

SPORTSCAR



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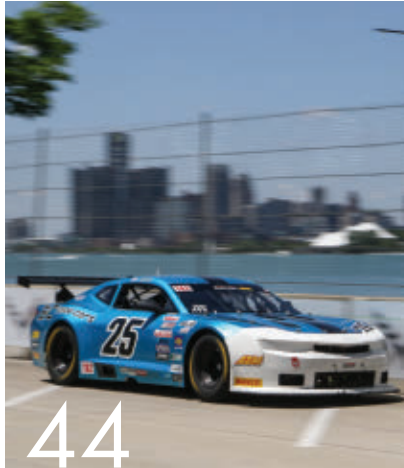
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COVER PHOTOGRAPHY Rommel Estrada
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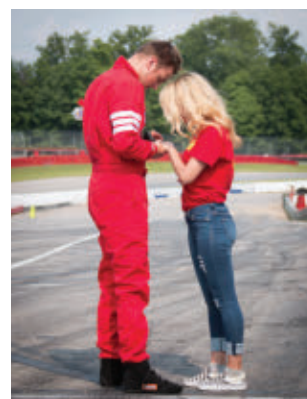
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BEGINNINGS

Following Friday's qualifying session at the Mid-Ohio SCCA Super Tour, Graham Loughhead pulled into the pits to surprise his girlfriend Frances Mary Apostolos with a marriage proposal. For the Loughheads, this is becoming a family tradition as, 25 years ago, Graham's parents got engaged at the same racetrack.

DATE May 31, 2019

LOCATION Mid-Ohio Sports Car Course, Lexington, Ohio

WHAT SCCA U.S. Majors Tour and Hoosier Super Tour

PHOTOGRAPHER Jeff Loewe

HELPING HANDS

While racer Richard Mooney leans into his racecar, Miles Merwin, the 7-year-old son of Advanced Autosports' Ben Merwin, assists in setting the car up for the weekend's changing conditions.

DATE June 14, 2019

LOCATION Road America, Elkhart Lake, Wis.

WHAT SCCA U.S. Majors Tour and Hoosier Super Tour

PHOTOGRAPHER

Courtesy Mazda Motorsports







MIKE COBB

PRESIDENT & CEO, SCCA INC.

TIME ATTACK, TIME TRIALS AND TIMELY TEAMWORK!

“Teamwork makes the dream work” – **JOHN C. MAXWELL**

Earlier this year, we launched the 2019 Tire Rack Time Trials National Tour presented by Hagerty, and subsequent to this, we announced that SCCA would be the official sanctioning body for Global Time Attack (GTA). These are two significant undertakings that require a lot of development, planning, and executional support – or, in short, a lot of teamwork across SCCA Staff, Region Leadership, some great partners and, of course, an enthusiastic pool of volunteers and drivers. Given the focus of this month’s issue of *SportsCar* and the recent opportunities I had to support a joint GTA-SCCA event at Road Atlanta and the Time Trials National Tour at Carolina Motorsports Park, I’m thinking a brief check-in on these might be *timely*.

GLOBAL TIME ATTACK AND SCCA TRACK NIGHT IN AMERICA
Michelin Raceway Road Atlanta was the site for the second 2019 GTA Super Lap Battle. The rain held off for most of the event and the time attack action on track was definitely intense. But the schedule at this event also provided a unique opportunity for SCCA to team up with support from the Atlanta Region to deliver a cars-and-coffee-esque version of Track Night in America Driven by Tire Rack. But the teamwork did not end there. GTA competitors and Track Night participants not only shared the same paddock across the weekend, they also shared some great hospitality as brats and frosty beverages were provided by Team SCCA as part of the experience after track sessions were complete.

My takeaway from the weekend: There is a shared mindset across many who run GTA and SCCA Time Trials. Having watched the GTA leadership teamwork with SCCA’s track team, we are “equally yoked” as partners and focused on delivering one common outcome as a team: the best experience possible for all who participate. Seeing these two communities working, driving, and relaxing together, there might be more opportunity to develop this partnership further in the future. (By the way, all of the GTA drivers are now SCCA members, as well as SCCA Time Trials license holders. At the Road Atlanta event, SCCA’s very own Tom O’Gorman placed second in the Unlimited Class right behind James Houghton, who is featured on this month’s cover.)

TIRE RACK TIME TRIALS NATIONAL TOUR PRESENTED BY HAGERTY

Pivot to Carolina Motorsports Park, the venue for the third stop on the 2019 SCCA Time Trials National Tour, and the TimeAttack/TrackSprint experience continued. Strong subscription, good weather, and a great team committed to delivering an outstanding experience all contributed to a very solid event.

One of the most exciting elements of the new Time Trials National Tour program is its ability to attract a diverse set of cars, drivers, and experience levels. More on the “why” behind this in just a moment, but we had everything from Acuras to ZL1s, and everything in between. A few of the standouts for me: a Lotus 7, Porsche 914-6 wide body, a Noble M400 and a 4,100-plus pound, 620hp Cadillac CTS-V. There were plenty of 100 percent street cars (one still had dealer tags on it), many current road racing rigs, and several GTA folks who we met and invited from the Road Atlanta event described above.

In Time Trials parlance, the TimeAttack and TrackSprint segments were executed well, with just a couple of off-track or timing and scoring related issues, thus demonstrating further the value of teamwork in fueling great SCCA events. But after the racing was done is where this event really shined. There is a vibe at Time Trials National Tour events that is inviting, fairly laid back, and family friendly. Like the hospitality delivered at the GTA event, the Time Trials National Tour staff grilled up a great dinner Saturday night and the majority of drivers, along with family, volunteers (Atlanta Region, South Carolina Region, and North Carolina Region co-hosted the CMP event), and staff teamed up to enjoy some great social time. This is one of the key drivers of attraction for this program and provides a great opportunity to build existing relationships and create new ones.

Teamwork not only makes the dream work, it also fuels all successful SCCA events and is a strength of our organization. Thank you for being part of the SCCA team and for supporting all of our efforts, including the Tire Rack Time Trials National Tour. See you on course or in the paddock soon! 📍



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The SCCA Foundation Sweepstakes is just one month away from selecting its 2019 winners. This year, the grand prize ticket holder will receive a trip for two to the 2019 F1 at COTA, including VIP Suite passes and \$3,000 in cash. A second prize winner will receive two entries to a Skip Barber One Day Racing Program. Tickets can be purchased at WinFormula1Trip.org, with ticket sales ending on Sept. 3.



Indianapolis Motor Speedway (IMS) and SCCA have announced that the annual SCCA National Championship Runoffs will return to the road course at IMS on Sept. 25-Oct. 3, 2021, for the 58th running of the unique championship motorsport event.

Mike Cobb, SCCA President/CEO, notes that this will be only the second time in Runoffs history that the event has been staged at IMS – the first visit occurred in 2017 and was a massive success for both IMS and SCCA.

“Back in 2017, we felt pretty sure the Runoffs at Indianapolis Motor Speedway would be a ‘hit’ with SCCA road racing competitors, but that event exceeded even our wildest dreams,” Cobb says. “It was the largest event in Runoffs history, with 969 entries, and produced

both great racing and great memories. The community welcomed us with open arms, and it was just an absolutely wonderful experience for our Club. We simply couldn’t wait to return to that legendary facility, and I’m confident our return in 2021 will be just as exhilarating for all involved.”

J. Douglas Boles, president of Indianapolis Motor Speedway and a former SCCA competitor, adds that the histories of IMS and SCCA are intrinsically linked. Many SCCA racers have gone on to compete at the Indy 500, with Mark Donohue and Bobby Rahal currently the only drivers to earn both a Runoffs title and Indy 500 win during their careers.

“There are many drivers, owners, and crew who started in SCCA competition and later went on to compete at the Indianapolis 500 over the years,” Boles says. “Hosting the SCCA National Championship at Indianapolis Motor Speedway remains a natural fit for both organizations and offers those actively involved in motorsports the opportunity to compete at the Racing Capital of the World.”

“For many of us involved in motorsports today, Indianapolis Motor Speedway and the Indy 500 were the spark that ignited our dreams and passion at a

young age,” says SCCA Vice President/COO Eric Prill, who also won the 2017 F Production SCCA National Championship race at Indianapolis. “Just the opportunity to drive a racecar around this hallowed facility in the tire tracks of our heroes is something that many of us spent our lives dreaming about. And to be able to do it at an iconic and unique event like the Runoffs – where a year, or in some cases a lifetime’s effort, culminates with the checkered flag while crossing the Yard of Bricks – is a magical combination.”



THE RUNOFFS RETURNS TO INDY!



Phil Royce

INTRODUCING THE FUEL CARD PROGRAM

The SCCA has announced a new member benefit through WEX, Inc.: the SCCA Sunoco Fuel Card Program. If you have a business for which you or your employees drive a company vehicle, the SCCA Sunoco Fuel Card Program will save you up to \$.06 per gallon on fuel purchased at Sunoco-branded locations. For more information, head to SCCASunocoFuel.com

But while the SCCA looks forward to the 58th Runoffs at IMS in 2021, Prill also points out that racers are in the midst of qualifying for the 2019 Runoffs, which is being held for the first time ever at VIRginia International Raceway Oct. 8-13 in Alton, Va. The 2019 Runoffs will be followed by the Runoffs returning to Road America in Elkhart Lake, Wis., for the 2020 championship. 📍

BACK TO THE BRICKS

SCCA's first trip to the Racing Capital of the World came in 1917 and was met with rave reviews.



Jay Bonvillian



Perry Bennett

SCCA RALLY/SOLO SENIOR MANAGEMENT RESTRUCTURING

The SCCA has revealed a restructuring plan with the senior management of its Rally and Solo programs, beginning this year. Longtime program leader Howard Duncan will shift his focus to event operations for the Tire Rack SCCA National Solo program, with the search beginning for a new hire to take on the role of oversight and development for the Rally and Solo departments.

Duncan, who joined the SCCA staff in 1990 and has been instrumental in the creation and continued development of SCCA's National Solo program, will remain in his current Sr. Director of Rally/Solo position through the 2019 championship season before moving to the newly created Sr. Manager of National

Solo Field Operations position this upcoming offseason.

"The demands of running the Tire Rack SCCA National Solo series make it extremely difficult to also develop and manage the business side of the programs - these really need to be two different positions," says SCCA Vice President and COO Eric Prill, adding, "There wouldn't be a National Solo program without Howard's vision and dedication over the last three decades. He's been flat-out through that time period, developing the series while managing all aspects of the autocross and rally programs and being a key member of the national staff."

"This restructuring provides an opportunity for him to focus specifically on operations for these 20-plus events each year."

"I am looking forward to being able to concentrate my efforts on the Tire Rack SCCA National Solo program and to having the new Director bring a fresh perspective to business operations and the development of the Solo and Rally programs throughout the country at all levels," says Duncan. "As the complexity and reach of all of these programs has grown over the years, it became increasingly clear to me that we needed to take this approach to see the Club grow to its full potential."

The incoming Director of Rally/Solo will begin a new chapter for the programs, building on its solid foundation with a focus on member experience, operational excellence, technology, and program development. 📍

F4 AND F3 SHOW OFF AT INDY 500

For the fourth consecutive year, an SCCA Pro Racing F4 U.S. Championship racecar was on display at Indianapolis Motor Speedway during the Indy 500, and this year, an F3 Americas racecar sat alongside in the Honda Fan Zone.



Courtesy Honda

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SCCA FOUNDATION HIRES DIRECTOR OF DONOR RELATIONS



Courtesy Frank Schwartz

THANKING YOU

Frank Schwartz is looking forward to
his work with the SCCA Foundation.

The SCCA Foundation is pleased to announce that Frank Schwartz, a Detroit Region member, has been hired as the SCCA Foundation's Director of Donor Relations and Fundraising. In this role, Schwartz will be implementing a new donor management system and assisting the Foundation Board of Directors with several upcoming fundraising initiatives. "Making sure that we are acknowledging our donors and following up with them in

an effective manner is critical to the Foundation's ongoing success," notes SCCA Foundation Chairman Johnny Zuccarelli. "We are thrilled to have Frank on board for this important role."

Frank Schwartz is a futurist, trend researcher, business strategist, and the founding partner of AACS, Advanced Automotive Consulting Services. Prior to his 35-plus-year career in the automotive industry he also worked as an architect, in the nuclear industry, and was the original designer of the electric adjustable beds you see advertised on TV. A native of Germany, he currently resides outside of Detroit in the countryside where he spends his evenings tending to his classic car stable and his weekends road racing with the SCCA, where he currently campaigns a Mini Cooper in B-Spec and H Production.

"I am excited about the new opportunity with the SCCA

Foundation, as I have a huge respect for the Club's efforts that have created the programs like the Tire Rack Street Survival program, Formula SAE, VETMotorsports, Women on Track, and especially the SCCA Archives," Schwartz remarks. "I cannot wait to meet the SCCA volunteers who support the programs and the SCCA members, corporations, and general public who contribute."

Schwartz is currently on a mission to race at as many SCCA tracks around the country as possible.

"If you see me at the track and would like to support the Foundation or learn more about what we are doing, please make sure to stop by and say hello," Schwartz concludes. "I can usually be found with the B-Spec community as we often paddock together. If you are already supporting the Foundation, I will search you out so I can thank you personally." 📍

PAUL DARLING BECOMES THE FIRST ONLINE SCCA CHAMPION

For 12 weeks, SCCA has been watching an intense battle on virtual racetracks around the world, as the very first SCCA Spec Racer Ford Challenge Presented by the Skip Barber Racing School ran its course on iRacing.com's online racing simulator.

Larry MacLeod took an early lead in the opening weeks, keeping it until Zachary Le Vey caught up. They traded the lead back and forth a few times until Le Vey began to pull away. Tommy Bordeaux then made a run for the top. The upsets continued to roll in, though, as Paul Darling began his own



Courtesy

ascent in the standings. In the final three weeks, Darling climbed his way to the top step of the podium. Darling managed to keep his lead through the remainder of the season to become the very first online SCCA Spec Racer Ford Challenge champion. And, for his win, Darling will receive a three-day entry to the Skip Barber Racing School.

Darling, a Washington DC Region member since 2013, has been an active SCCA flag marshal for a number of years, and is glad to be able to jump into virtual racing with other SCCA members.

"Naturally, I am very excited

to squeak out a close win in the championship," Darling said after being informed of his winning effort. "It is great to see the SCCA jumping into sim racing e-sports with this series."

When asked what it was like to win an SCCA championship as a flag marshal, Darling had this to say: "Flaggers can drive well, too," he laughed.

But the action isn't over, as the second sim season is already underway. Races are scheduled about every two hours during the week, and this being an official iRacing series, races can be found under the Official Race Guide menu. 📍

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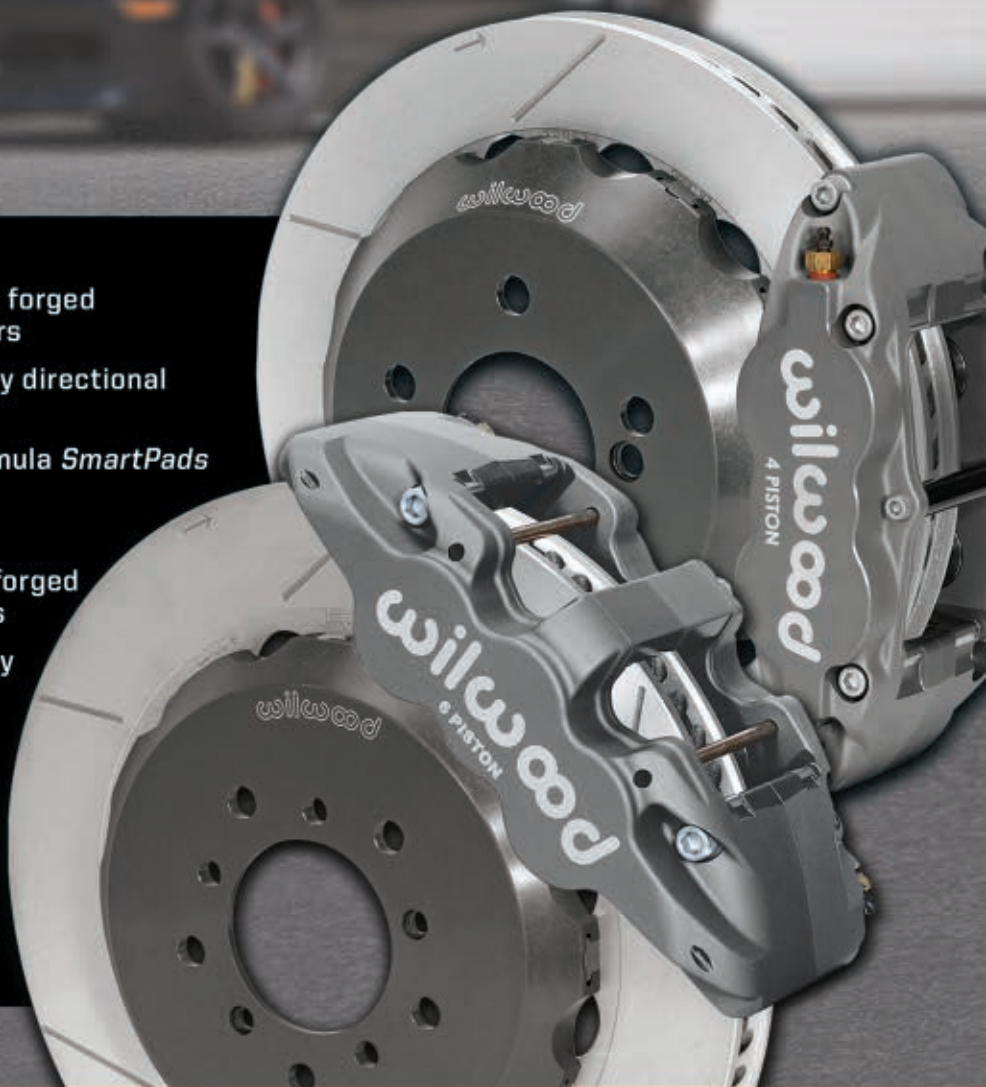
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STU TO FREEZE RULES?

The Club Racing Board is considering a temporary freeze on rules changes for the STU road racing, offering rules stability through the end of 2020. It is notable that the rules freeze would not include any balance of performance adjustments. Offer the CRB your feedback at crbscca.com.



Rock Corvine

SOLO NATS CONTINGENCY PROGRAMS

Rupert Berrington

With registration already underway for the 2019 Tire Rack SCCA Solo National Championships, it's important that competitors don't forget to also register for the various contingency programs offered for the Sept. 2-6 event.

The contingency offerings are far and wide. For example, Hawk Performance, Honda Performance Development, and Design Engineering are offering competitors product certificates based on their finishing position. Likewise, BFGoodrich Tires, Eibach, and Hoosier will reward certain finishers with products. Meanwhile, Bridgestone, Falken, Nissan, #DrivingForwardTogether, Mazda North American Operations, Nexen, and Toyota will offer top performers monetary payouts.

Sign-up for contingency programs is conducted within online Solo Nationals event registration,

and competitors may add or subtract contingency programs up to Sept. 2 at 11:59 p.m. Central Time. Late changes can also be made upon arrival at the Solo National Championships venue in Lincoln, Neb., at the registration tent.

A full list of programs, including details and instructions, can be found by clicking the Contingency Registration link at scca.com/solo. Many opportunities require preregistration with SCCA or with the sponsoring company. It is the responsibility of each competitor to make sure they are in compliance with each program for which they would like to enroll, including registration, product use, and decal placement. Once competitors have reviewed requirements for specific contingencies, registration for the various programs is conducted through a special MotorSportReg.com webpage. 📍



REGISTER AND WIN

SCCA contingency partners help competitors in their hunt for a championship.

MEMBERSHIP LEADERS

To find out how to earn discounts and be entered into drawings for cool swag, go to www.scca.com/pages/membership-referral-program

MEMBERSHIP REFERRAL LEADERS FOR MAY 2019

NAME	REF	REGION
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Jose de Miguel	11	Puerto Rico
Richard Meyers	10	Detroit
Jim Berg	8	Houston
Daniel Cutrer	8	SW Louisiana
Justin Batten	7	Tennessee
Kristi Brown	7	Northwest
Sherri Savage	6	San Diego
David Dreezer	5	South Carolina
Carl Somerton	5	Snake River
Marco Vazquez	5	San Diego

1,140 additional members have at least one referral.

REGION LEADERS

(Category based on 2018 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Atlanta	7.8%
Northwest	6.6%
New England	6.2%
LARGE REGIONS (401-799):	
Steel Cities	10.6%
Cincinnati	9.8%
Indianapolis	7.7%
MEDIUM REGIONS (200-400):	
Utah	21.2%
Northeast Pennsylvania	11.3%
Northwestern Ohio	11.1%
SMALL REGIONS (<200):	
Salina	35.3%
Eastern Idaho	34.8%
Puerto Rico	28.6%

CHECKERED FLAG MONTE SHELTON

Legendary Pacific Northwest racer Monte Shelton has died at age 85. His racing career included appearances in the U.S. Road Racing Championship in 1965, '67, and '68. He competed regularly in the SCCA's Can-Am series from its inception in 1966 through 1974, and made several starts in Formula 5000.

But it was in the Trans Am Series that Shelton achieved his greatest professional racing success. In over 40 starts

from 1976-'87, the Portland, Ore., driver racked up five victories, two pole positions, and 14 podium finishes.

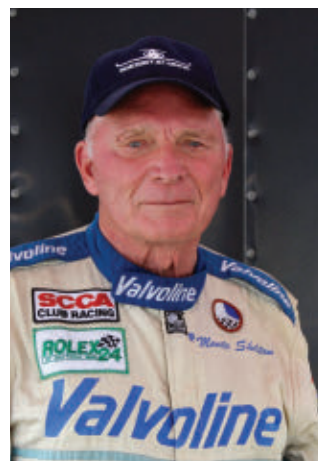
Shelton qualified for the SCCA National Championship Runoffs four times, first in 1968, when the event was held at Riverside International Raceway. His best finish came in 1975 – a second place in ASR at Road Atlanta driving a McLaren 8F, which he also raced in Can-Am.

Outside of SCCA, Monte competed 10 times in the

24 Hours of Daytona and had a third-place finish in 1979. He also competed several times in the 12 Hours of Sebring, and in the IMSA Camel GT series.

Shelton was a lifetime member of SCCA and was one of the six founding members of the Oregon Region in 1962. In recent years, he raced a Volkswagen Rabbit at the Regional level, and held a current competition license. His final race was in March of this year.

The SCCA will miss his racing spirit. 📍



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LESSONS FROM OAK TREE

We're gonna dig pretty deep here, SCCA'ers, so keep reading if you are *really* interested in learning more about driving very, very quickly. Regular readers will recognize the material - in addition to this kind of apology for redundancy - but we drivers must focus on being our best, and we must always keep these concepts fresh and alive.

"Know when to use fast, hard, aggressive inputs, and when to be as gentle as a lamb"

I recently spent two days at VIRginia International Raceway with my primary coaching client Sara Edge and her track-driving family, and I accidentally wrote this column while sending her post-event debrief texts. Sara is a young beginner who has been soaking up information like a sponge, and to my great satisfaction, she's beginning to threaten my lap times. Incredible after just six months.

My driving brain has been so switched on trying to guide and protect the missile that is this brave, aggressive, young lioness as she pursues her lofty dream of becoming a pro. It dang near brought tears to my eyes to feel her pound the brakes straight ahead, then use a slow, gentle brake release and then, like a butterfly landing on a leaf, an imperceptible initial throttle squeeze before the perfect apex, right on the limit of tire grip, then smoothly roll on the power and ultimately pound out of the turn in a slight drift, exactly like I do it when I get it really right.

One tricky challenge where we struggled a lot was VIR's Oak Tree, which is the most important corner on the circuit because it leads onto the longest straight, thereby affecting speed for the longest time. It's actually two turns, or one that decreases, with two potential apexes. It demands some sort of deceleration right in the middle because the exit is much slower than the entry. Those of you who do not trail brake are out of luck here because you have to.

Lesson one: When already cornering, small changes make a *big* difference. Use the gas and brake pedals gently when in a corner. The tires are busy turning and can only take small amounts of braking or acceleration or they will brake loose and slide. A major way to be a faster driver is to know when to use fast, hard, aggressive inputs, and when to be as gentle as a lamb. The pros know.

So, drive hard into Turn 11, the entry section of Oak Tree. There's a moment's time to brake hard and straight, before turning rather early to start pointing the car into the corner and that late apex turn-in point, way back there on the outside far corner of this combination. As soon as you turn the steering wheel, reduce the brake pressure but keep your foot lightly on the brake. Angle into the first part of the corner, still slowing down. It won't take much steering to do this, because your light brake will keep some load on the front wheels, making the car turn well.

This entry speed is important because late in the corner, if done



as fast as possible, there will still be enough speed to slow down again at that late mid-corner second turn-in, putting needed load on the front tires, to point the car at that very late apex.

With this weight on the front entering the corner, it is quite possible your car will try to oversteer (most Miatas). If you feel this, what should you do? Think of an answer before reading my advice....

Recall that your primary job as a driver is weight management. Your Miata wants to get loose or spin diving into a corner while still slowing down because it turns so very well. Too well, sometimes. Relatively more weight or load will improve tire grip. A light brake improves front grip, in this example, perhaps too much. So, what to do? Do a bit more of your braking early on while it's straighter, and then maybe even use a little power to keep your speed up in this tricky entry phase. Small changes have a large effect while in a corner.

The whole time you are working to carry speed deep into the entry of Oak Tree, your mind must be

thinking ahead to where that apex is, still far away at the distant end of this combo. Your eyes need to be closer, looking for some reference for the second turn-in. It's hard to find. The entry is uphill (I know, I just panted through there on a fold-up bicycle), then it levels off, so you cannot see the outer edge as you are entering. Just have to do a few laps and know it's there (thank you, Peter Krause track walk).

Do it correctly, and you will get to that second outside turn-in with enough speed to brake a tad or ease back on the light throttle you used, increasing the load on the front tires, increasing their grip and pointing you at that extremely late and critical apex. Patience, my friends, it will pay off all the way down that long uphill acceleration to the Roller Coaster.

Lesson two: If you over-slow the entry phase, as almost every one of us who doesn't spin is doing, you'll have to get back on the gas too soon. When you do, where will you transfer weight and traction? Give it power, even a little, and the front gets light and the rear

"If you invest in slowness here, it will payoff in fastness out there at the exit, like a good stock fund"

gets heavy. It just won't turn. If you don't give up that power for a moment as you turn for that apex, you'll never make it, you'll just push wide. It's hard to lift the throttle with that monster straightaway looming, but if you invest in slowness here, it will payoff in fastness out there at the exit, like a good stock fund.

And, to close, an actual quote from my texts to Sara just after the track days at VIR: "Once over-slowed, that time is lost and cannot be recovered, but with a little throttle on-off, or if no time for that (as in over-slowng Turn 1 at VIR), just simple patience on throttle, driver can still get the same good exit, thereby reducing the time loss to just the mid-corner over-slow."

If you made it this far, congrats, you are officially a hardcore track rat, just like me. Thank you, and I hope this helps your speed and enjoyment! 🏁

EXIT SPEED

Never is exit speed more important than at the start of a long straight, like that found leaving Oak Tree at VIR (ABOVE). Those who get it right reap the benefits.

NO LIMITS

James Houghton, driver of one of the fastest Unlimited time attack cars in North America, hunts for more

WORDS Philip Royle | IMAGES Rommel Estrada

The weekend James Houghton posed for this feature shoot, he lapped Michelin Raceway Road Atlanta with a 1:21.048, winning the Unlimited class in SCCA Pro Racing-sanctioned Global Time Attack competition. To put that into perspective, professional racer Mike Skeen set the SCCA GT-1 track record at Road Atlanta in 2013 with a 1:21.131. James outran Mike's big-bore time with a tenth of a second to spare, all while wheeling a front-wheel-drive Integra. If that doesn't get your attention, nothing will.

Competition was tight during that May 10-11 Global Time Attack weekend, with pro racer extraordinaire and SCCA juggernaut Tom O'Gorman hot on the heels of James' rocket ship Integra; but even the infamous "Tomo" in a wild Mitsubishi couldn't best James, coming up short by one second. Indeed, competition gets tight once you near the pointy end of any motorsport field, and time attack, it turns out, is no different.

Global Time Attack - or GTA, as it is colloquially known - entered the SCCA fray in late 2018 when the North American Time Attack Council (which ties fewer tongues when called "NATA") was announced. NATA co-oped SCCA and its recent National Time Trials initiative with Global Time Attack and GridLife in order to offer a cohesive collaboration between three of the biggest names in on-track, timed, non-wheel-to-wheel motorsports. Following suit with the creation of NATA was the announcement that SCCA Pro Racing would sanction all of GTA's events for 2019, beginning with GTA's key event, Super Lap Battle at Circuit of the Americas.





FREEZE FRAME

Competing at the highest levels of time attack competition, James Houghton (LEFT) has built one of the wildest Acura Integras in North America (MAIN).



But back to James.

"We led some sessions at GTA Atlanta this year," James tells me about his most recent weekend - a weekend that didn't go exactly to plan. "We did a 1:21.0 our first session on Friday, which was 1.5 seconds off the record, and we were super pumped about that."

But, unfortunately, the weekend that started so well quickly turned sour. "We had two little issues during the next two sessions that day, and in the first session the next morning we blew the motor," he says. "We felt very confident that we would have gotten the overall time attack record there but, you know, you've got to have the car together; you've got to have it reliable."

In some respects, time attack weekends: Even with a solid time in the books, it's easy to leave with the feeling that you left

something on the table. For that Road Atlanta GTA event, James' run was good enough to cement the weekend win, but the overall time attack Road Atlanta track record slipped through his fingers.

"When you're running against the clock in time attack, if you don't get the track record, your event can feel like a failure," James admits. "That makes it really tough sometimes when you've got poor track conditions, and it can be really hard to stay positive."

But while James was down about not breaking the Road Atlanta time attack track record, he has laid claim to numerous track records over the years, with GTA, GridLife, and beyond. It all began in Ontario, Canada, roughly 20 years ago - although, much like with many SCCA members, his family's racing story begins long before.

In the 1950s, as James recalls, his grandfather raced and built racecars, with James' dad



HELPING HANDS

(TOP) James Houghton (right) chats with SCCA Solo National Champion and professional racer Tom O'Gorman following their track session. (ABOVE) Eric Lavigne (left) may build motors for James (right), but he also chips in wherever's needed.

continuing that racing tradition into the 1990s. Living in a northern latitude, the family's form of motorsport involved ice racing in the winter and paved oval competition once the snow cleared. And, when they weren't racing, they'd often attend races as spectators, even heading to Indianapolis for F1's last hurrah at the track. But while all of this interested James, his motorsports journey would be his own.

"The first real experience I had with driving, other than a go-kart, was when my uncle took me lapping in his car back in 2000 when I was 16," James recalls. "He invited me to come out with his car club and they were having a for-fun day and he offered for me to take some laps in his car. Although I really enjoyed it, my circle of friends was more involved with drag racing, so it was quite a few years before I got back to a track again. I didn't make it back to a lapping day until 2007."



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Between those dates, James drag raced with his friends, using his Mazda MX-6, and later wheeling a 1993 Honda Civic. Then the racetrack returned to his life.

"There was a local car club that I was involved with, and a guy I didn't know that well made a post asking if anyone wanted to go," he says. "I had already been doing some autocross with the Civic, and I thought why

wouldn't I want to go and race?

"So, I paid my dues and off we went to the road course, still totally new at that point," he continues, noting that while he was enthusiastic, he certainly wasn't prepared. "I kind of knew that I should have high temp brake fluid, but I didn't have it for whatever reason and, being an idiot, I overheated the fluid and the pedal went to the floor on

the first session. Then I ran the rest of the day like that - I ran all of the sessions the rest of the day just pumping the pedal."

Regardless, the hook was set, and his Civic soon underwent numerous modifications. That car eventually made way for a Subaru STI, and shortly thereafter, he bought an Integra Type R. The same Type R, in fact, that he just lapped Road Atlanta in with a 1:21.

"The Type R was going to be my daily driver," he laughs. "It was my only car when I bought it."

Indeed, by 2010, the Type R was acting as his daily transportation and a track day car. While this stayed the case for a bit, the car's fate was about to be written.

"There was a small, time attack event happening at the CTMP Driver Development Track where I had run my first lapping day, and



IT TAKES A VILLAGE

Campaigning an 800hp time attack Acura Integra with some of the wildest aero mods you've ever seen (LEFT) cannot be done alone. To that end, James Houghton's crew (BELOW) works hard to ensure James and his Integra stay on top.



"The Type R was going to be my daily driver. It was my only car when I bought it"

JAMES HOUGHTON

the registration cost was very reasonable," he recalls. "They had drinks and snacks and lunch provided for free, and the day was the same price as a regular lapping day. They had two main classes, and if you won either of those classes, they gave you your entry fee back. So, I was like, man!"

James asked his friend Eric Lavigne if he wanted to go, and shortly thereafter, the two

headed to the track. "The car was set up pretty well for that track, and there weren't too many super crazy cars," James says. "I ended up winning the first ever time attack event that I ever competed in with this car.

"This car really worked well, especially at small, little tracks," he explains. "So, we went to the rest of those events that year and worked on super

simple things - we added some negative camber, we went a little stiffer with the rear springs, we went stiffer with the rear bar, and the car just got faster and faster. By the end of the year, we were the fastest overall."

That trend continued, with James improving his car and his driving along the way. It wasn't long before he'd dominated both of the big time attack series in Canada, one of them being the Canadian Sport Compact Series. "CSCS is our biggest time attack series in Canada, and a lot of fast Canadian cars that are coming to the States now have all grown out of that series," James notes.

Up until this point, James had been loading his competition tires in the back of the car and driving it to the track - it was, after all, his daily driver. But that ended come 2013.

"We built the motor, and it was a pretty cool setup making up to 450hp," James says, pointing out that much of the engine work both then and now comes courtesy of Eric Lavigne. "We struggled a bunch at the beginning of that year - we still won every local event that we ran, but we really struggled. We had terrible cooling issues that it took us a few events to figure out.

"That fall, we thought we had found a bunch of speed in the car, and we decided to load up and go to Buttonwillow Raceway Park [in Southern California] for the Global Time Attack event. We were pretty confident. We were definitely far too confident."

Needless to say, the event didn't go as planned, making the roughly 5,000-mile round trip tow seem even longer.



"It's so hard to compare lap times when no one from Canada has run out there," James says. "No one out there has run in Canada, and we definitely underestimated what the competition was going to be like. We gave it our all and we had a beating laid on us really bad."

But that wasn't the end. The journey has included a motor swap, a supercharger, and now the current turbo setup, all culminating in a time attack car that produces in excess of 800hp during competitions James often wins. The motorsports adventure has also led to more unique development, with James and his crew most recently adding even wilder aero to the Type R.

According to James, the secret to ultimate speed is twofold.

"The two fastest ways to make a time attack car faster is more power and more downforce," he reveals. "That's obviously a big generalization because a really good suspension setup and other



FAST TIMES

James Houghton (TOP) puts a lot of effort into ensuring his Integra (ABOVE) runs at the highest level. That means calling upon those who specialize in a variety of disciplines, from engine builders to aero experts and beyond. This line of thinking will undoubtedly treat him well in any form of motorsport he tries.

stuff is really important, too; but if you want to be general with it, you have to have power and you have to have downforce. You're not going to set a time attack track record with low power and you're not going to set it with a low downforce, low-drag car."

So, what does the future hold for James? More time attack events and breaking more lap records? It turns out, the answer to that is both yes and no

"We're really excited about our new traction control setup, and we're going to try to chase every time attack track record we can for the rest of the season," he says. Then he admits a significant sea change is coming, one I wasn't expecting.

"The car will either get sold or this car is changing its destiny," he says as he reveals plans to shift from time attack competition to a form of motorsports that SCCA members may be more

"The car's not going to just sit there and be pretty, because it's not that pretty"
JAMES HOUGHTON

familiar with. "The car's not going to just sit there and be pretty, because it's not that pretty. Don't look at it too close," he laughs.

According to James, his goal is to progress to wheel-to-wheel racing, possibly as soon as next season, where he'll compete against a number of SCCA road racers. If all goes as he anticipates, he'll utilize the very same Type R that you see on these pages - the same Type R that was once his daily driver, the same Type R that lapped Road Atlanta in 1:21. And maybe he won't be lapping tracks quite as fast as he has in Unlimited trim, but I have no doubt he'll be having fun. 🍷



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WILD AND STYLED

Competitors at the 2018 SCCA Time Trials Nationals showed up in everything from time attack machinery (LEFT) to moderately tuned street cars (BELOW and BOTTOM). Either way, the event's structure gives everyone a shot at setting their own personal best.



TIME ATTACK AND THE SCCA

WORDS Philip Royle | IMAGES Zachary Rackovan

It's fair to say that for many people, "time attack" and "SCCA" are not synonymous. This fact is somewhat ironic, however, when you consider that SCCA's very first official motorsports event, held on July 22, 1945, at Thompson Speedway in Connecticut, was what many today might classify as a time trial or a time attack. But while SCCA is currently better known for road racing than it is for timed, non-wheel-to-wheel laps at the racetrack, this is something that is changing.

"When it comes to getting on the racetrack, it can appear that SCCA is all about the Runoffs, with some thinking that if you're going to get into a car on the track, the Club's crown jewel is where you need to be," says Jon Krolewicz, SCCA's Time Trials Program Manager. "But many people don't have the means or even the desire to go to that level, and this is where SCCA's Time Trials program fills in the gaps for whatever

their ability or willingness to commit to motorsports is."

SCCA's Time Trials program is nothing new, but it is something that's been getting a lot of attention thanks to a recent nationwide initiative by the SCCA National Office. While SCCA's individual Regions are welcome to manage their Time Trials programs as they see fit, through the newly reimagined program, the SCCA National Office is offering a unified ruleset via the Time Trials National Tour and Time Trials Nationals, with the specialty's keystone event held annually at NCM Motorsports Park in Kentucky. Where this all comes together with Global Time Attack and GridLife, two powerhouses in the time attack world (both series James Houghton, who you just read about in the pages prior to this one, competes in using his 800hp Integra) is that Global Time Attack, GridLife, and SCCA are all part of the North American Time Attack Council.

In December 2018, these three organizations formalized NATA, opening the conversation between the three major event organizing bodies, offering infinite possibilities for competitors who run in any of the three time-based, non-wheel-to-wheel series that might want to cross from one to the other.

While SCCA's National Time Trials program does differ in many ways from the other sanctioning bodies, SCCA recognizes that competitors, like James Houghton, strive to compete not only against the competition, but also for the overall track record. To that end, while SCCA's Time Trials National Tour may not always return to the same locations each year, the Time Trials Nationals - SCCA's keystone Time Trials event - will take place at the same location for the foreseeable future, allowing competitors to keep reaching for the stars.

"While the Time Trials National Tour may change around each year, we signed a

10-year agreement with NCM Motorsports Park, so we're going to have a standard course and TrackSprint that we're going to keep robust track records of," explains Krolewicz. "So, no matter what goes on around it, we will have solid track records at the Time Trials Nationals."

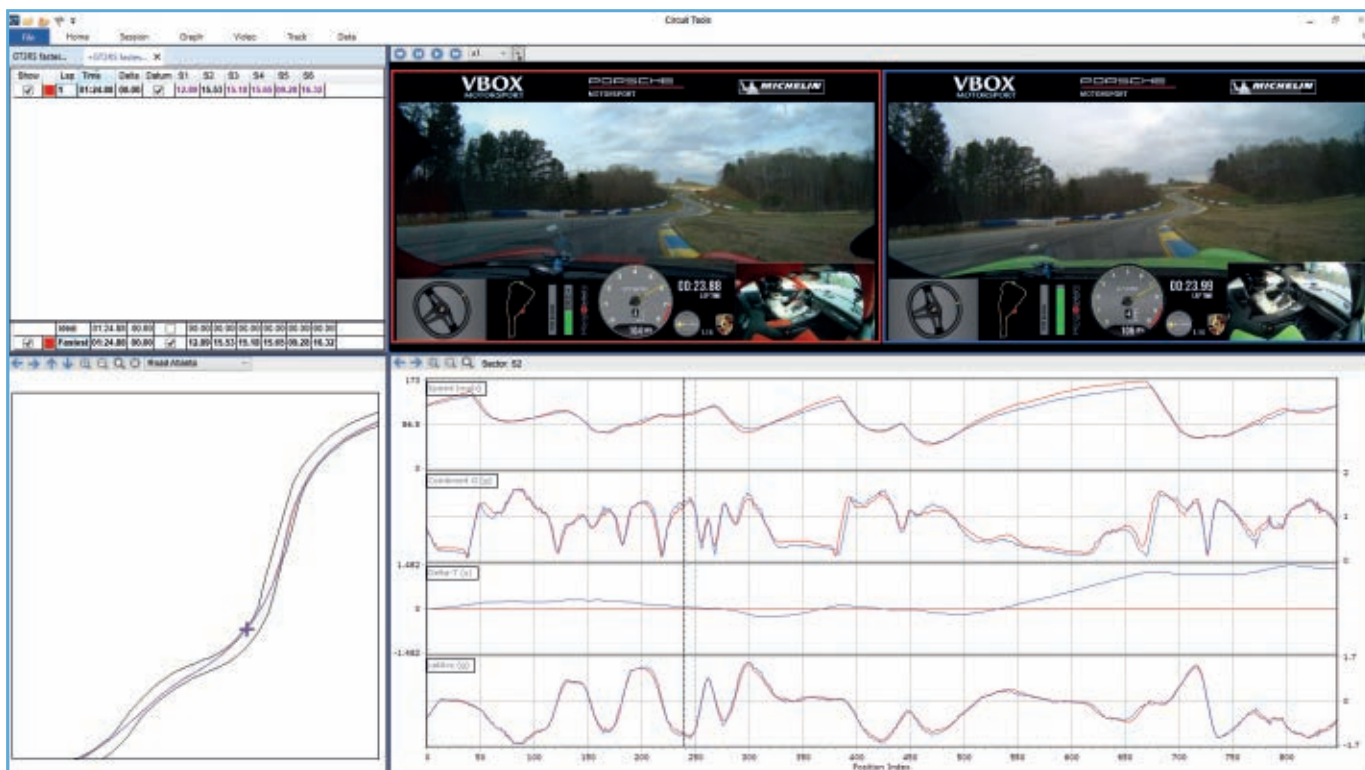
Only one year in, the SCCA Time Trials Nationals presented by Hagerty at NCM Motorsports Park has already built a significant fan base, and the eight-event Time Trials National Tour is putting forth a strong showing for its inaugural year. By the time you read this, SCCA's Time Trials National Tour will be winding down, but there's still plenty of time to register for the Sept. 27-29 Time Trials Nationals in Bowling Green, so head to timetrials.scca.com for more information about vehicle classing, registration, and what else you need in order to get out there and have fun with your car. 🏁



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THE PERFECT PAIRING

Dining in the paddock doesn't mean you have to dumb down your palate

WORDS Jason Isley | IMAGES Philip Royle



TAILGATING

*A bottle of white, a bottle of red.
Perhaps a bottle of rose instead.
Billy Joel probably had a different
venue in mind when he wrote
those lyrics, but nevertheless,
your favorite food and wine
is a great way to enhance a
race weekend at the track.*

Spending time with friends in the paddock after a day behind the wheel is what SCCA is all about. The camaraderie, the bench racing, and the storytelling all make the time off the track every bit as memorable. That said, trackside dining can be hit or miss – after all, not every track offers food like you'll find at Road America's Gearbox. But, thankfully, a portable grill and a few simple tips can keep even those with the most sophisticated trackside palates happy.

Further enhancing dining at the track begins with the right choice of beverage. For advice on that, we reached out to Mario Mazza, General Manager and Enologist at Mazza Vineyards. Mazza Vineyards was founded in 1972 by Robert Mazza, an SCCA competitor and member since 1996, and Mazza Vineyards is the official sparkling wine of the Tire Rack ProSolo, Hoosier Super Tour, and the National Championship Runoffs.

The rules for wine pairing almost read like the event Supps, so instead of breaking out your reading glasses once more, forget what you know about fine dining and follow along with our guide.

When it comes to pairing wine with your trackside barbeque, it's okay to color outside of the lines. "Pairings are subject to taste," Mario reveals. "There is a right pairing mentality with some people, and they believe that you only pair this wine with this food. I want to say that there is a little bit of a caveat; if you like it, and you like how it works, that's great. I'm not one to say there are super strict, hard-and-fast rules."

It turns out, your flavor palate is more important to your



FIND YOUR FLAVOR

(MAIN) Selecting a wine to pair with a trackside cookout comes down to personal taste, although there are general guidelines based on the food being cooked (BELOW), as well as how it's prepared.

beverage choice than a traditional list of pairings. "There are some good guidelines," Mario points out. "There are general rules for pairing wine, beer, or spirits, even just different flavors in general. You want to think about various things, like do you want something that complements and reinforces the flavor, or do you want something that contrasts?"

Additionally, the style and preparation of what you are cooking has a big impact on the pairing. "For spicy dishes, I might do something like an aromatic white wine," Mario says. "A Grüner Veltliner is one of the ones we make that is really great with spicy dishes, like Asian, Latin, and fusion style; those work really well with that wine. It's a very versatile wine - if you have some spicy barbecue meats, that wine is going to work phenomenally well."

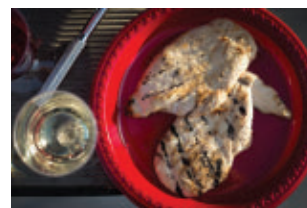
Climate can also dictate choice. "On a hot day, if you just got out of the racecar, you aren't going to want a big, bold, heavy, rich red wine; instead, you might want

something a little bit lighter," Mario notes. "If someone is more of a red wine fan, I would say a little lighter in the summer would be more appropriate. On the East Coast, we make a variety with grapes that are native to Austria called Blaufränkisch, and you can pop it in the fridge for 10-15 minutes just to cool it down slightly, and that is a really refreshing red that is very versatile and will work with a lot of foods."

With those general guidelines established, it was time to talk specifics. "With chicken, a lot of it is going to be dictated by the sauce," Mario explains. "If you're doing something smoky, I might veer toward a lighter style red wine. That being said, if you are doing something dry rub or lemon zesty, the Grüner is a great option. A Riesling would work really well, or a dry rosé. We have a couple different dry rosés in our portfolio, and those are super versatile; kind of the quintessential summer wine in a lot of ways."

If you are a red meat fan, the natural pairing is a red wine - but don't be afraid to switch it up. "Some people think red wines with red meats, and that fits, but if you start putting a lot of different toppings on that burger, it might change it a little bit," Mario says. "If it's not really hot, or it's in the evening, you can go with a Merlot, or maybe a Cabernet Franc if you like something with a little more structure. If you're having that big, juicy burger, going with that red makes sense, but depending on the sauce and the style, there are some white options that work really well, too."

If your time on track didn't go to plan, bringing your own sparkling wine can often cheer up the mood. "Sparkling can be a very food friendly wine," says Mario. "In the U.S., the mentality here tends to be that sparkling is for special occasions, and that's not the case for other cultures - we've missed the joys of how versatile sparkling wines are."



Indeed, this is motorsports, and since we're often grilling up everything from brats to burgers and serving everything on plastic plates while sitting atop a pile of competition tires, many of the traditional food and beverage pairing rules don't necessarily apply. But no matter whether you're dining at the track using the sparkling wine that came courtesy of your most recent win or you're pulling out a beverage from your ice chest, perhaps the most important pairing rules are to not burn the food, to drink responsibly, and (importantly) share with your friends. 🍷



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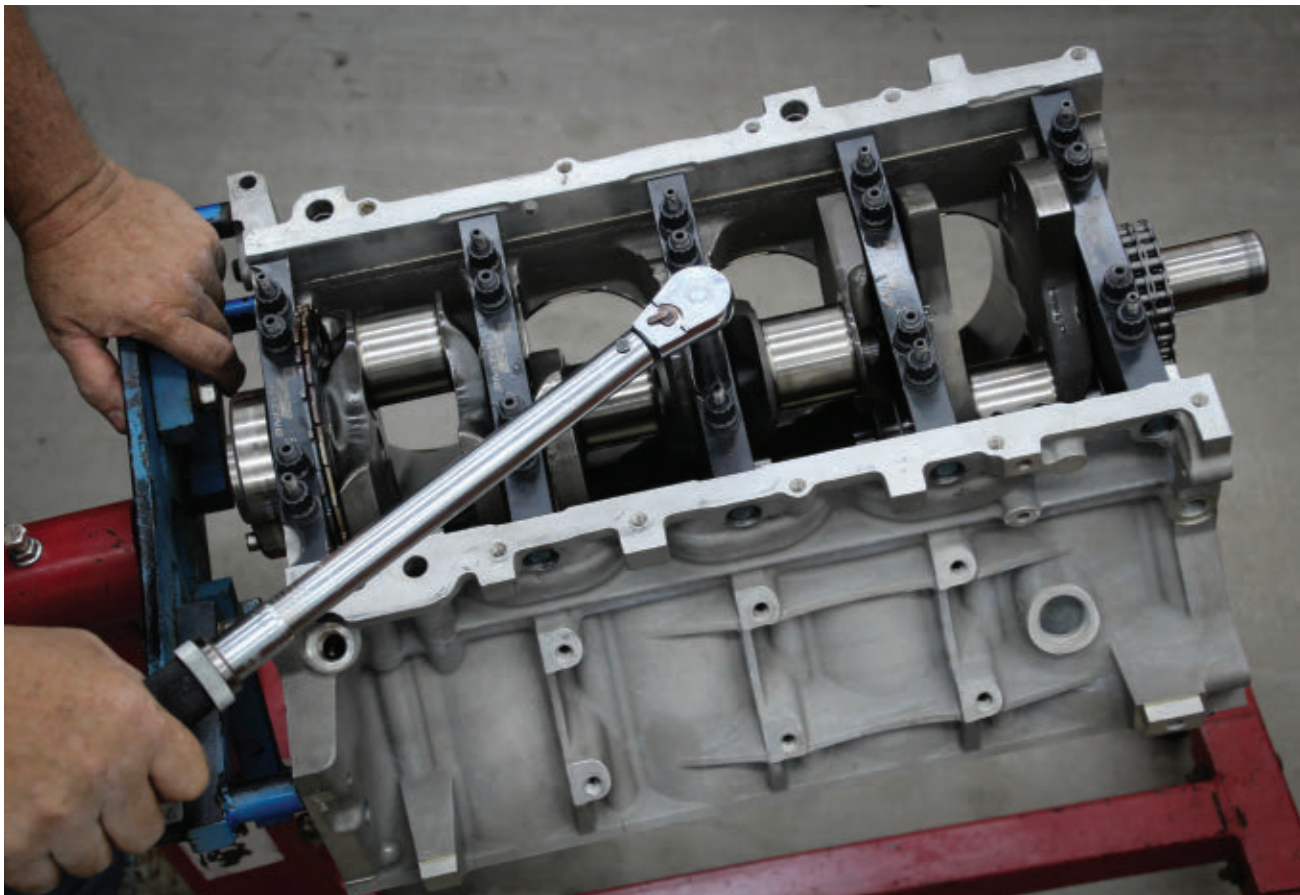
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PROJECT CAM CORVETTE

PART 3: A setback presents us with numerous questions...and some answers | WORDS & IMAGES Jason Isley

We last visited our Classic American Muscle CAM-S autocross project in the November 2018 issue of *SportsCar* as we were preparing for our first shakedown runs with the new suspension, exhaust, brakes, and interior components installed on our twin turbo 2003 Corvette ZO6. While on the dyno, however, we experienced a few hiccups that were a sign of bigger problems to come. So, follow along as our journey takes a dark turn. But don't worry, because there's light at the end of this tunnel.

With much excitement, we headed out to a Cal Club Region autocross practice day anticipating huge gains in handling over our

baseline testing. Heading out for the first run, engine detonation was noticeable as soon as the car began to build boost - any attempt to go past half throttle (or even maintain throttle as the turbos did their job) yielded unpleasant sounds under the hood. It was decided that partial throttle runs were not going to provide the suspension tuning data we needed, so we cut the test day short and went home disappointed.

With our CAM-S Corvette back in the shop, a leak-down test revealed that the more than decade-old Lingenfelter Performance Engineering (LPE) engine was not as fit as a fiddle. While we still don't know the complete history

of this particular Corvette, we do know that LPE built it for the 2004 *Car and Driver* magazine Super Car Challenge, and that at one time it took part in the One Lap of America - so we know it the car has been exercised.

The combination of the leak-down numbers and a few other issues that were bothering us prompted us to plan for a mild motor rebuild. Our hope was that a simple refresh might return this car to its former glory. But that's not to say we felt like the car had a long way to go; a fairly recent run on the Dynojet at Extreme Performance yielded 716hp to the wheels on pump fuel, and we experienced clutch slippage at



720lb-ft of torque on a Dynapak at Church Automotive Testing. Considering those data points, we felt that while the motor may not be at full song, it's probably not missing much power.

However, as the engine disassembly got underway, we ran into a number of issues that showed we were, perhaps, in for a bigger project than we

UNDER CONTROL

Doubling CompCam's Beehive Valve Springs (FAR RIGHT) with the company's Short Travel Hydraulic Roller Lifters (RIGHT) will enable our CAM-S Corvette to rev freely.



anticipated. The primary issue we found was a damaged cylinder sleeve, very likely the cause of the out of spec leak-down results. Fortunately, a bad sleeve can be replaced in a GM LS engine with relative ease - it just requires a little machine work and a new liner. But, as often happens with projects, one thing led to another.

With our GM C5R block out for machine work, it was time to start looking at some of the other components. While inspecting the cylinder heads, there was evidence of a previous repair where a crack had been welded and smoothed. While that repair had been adequate, we wondered about its longevity considering the fact that we wanted to push the engine harder. The decision was made to shift from a motor refresh to a serious upgrade. After all, everyone needs more power.

The GM Performance Parts (GMPP) catalog was the cure for our cylinder head woes, thanks to its CNC-ported LS9 head assembly. Originally fitted to the supercharged ZR1 Corvette, these heads were engineered to work under pressure, and the CNC porting offers additional airflow - a more than competent replacement for our LPE modified LS6 heads.

Even though the GMPP cylinder heads come ready to run, we couldn't pass up the opportunity to upgrade them with help from Comp Cams. A Comp Cams Beehive Valve Spring Kit would replace the original LS9 hardware; including a set of upgraded Beehive Springs, titanium retainers, as well as new locks, seals, and spring seats, this kit contains everything needed to handle ridiculous amounts of horsepower. The unique Beehive Spring design

increases high-rev valve control, reduces weight, and increases spring life, all of which is vital in boosted or race applications.

We had not planned to change the camshaft since we knew the LPE-spec unit could exceed 700hp to the wheels and was still in good shape, but then Comp Cams educated us on how technology has evolved over the years, and with the new cylinder head package we could likely find additional power gains here, too. While this sounded good to us, the technical expertise needed to build the cams was beyond us, so we stepped aside and let the engine builder work directly with Comp Cams. In no time at all, the Comp Cams team had transformed one of its Custom Ground Camshaft Cores into a new unit for our engine and the cam was on its way to the shop.

Mating up with the camshaft would be a set of Comp Cams Short Travel Hydraulic Roller Lifters, which are designed for high-revving applications. The patent-pending

design limits the lifter's internal piston as it is pumped up, reducing power loss at higher rpm.

The next piece of the puzzle is the Comp Cams Max-Lift BSR Shaft Rocker System. This bushed shaft rocker system increases system stiffness, improves valvetrain dynamics, and reduces deflection. Thanks to its superior control characteristics, very aggressive camshaft profiles can be used.

The final piece of the valvetrain overhaul was the Comp Cams Keyway Adjustable Billet Timing set. This timing set offers eight degrees of cam timing adjustment, and features a heat-treated, double-roller timing chain.

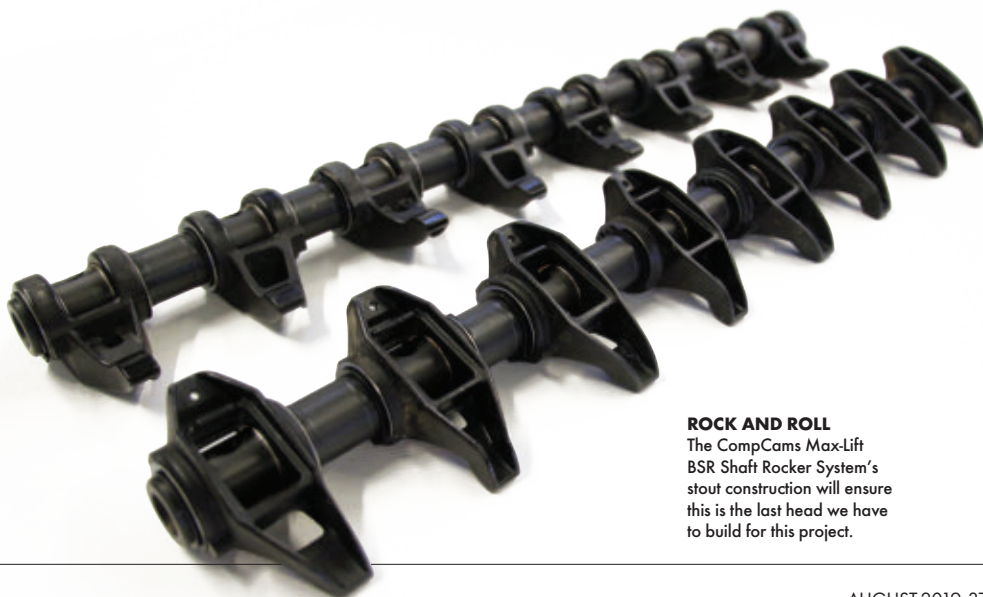
With the block back in order, we sourced a new set of pistons from JE Pistons, which is optimized to work with the new LS9 cylinder heads. The pistons would marry to the crankshaft via the LPE-spec connecting rods, which were still in good shape.

With the motor out, we began to evaluate the ancillary systems

in the hunt for more problems, and we believe we may have found the source of some of the detonation problems - one of the turbocharger wastegates had a seized actuator, preventing it from bleeding off pressure.

Not knowing for certain the last time the pressure side of things had been serviced, we sent the turbochargers to Turbos Direct for a rebuild and took the opportunity to have a thermal coating applied to the housings. New actuators and wastegate springs would also be installed at this time, resolving the original problem.

As is all too often the case, the mechanical portion of the engine rebuild has taken longer than expected, but we anticipate having everything ready to go back in the car by the time this issue reaches your mailbox. Once that's done, we'll jump into our next portion of the project: a new fuel and intake system. Oh, and we'll also be hunting for a clutch that can harness the power of this beast. 🚗



ROCK AND ROLL

The CompCams Max-Lift BSR Shaft Rocker System's stout construction will ensure this is the last head we have to build for this project.



Are driver schools useful for experienced SCCA racers? Terry Earwood says the answer is yes

WORDS & IMAGES Jeff Zurschmeide

THE FUNDAMENTALS

Terry Earwood has a racing resume that few can match. He's not only in the Drag Racing Hall of Fame, but he's a champion autocrosser, too. He drove in the Firehawk series back in the day, and he won the IMSA National Touring championship. He's been the chief instructor for Skip Barber since 1984, and he's taught performance driving to more than 30,000 enthusiasts. In addition to everything else, right now he's an assistant chief steward and driver coach for the

SCCA Pro Racing Trans Am Series. Consequently, when Fiat invited *SportsCar* to a one-day Skip Barber Racing School refresher school, where Earwood would be the coach, we couldn't resist.

The vehicles we piloted were the Fiat 124 Abarth and Fiat 500 Abarth at The Ridge Motorsports Park in Shelton, Wash., but, as Earwood points out, the cars are simply a means to an end. "A car's a car," Earwood explains. "I don't care if you drive a cop car or a Fiat 124 to school."

Simply put, Earwood believes in mastering the fundamentals of performance driving and, as a result, his one-day school is pretty much the same for novices and professional racers alike. The day begins with a chalk talk that starts with the basics of grip, radius, and speed. Earwood understands that everyone is eager to get in a car, so he keeps it moving, and the classroom session is no longer than necessary.

"We're going to start the morning off with [the] skid pad



and autocross," he explains in the classroom. "We're working on knocking the rust off. We do a heel-and-toe exercise so you can work on proper downshifting, and then we go out on track and do lead-follows and just keep the pace up."



REFRESHER

No matter your experience level or what you are driving, getting on-track coaching (LEFT) is a great way to knock off the rust. As a racer, the Driver Development Manager for Trans Am (BELOW) and Skip Barber chief instructor (BOTTOM) Terry Earwood has likely forgotten more about performance driving than most people will know.

Earwood and his team spend as much time as needed working with each student on skid recovery, then we head over to the autocross course for the basics of line, apexing, and eye placement. An exercise in heel-and-toe shifting is also part of the basic curriculum.

"No matter whether you're staying for three days or not, you need that first day," Earwood insists. "You need the skid pad, you need the autocross, you need the heel and toe, you need the lead-follow around the racetrack."

The afternoon session included driving both the rear-wheel-drive 124 and the front-wheel-drive 500 on the Ridge's 2.47-mile, 16-corner circuit. The format is lead-follow with sessions of about 10 laps, so the instructors can observe each driver's line and technique individually and offer coaching. After several sessions, speeds come up and each driver works on personal details.

The benefits of a one-day refresher school are real, even for licensed racing drivers. Many in our class had never experienced a skid pad before, while the autocross exercise forced students to focus on precision and planning. Likewise, driving the two dissimilar Fiats on the racetrack forced every driver to adapt to each car's unique performance characteristics and driving requirements.

"What we have for the advanced driver, someone who's SCCA-licensed and has been racing for at least a year or so, is our two-day advanced racing school," Earwood says. "We still kick off with the skid pad and autocross, but then we go straight to a lead-follow



The sequence is important, however, and the reason for it is simple. "It lets us ride with you for a few minutes and see where you're at and work on your habits, good or bad," Earwood says. "If you haven't ridden on a skid pad with a coach, you don't know what you're going to do."

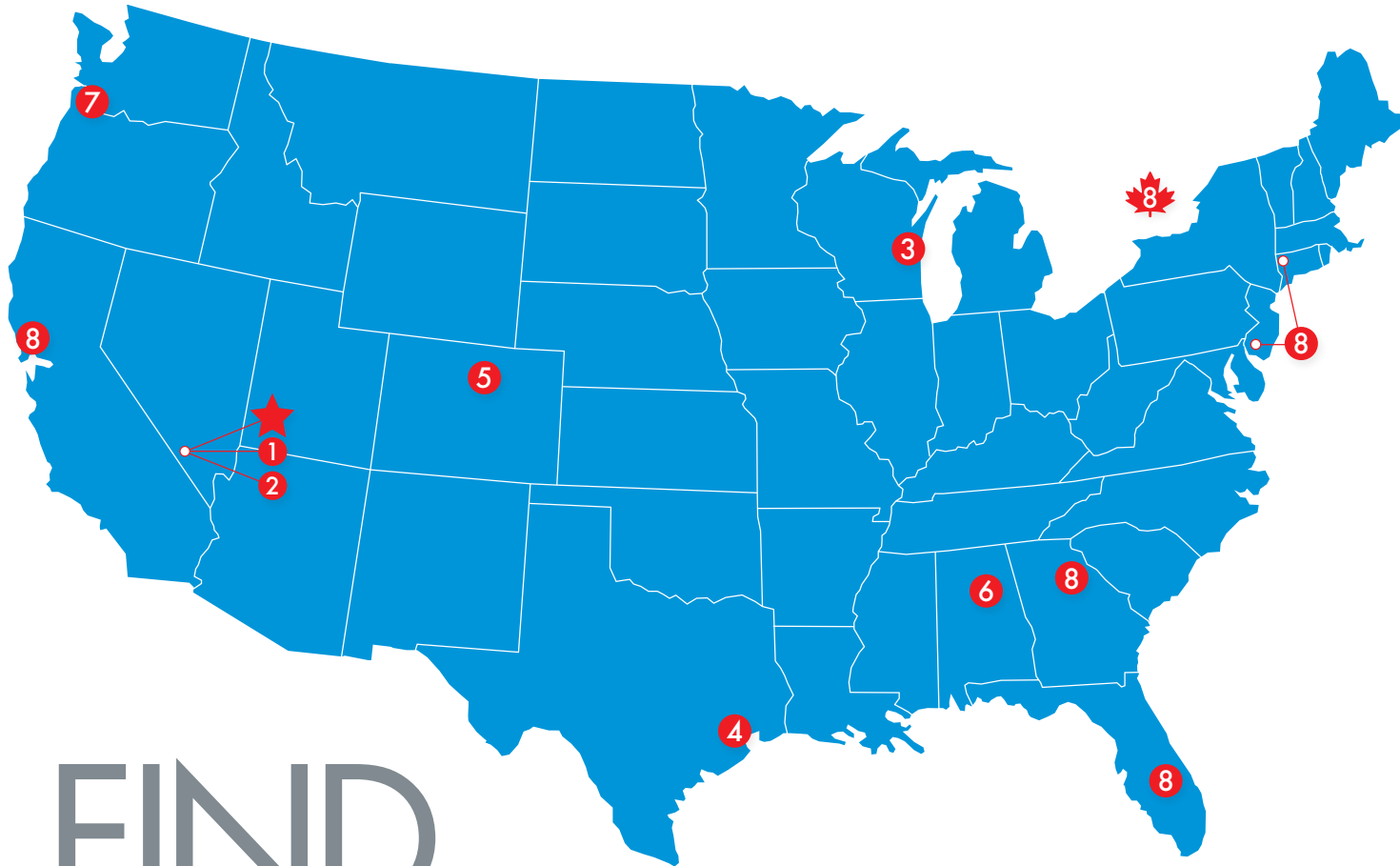
Out on the wet skid pad, Earwood presses each driver to increase speed until the car loses traction. "We practice the CPR system," he explains. "That's Correct, Pause, and Recover."

session and a stop box session where we stop every lap and get feedback. The next day we go out as instructors in other racecars and we spoon feed you traffic. They'll pass us in one turn. We'll pass them in the next; we stay out all morning working on traffic."

Earwood also emphasizes the value of a school day to learn a new track. "If you just need to knock the rust off, a one-day school is a good answer," he notes. "For guys who know what they're doing but just need a little

more coaching, maybe the next step is to come and learn a new track, like Sebring, for instance. We offer that at every track where we operate, so you could go to New Jersey or Road Atlanta or Sebring or Laguna Seca."

Whether you choose a Skip Barber school with Earwood (and you should meet this guy - he's great) or a school near you, receiving coaching with planned exercises is one more tool to help you perform at your best come race day. 🟡



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MUSTANG MUSCLE

A Mustang celebration continues through the Trans Am weekend as muscle cars tackle Round 3 at Lime Rock Park

WORDS Amy Greenway, edited by Philip Royle | IMAGES Chris Clark



There were multiple events and media activities to celebrate 55 years of Mustangs competing at Lime Rock Park in the run up to the May 25 TA2 powered by AEM race. After the race, the celebrations continued as Mustangs dominated Saturday's Trans Am Series presented by Pirelli Memorial Day Classic.

Racing the Mike Cope Race Cars Big Diehl Skip Barber Ford

Mustang, Thomas Merrill kept Dillon Machavern's Liqui-Moly Prefix Ford Mustang in his mirrors for the entire 100-mile feature to take the checkered, making it a Mustang one-two. But the muscle car rivalry was alive and well, with Scott Lagasse Jr. crossing the stripe in third in his SLR/Fields Racing/M1 Racecars Chevrolet Camaro.

"The car was a rocket ship all weekend," said Merrill,

who also snatched the pole position in the final seconds of qualifying from Machavern. "I got lucky with the traffic and used it to my advantage to keep Dillion behind me.

"Dillion is a respectable driver," he continued. "There were several opportunities where he could have bumped me to take P1, but he kept it clean and I appreciate that.

The race to the checker was never a sure thing for Merrill, either. Starting on pole, Merrill pulled away from the pack, leading Machavern by more than three seconds after five laps. But Merrill's speed started to fade late in the race, allowing Machavern to challenge the front-runner. A late yellow regrouped the field, which was the opportunity that Machavern needed to close the

WALK IN THE PARK

(LEFT) Chris Dyson made quick work of his Trans Am race at Lime Rock Park, going flag-to-flag for his first TA win of the season. (RIGHT) Laguna Seca winner Thomas Merrill made it two in a row in TA2 after a hard fought battle. (BOTTOM RIGHT) Mark Boden made it look easy in SGT.



Machavern tried to pass Merrill on the uphill. His attempt was unsuccessful as he dropped two wheels off track, allowing Merrill to cross the stripe about a half a second before him.

"Thomas is good at making his car wide and big, and he really worked that traffic well," Machavern pointed out. "The Stevens Miller Liqui-Moly Mustang was awesome all weekend, but Thomas just bested me on the last lap in qualifying and really the same thing happened at the end of the race. I think we had the fastest car at the end, we had some passing opportunities, but Thomas just knew how to make his car big."

Two days later, on Monday, May 27, when the TA, SGT, and GT cars took to the historic circuit, the tone changed to that of a Cinderella story, as Chris Dyson claimed the Trans Am presented by Pirelli TA-class victory in his Plaid Ford Mustang. Starting from the pole, Dyson never surrendered the lead to claim his first TA victory of the season following 100 miles of flat-out racing, but this came just days after Dyson suffered a crash in sprint car competition, leaving him unsure of whether he'd be competing in the Trans Am race at all.

"To think, two days ago I was laying in a hospital bed, not knowing if I was going to make it here," said Dyson after the race. "I told my dad they were going to have to tie me to this bed if they're going to keep me from racing in Lime Rock. Luckily, I was cleared to race because this might be my biggest career win. It's so special to see all my friends and family members waving as I drive by - it's just a fantastic feeling."



"Two days ago I was laying in a hospital bed, not knowing if I was going to make it here"

CHRIS DYSON

gap. On the restart, the pair of Mustangs raced through the tight, fast turns of the 1.53-mile circuit. With time ticking down,

Finishing out the TA-class podium were Ernie Francis Jr., who recovered from an early race setback to claim a hard-fought second place, and Josh Hurley.

The race group featured three classes of competition, with SuperGT and GT machines sharing the track with the high-horsepowered TA class entries. And, in a perfect balance of battling competitors, while

watching for the TA traffic in his mirrors, Fall Line Motorsports driver Mark Boden went flag-to-flag in the SGT class race for his first win of the season in his Beverage Flavors International/Porsche 991 GT3 Cup. Meanwhile, Steven Davison also ran a near-perfect race in his Davinci Plastic Surgery/Aston Martin Vantage to score the GT class victory. 🏆

THRILLS AND CHILLS

It was door-to-door action as Trans Am's TA2 class hit the streets of Detroit for an all-American Motor City battle

WORDS Amy Greenway, edited by Philip Royle | IMAGES Chris Clark

Anything can happen in a TA2 race, and the Trans Am Series presented by Pirelli drivers proved just that as they delivered a thrilling round on the streets of Belle Isle during the series' 21st appearance at the Detroit Grand

Prix during the May 31-June 2 weekend. The first of the two sensational TA2 races - part of a TA2 doubleheader held on Saturday, June 1, and Sunday, June 2 - featured four different leaders in just 36 laps, with Chevrolets ultimately claiming

the two top steps of the podium during the TA2 powered by AEM Muscle Car Challenge.

After the front-row starters found trouble at the beginning of race one, it was the underdogs of practice and qualifying that came through

for the big results to open the Trans Am Detroit weekend. Following a breathtaking inside pass, Canadian Misha Goikhberg held the lead in his BC Race Cars Chevrolet Camaro to take his first Trans Am win of the 2019



season. Tony Ave, meanwhile, wheeled his BC Race Cars Chevrolet Camaro to a strong second-place finish with championship contender Dillon Machavern the Liqui-molly Prefix Ford Mustang claiming the last step on the podium.

"My car was consistent and easy to drive, so I stepped on it," said Goikhberg. "I managed the gap and played it safe in traffic, and I'm so happy to bring it home for my team owners Blaise and Penny [Csida]. It's special

SWEET VICTORY

Tony Ave (LEFT and BELOW) has won his fair share of races, but his TA2 win at Detroit will undoubtedly go down as a favorite. Misha Goikhberg (BOTTOM) won the first race of the TA2 double-header weekend.



"What usually happens at these places started to happen, with everyone going sideways"

TONY AVE

to see this kind of passion about going racing."

On Sunday, the TA2 drivers amped up the aggressiveness for the Motor City Dash, risking everything for a chance to add their names to the list of winning drivers in the long Trans Am

history of racing in Detroit - and Ave, celebrating his 100th career Trans Am start, was no exception. In the race, Ave ran strong and took the lead in the final laps to claim his 19th Trans Am win, and his first victory on the streets of Belle Isle, beating Machavern and Buffomonte to the checker.

"I've been trying to win this race since 1994!" said an elated Ave. "I've led it a bunch of times but haven't been able to hit that top spot.

"We didn't have quite enough speed early so I just stayed close," Ave explained of his race strategy. "My car got good toward the end and I was able to run them down but passing was going to be an entirely different issue. Then what usually happens at these places started to happen, with everyone going sideways, grabbing gears and spinning tires. I thought, 'This is living!' We were just scrambling, but we came out with the lead and I couldn't be happier." 🍷

TWICE THE FUN

Texas Region members Liam and Mark Snyder make their mark in FE2 and FE

WORDS James Heine | MAIN IMAGE Courtesy Snyder Family

It's a fact - it's been a good year for Texas Region twins Liam and Mark Snyder. No doubt about it. The 16-year-old high schoolers from Southlake, Texas, have recorded an impressive number of 2019 U.S. Majors Tour and Hoosier Super Tour poles, wins, and podium finishes in the SCCA's FE classes, where Liam competes in FE2 and Mark in FE. And there's no sign they're slowing down.

To date (as of Memorial Day, that is), Mark has snagged eight poles and seven wins in FE, while Liam has recorded five poles and seven wins in FE2.

The brothers' success this year comes on the heels of an equally successful 2018 racing season in which Mark won Formula Enterprises at the National Championship Runoffs, becoming, at age 15, the youngest Runoffs winner ever, and Liam finished second in FE2 to Flinn Lazier (*First Gear*, March 2019).

We first met Liam and Mark at the 2017 Indy Runoffs while catching up with fellow Texas Region and now Indy Pro 2000 racer Jacob Loomis (*First Gear*, July 2016). At the time, Liam was racing FM (finished fifth) and Mark SRF3 (finished 36th). Since then, they have made the switch to the formula offerings from SCCA Enterprises.

There's no doubt the twins are part of a racing family. Dad races (Formula Mazda) as does older brother Will (Spec Miata and Super Touring Lite). In addition to Mom, Dad, and Will, the twins' family also includes sisters Katia, Sara, and Alex.

"My parents grew up on different continents, with my dad growing up in La Oroya, Peru, on a sheep ranch and my mom

growing up in Fort Worth, Texas," Mark explains. Neither grew up around racing of any sort, but my dad was always into cars."

"[We] come from a hardworking family," Liam adds. "My parents both worked hard and did not come from wealthy families. My dad has been into cars since he was young, and I have grown up with cars all around me."

Like many young racers today, Liam and Mark began in karts, at age 9. For their 11th birthday, they got to pilot a Spec Miata around MSR Cresson, their local track, and as Mark explains, "We got hooked."

After several seasons in karts, which both continue to race, the twins obtained their competition licenses in 2016 at age 14. "The one thing I get through racing, that I know I can't get in any other sport, is the extreme competitiveness that is in the sport," Liam explains. "I love the fractions of a second between racers. The top 10 could be within a few tenths of each other."

"My favorite part about racing is the community," Mark adds. "It's not like football, where you are done after two hours and you go home and sleep. Every race weekend is an adventure, and whether you win or lose, everyone still laughs and has fun that night at dinner. It never gets old."

"It is also addicting," he adds. "The intensity and thrill of competition at speed is a never-ending craving. I can never watch enough racing or get enough seat time."

In addition to their parents, who support their efforts through Snyder Brothers Racing, Liam and Mark say they are indebted to many for the advice and help



Rupert Barrington



Reck Convine

"Whether you win or lose, everyone still laughs and has fun that night at dinner"

MARK SNYDER



they've provided. That list, the twins say, includes Moses Smith from Texas Autosports, Jacob Loomis, FM drivers Brekk Harris ("who got us into karting") and Josh Hough, and Greg Bell of Leading Edge Motorsports.

"Really, it's all the local guys with all of their support, along with SRF3 driver Denny Stripling, who coached us when we were young," Mark says.

Away from racing and the track, which these days is not all that often, the twins are typical teenagers - they're busy in school (both are National Honor Society members, and Liam is an award-winning high school musician), have an eye on their

post high school education, enjoy socializing, and dabble in building things, including, not too long ago, a 50mph tricycle and a "paintball tank" the size of a pickup.

"We wanted to learn how to weld," Liam admits, "so the tank was a perfect project. Ever since then, I have an urge to build things for fun, whether it's a robot for my school engineering class or the tricycle. I love learning and building, and I have no intent on stopping."

As for their immediate and long-term futures, the 2019 Runoffs at VIRginia International Raceway is on the calendar for both of them. Ditto, long term, an opportunity at a pro career, if that should present itself.



"An equally intriguing path would be to get an engineering degree and eventually develop cars and racecars for big-time manufacturers and race teams," Mark observes. "Racing is always the future of commercial automobiles, and usually a couple of years ahead of production cars; so being a part of that pioneering pathway would be an awesome career."

Liam concurs: "I'd like to pursue my love for engineering by going to college, but I plan to keep racing prominent in my life. It's every racer's dream to be in an Indy car or an F1 car. But even though I could race the wheels off the car, I'd like to

be able to understand how it works. I still would like to keep my engineering dreams alive."

"Racing is not just a sport, or a career, or a hobby" Mark expounds. "Racing is a lifestyle, and a way of life. Racers are a different breed. No one with the right sanity would drive 28-plus hours to a race, wake up at 5 a.m. the next day in the freezing rain, throw on a helmet, and drive a car to 101 percent of its limit, with a wall five feet away from the asphalt. On top of that, do it once a month, and every time it gets more amusing. The discipline, concentration, responsibility, talent, skill, patience, and raw bravery it takes to be a top racecar driver is unlike any other sport there is."

Courtesy Snyder Family



NOW AND THEN

(ABOVE) Even at an early age, Liam (left) and Mark Snyder (right) knew they were ready to transition from karts to cars. Since then, both Liam (TOP, right) and Mark (TOP, left) have proven themselves worthy competitors at the highest level of amateur road racing, with both Mark and Liam excelling at the 2018 SCCA Runoffs (FAR LEFT).

But, Liam concludes, there's more to racing than the sport. "I'd say the most important thing I haven't mentioned yet is my friendships because of racing," Liam reveals. "I have many new friends that I would've never met if I hadn't stepped outside the trailer and talked to people. The racing world is small, and racing friendships are unbreakable. My brother and I have grown to have the best friendship on the track, even if we hit each other sometimes."

"I have matured because of the track, and I have learned so much. The racing life is something I wouldn't trade for anything else." 🍷

A HANDS-ON EXPERIENCE

For Cal Club Region worker Steve Hobbs, Emergency Services is home away from home | **WORDS** James Kearney | **IMAGES** Justin Saveanu

Steve Hobbs says he liked being around cars ever since he can remember. “My mom would bring home toy cars and I’d take them apart and put them back together, sometimes with more success than others,” he laughs. Then an uncle gave him his first set of tools and he was on his way. Meanwhile, another uncle had an old stationary F-150 pickup truck – he told Steve that if he could fix it up, it was his. After he accomplished the task, that same uncle hired him to work in his auto repair shop and Steve not only had his first vehicle, he had his first job as a mechanic. Now, this L.A. native is a service tech for a company that services auto shop lifts – and he’s also an integral part of Cal Club Region’s Emergency Services crew.

Steve has always wanted to connect with the racing world, and six years ago he was introduced to a couple of friends who ran Honda S2000s. He was thrilled to crew for them at Buttonwillow Raceway Park and then Auto Club Speedway, but both cars needed a lot of support. The drivers couldn’t continue and asked Steve if he might be interested in doing some other work at the track. “I saw a tow truck go by and I thought that working on that would be cool,” he says. “Introductions were made and I have been there ever since.

“The folks at Cal Club were like a big family,” he says. “Everyone was so nice to me. I felt at home right away, and the job of being an Emergency Services worker seemed to be about as close as you could get to being a racecar driver.”

He agrees that working Emergency Services is not for everyone. He loves being a first responder, but it can be heavy-duty work emotionally. “We deal with heart attacks, broken limbs, and even entrapment,” he points out. “When we are interacting with a driver, they often have just had both their



IN THE FAMILY
For the 2018 Emergency Services Worker of the Year award winner Steve Hobbs, Cal Club Region and Emergency Services quickly became a second family. Hobbs also serves on his Region’s Board of Governors and works to recruit new members every chance he gets, wrapping his own car to promote the Club at various events (TOP RIGHT).

car and their self esteem wrecked. You can’t take anything personally. Most of the time when drivers are upset with us, they come back later after they have had a chance to cool off. We understand the situation.”

In every way, the job of the emergency worker is to solve problems, and incidents have many repercussions. “In every situation, we first look to get the driver out safely,” Steve points out. “Next, we look to resolve the situation ASAP without impacting the racing surface so the schedule can safely resume.”

It isn’t always straightforward. He cites the example of a drift car that packed it up comprehensively in a pre-show at the Long Beach Grand Prix – an event Cal Club Region helps host. “All four wheels were



locked up and it was a real puzzle as to how to move it away from the barrier,” Steve recalls. “We finally got the back end up on the tow hitch of one truck while another truck lifted the front end with its boom.”

Cal Club Region has four trucks: two tow trucks with booms, a fire truck that carries the Jaws of Life as well as 200 gallons of water, and a rapid-response pickup that carries another 150 gallons of water. “When we arrive at a scene, we always have a plan,” he says. “You need one truck to block the area. Like drivers, we get in the zone as we set out to do the job. You have to be careful to avoid tunnel vision; you can expose yourself to more danger. You are no good to anyone if you get hurt.”

On his truck, Steve is the one who goes out to hook up the car to be towed. His wife, Sarah, operates the boom, a job that requires a deft touch. “You always need to keep your eyes on the track,” he points out. “If one car got there, another one can as well. Those who stay in the truck use their elevated position to supervise and stay on the lookout for incoming dangers.”

Steve is also aware that recruitment is an issue throughout the Club, so he volunteered to wrap his Miata in a colorful design to showcase Cal Club Region, and he attends car shows with it to get the word out. “I like the whole atmosphere of racing,” he says. “It’s about family, it has religion, it has fast and loud cars, and we are outside enjoying ourselves. I want it to be here for my kids when I have them.”

In late 2018, it was announced that Steve had won the Emergency Services Worker of the Year Award. “The first thing I thought is that I don’t deserve it,” he admits. “It’s totally a team thing. This award is for Cal Club more than me. When I came into the Club I didn’t know anything about helping to put on a race. I learned everything from them. It was like I found a new home.”



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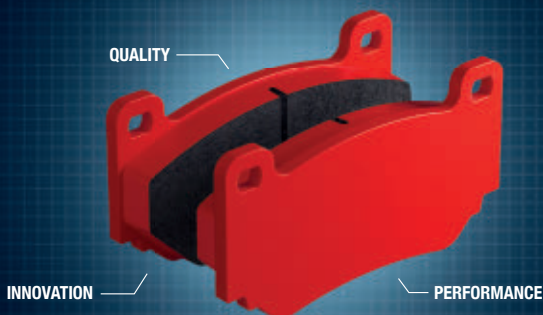


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MAKING ROOM
(LEFT) With adequate racing room comes absolutely amazing racing. (BELOW) Have thoughts about this topic? Let the CRB know at crbscca.com.

IT'S UP TO US

On-Track Behavior: clean and safe road racing is everyone's concern

WORDS Peter Keane, Chairman, Road Racing Board | MAIN IMAGE Barbara Protos

Contact between racers, meaning metal-to-metal incidents minor or major, is a hazard that comes with competitive motorsports. We all want close, hard racing, but we also want to load cars up at the end of a race weekend without the hassle and expense of vehicle damage. This is of concern in large fields where it is easy to cross the line or get caught up in another on-track event. To that end, the Club Racing Board has recently received feedback from the racing community regarding a potential disconnect between driver interpretation and conduct when it comes to the rules of SCCA racing.

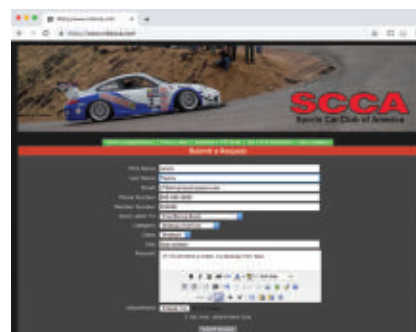
As such, let's talk about GCR Section 6.11.1: On Course Driver Conduct. Here, SCCA attempts to define the parameters of on-track conduct, most notably with this phrase: "Drivers are responsible to avoid physical contact between cars on the racetrack." This is later followed by: "If a driver is involved in significant body contact, the driver and car shall stop at

the designated incident investigation site for review of the incident by the Stewards before going to their paddock area."

To clarify, "significant body contact" includes, but is not limited to, contact resulting in two or four wheels off the racecourse, as well as spins, loss of position, or repairs to suspension and bodywork. The Clerk of the Course at Hoosier Super Tour events will be coordinating with Race Control and the Safety Team to present disabled cars involved in contact to Tech.

Currently, SCCA is eyeing the best way to establish a common and uniformly understood interpretation of these rules, weighing expectations for acceptable on-track conduct. While SCCA provides a safety infrastructure and Stewards to deal with these issues, these steps only deal with the fallout of poor conduct.

One concept is to increase the driver awareness and education level by setting up a library of videos that use a known driver



"We also want to load cars up at the end of a race weekend without the hassle and expense of vehicle damage"

providing narrative on what they see and how the on-track action should have played out. Other ideas involve more punitive measures including maintaining a centralized database of contact logs of repeat offenders.

The CRB continues to work with Executive Stewards and SCCA Staff to improve the driver conduct process. Thanks are given to Kevin Fandozzi, Paula Hawthorne, and Steve Strickland for addressing this subject matter, as well as Jim Rogaski and the Exec Stewards for reviewing the prose above.

Those who have thoughts on this topic, please submit ideas to crbscca.com. Let's all work together to improve our on-track racing experience. 🍷

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**WHEN IT POURS**

While rain is the great equalizer, it's also incredibly difficult to predict when it will fall. And in autocross, it often doesn't fall equally for all competitors. But regardless of whether you're in a production-based sedan (LEFT) or home-brewed machinery (BELOW), when Mother Nature attacks, you're often forced to make the best of a bad situation.

WEATHER, OR NOT

Rain, snow, sleet, hail, and even tornadoes, SCCA autocrossers have seen it all | **WORDS** Paul Brown | **MAIN IMAGE** Rupert Berrington

We have control over a lot of things. We can choose our cars, we can select our tires, and we can meticulously prep our competition vehicles. We can even show up early to an event and walk the course a multitude of times. But there's one thing we simply have no control over: the weather.

Weather, as meteorologists know, is unpredictable; as such, weather has had a hand in shaping the results of uncountable autocross competitions though the years. Sometimes it's subtle, with a sprinkle on just part of a run group, or maybe the day is unseasonably warm or cold. Sometimes it's far less subtle, with a downpour halfway through a run group – and sometimes that downpour isn't part of the forecast. Case in point, a few years ago at the Tire Rack Solo National Championships, competitors experienced three deluges in one day. And, while rain is not that unusual at that event, the weather forecast only called for a 10 percent chance of rain.

I've competed in many events where I'd

brought only the competition tires that were on the car; then rain fell in quantity (the San Diego Solo Championship Tour in 1995 was an epic example of that). At some events the only set of tires I had for wet weather were getting older, and therefore weren't particularly effective (for that, another San Diego Solo Championship Tour comes to mind). Consequently, I've made an effort to have a reasonable rain option handy ever since.

It turns out, however, that having a fresh set of rain tires on hand doesn't make life easier, as you now need to decide when to use them. Is it wet enough to make the swap? Are the conditions drying? When is it dry enough to switch from wets to regular competition tires? If you want to get *really* serious, perhaps there's an intermediate tire option to consider. Then there's the fact that even in the Street category there are setup changes to be made for different tires and conditions; it's easy to be left in awe of those who can make these decisions and setup changes quickly and successfully.



Perry Bennett

Meanwhile, truly severe manifestations of the weather are not vehicle setup concerns, but they are something to consider. Spring Nationals in Lincoln, Neb., and National Solo events in Arkansas often face severe weather watches and warnings. To that end, it's not a bad idea to know where the nearest tornado shelter is when staying overnight.

Finally, there's extreme weather on the road to and from events to consider. Snow is a frequent hazard for many areas well into April, and it's not unheard of to dodge tornadoes and hail (the latter of which some experienced leaving this year's Spring Nationals). In fact, the entire area from Lincoln to Mineral Wells was under the highest severe alert a week before many of us traveled there this year – and, unfortunately, tornado forecasting isn't a whole lot more precise than predicting rain.

So, is there an upside to any of this? Indeed, there is. It turns out that staying still is probably no safer than moving, so no matter what the forecast calls for, we might as well go racing. 📍



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BEFORE THE DIRT FLIES

Stepping into RallyCross is easy, but there are basic car modifications to consider first | **WORDS** Matt Wolfe | **IMAGE** Rupert Berrington

If you read last month's RallyCross column, we outlined suggestions for good cars to get you started in the sport. If you've already purchased a vehicle for RallyCross, great! But now what? Well, before you take your car to an event, you should be sure it's prepared for the task at hand.

Obviously, any competition car needs to be in good working order. Beyond basic maintenance, you should make sure any worn suspension bushings or components are replaced and any low-hanging parts are either moved in to a better location (perhaps pivot that exhaust clamp) or protected with a skid plate. While skid plates under the motor aren't strictly necessary, they

will give you peace of mind and keep some grime out of the engine bay, making post-event cleanup a breeze.

Once you have the car mechanically sorted and protected, what upgrades are necessary? Much of that will depend on the class you're competing in, but my first recommendation applies to all classes: shocks and struts. The thing to remember about your suspension is that its only job is to keep the tires in contact with the ground. To that end, a fresh set of shocks is the best bang-for-your-buck investment for RallyCross vehicle upgrades (tires notwithstanding).

The great thing about RallyCross is that you don't need \$2,000

shocks to be competitive in the Stock classes; dampers like the KYB GR2 and Excel G have been the industry standard for quite a while, and the Bilstein B6 is also a great choice. Something to remember: Stock class in RallyCross does not allow for adjustable shocks - those will bump you into the Prepared category.

Be aware, the majority of "off the shelf" aftermarket coilovers are not the correct choice for a RallyCross application, either. The spring rates in these kits are usually too high and often don't offer enough suspension travel for loose or bumpy surfaces. And, if you do decide to purchase a set of aftermarket



shocks and springs, make sure they're intended for dirt or snow.

It's also notable that your car doesn't need three feet of ground clearance. Many SCCA Regions see stock height Miatas, MR2s, and other low-slung sports cars that compete without constantly denting oil pans. While a little extra height via spring or tires will offer a margin of safety, most cars are fine at the stock ride height.

Tire selection is a topic unto itself so we won't go there today, but we will discuss wheel selection. While virtually any car can compete in RallyCross, it's a sport that can be rough on cars, and your wheels will take the brunt of the load. To that end, it turns out that

the car's original wheels are actually a great choice for competition. Factory original wheels may be heavier than their aftermarket counterparts, but they offer intense durability, which is ideal for what you'll be putting them through. But contrary to what you might imagine, factory steel wheels may bend easier than stock aluminum ones. Now, if you can afford rally-specific wheels, those are also ideal.

On to powertrain modifications, your best investment is going to be in some type of limited slip differential. Many will say a clutch type LSD is best for loose surfaces, but helical gear differentials have also proven to be effective. Even welded diffs work great on dirt, they

just require a unique driving style.

While RallyCross speeds are not great, brakes should not be overlooked. It's important that you choose a pad compound that's easy to modulate and is not overly aggressive. Street pads like the Hawk HPS are a popular choice, offering great modulation while not being quick to lock the tires.

With a car ready to RallyCross, soon it will be time to discover the secrets to speed. Luckily, those come easy as the RallyCross community is one of the most generous in motorsports. To that end, don't be afraid to ask competitors for advice – you'll certainly learn a thing or two, and you'll undoubtedly make a new friend. 🍷

FIRST THINGS
(ABOVE) RallyCross competition doesn't require insane car modifications in order to win, but there are a handful of upgrades you might want to consider before hitting the dirt.

GREEN GOES THE GLEN

RoadRally along with autocross competition produced yet another fun and educational outing at the track | **WORDS** Rick Beattie | **MAIN IMAGE** Jason Kellogg



Neither snow nor rain were able to stop the 15th running of the Toyota Green Grand Prix on April 5 at Watkins Glen International in New York as Glen Region rallymaster Bob Gillespie combined regularity and economy runs into a RoadRally followed by an autocross, producing a great day of fun regardless of the weather.

The importance of that great day is not just in competition, but in what Gillespie and the Glen Region have built over 15 years with students, colleges, and local governments, blending fun with cars and fuel-efficient vehicle progress.

Primarily directed toward auto-tech students, Gillespie explains that, "Overall, a main thrust is to give them an exciting experience while helping prepare them for a variety of careers related to the next generation of vehicles coming onto the world auto market."

To Gillespie, "The most important thing about this event is that it provides auto-tech students two competitive events [TSD Fuel Economy Run RoadRally and an

autocross] they can compete in for free, on a world-famous grand prix circuit."

In the rally competition, teams have two goals: maintain a constant 45mph around the track and obtain the best fuel economy. The Doris Bovee Memorial RoadRally award is given to the first-, second-, and third-place teams that finish with the best near-perfect laps (within one second of the 45mph average).

Doris Bovee, who loved plants and birds, was an environmentalist who taught for many years in the Corning-Painted Post, N.Y., school district. Part of SCCA RoadRally, she was in at the very start of SCCA's Glen Region. The Doris Bovee Foundation is a key supporter of the Green Grade Prix (GGP) and the award is named in her honor.

Participant vehicles are divided into classes for stock production, stock hybrid, stock plug-in hybrids, modified production, and exhibition. Glen and Finger Lakes Region members act as trainers in helping out the 30-or-so auto-tech student volunteers from Alfred State College.

GREEN TEAM
Alfred State College and its EVSRs (ABOVE) and the R.P.I. Formula Hybrid Team (TOP RIGHT) were just two of the groups that attended the Toyota Green Grand Prix.



Robert Gillespie

Alfred State College students have been participating for many years, and instructor Jason Kellogg brought both workers and 10 competitors to this year's running. They also brought two yellow EVSR electric single-seat racecars to the event finishing first and tied for third in the afternoon autocross.

Mike DiGiacomo and his team from SUNY Broome Community College brought a 20-year-old Chevy Metro EV, rebuilt after being flooded, adding rooftop solar panels to win the Most Full-Efficient Vehicle Award with a 179mpg-e.

The first-place Bovee trophy went to the team of Mark Gonya and Mike Mazoway, who had 27 near-perfect lap times. The second-place award went to Gary Thomas and Frank Beyer with 20 near-perfect lap times. Thomas would go on to win best four-cylinder mileage of 37.6mpg in his 2012 Miata. Ron Hanson finished in third place with 12 near-perfect leg times.

Ed Zebrowski, RE of Glen Region, attributes the success of the event to Gillespie, who he explains brought the event from public streets to the Watkins Glen International facility, while staying dedicated to the improvement of the "event's core values of maximum mileage with a minimum use of energy."

Most important to Zebrowski is the inclusion and participation of high school and college students in the event. "As they became more involved in GGP, we in the SCCA became more involved in their schools," he says. "I have been very proud to be on the SUNY Alfred State College Motorsports Program's Advisory Board for years now, bringing the SCCA and Club Racing vision to help their program's goals and achievements."

For Zebrowski, the four important pieces are dedicated leadership, student experience, spreading knowledge of alternative fuels and, as he notes, "the longtime support and leadership of the owners, management, and workers of Watkins Glen International." 🍷

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FORMULA 1 AND SCCA

SCCA's 75-year history is chock full of impressive undertakings, including the shaping of F1 | **WORDS** Jeff Jacobs, Vice Chairman, SCCA Foundation



The SCCA Foundation's major sweepstakes fundraiser continues through Sept. 3 and features another amazing VIP ticket package to the Formula 1 U.S. Grand Prix in Austin. However, the connection between the SCCA and Formula 1 goes beyond just a terrific prize for a good cause. Over its 75-year history, the SCCA has been involved with Formula 1 through drivers who have competed at the highest levels, workers and race officials who make U.S.-based races possible, and even as a hosting organization.

The SCCA Archives collection at the International Motor Research Center in Watkins Glen documents this prestigious history in several ways. Driver records and Club publications recount the exploits of SCCA members like Phil Hill, Dan Gurney, Jim Hall, Bob Bondurant, and Skip Barber

in Formula 1. Other SCCA Hall of Fame members like Mark Donohue, Bobby Rahal, and Carroll Shelby also competed in Formula 1 during their driving careers, often while continuing to race in SCCA series like Trans Am.

But our history goes beyond just the drivers. Alec Ulman, an SCCA Hall of Fame member, long dreamed of hosting Formula 1 at the track he created out of an old Air Force base in Sebring, Fla. He made it happen in December 1959, when Formula 1 held its final race of the season at the Sebring track with 19 entries, including six American drivers with the SCCA's Phil Hill among them. Later, it was SCCA Hall of Fame member and Watkins Glen founder Cameron Argetsinger who brought the U.S. Grand Prix to New York from 1961-'80.

AT THE GLEN
(ABOVE and FAR RIGHT) From 1961 until 1980, the U.S. Grand Prix called Watkins Glen home. The races included a number of American drivers with SCCA roots, as well as countless SCCA workers ensuring the events went off without a hitch.

As importantly, SCCA members have a long history that continues to this day working corners, serving as scrutineers, and working as event officials and stewards at Formula 1 races. While two lucky winners will attend the November F1 race at COTA as a result of the SCCA Foundation sweepstakes, many more SCCA members will be there, too, in volunteer and professional capacities.

Donations to the SCCA Foundation during the sweepstakes for the Formula 1 VIP trip help fund the preservation work on the SCCA Archives, crucial work to ensuring this history is available for future generations – and the IMRRC staff working on the collection recently discovered an extraordinary treasure trove of historic Formula 1 posters.

“Opening the mailing tubes that Harry Handley packed with posters in the 1970s is like opening a time capsule,” explains SCCA Archives technician Rick Hughey. “The new graphic storage drawers purchased by the SCCA Foundation will keep them flat for easy display for decades.”

For SCCA Archives technician Joe Cali, the posters touched a personal memory. “I found a poster for the long-anticipated first Canadian Grand Prix,” he notes. “I was lucky enough to see Jack Brabham – who is pictured in the poster – win that 1967 event.”

Head Archivist Jenny Ambrose notes, “The Formula 1 posters were unexpected surprises in the oversized graphics collection. Many had not been unrolled since former SCCA Archivist Harry Handley carefully packed them away in tubes. They are in beautiful condition.”

These historical finds in the SCCA Archive are amazing – and they're only made possible by donations made to the SCCA Foundation, including funds raised via the SCCA Foundation



ART IN MOTION

(LEFT) The SCCA Archives include an outstanding collection of international Formula 1 posters spanning many years and featuring numerous legendary drivers.



"SCCA members have a long history that continues to this day working... Formula 1 races"

Sweepstakes fundraiser. Tickets for this year's sweepstakes can be purchased via winformula1trip.org in a variety of quantities, and the winner of the Sweepstakes will be drawn on Sept. 4 during the awards banquet of the Tire Rack SCCA Solo National championships in Lincoln, Neb. It's also important to note that in addition to the VIP trip for two to COTA for the F1 weekend, this year's drawing will feature a second prize of two entries to the Skip Barber One-Day Racing program. Either way, this is an SCCA Foundation Sweepstakes you can't afford to miss. 🍷





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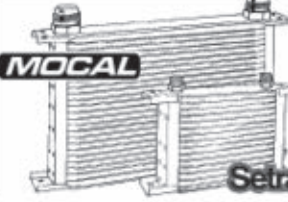



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Driving School Directory
Materials due: Nov 6
Issue mails: Dec 10

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The 2014 Pro Racing
Trans Am Wrap Up and
ARRC issue / Brake
Systems Guide
Materials due: Dec 18
Issue mails: Jan 14

March 2020

Safety Issue/
Safety Equipment &
Apparel Guide
Space: 12/20/19
Materials: 1/3/20
Mailing: 1/27/20

October 2019

The Who Will Win
The Runoffs issue
Materials due: Aug 8
Issue mails: Sep 3

November 2019

Solo Nationals/Holiday
Gift Guide/SEMA Guide
Materials due: Sep 18
Issue mails: Oct 14

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1962 P1800 > SCCA FP, this is the winningest Volvo in the U.S. Several West Coast track records, 2nd place finish in the 2018 SCCA Runoffs. Race ready and comes with a number of spares. Located at Sonoma Raceway, California. **Contact: Bruce Ackerman at (510) 549-9330 or backerman@sbcglobal.net**



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

20 COMPETITION | STREET ▼



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VAN DIEMEN FF RF92 > Kent engine, good condition, pretty much ready to race. Eight alloy wheels, four steel wheels. Hi-Tech exhaust, Penske shocks, Stack dash. Many race wins, lots of spare parts, 10 gear sets, alignment set-up platform, jacks, stands. Located near Scranton, Pa. \$12,000 **Contact: (908) 419-7560 or stevejstas@gmail.com**



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The Who Will Win

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CALENDAR

SPORTS CAR CLUB OF AMERICA **AUGUST 2019**
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Loshak (TA); Matos (TA2); Kleeman (SGT)
May 3-5 Laguna Seca, Calif.
Francis Jr. (TA); Merrill (TA2); Leuenberger (SGT)
May 24-27 Lime Rock Park, Conn.
Kleeman (TA); Merrill (TA2); Boden (SGT); Davison (GT)
May 31-Jun 2 Detroit Grand Prix, Mich.
Goikhberg (TA2); Ave (TA2)
Aug 1-4 Indianapolis Motor Spdw, 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 18-20 Road Atlanta, Ga.
Wilson; Porto*; Car*
Jun 21-23 Pittsburgh International Race Complex, Pa.
Jul 26-28 VIRginia International Raceway, Va.
Aug 8-10 Mid-Ohio Sports Car Course, Ohio
Sep 13-15 Sebring International Raceway, Fla.
Nov 1-3 Circuit of the Americas, Texas
* provisional race results



FORMULA 3 f3americas.com
Apr 5-7 Barber Motorsports Park, Ala.
Pedersen; Dickerson
Apr 18-20 Road Atlanta, Ga.
Abel; Abel*; Dickerson*
Jun 21-23 Pittsburgh International Race Complex, Pa.
Jul 26-28 VIRginia International Raceway, Va.
Aug 22-24 Road America, Wis.
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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 - Thunderbolt, N.J.*
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Sep 27-29 Sonoma Raceway, Calif.
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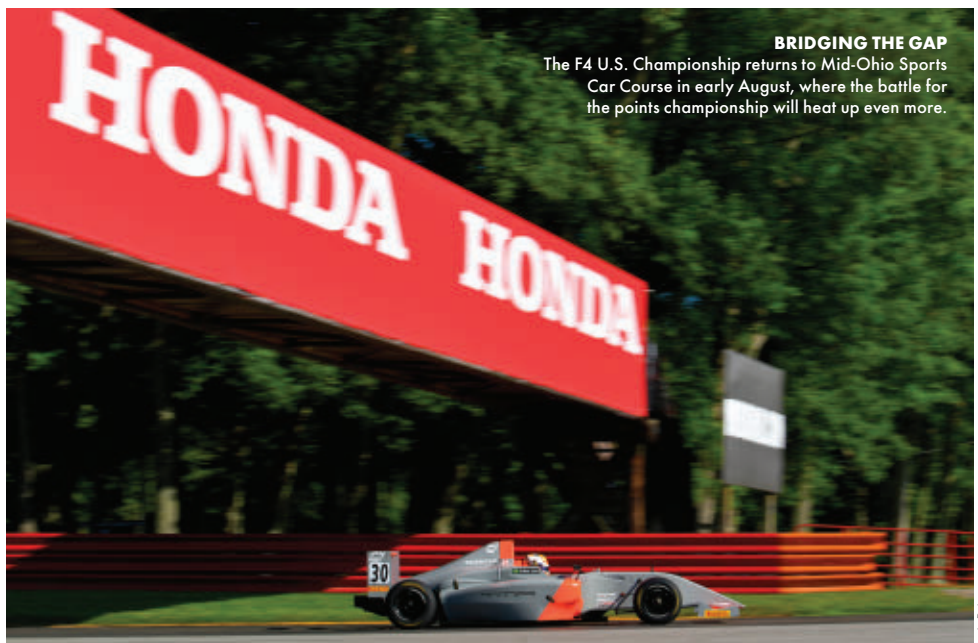
ROAD RACING



Date Track/Region
Phone numbers are for region registrars



HOOSIER SUPER TOUR
scca.com/supertour
Jul 26-28 Laguna Seca, Calif.



BRIDGING THE GAP

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Jul 20-21 NJMP, N.J.

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Jul 13-14 Road America, Wis.

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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

Aug 31-Sep 1 MSR Houston, Texas

WESTERN CONFERENCE

Jul 26-28 Laguna Seca, Calif.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

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

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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

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South Jersey (609) 784-5316

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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

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Jul 27-28 Blackhawk Farms/Milwaukee

Aug 17-18 Road America/Chicago

Aug 24-25 Brainerd/Land O' Lakes

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KVRG

Sep 13-15 Gateway Motorsports

Park/St Louis, South Illinois

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Nov 10 R Eagles Canyon Raceway/Texas

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ROCKY MOUNTAIN coloradoscca.org

Jul 6-7 High Plains Raceway/Colorado

Aug 24-25 High Plains Raceway/

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Oct 26-27 La Junta Raceway/

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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

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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

TS = Track Sprint

v = Vintage

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& HILL CLIMBS

NORTHEAST nediv.org

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

Jul 24-25 TE Watkins Glen/Finger Lakes

Aug 2 TT New Hampshire Motor Speedway/New England

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



CORNERING

Workers will have their hands full this month with plenty of SCCA racing action at Mid-Ohio, including a Cincinnati Region road race on Aug. 3-4.

Jeff Lowe

SOUTHEAST sedivracings.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

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@stiscca.org

SOUTHWEST sowdivscca.org

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

ROCKY MOUNTAIN coloradoscca.org

Aug 9 TS Utah Motorsports Campus/Utah

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

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./ Aug. 24

Blackhawk Farms, Ill./ July 16, Aug. 7, Sept. 11

Carolina Motorsports Park, S.C./ Aug. 6, Sept. 10, Oct. 16

Charlotte Motor Speedway, N.C./ July 19, Aug. 16

Dakota County Technical College Driver Training Facility, Minn./ July 25, Aug. 15, Sept. 13

Dominion Raceway, Va./ Aug. 15, Sept. 19

Gingerman Raceway, Mich./ July 17, Aug. 8, Sept. 12

Harris Hill Raceway, Texas/ Sept. 18, Oct. 16

Heartland Motorsports Park, Kan./ July 12, Aug. 8, Sept. 19, Oct. 17

High Plains Raceway, Colo./ July 17, Aug. 14, Sept. 18

Memphis International Raceway, Tenn./ July 9, Aug. 13, Sept. 10

MotorSport Ranch, Texas/ Sept. 17, Oct. 15

New Jersey Motorsports Park, N.J./ July 24, Aug. 13, Sept. 10

Pacific Raceways, Wash./ July 17

Palm Beach International Raceway, Fla./ Aug. 20, Sept. 17, Oct. 22, Nov. 12, Dec. 10

Palmer Motorsports Park, Mass./ July 18, Aug. 8, Sept. 5

Pittsburgh International Race Complex, Pa./ July 23, Aug. 14, Sept. 11

Pocono Raceway, Pa./ 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./ July 26

Sebring International Raceway, Fla./ Sept. 12

Thompson Speedway Motorsports Park, Conn./ July 11, July 30, Aug. 22, Sept. 12, Oct. 3

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ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

David A. Deuble 7/1/1954 Life Member
Lindley Manning 7/1/1954 Reno

55-YEAR MEMBERS

Bill Lane 7/1/1964 Western New York

50-YEAR MEMBERS

Gerald Murch 7/1/1969 Oregon

45-YEAR MEMBERS

Curtis Freeman 7/1/1974 Ohio Valley
Steven R. Pucher 7/1/1974 Indiana Northwest

40-YEAR MEMBERS

Marilyn G. Arnold 7/1/1979 Des Moines Valley
W.D. Bell 7/1/1979 San Francisco
Kevin P. Bjerke 7/1/1979 Ohio Valley
Marvin Blair 7/1/1979 Central Carolinas
Michael C. Brewer 7/1/1979 Arizona
John Carriere 7/1/1979 Detroit
Carl M. Cason 7/1/1979 North Carolina
Meridith L. Croucher 7/1/1979 Finger Lakes
Hans K. Fiedler 7/1/1979 Central Kentucky
Neava A. Ford 7/1/1979 Kansas City
John F. Howe 7/1/1979 New England
Harold Janke 7/1/1979 Nebraska
Ann Klem 7/1/1979 Kentucky
James H. Martin 7/1/1979 Finger Lakes
Thomas J. O'Connor 7/1/1979 Mohawk Hudson
Carl B. Stein 7/1/1979 San Francisco
Joseph A. Vaccarella 7/1/1979 Finger Lakes

35-YEAR MEMBERS

Gary T. Baker 7/11/1984 Tennessee
Matias Bonnier 7/31/1984 Western New York
Mark Chiles 7/12/1984 Central Florida
John L. Crosby 7/27/1984 Delta
John R. Dietz 7/9/1984 Detroit
Ove Falck 7/27/1984 NE Pennsylvania
Joseph M. Hazel 7/1/1984 Florida
Craig I. Henry 7/12/1984 Finger Lakes
Lisa Krueger-Burgess 7/18/1984 Saginaw Valley
Joseph B. Kruskamp 7/6/1984 San Francisco
W. Gregory Lester 7/31/1984 Neohio
William A. Mack 7/12/1984 Western New York
Marianne Maloney 7/25/1984 NE Pennsylvania
Robert M. Martin 7/12/1984 Detroit
Daniel K. McCarty 7/13/1984 Central Florida
Donald Anderson Miller 7/27/1984 Associates
Basil (Butch) F. O'Connor 7/1/1984 Northern New Jersey
Jon M. Pose 7/31/1984 New England
Christopher J. Rauch 7/11/1984 Cal Club
Julia Spadin 7/5/1984 Central Illinois
Gary Lee Spadin 7/5/1984 Central Illinois
Danny L. Thomas 7/11/1984 Oklahoma
Frank Troxell 7/17/1984 Susquehanna
Thomas J. Ullrich 7/27/1984 Northern New Jersey
Phillip C. Waters 7/5/1984 Texas

30-YEAR MEMBERS

Mike Acinger 7/26/1989 Kansas
Rod Beckman 7/27/1989 Nebraska
Charles L. Blake 7/14/1989 Atlanta
Beth Brillinger 7/26/1989 Susquehanna
Lauri Burkons 7/19/1989 Neohio
Fabio Castellani 7/14/1989 Chicago
William H. Foster 7/25/1989 North Carolina
Andrew Darin Giacobone 7/13/1989 Tennessee
William Goldkind 7/18/1989 New York
Tom Grossmann 7/25/1989 Las Vegas
Alan Harriman 7/14/1989 Buccaneer
Daisy C. Huffman 7/26/1989 Arizona
Christopher J. Kopley 7/10/1989 New England
Karen Anne LaMore 7/11/1989 Lake Superior
Jeffrey E. Luckritz 7/31/1989 South Bend
Dennis Marklein 7/27/1989 Milwaukee
David R. Petzko 7/10/1989 Philadelphia
Mike Quadri 7/31/1989 New York
Richard F. Ruhl 7/13/1989 Ohio Valley
Jonathan D. Rush 7/7/1989 Philadelphia
James Stinehelfer 7/27/1989 Colorado
Richard Walford 7/14/1989 Continental Divide
William E. Weaver 7/31/1989 Blue Mountain
Paula E. Weir 7/24/1989 Kansas
Robert Weir 7/24/1989 Kansas

25-YEAR MEMBERS

Darrell Anderson 7/21/1994 San Francisco
Kelli Bentinck-Smith 7/18/1994 New England
Steve Brooks 7/13/1994 Atlanta
Linda J. Cardenas 7/19/1994 Texas
Mark Gravius 7/7/1994 Central New York
Jerry Hodge 7/21/1994 Eastern Idaho
Ricardo Hollingshead 7/7/1994 Central Florida
David A. Howard 7/25/1994 Cincinnati
Vince A. Hummer II 7/21/1994 Houston
Stephen Jones 7/27/1994 Land O'Lakes
Marcia M. Kraut 7/25/1994 Land O'Lakes
Heidi Mackintosh 7/18/1994 San Francisco
Jeffrey Niess 7/13/1994 Oregon
Keasha Orban 7/25/1994 St Louis
Raymond T. Orr 7/19/1994 Houston
Kenneth D. Pike 7/21/1994 Colorado
James R. Pluta 7/27/1994 Finger Lakes
William W. Preheim 7/19/1994 Salina
Michelle Diane Seelig 7/19/1994 Northeast Oklahoma
Robert A. Seelig 7/19/1994 Northeast Oklahoma
James R. Shellington 7/13/1994 New England
Sam Strano 7/12/1994 Washington DC
John E. Teaby 7/25/1994 San Francisco
Michael Tierney 7/25/1994 Detroit
John Bryan Trenery 7/21/1994 Houston
Frank Wietharn 7/19/1994 Kansas

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 Meadowlands Sports Complex, N.J.
Challenges cancelled
May 23-25 Lincoln Airpark, Neb.
Whitener (Super); Whitener (Ladies)
May 31-Jun 2 Mineral Wells Airport, Texas
Dietz (Super); Whitener (Ladies)
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

Aug 9-11 Grissom Aeroplex, Ind.
Sep 3-4 Lincoln Airpark, Neb.

STARTING LINE SCHOOLS

Sep 14 Atlanta Motor Speedway, Ga./Atlanta
Nov 16 Crows Landing, Calif./San Francisco

REGIONAL

NORTHEAST nediv.org

Jul 6 NYCB at Nassau Veterans Memorial/New York
Jul 6 New Era Field/Westrn 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 Pennsylvania
Jul 14 Oswego Count 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 Meadowlands 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 Wells Fargo Center/Philadelphia
Aug 4 Empire State Aeroscience Museum/Mohawk Hudson
Aug 4 Binghamton University/Southern New York
Aug 4 Spooky Nook Sports/Susquehanna
Aug 4 Mid-States Regional Airport/Central Pennsylvania
Aug 4 New Meadowlands Sports Complex/Northern New Jersey
Aug 9 Seneca Army Depot/Finger Lakes
Aug 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 Areen at Casey Plaza/NE Pennsylvania

Thunderhill Raceway Park,
Calif./Aug. 15, Sept. 12
Virginia International
Raceway, Va./July 25

STREET SURVIVAL SCHOOLS

Jul 13 NCM Motorsports Park, Ky./Tennessee
Jul 20 Lancaster County Public Safety Training Center/Susquehanna
Aug 10 Chicagoland Speedway/Chicago
Aug 24 Oxford Valley Mall/Philadelphia
Sep 21 Fowlerville Proving Ground/Detroit
Sep 21 Yoder Autocross Site/Wichita
Sep 28 St. Charles Family Arena/St. Louis
Sep 28 Regional Public Safety training Center/Reno
Sep 28 Dragon Stadium/Houston
Oct 7 Air Force Research Laboratory, N.Y./Central New York
Oct 20 Portland International Raceway, Ore./Oregon



Kelly Ward

STREET SURVIVAL

WHAT Tire Rack Street Survival
WHEN Aug. 10 and 24, 2019
WHERE Chicago and Philadelphia
Tire Rack Street Survival schools across America continue to educate teen drivers about vehicle safety.

Oct 26 Dade County High School/Chattanooga
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.

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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
Oct 12 Lycoming 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 sedivrac.org

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 20-21 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 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



FINAL COUNTDOWN

The Tire Rack ProSolo National Series wraps up with two events in August as competitors prep for the ProSolo Finale in Lincoln, Neb.

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 19 Sebring Int'l Raceway/Central Florida
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 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
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 17 Sawyer Int'l Airport/Lake Superior
Aug 18 Minnesota College/Land O' Lakes
Aug 25 Iowa National Guard/Great River
Aug 31 Route 66 Waceway/Chicago
Sep 1 Iowa National Guard/Great River
Sep 15 Quad City Downs/Great River
Sep 28 Route 66 Raceway/Chicago
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

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 16 Oscoda-Wurtsmith Airport/Saginaw Valley
Aug 18 Tire Rack/South Bend
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 Tire Rack/South Bend
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

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

SOUTHWEST sowdivscca.org

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

Jul 6 Bonneville High School/Eastern Idaho
Jul 6 Utah Motorsports Campus/Utah



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

MARQUES WITH ELIGIBLE MODELS INCLUDE:

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

*model count based on engine configurations



**READY TO RUN?**

There's no shortage of opportunities for RallyCross competitors, as hundreds of events are ready for the entering.

Daye Green

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 norpacscga.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 25 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
Oct 20 Buttonwillow Raceway Park/Fresno
Nov 3 Crows Landing/San Francisco
Nov 9-10 Fresno Fairgrounds/San Francisco
Nov 16 Fresno Fairgrounds/San Francisco
SOUTHERN PACIFIC
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 23 Auto Club Speedway/Cal Club
Aug 25 Marana Regional Airport/Arizona
Aug 25 Maui Motorsports Park/Hawaii
Sep 1 Sam Boyd Stadium/Las Vegas
Sep 13 Auto Club Speedway/Cal Club
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 8 Auto Club Speedway/Cal Club
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**

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
Indianapolis (317) 679-4535
St. Louis (314) 503-7411

REGIONAL/DIVISIONAL**NORTHEAST nediv.org**

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

CENTRAL cendiv-scca.org

Sep 14-15 Holiday Inn Express-Onalaska/Land O' Lakes

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 norpacscga.org

May 18 Mayday Hound & Hare/Alaska

SOUTHERN PACIFIC

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**

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 sediv-racing.org

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

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

Sep 8 C.J. Speedway/Iowa Region

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

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 1 Howard RallyxSite/Wichita

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

Oct 26 Colorado National Speedway/Continental Divide

NEW PRODUCTS

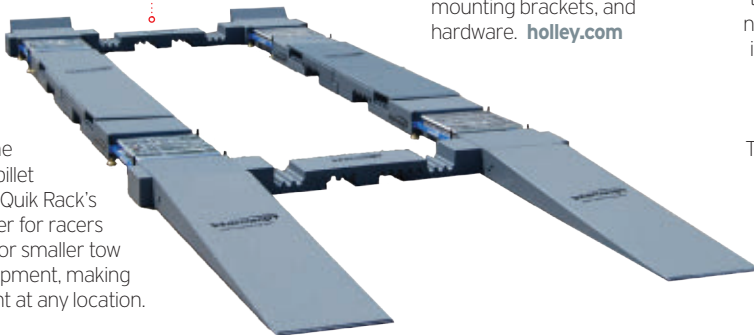


BRIGHT EARTH LIGHT BARS

Bright Earth Light Bars feature a durable extruded aluminum housing and a hybrid beam pattern with LED spotlights in the middle and floodlights at each end. Available in both straight and curved configurations, in sizes from 7.5- to 54-inches wide, they come complete with double-row LEDs and a polycarbonate lens, waterproof housing, sealed waterproof wiring connector, universal mounting brackets, and hardware. holley.com

INTERCOMP QUIK RACK

Intercomp's Quik Rack is the lightweight, cost-effective alternative to aluminum scale racks, allowing racers to easily weigh their cars at the track. Intercomp still offers a billet aluminum scale rack, but the Quik Rack's modular design makes it easier for racers with single-car racing trailers or smaller tow vehicles to transport this equipment, making the scaling process convenient at any location. intercompcompany.com



AMERICAN POWERTRAIN CROSSMEMBERS

American Powertrain has added the XL Wide Universal Crossmembers to its X-Factor product offerings. This new X-Factor crossmember, available in silver or black, adjusts from 40- to 46-inches wide for full-frame cars and trucks. The crossmember fits Tremec 5-speeds T-5, TKO, and all Tremec 6-speeds using a GM mount. The X-Factor crossmember is constructed from steel and aluminum making them incredibly light, exceedingly strong, and ideal for street or track applications. americanpowertrain.com

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DEI PROTECT-A-BOOTS

DEI's new seven-inch Silver Protect-A-Boots protects spark plug wires and boots from excessive heat generated from the engine, exhaust manifold, and headers that can cause wires and boots to burn, harden, or crack resulting in arcing, misfires, or even full ignition failure. Designed to withstand direct heat up to 1,200 degrees F they are extremely pliable allowing for easy installation for straight or angled boots. designengineering.com



AEM CD-7 FLAT PANEL

AEM has released flat panel versions of its popular CD-7 Carbon Digital Dash Display, ideal for flush-mount installation or in-dash enclosures with tight tolerances. The CD-7 Carbon Flat Panel Digital Dash Display features a full-color, daylight readable screen surrounded by a slim, tough, lightweight flow-molded carbon fiber composite housing. Seven user programmable, ultra-bright LEDs span the top of the display housings for rpm and shift light indication. aemelectronics.com



WHITE PONY DRY

White Pony Dry is a revolutionary absorbent that can reduce your spill cleanup time by as much as 90 percent. Effective at containing spills, White Pony Dry leaves no residue behind, leading to quicker cleanup and less downtime in your shop or garage. The industrial blend can absorb about 15 times more liquid than conventional clay-based absorbents. Available in two- and five-gallon buckets. From **\$69.99** whiteponydry.com

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

A PLACE FOR EVERYTHING

I recently read an article tackling the topic of garage organization. The story dealt in generalities, but therein, it covered the needs of the person's home garage meeting the needs of a motorsports competitor. Tools must be organized, there should be some means of elevating the vehicle, and lighting needs to be ample. In many ways, my garage meets the requirements laid out by the article but, at the same time, my garage is also the definition of the word "mess." And, while I have the furthest thing from a picture-perfect setup, that doesn't mean everything isn't in order.

There's a method to my madness, although it only makes sense to me. To wit, when you enter my garage, the first bundle you trip over is the immediate project at hand. From there, the roof of the racecar supports ancillary pieces to that puzzle. For example, I'm currently buttoning up a custom transmission installation on my E Production Mazda RX-7, so, on the floor, is random metal that will, one sweet day, bring that chapter to a close. On the car's roof sits a Painless Performance chassis wiring harness alongside an AiM dash, both of which will be installed shortly thereafter.

My extra-long workbench serves a separate purpose. On the right-hand side of the bench sits projects for my street vehicles. Next up in that stack is a new leather driver's side seat base for my GMC Yukon XL, which I'll install... eventually. But it's not like I haven't been actively tackling projects for that vehicle. Case in point,

*"When you enter my garage,
the first bundle you trip over is
the immediate project at hand"*

I recently reduced that pile when I installed a new HVAC controller in the Yukon.

Behind the racecar are projects for the house, most notably a stack of tiles that will eventually call the master bathroom home. Over the winter, I installed new flooring in the kids' bathroom, and perhaps this winter I'll break ground on upgrading another bathroom.

The perimeter of the garage is decorated with industrial shelving, which houses everything from a Christmas tree to Halloween decorations to a slew of tiki items I don't recall purchasing. A third of the shelving is dedicated to racecar equipment, with plastic bins that get loaded up for race weekends sitting ready to go, and in front of the shelves is a row of floor jacks and jack stands. With the wall space that remains, there's a sagging bookshelf containing usable internal engine components that will, at some point, be called into service.

Why the tour of my garage? Because the article I read about garage organization made me feel bad. I have an untreated concrete floor that's stained with welding burns and paint overspray; I have shelves that take up too much room for their own good, with dozens of poorly labeled plastic storage bins on them; I have a series of overhead lights that work, albeit questionably on cold days; and I have a workbench that's half full of junk. I also suspect your garage is just like mine - and despite it all, I know we wouldn't have it any other way. 🍷

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FROM THE ARCHIVES

10 YEARS AGO...
AUGUST 2009



- We covered the 49th running of the historic Rose Cup races at Portland International Raceway, which included a feature race with the SCCA Pro Racing Trans Am series.
- *Producing Results* took an up close look at the late Tom Thrash and his Runoffs-winning EP RX-7.

25 YEARS AGO...
AUGUST 1994



- The 39th running of the Chicago Region June Sprints attracted 414 drivers to Road America.
- The 700th Spec Racer was delivered during the Rose Cup race weekend in Portland to co-owners Greg Lapinski and George Reigelsperger.

50 YEARS AGO...
AUGUST 1969



- In the June Sprints coverage, skeptics talked about how unattractive Club Racing was to members, and yet this event proved them wrong by fielding a record 368 starters.
- The Pan American Region held a night autocross using luminaria rather than cones.

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