

50th SCCA National Championship Runoffs held at Elkhart Lake



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FROM
SCCA NATIONAL**

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The KnockOff is the official publication of the Mohawk-Hudson Region, Sports Car Club of America. Opinions expressed here are not necessarily those of the Mohawk-Hudson Region or of the Sports Car Club of America.

The general membership meeting is held on the first Wednesday of every month at 7:30pm at The Orchard Tavern , 68 No. Manning Blvd., Albany, NY.

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REGIONAL EXECUTIVE REPORT **Russ Burckhard**

November 2013

The year is just flying by. The race has been run, the Solo season has been completed, and the Rally will have been completed. Not much left this year except for the Mini-Con which will be in Pittsburgh on November 8-10, and Mohud's annual awards banquet that will be on Saturday, December 7th.

The election of officers will be coming up and it looks like there will be a battle this year. Be on the lookout for ballots to be sent out to you so we can get your choices for the upcoming year. For those who have served as elected officials, thank you for your service. For those who are coming in, thank you and good luck.

SOLO REPORT **Russ Burckhard**

November 2013 Solo Report

The final event was held at the McCarty Ave lot on October 13th and the championships for each class were settled. Unofficially, it is myself in Stock, Lyndon Peck in Street Prepared, Andy Furlong in Prepared/Modified, Eric Smith in Street, Johnathon Burckhard in Kart, Joe Rapp-Dimopoulos in Novice, and Scot Carpenter in the Tire class.

Just short of 60 people showed up for the season finale. It was a beautiful sunny fall day with the temperature climbing up into the upper 60's. There were many new faces and a variety of cars. Multiple S2000's, Lotus Elise's, new and old, a Viper, a convertible Firebird, a Diasio 962R, Multiple Porsches & BMW's, and this on top of all of the regular vehicles that are normally there. Bert set up another great course. The challenges of the course were multiplied by the lack of grip of the pavement. This did not take away from the battles, but instead added to it. The drivers who adapted to course conditions best rose to the top while the others struggled. I happened to be one who struggled. I posted a good time but hit a cone in doing so. My next and final run, I tried to make the same run without the cone hit and all I did was choke under the pressure and slid out to the marbles, killing my chance to improve. Now I don't want to take anything away from Eric Smith. He put down a run which was just short of amazing. His run was good enough for both top time and top Pax. Here is where I could inject many different excuses as to why he was faster but the reality is Eric just plain out drove me. Jeff Grossbard was another driver battling for the top Pax spot. A downed cone on his best run and a failing clutch ended his chance to improve from his 3rd place finish.

I will have more on this season next month at the awards banquet so I hope to see you there. I would also like to thank everyone who helped to make this another great season.

COMPETITION REPORT Jack Hanifan

November, 2013 Competition Report

The Last Chance at the Glen- This year the last chance had a full schedule. It included a Driver's School for closed wheel cars, and Alternate Driver's School for Open wheel cars, an SCCA Racing Experience, a NYSRRC Regional Race, a Pro IT Race and a 4 hour Enduro. Jim Bucci who finished 2nd in STU was nice enough to text me with the results of the other MoHud drivers in the Regional Race;

Eric Lendrum	5th SM
George Kline	1st EP
John Kuitwaard	1st SM2
David Lendrum	2nd SM2
Greg Goss	3rd ITE
Jared Lendrum	1st T4
Jim Bucci	2nd STU
Bill Dergosits*	3rd T4
Dave Austin	5th ITB
Leonard Clickman	6th ITB
Ron Bass	4th FV

**Signed off in the driver's school on Friday, raced on Saturday.*

Congratulations to all, especially our newest driver Bill Dergosits.

I copied the following results for the Enduro from Race Monitor; there were 48 cars in the race:

Overall:

- 7th Jared, Eric & Ken Lendrum –2nd SM
- 8th John Kuitwaard –3rd SM
- 10th David and Alan Lendrum –1st SM2
- 35th Dave Austin, Brian Blizzard, Bob Smart –1st ITB

SCCA National Convention- If you have been reading Sports Car, you know that the SCCA National Convention is scheduled for March 7, 8, 9, 2014 in Charlotte NC. This year the convention is taking on a completely new look, there will be a large Motorsports Expo on Saturday and Sunday. The Expo will be geared to SCCA members both Road Racers and Solo. This would be a great place to check out new Safety Equipment, and all types of performance vendors. Charlotte is a long one day drive, drivers should consider attending.

Mohawk-Hudson Regional Road Race Championship - It is that time of year again when all MoHud Drivers should be compiling their best races and figuring out their points.

The rules are:

You can count any five (5) SCCA races; they can be Nationals, Regional's, Pro or Enduros. If you are in an Enduro

You must have actually driven in the race. Mohawk Hudson Region Races count double.

Points are awarded for races as follows:

1st—20, 2nd—15, 3rd—12, 4th—10, 5th—8, 6th—6, 7th—4, 8th—2, 9th and higher—1.

In addition you receive one point for every car in your class that you beat. Your best 5 races should be totaled. Remember, you could conceivably win one race and finish 2nd in another but the 2nd place finish could be worth more points if the field was larger. The races had to be run in 2012 and

You have until November 15th to submit your points to me at JackHanifan@hotmail.com ,

Yearend awards—We need nominations for our yearend awards: nominations for Driver of the Year, Rookie of the Year, the Dave Riggi Memorial Award for the member who has helped our drivers.

Watkins Glen—Last month I said we would start a new segment on tracks, this month it is Watkins Glen International aka the Glen. Special thanks to George Kline who was my largest contributor. The article is finished but is too long to include this month. If you still want to contribute it will be in the December KO.

LATE BREAKING NEWS FROM TOPEKA

Jeff Dahnert has resigned as President and CEO of SCCA; he will stay on for the rest of the year as a consultant.

The Board of Directors has appointed Lisa Noble as interim President, Lisa has resigned as Chairman of the BOD. The club will have a national search for Jeff's replacement.

Area 10 Director, John Walsh has been selected as Chairman of the Board, SCCA.

Check out SCCA.com for more information.

Membership Meeting Minutes – October 2, 2013

Minutes from previous month's meeting approved unanimously.

Membership – Will provided a summary of member anniversaries. There are 372 members, with 20 new Street Survival members.

Knock Off – members were reminded to please get their articles in on time – deadline is the 15th of each month.

Treasurer – Todd gave a summary of the previous month's expenses and income.

Solo – 50 racers participated at the last Solo event for the season at the Fortitech site. Sunday, October 13 – the last Solo event will be at the OGS lot.

Rally – Saturday, October 19, the Bridges of Washington County. Start will be 10:00 am at Sam's Club parking lot at Latham Farms.

Competition – this weekend the Glen will be holding a drivers school, a regional race, and an Enduro. Jack indicated there is a possibility we may given an opportunity to share a race at Thompson next year. Mini-Con will be in Pittsburgh November 8 – 10.

Old Business - Tom Campbell provided a description of his and his brother's experience at this year's Runoff's. Eric and Peter Kroth attended the Grand Am race at Lime Rock Park. Eric talked about his experience and his interaction with the drivers while flagging.

New Business – Banquet is in December, so we will not be having a monthly meeting. We will have a meeting in November. January meeting will be cancelled since January 1 is the first Wednesday of the month. Banquet will be on Saturday, Dec 7th at the Elks in North Greenbush. Nominating committee for next year's officers needs to be established. Dick Stewart agreed to head the Committee.

Meeting adjourned at 8:45 pm.

The Last Chance regional race at Watkins Glen

Thom O'Connor's H-Production VW Scirocco



The Ron Bass Formula Vee in the garage at Watkins Glen. Ron finished 5th.

*Asst RE Jim Bucci on grid in his Ford Focus
Jim finished 2nd in STU.*



Jim's newest crew member chilling in the garage at WGI

ANNUAL YEAR-END MEETING & AWARDS BANQUET



Saturday, December 7th

Troy Elks Club

134 North Greenbush Rd. (Rt. 4), Troy, NY
(Just south of HVCC)

6:30pm cocktails - cash bar
7:30pm dinner

\$25 choice of:

Stuffed Chicken or Prime Rib

Vegetarian meal (chef's choice) available upon request

Dessert and coffee

\$5 Children's meal (age 8 & under)
Chicken nuggets & fries

Kindly RSVP by Friday, November 22nd

Mail your check (payable to: **MoHud SCCA**) and a note including number of attendees and meal choice(s) to:

Russ Burckhard
19 Carpenter Drive
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Toy Drive Again This Year at Awards Banquet

Please support Bob Karl in his toy drive effort this year by bringing a new, unwrapped toy to our awards banquet.

Each year MoHud member Bob Karl and his BK Motorsports team collect toys to be donated to Unity House in Troy. Since 1971, Unity House has been making life better in the Capital Region; they are a Rensselaer County-based human service agency that provides a wide range of services to meet the otherwise unmet needs of people in their community who are hurting and struggling.

The Campbell's Runoff Chronicle – 2013

This was our third trip to the Runoffs. Like the past two (and the two I ran back in the 90's) there was a lot of good racing, some technical challenges, good friends (old and new), and way too much time away from home and other important things to do.

This was the 50th anniversary of the event and the Club staff did a great job of organizing an especially festive week. There was a big welcoming party on Monday night at a resort in the city of Elkhart Lake, and a very big anniversary celebration at the track on Thursday night after the last qualifying session. In between were worker parties and a worker of the year awards celebration. And, on Wednesday evening Mazda hosted their big party at a local banquet hall. Mazda takes their club racing program very seriously! There were over 700 cars that actually participated in the event and 20% of them were Mazdas or had Mazda power – very impressive.

This year we left Charlie's place on Friday in order to split the trip into two halves. We drove to a truck stop at the Ohio/Indiana border and then finished the trip on Saturday. This avoided the rush hour through Chicago and timed our arrival at the track when registration was still open and we could go directly to our paddock spot instead of overnighing in the track's parking lot. By the end of the day on Saturday we were all set up and ready for what was to come. Sunday was cool and wet and mostly we just messed around and renewed old acquaintances. Later on Sunday afternoon, though, Jesse Prather, the engine builder for the F Prod car took the car to the dyno and did a pre-event tune up. I had installed a new set of redesigned cam shafts and a new redesigned set of exhaust headers along with having him do a fresh valve job on the head just before leaving for the runoffs. The local dyno testing confirmed that the new hardware made a significant improvement in mid-range torque and a small increase in peak horse power but I expected that Jesse would be able to adjust the cam timing and get a bit more. In fact he was able to increase the horse power by about 15. So we are getting over 180 hp out of a limited prep motor that made about 95 as delivered stock.

Monday was untimed practice. It had been several weeks since Charlie had driven either car and the F Prod car hadn't been on track since July at Watkins Glen. So this day was to get the driver settled in, bed in new brake pads and do a shakedown for the cars. Nothing really strange happened but there were a few things that needed attention. The week was off to a good start.

Tuesday was the first day of qualifying; a little cool but dry and both cars were scheduled in the late morning. The SM car turned a time for 40th out of 72. A little disappointing but not unexpected and there were still two more qualifying sessions left. The FP car, in a field of 36, was 6th fastest about half way through the session when an incident brought everyone into pit lane for a while. After the restart there was only time for 2 more timed laps. Charlie went out and turned two really good ones and improved to 4th on the grid, a position that would survive the rest of the qualifying sessions. We had started the session on a set of sticker tires and being able to make a small pressure change and to let the tires cool for just that 10 minutes made the difference – and of course a driver determined to get all he could for those last couple laps. We were 4th out of the top six which were all within 8 tenths of a second of each other. A very tight group, the rest of the field was over a second behind.

Wednesday was cold and raining in the morning and we decided to not bother going out in either car. It was clear that times wouldn't be improved. Charlie went through the SM car and did a complete alignment check and I went through the FP car. The FP had jumped out of third gear a couple times on closed throttle during Monday's shakedown so I decided to pull the transmission and have the guy who built it take a look. Fiddled with the shift detents a bit but also found a failed thrust washer which could have caused serious problems so fixed that and reinstalled by the end of the day.

Thursday saw more rain, thunderstorms in the morning made a mess of qualifying. Both of our cars were scheduled later in the afternoon so it was dry but no one expected improved times. In the SM car Charlie was 24th quickest of those who went on track but still no change in the grid from Tuesday. The FP session was late in the afternoon. On the second lap the car didn't make it around. Charlie reported on the radio that something was wrong with the motor – it had just stopped running, oil pressures and temperatures were normal at the time. The car was towed back to our paddock while the session was still in progress. It seemed to crank normally but wouldn't start. I confirmed that there was fuel, spark, and compression. All the spark plugs looked fine. Then I noticed that the vibration dampener was turning out of plane (wobbling). The crankshaft had broken at the dampener. The retaining bolt actually was longer than the piece that broke and so held it in place; otherwise it would have separated from the motor and caused all sorts of havoc. When the computer sensed that the timing had gone erratic it shut down the system.

The guys from Mazda stopped by to check on the situation and when we diagnosed the problem they were quick to locate a replacement crankshaft in California and arrange to have it shipped overnight to the track. I spent the evening (with a time out to attend the anniversary dinner) getting the engine ready to pull. The FP race wasn't until Saturday afternoon so there was time to fix this if nothing else was damaged.

Friday I spent the day pulling the motor, sending the transmission back to the transmission guy (it was still dropping out of third) and rebuilding the motor. I turned it upside down and set in on the pavement on the valve covers; removed the clutch/flywheel, dampener (it fell off when the bolt was removed), oil pan, and oil pump; removed the main and rod bearing caps and lifted out the crankshaft. Reversed the process with the new one and put it all back together again. Finished and started it up at about 9 pm.

Late Friday morning included time off from the motor rebuild for the SM race. A field of 70 race cars is quite impressive – seemed never ending in fact. But being in the middle of a field that large at the Runoffs is a high risk proposition. Sure enough, about half way through the first lap someone hit someone, someone went off track, spun and came back in front of a whole bunch of others and caused the "big one". Charlie was in one of those "there was nothing I could do" situations and went straight into the car that came back into the track. Shortened the nose of his car by about 2 feet and that was the end of the SM race. Nine cars didn't continue the race. As usual, the SM racing was fierce throughout the field.

Saturday morning there was a "hardship" practice session. It only consisted of a single lap but was important to ensuring that I had all the parts and pieces back in the right places. They

were, although I wouldn't have been surprised if the motor had self-destructed on that lap. The race was at the end of the day so we were able to enjoy some of the other races – most all of them great racing among the best drivers in the club while making the final race preparations.

The FP race got off to a good start. Charlie ran with the leaders, two Acuras and Eric Prill's Miata, for the first couple laps but lost the draft and settled into a solid 4th. There were a couple of challenges from behind around mid-race but they didn't last long and Charlie ran a steady race, consistently only under a second off his qualifying time, without further challenge, hoping that the close battle for second would perhaps prove advantageous for us – it didn't.

So ended the event, except for having to sit in impound for 3 hours while the winning car was torn down. Once that was done the finishing positions were validated and we could return to the paddock. During the day we had loaded most everything in the trailers that we could and Charlie even took the canopies down during the impound period while I chaperoned the car. So we were able to drive the car down the hill and into the trailer. We left the track Sunday morning, Charlie for home and I went to Indianapolis for a couple days of business meetings. I eventually arrived back in Saratoga Wednesday evening. A long two weeks but we knew that would be the case before we started.

It has been a very challenging but rewarding three years. Two Division Championships in FP; one Division Championship in SM; 2012 Northeast Division Driver of the Year for Charlie; and a 3rd and a 4th in FP at the National Championships. Not sure what the plans for next year will be but with the Runoffs moving to the west coast next year it is probably time to take a break.

Tom and Charlie Campbell

89 F Production Miata

98 Spec Miata



Contact:
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For Immediate Release

Nine SCCA RallyCross National Champions Crowned In Tulsa

TULSA, Okla. (October 8, 2013) – The Sports Car Club of America’s National Championship season came to a close on Sunday with the crowning of nine National Champions and the conclusion of the RallyCross® National Championship event at Tulsa Raceway Park.

At the RallyCross National Championship event, each of the 103 participants used the aggregate time of 10 weekend runs to determine their time for the weekend, with each cone hit worth a two second penalty. This is in contrast to a Tire Rack SCCA Solo event, where only the best runs on each day count toward the final time.

The pre-event buzz at Friday night’s class inspection was only tempered slightly by the overnight storms that dumped nearly an inch of rain on the area. The precipitation delayed the opening runs by an hour on Saturday morning, and sent the Stock Category machines out on a muddy and slippery track that separated the drivers at the top of their games on the first of three different courses.

By the conclusion of Saturday afternoon’s runs, sunglasses were on and the jackets had come off for all involved. Though cool on Sunday, sunshine filled the sky for a picture-perfect day.

Even after aggregating all 10 runs, two classes over the weekend were settled by less than a second. Ron Foley, of Birmingham, Ala., took the lead on the opening run of the Stock – Front Wheel Drive class in his RCG Inc Consulting and Planning Honda Civic. Tim Hardy, of Colorado Springs, Colo., took the lead back in the second run, then kept his Ford Escort GT in front through Saturday afternoon.

Foley came flying back on Sunday, consistently running times quicker than Hardy through the day. It wasn’t enough, however, and Hardy earned the National Championship by 0.964-second. Michah Nickelson and Jacob Perkins also earned trophies in the class.

Warren Elliott, of East Haddam, Conn., and Brian Ballinger, of Fort Wayne, Ind., swapped the Modified – All Wheel Drive class lead multiple times on Sunday, and entered the final runs with Elliott’s Hale Motorsports Mitsubishi Evo in front by 0.228-second. Ballinger’s Fat Kitty Tuning/Ft. Wayne Subaru Subaru Impreza WRX couldn’t close the gap in the final run, falling 0.833-second short of Elliott’s National Championship. Orion Fairman, Kubo Kordisch, Peter Zlamany, and Kevin Corn made up the class trophy runs.

Charles Wright, of Decatur, Ala., laid down some times on Sunday that were absolutely flying to come from behind for a Stock – All Wheel Drive National Championship. Wright’s teamTAC.org Mitsubishi Evolution grabbed the lead from overnight leader Ed Turdeau’s Subaru Impreza, then laid down the fastest time in the class on his final run to walk away from the field by 4.546 seconds. Gonzalo San Miguel, Jon Trudeau, Jan Gerber and Karl Sealander earned trophies for their efforts.

Like the Stock – All class, the Modified – Rear Wheel Drive featured a change in the overnight lead. Michael Cadwell, of Lafayette, Calif., steadily chipped away at Columbus, Ohio’s Evan Arthur throughout Sunday’s runs, going just quicker through each of the rounds. When the times were tallied, Cadwell’s BMW 325i sat 1.896-second ahead of Arthur’s MAZDASPEED/ORI Mazda Miata for the National Championship. Chris Hastings joined the two front runners in a trophy position.



Image: Leon Drake won Modified – Front Wheel Drive and the inaugural True Grit Award.

Credit: Rupert Berrington

Jayson Woodruff of Huntington Beach, Calif., punched out to an early lead on Saturday and never looked back to claim the Stock – Rear Wheel Drive class title. Woodruff’s JayCom Services Mazda Miata topped Patrick Matecki, of Colorado Springs, Colo., and his Bristol Brewing/AMR Engineering Mazda Miata. Brianne Corn earned a trophy in the class as well.

Chang Ho Kim, of Maynard, Mass., took the Prepared – Front Wheel Drive class lead by 2.3 seconds on Saturday’s opening runs, and then hung on in a near even duel with Jim Rowland, of Rogers, Ark., for a 2.585-second win. Kim’s FunHondas Honda Civic Si and Rowland’s Miss You Ann Vogel! Nissan Sentra SE-R ran nearly identical times for the rest of the weekend, with Kim remaining just in front. Don Hardy and Robert Seelig also finished in trophy positions.

Sam Henry, of Republic, Mo., outdrove his co-driver and brother, Martin Henry, of Claremore, Okla., for a 10.488 second National Championship in the Springfield Dyno/SafeRacer Mazda Miata in the Prepared – Rear Wheel Drive class.

Prepared – All Wheel Drive went to Edwin Cunill, of Birmingham, Ala., in the Element Garage Mitsubishi Evo by 7.681 seconds. Cunill’s Element Garage Mitsubishi Evolution fell behind Cody Hatfield, of Thornton, Colo., during Saturday’s early runs, but Cunill stormed back to pass the www.circuitmotorsports.net Subaru 2.5i and stretch his advantage despite three cone penalties. Dan Quiet and Keith Lightfoot earned trophies in the class, as well.

Leon Drake, of Gurley, Ala., used the strength of one Saturday afternoon run to catapult to a 8.268-second National Championship in the Modified – Front Wheel Drive Class. Drake’s Dynatorch Volkswagen Golf’s fifth run of the weekend was 8.7 seconds faster than Aaron Miller, of Elizabeth, Colo., and relegated Miller’s Honda Civic to runner-up. Jon Olschewski, Colin Ravenscroft, and Ian Hunter garnered trophies in the class.

The Sunday night awards banquet featured the presentation of the True Grit Award for the first time. Presented and selected by the RallyCross Board, and eventually to be selected by the previous three winners, goes to the driver who had an unusual effort or experience for the event. The board selected the Modified – Front Wheel Drive champion Drake, who put a car together in the month preceding the event just to participate and wound up taking home the big trophy.

It was announced at the conclusion of the event that the 2014 RallyCross National Championship will take place at I-80 Speedway in Greenwood, Neb., Oct. 4-5.

More information on the RallyCross National Championship is available at SCCA.com/RallyCross.

More information on the Sports Car Club of America is available at www.scca.com.

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For Immediate Release

SCCA Match Tour Event in Blytheville Cancelled

TOPEKA, Kan. (October 10, 2013) – Sports Car Club of America officials have cancelled one event and placed another on notice on the 2013 Tire Rack National Solo calendar because of minimum participation requirements.

The Match Tour event, schedule for Blytheville, Ark. will not be rescheduled for this season, but will be considered for the 2014 season. Additionally, the Match Tour event in St. George, Utah has been notified that they need to reach a minimum 80 actual entries by October 17th in order to avoid cancellation.

National Solo events scheduled after the Tire Rack Solo National Championship have historically been more laid back in nature and have had lower attendance than regular season events, but were large enough to maintain the feel and operational standards expected of a National Solo event. However, these two events are lacking the entry numbers needed to execute an event consistent with the operational efficiency of a National event. Furthermore, had these events been conducted with the expected attendance numbers, they would have fallen well short of the look and feel consistent with a National Solo event.

“We had hoped to continue the recent tradition of offering post-Championship events that were interesting, fun, and one last chance to play with our toys before putting them away for the winter,” Howard Duncan, SCCA Vice President, Rally/Solo, said. “The entry numbers for these last two events made it clear that the vast majority of the Solo Community was ready for the National Solo season to be over so they could begin preparations for 2014, as well as enjoy time with their families. It is our hope that the St. George event will reach the minimum entry level by next week to avoid cancellation as this was the only Match Tour event in the western half of the country. We regret any inconvenience this change in schedule may have caused, but this decision was necessary for the long term health of the program.”

The 2014 Tire Rack Solo program schedule will be announced in the coming weeks. More information on the SCCA Solo program is available at SCCA.com/Solo.

For Immediate Release

SCCA Board of Directors Approves Street Category Proposal For Solo Program

TOPEKA, Kan. (October 11, 2013) – The Sports Car Club of America Board of Directors unanimously approved a proposal by the Solo® Events Board for Street Category cars in the Tire Rack National Solo program, beginning in 2014.

The Street Category will feature cars that are essentially off the showroom floor, with specified modifications. Tires in the class must be designed for highway use on passenger cars.

Tires in the Street Category must fit the following specifications:

1. Effective 1/1/14 – Minimum UTQG tread wear rating of 140
2. Effective 1/1/15 – Minimum UTQG tread wear rating of 200
3. Molded tread depth of 7/32" or greater as specified by the manufacturer
4. Listed in a current year of prior two years of the "Tire Guide" and/or "Tread Design Guide"
5. Department of Transportation (DOT) approved

The class will allow sway bars on the front or rear, and have a wheel diameter allowance of plus or minus one inch. Despite earlier proposals, there will be no camber allowances via camber plates, bolts or slotting.

"Participation in the current Stock Category is declining at a rapid rate, and data and feedback shows that the vast majority of the membership that would participate in this class would like to switch to 'road tires,'" Lisa Noble, Chairman of the SCCA Board of Directors, said. "Classes with road tires have the largest participation numbers in regional competition, and since this potential rules change came to light, those who participate in the class have voted with their attendance. We anticipate that trend will continue as the Street category classes earn National Championship status in 2014."

In addition to the new Street Category, for 2014, the current Stock Category will remain in place and be renamed the Street-R category. All 2013 Stock classes will become Street-R (SR) classes and follow the rules which were in place for Stock at the end of 2013. For 2015, the Street-R category will be reduced to a single class, Super Street R, for high horsepower machines.

"This has been a long process for the Solo community," Howard Duncan, SCCA Vice President, Rally/Solo, said. "The SEB believes, and we agree, that this change does not alter the game, but will encourage more participants, as 72 percent of the letters the SEB received on the matter were in favor of the change. We're looking forward to welcoming back members that we haven't seen in several years, and introducing new members to the sport without requiring a major investment to the cars they already own."

A more complete list of rules, along with the classifications of cars for the new Street Category, will be available in the October Fastrack® News.

More information on the Tire Rack SCCA Solo program is available at www.SCCA.com/Solo.