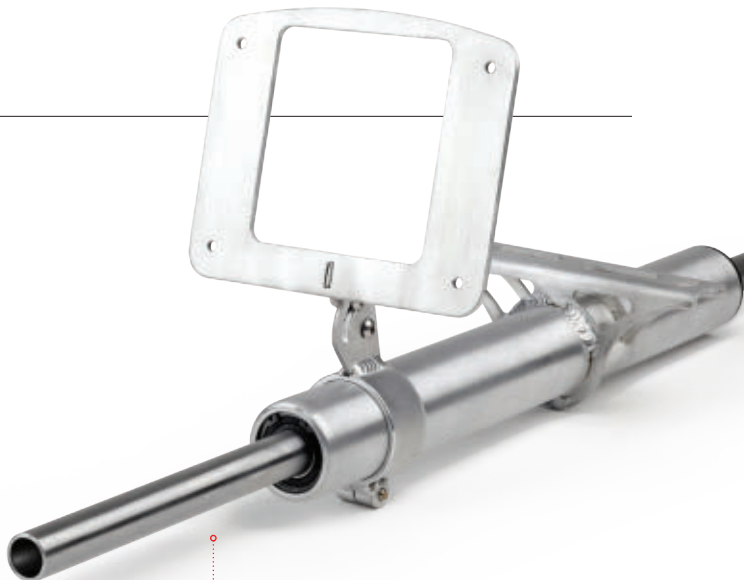
Comp Cams has introduced its new 1.550-inch High Lift Dual Valve Springs for racing applications. Engineered specifically for high-endurance roller camshaft applications with up to 0.900-inch valve lift, which operate under extreme, high-rpm racing conditions, these high-lift dual springs feature a lightweight, small diameter design for less dynamic mass and increased stability. **compcams.com**



BOOM MAT DECOUPLING WASHERS

Boom Mat Decoupling Washers are made from polyurethane elastomer that work as a barrier between two metal bodies to help dissipate vibration energy, resonance, and impact. Decoupling Washers are designed to work over a wide range of frequencies and temperatures ranging from -20 to 200 degrees F. Multiple sizes are available for most any type of installation between metals for automotive applications including fuel tanks, body mounts, fender mounts, and more.

designengineering.com



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The IDIDIT aluminum dash mounts are precision laser cut and CNC machined, and come in a brushed finish. They slide over the steering tube, clamp on, and adjust with ease for use in autocross or road racing applications. The dash mounts also mount onto 1-3/4- or 2-inch tubing for those who choose to mount them directly to a roll cage and can host most popular digital dashes. **\$85 ididit.com**

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WILWOOD SPEC37 ROTORS

Wilwood's Spec37 brake rotors feature a unique certified content, long-grain carbon iron alloy that provides high durability and extreme thermal stability in sustained high-heat competition. Spec37 brake rotors provide long wear, strong resistance to distortion through heat cycles, and high cooling efficiency thanks to a superior directional vane design. From **\$199.14 wilwood.com**



FORGELINE MOTORSPORTS FX1

Forgeline Motorsports introduces a new wheel for light truck and SUV applications. Designed specifically for six-lug truck and SUV applications, the Forgeline FX1 looks exceptionally tough thanks to a combination of rugged machining details that suggest its off-road capability. The FX1 is a forged, one-piece monoblock wheel that utilizes manufacturing technology similar to the company's legendary GA1R and GS1R racing wheels. **forgeline.com**

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

BEING THE BEST

Two issues ago I wrote about how SCCA racers are the best in the world, illustrating my point by noting that three of the 18 women selected to race in the new open-wheel W Series were SCCA members. Then, last month, I continued to wax poetic about how SCCA members, from racers to workers, are drawn to the glamour and glitz of professional racing, and how, time and time again, those workers and racers prove themselves as the absolute pinnacle of the sport. While what I witnessed in May wasn't professional racing, nor was it SCCA sanctioned, it certainly continued to illustrate my point.

This year's One Lap of America took place in early May, but based on my Facebook feed, you'd think it began weeks earlier. I had no idea how many SCCA members would be competing this year (and even after perusing the event's baffling results list, I still don't), but it sure seemed like every SCCA member I know via social media was prepping for the event.

The event kicked off at Tire Rack's facility in South Bend, Ind., and proceeded to hit a number of venues SCCA members know well, like Grissom Air Force Base, Nelson Ledges, Road America, Brainerd International Raceway, Motorsports Park Hastings, Blackhawk Farms, and NCM Motorsports Park. And, as I expected, SCCA members rose to the top the moment the green flag flew.

To name a few Club members who'd banked enough vacation time to take a week off driving around the country, there was Robert Thorne, Andy and Ann Hollis, Jason Rhoades, Gary

Thomason, two Dave Ogburns, Brian Peters, John Hogan, Pete Lindberg, and Seth Lemke - and those are simply the names I recognized as current members. There were also a slew of past SCCA members competing, perhaps most notably being Travis Pastrana. Indeed, SCCA was well represented at this infamous event.

Of those SCCA members, Andy and Ann Hollis were poised to take the Stock GT and overall win before being sidelined by an on-track incident. As for those who went the distance, Dave Ogburn III and his father claimed the Stock GT title and the dynamic autocross duo of Brian Peters and John Hogan succeeded by locking in the Stock Touring class win.

So why should you care? After all, this wasn't an SCCA event. Honestly, the fact is that we *know* an SCCA member is going to win at the Tire Rack Solo National Championships, the National Championship Runoffs, and the DirtFish RallyCross National Championship. That's a definitive fact. What we don't know is where else SCCA members are going to compete - but when they do appear, we find they are consistently up front. This year's One Lap was yet another example that the SCCA produces the best drivers in the world, and that no matter what motorsport venue you find yourself at, be it a Regional autocross or the Indy 500, you'll stumble upon SCCA members continuing the tradition the Club began in 1944: being the best. 🏆

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FROM THE ARCHIVES

10 YEARS AGO...
JULY 2009



- We introduced a budget project car to illustrate that it's possible to road race on almost any budget. This \$3,000 thrasher has also stood the test of time, as we used the same car for data acquisition testing just three issues ago.

25 YEARS AGO...
JULY 1994



- *SportsCar* reported on an electric Sports Racer that was competing in Solo I competition. The vehicle weighed 1,900lbs and was powered by an 85hp electric motor that could complete a 15 minute track stint. And of the 1,900lb weight, 900lbs was lead acid batteries.

50 YEARS AGO...
JULY 1969



- Cal Club Region won the "SCCA Emblem of the Month" award. The Region's logo is still largely unchanged.
- Numerous SCCA pro races were covered, listing drivers such as Sam Posey, Dan Gurney, Bruce McLaren, and Parnelli Jones.

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