

April 2011

the ***Snarling Exhaust***

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Racing at Auto Club Speedway

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Meeting Minutes

**A TSD Rally Photo I Liked On The
Cover**



Membership Meeting: Wednesday, April 13, 7:00 PM

American Legion, Liverpool

A publication of the Central New York Region of the Sports Car Club of America

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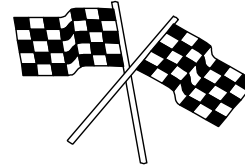


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Cool Links:

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Drifting a semi-truck

<http://www.amazon.com/gp/product/B001W0Y5MQ>
Stig alarm clock

the
Snarling Exhaust

April 2011

The Central New York Region of the
Sports Car Club of America

CNY Region website: www.cny-scca.com

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The deadline for submissions is the 25th of the month. This deadline still applies to everyone, honest.

All editorial opinions expressed in this publication are solely the opinions of the author, and are not necessarily representative of the policies of the Central New York Region or of SCCA.

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Graphics assistance courtesy of Alex Fairbank.

Marnie Soom's Honda at a rally checkpoint (I was going to use this photo last month, but it was too good not to use on a cover) – Marnie Soom photo

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From the Editor:

My, what entertaining weather we have around here. A seemingly endless winter, but as I write this it has snuck into the 70s outside, and almost feels like spring. A chance of snow in the forecast for the coming weekend, though, so don't get too comfortable!

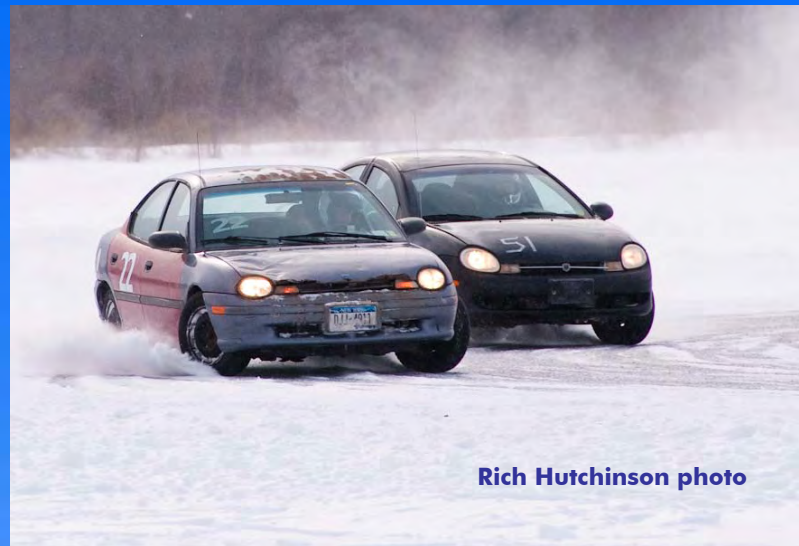
All around me I am seeing signs of people starting to dust off the summer toys. There is still a film of salt dust on the roads, but motorcycles and muscle cars are out and about. Lots of people are working on those race cars, and making plans for various motorsport events during the upcoming season.

It seems almost surreal to be sending in entry forms for races in June and July when salt is on the roads and snow is in the forecast. But, as entry forms start to become available, and event rules are published, a flurry of activity must result.

My vintage car will be getting a healthy injection of cash this year, as rules now require a fire system, an FIA fuel cell, and a few other goodies.

There is a stack of 1.5" X .095" DOM tubing on the garage floor, waiting to get bent and welded into a cage for the next race car project. Even the trailer will be getting some needed attention this spring – new wiring, replaced diamond plate, and fenders.

Seneca Army Depot has remained on the Solo site list, but the Fairgrounds remains uncertain. There is a plan afoot to build a new racetrack just north of Syracuse, and that is intriguing indeed. It would be a wonderful thing for motorsports in this area, and the people in charge of this effort seem to be serious and capable.



Rich Hutchinson photo

So why, you may ask, wasn't all this work on race cars, trailers and such completed months ago, during the "off" season? Ha. Perhaps it's because the "off" season isn't, and winter rallies and ice racing have just ended.

In any event, it's the time of year when the rate at which stuff gets done makes an upward surge. The first event, regardless of which first event you are talking about, is coming up soon – time to get out there and get ready!

In this issue we have a handy checklist provided by Ed Leubner – a nice, thorough inspection for the race car before the season starts.

Also, Mick Levy reports on his adventures in California at Fontana.

Good stuff! Enjoy!

Be seeing you,
-Karl



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Asst. R.E. Report

From the Assistant R.E., Ed Leubner

Finally, Spring!

At least the calendar says it is. I was thinking it might finally be safe to swap out the snows on the daily drivers, but the day I'm finishing this column (3-23), we're getting more! The heck with it, mid-April is late enough for snows. If we get more, it's an opportunity to practice car control.

Also, a reminder that taxes are due April 18th – Hopefully a refund that can be used for new go fast parts is in your future. By the time of our next meeting, I plan to have the STS Miata back home in the garage and starting the process of performing Spring maintenance. Even though Miata's have a well earned reputation for being pretty bulletproof, I figure it is time to do some maintenance on things like the cooling system (time to replace those 20 year old hoses), replacing that leaky valve cover gasket and CAS O-ring (I hate an oily engine), changing out the rear brake rotors with new ones and some Hawk HPS+ pads to try and balance out the front to rear braking (replaced the fronts last year), and probably a few other "while I'm at its..." Finally,

I'll do a general inspection and bolt tightening for the upcoming season of driving. Since it is easy to lose track of all the items you should be checking, a list is essential for keeping track of the process. While cruising the web, I found a pretty good list that was generated by one of the endurance racers that hangs out on Miata.net. Revise as necessary for your own vehicle.

Speaking of the new Solo season, the CNY schedule has been posted on our website. My calendar is already marked. I am also very happy to see that the Seneca Army Depot is once again part of the Solo season for not only CNY, but all the other SCCA regions that normally use it. It's a great place to run. I'm looking forward to those early Sunday morning drives out to Romulus along with the rest of the scheduled sites.

See your around the grid!

Ed Leubner



See Page 9 for Ed's Checklist



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Region Events Calendar

Verify the event, in case this calendar is not up to date!

- Apr. 13** **Membership meeting**
- Apr. 15** **Green Grand Prix TSD and Economy Run - WGI**
- May 11** **Membership meeting**
- Jun. 8** **Membership meeting**
- Jun. 11-12** **Spring Weatherly Hillclimb – NEPA (Weatherly PA)**
- Jun. 18** **Rallycross #4 – Walczyk's Farm (night event)**
- Jun. 25-26** **Pagoda Hillclimb – BMR (Reading PA)**
- Jul. 9-10** **National Club Race – FLR (Watkins Glen)**



http://www.nescca.com/nescca_main/roadrally.html

http://www.nescca.com/nescca_main/calendar.html

<http://www.nedivsolo.org/schedule.shtml>

Membership meetings are held on the second Wednesday of the month at the Liverpool American Legion Post 188 205 Cypress St. in the village of Liverpool



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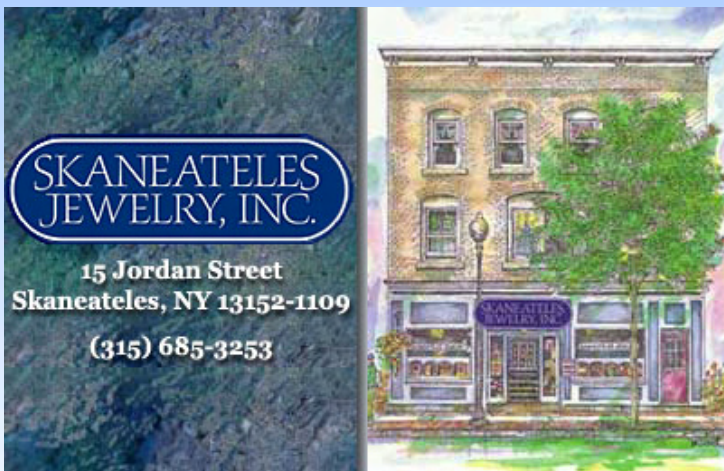
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Pre-Season Checklist: General Inspection and Bolt Tightening

Courtesy of Ed Leubner

- Full fuel tank
- Tire pressures
- Lug torque all four wheels
- Inspect tires for tears, cuts, or punctures

- Front hub nut torque and safety “notch”
- Play in front wheels, bearing, hub

- Clear radiator screen
- Radiator visual inspection - rock impacts
- Check radiator fluid and cap
- Check oil level
- Check oil cap
- Check brake fluid level and cap
- Check clutch fluid level and cap

- Radiator mount bolts
- Radiator drain plug sealed
- Radiator hoses – tears, leaks, hose clamps
- Heater Core hoses new, clamped, foil wrapped

- Master cylinder mounts
- All master cylinder hard line connections tight

- Hood latch

- Front Brake caliper mounts
- Front brake caliper sliders
- Inspect that pads are seated correctly
- Inspect front brake rotors for cracks or warping
- Bleed screw tight
- Inspect flex lines for leaks or chafing

- Front upper and lower control arms bolts and eccentrics
- Front upper and lower control arm bushings – check for play

- Upper and lower shock mounts
- Steering tie-rod bolts, rod ends
- Front sway bar – end links and pillow blocks
- Front knuckle – inspect of cotter pin condition
- Motor mounts
- Belly pan mounts
- Spark plug wires – at the coil pack – zip tied
- Spark plug wires – at the plugs
- Coil pack mounted firmly
- CAS mark position and loctite bolt
- All electrical connectors inside the engine compartment
- All headlight wiring / connections / mounts
- Check brake lights – both operational
- All hose clamps in engine compartment
- Inspect throttle cable
- Gas pedal stop set to prevent cable stretching/throttle body damage
- Inspect all vacuum hoses for cracks
- Alternator wires loctite and taped
- Fuel test port and fuel lines for leaks
- Intake manifold bolts
- Exhaust manifold bolts
- Check exhaust header for cracks
- Valve cover bolts
- Inspect valve cover for leaks
- Downpipe bolts
- Exhaust junction bolts
- Listen for exhaust leaks
- O2 sensor tight in downpipe

- Steering linkage bolts
- Ground strap nuts
- Electrical connections to transponder
- 2nd transponder installed correctly

Pre-Season Checklist: General Inspection and Bolt Tightening – Page 2

- Starter bolts
- Crank pulley bolts
- Inspect alternator belt for cracks and tension
- Alternator bolts

- Steering wheel bolts
- Steering wheel quick release bolts
- Seat bolts – side mounts
- Seat bolts – under car to-floor mounts
- Hard top mounts
- Fuel release condition
- Shifter bolts
- Shifter top has fluid in it
- Radio connections
- Light switches
- Ensure headlights are all operating OK (actually install night lights temporarily)
- Test defroster and interior blowers
- Windshield wipers (test and check bolts and wiper blade condition)
- Data and shift lights
- Fuel gauge
- Temp gauge
- Radio check

- Check rear wheels for any play (hub, bearings, bushings)
- Rear hub nut torque and safety “notch”
- Wheels studs – any play – threads ok
- Rear upper and lower control arms bolts and eccentrics
- Rear upper and lower control arm bushings – check for play

- Rear Brake caliper mounts
- Rear brake caliper sliders
- Inspect that pads are seated correctly
- Inspect rear brake rotors for cracks or warping
- Bleed screws tight

- Inspect flex lines for leaks or chafing
- Inspect rear hard brake lines that run across car (and to front)

- Tranny drain bolt
- Engine oil drain bolt
- Slave cylinder mount bolts
- Inspect slave cylinder
- Tranny bell housing bolts
- Speedo cable tight
- Trans rear main seal

- PPF bolts – front and back
- Sub-frame brace bolts
- Diff mount bolts
- Drive shaft bolts
- Drive shaft u joints (visual)
- Inspect Half shaft seals and boots
- Diff side seals
- Inspect fuel filter and connections

- Sub frame bolts
- Diff “ear” mount bolts
- Upper rear shock hat bolts
- Lower rear shock bolt
- Sway bar bolts ** Practice disconnecting and reconnecting with car on ground?
- Exhaust bolts and hangars
- Check exhaust safety wiring

- Fender lips – nothing rubbing
- RainX windshield
- FogX inside of windshield

- Battery mount bracket
- Battery terminals – tight and covers in place

Membership Meeting Minutes

Courtesy of Bob Holcomb

CNYR General Membership Meeting Minutes: March 9, 2010 at the American Legion in Liverpool, NY

CALL TO ORDER: The meeting was called to order by R.E. Mike Donofrio at 7:17 p.m.

R.E.REPORT:

Mike Donofrio commented on missing the meeting in February which was run by Asst.R.E. Ed Leubner. Mike said it was his first time missing a meeting as R.E. that he could remember.

Mike said that he had received a SOLO Packet from SCCA National and the discussion concerning the contents of the packet evolved into a rather lengthy session, so it is included with the regular SOLO report. Beyond the packet and related questions, Mike had nothing further to report.

Asst.R.E.Report:

Ed Leubner was unavailable to attend the meeting. No report given.

SECRETARY REPORT:

Bob Holcomb said that one correction was made to the February minutes, as the date given for the Finger Lakes Region banquet by Ed Leubner of Jan. 30th was actually Jan. 29th.

Ed had sent an e-mail with the correction. Bob made a motion that the corrected minutes be approved as they appeared in the latest Snarling Exhaust. Jay Cartini seconded, motion carried.

Bob expressed his thoughts that the current issue of Snarling Exhaust was fantastic and that it spoke well for the talents of our editor, Karl Hughes.

TREASURER REPORT:

Jay Cartini said that all billings for 2011 sponsors/advertisers have been sent out and he is just waiting for payments to come in. As of the meeting date, two advertisers have paid.

Other than that we are current and solvent.

ACTIVITIES REPORT:

Rob Sgarlata was asked by Mike Donofrio if he could work on a combination meeting/go-kart outing for late spring or early summer. Rob said it was do-able and Jay Cartini offered to contact the Cherry Valley Go-Kart track to see if they had a week night opening. After some discussion, June 8th was selected as it is the traditional 2nd Wednesday of the month date for our regular meetings.

SOLO REPORT:

Mark Bizzozero said that we currently have three confirmed dates for our SOLO season and that they are all at the Cherry Valley Go-Kart track.

They are:

Sunday, June 5th.

Saturday, August 13th, a double event with a day session and a night session.

Sunday, October 9th.

Currently nothing is confirmed with the New York State Fairgrounds and they will probably not be a useable venue for 2011. The Seneca Army Depot is available after concern that it would be closed for 2011. However, the availability is only until August 31st.

Glen Region and Finger Lakes Region have several events there and Mark felt we might be able to piggy-back an event there with one of them, as the cost is \$475 per weekend plus an extra fee per person if there are more than 25 entrants. For Seneca Army Depot it is felt at least 55 entrants is needed as the break even point.

Mark believes that March 31st is the commitment date for booking events. He also discussed the possibility of running it as an out of region event to save money. Western New York Region is apparently booked at Seneca for Sunday May 1st, although there may also be an event scheduled at R.I.T. in Rochester that day, so there is the chance that one or the other may be canceled to avoid conflicts and low entries at each

event. Jon Coffin asked if a May date could be scheduled at Cherry Valley?

As mentioned in his opening remarks R.E. Mike Donofrio had received a SOLO packet from SCCA National. Mike said that the packet contains information that would be helpful when dealing with owners of potential SOLO sites and explains such things as what SOLO actually is, our insurance coverage, promotional suggestions, order forms for supplies, etc.

This led to discussions asking if anyone had any potential SOLO sites on their radar?

Rex Franklin said he and Karl Hughes had checked the former Griffis air base in the past and it does not appear to be available.

Jim Quattro said there are some racing web-sites that may offer help on locations.

Lee Hidy mentioned the parking lots at Westhill High School.

Scott Newton and Mick Levy discussed the now vacant P&C warehouse facility just off I-690.

It is believed the facility has been sold but is currently not in use.

Mick Levy said there is an old airport near Skaneateles that is no longer in use, having been replaced by a newer airport a short distance away.

Mike Donofrio asked about the Bresee Chevrolet location in Liverpool which was recently purchased by Burdick Drivers Village and will be moved to their Cicero location.

Other locations were discussed such as a former airport near Fulton and a small track near Morristown, NY, but they did not appear viable.

Mike Donofrio and Mark Bizzozero suggested forming a committee to seek out new locations.

The possibility of running a two day weekend event was discussed. Scott Newton and Rob Sgarlata will look into that for a potential late July date.

RALLY CROSS REPORT:

Jim Quattro reported that the recent February 26th event at the Walczyk farm was a huge success with entries from all over New York and a few from Pennsylvania and New England.

Jim feels that the word is getting out that CNYR is putting on the best Rally Cross events in the state and currently the only night event, which should be held in June.

Web-site registration is helping bring in more participants to each event.

Rolling Wheels Raceway Park is tentative for the season as much depends on the condition of the track and surrounding grass areas after our first event there. Rolling Wheels currently is charging \$300 per event plus a \$5 per entrant fee.

Jim is hoping to hold a "tarmac event" at Cherry Valley on Sept. 11.

No date was mentioned but the Divisional Safety Steward will be coming to an event to run a safety seminar, which is required.

Our next event is scheduled for the Walczyk farm near Weedsport for Sunday, March 20th.

Southern New York Region is interested in an event and may team up with CNYR at some undetermined date down the road.

F&C REPORT:

Mick Levy mentioned that he had a really good time working an SCCA race at Fontana Speedway in sunny southern California earlier this winter.

Chris Forte will be working the Sebring 12 HRS at his usual Turn 10 location with veterans (including Stu Cowitt and Peter & Trudy Mahler that Bob Holcomb worked with at Homestead-Miami at the January double nationals).

April 9th & 10th will be the Race Services Motorsports Safety Seminar at Watkins Glen.

The Green Grand Prix will be April 15h at WGI, with opening weekend that same weekend.

For a small fee (\$25?) you can tour the track behind the pace car/truck for 3 laps.

MEMBERSHIP REPORT:

Andrew Beyer said he contacted several members that showed on the SCCA National list as not renewing. Several claim they simply forgot to send in the renewal but will.

Andrew said he will have an update soon as currently his computer has died and he hasn't been able to update his files.

OLD BUSINESS:

None

NEW BUSINESS:

None

50-50 RAFFLE:

Won by Jim Quattro for \$12.

MOTION TO ADJOURN:

Motion to adjourn made by Lee Hidy, seconded by Rex Franklin, motion carried.

Meeting adjourned at 8:42 p.m.

Submitted by Bob Holcomb, Secretary



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<http://www.scca.org/contentpage.aspx?content=78>

National/Regional Races: Auto Club Speedway January 21-23, 2011

By Mick Levv

Okay so I know this is way overdue but while I was out in sunny California walking the beach and looking at the scenery and such it was tough to sit down and write anything. But now that I am back in central New York and it snowed almost 2 ft of snow. I guess I better get busy.

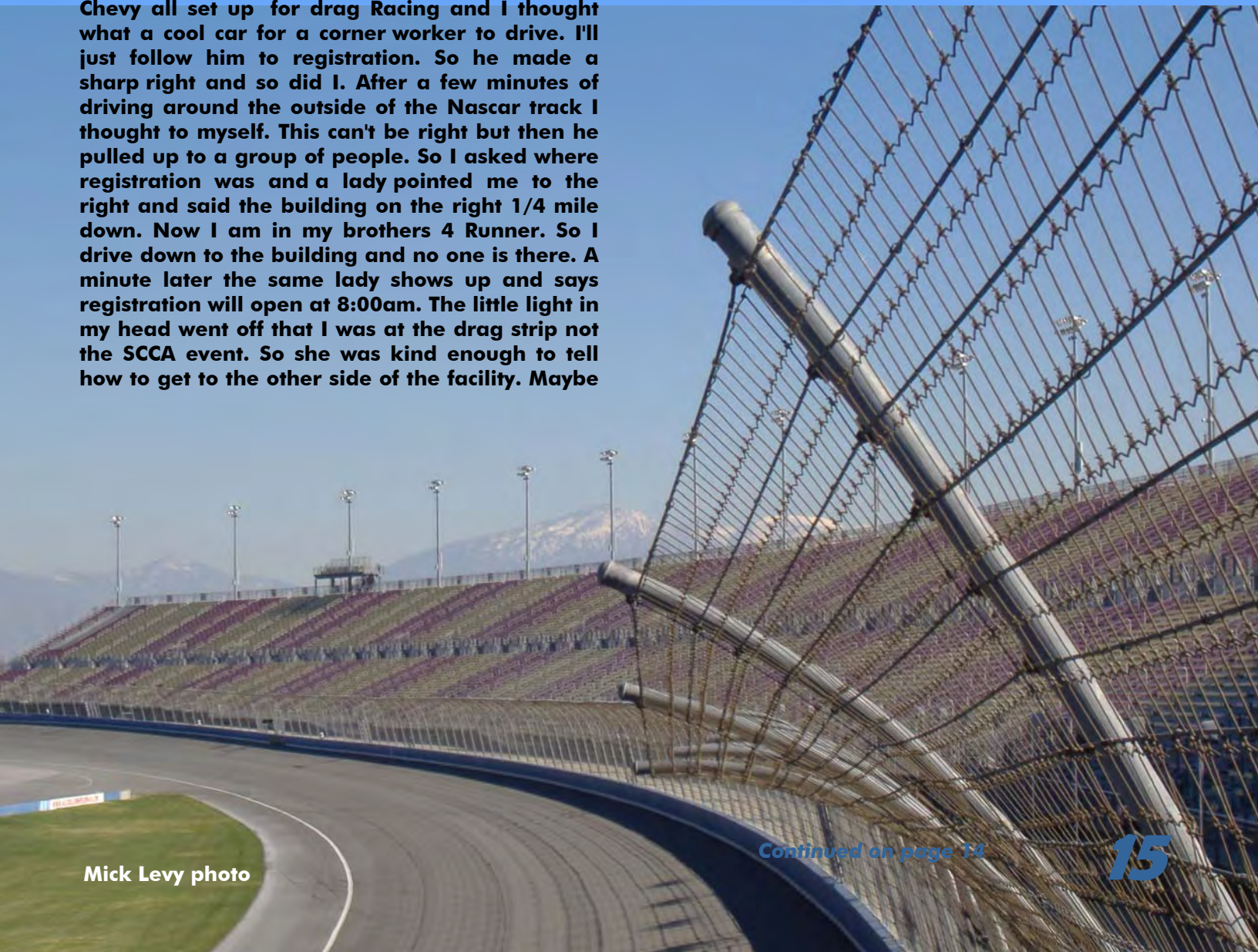
I had the privilege of working a Regional/National race on Jan 21-23 at sunny Auto Club Speedway in beautiful Fontana, Ca. Let me start by telling you the SCCA people out there are as great as the SCCA people here. And this formerly Roger Penske-owned track was a nice facility even if all the workers said it was nicer when Roger ran it. But that is another story.

As I pulled into the track at 6:00am for a 6:45 flag meeting the car in front of me was a 1958 Chevy all set up for drag Racing and I thought what a cool car for a corner worker to drive. I'll just follow him to registration. So he made a sharp right and so did I. After a few minutes of driving around the outside of the Nascar track I thought to myself. This can't be right but then he pulled up to a group of people. So I asked where registration was and a lady pointed me to the right and said the building on the right 1/4 mile down. Now I am in my brothers 4 Runner. So I drive down to the building and no one is there. A minute later the same lady shows up and says registration will open at 8:00am. The little light in my head went off that I was at the drag strip not the SCCA event. So she was kind enough to tell how to get to the other side of the facility. Maybe

I should have stayed and see what that SUV can do.

As I came through the tunnel to the inside of the track there are murals painted on each side of the tunnel. And low and behold there are people getting out of cars all dressed in white. Except one dressed in black. So being a starter I thought he would be a good one to follow to registration. Turns out it was Phil Silva Chief starter for Ferrari Challenge Cars.

After are Flag meeting Phil says follow me back through the tunnel and we will turn left and drive under the grandstands to Start. It was an interesting trip for just getting there and not looking around much but we made it with no problems. So we get up on the Start bridge and



National/Regional Races: Auto Club Speedway

before long we have six of us up there. So being the new guy on the block they throw me to wolfs, just kidding and let me do my thing right off the bat. It was great to start a Qualifying race in January which for some reason never seems to happen at The Glen.

As soon as my first session was over our Chief Starter Phil Banks grabs me and says, Let me show you around. So up to the tower we go and he introduces me to the Steward of the Meet, his wife Marge. I later found out they each have over 50 years in SCCA. And Marge says, so do you know my buddy Chuck Dobbs from Finger Lakes Region I believe? I have had the pleasure of working with Chuck at many events at The Glen. So that kinda put me on the good side of everyone by knowing Chuck. Thanks Chuck! So after an hour plus tour it was back to the Starters stand. The morning went great and non eventful. Lunch comes and let me tell you the hot meal was great even if it was like 75 degree and sunny

weather.

After drooling on some of the cars it was back to work and the rotation on start was going well. My turn came to start the split start with the open wheel cars. Then suddenly they say we will have a 3 split start on this group. Okay I have done double splits before and if you start the first group you start the second as well. So the first group comes around and I start them and put my green flag down.

The second group seems to take forever to get to us. Finally they are coming out of the last turn and on to the Nascar track when the 7th place car decides he is going to start the race by himself. So we are looking at him and looking at my green flag still hidden from view and wondering what is he doing? I let him get past



National/Regional Races: Auto Club Speedway

the leaders and then I throw the green. So I hide the green one more time and look up and see the third group is already on the Nascar track and so we start them too. I sure am glad they didn't start with the second group too.

Thru the whole race we were wondering why this guy jumped the start. Then shortly after the race ended the questions started over the radio net. Then the SOM asked for a written. And everyone on the bridge all saw the same thing for some strange reason. Then across the net came the news that they wanted the starter who started the race and Phil the chief starter for Ferrari Challenge cars to come to the stewards room. Boy have I done it now. A visiting starter and get to meet the stewards. Aren't I lucky? But away we go to the meeting and only one race group left for the day.

Come to find out the only reason they wanted Phil was to show me where to go. So as we told what happened from our vantage point and in walks Marge the SOM. Seems Marge was watching from the tower and told it just like we saw it. Can you imagine that? Turns out it seems the driver saw a green flag wave and off he went, all by himself. He even had another driver who saw it too. But he didn't jump the start. So after all the reports and talks it turns out the driver was basically told it was nice that he saw the green flag wave but he really needs to wait until everyone else sees it too before he starts. And all this happened and was done before the last group was done for the day.

Sunday morning comes and on Saturday everyone had been talking about the "W" word but wouldn't say it. Seems the "W" is for WIND! It



National/Regional Races: Auto Club Speedway

was 60 degrees maybe and over 50 MPH winds. It felt like 30 degrees on the Starters Stand. Thank heavens it started letting up shortly after lunch. Sunday was awesome racing.

At the end of the day as I was turning in my radio to the room where we had our morning meeting there was a new Nascar Cup car there for testing the next day. Now you put a group of workers in the same room as a race car and they will cover every inch of that car to see what is new and have a million stories about working a corner and what happened during each and every race they ever worked. Especially if they are holding a cold beverage after a long day.

So now its time to head back south and as I am heading out the tunnel looking at the murals on each side I look off to my right and see Karts out

there competing! Yee-Ha more racing to look at. What more could you ask for? But I guess I better back to Oceanside for another walk along that beach before it gets too late.

But before I go I have a question for you. Those mountains off in the distance where Big Bear ski area is, run East and West! I am told that there are only two mountain ranges in the world that run east and west. Where is the other one? I am dying to know so email the answer will you? mickanddot@juno.com.

P.S. for more pictures visit the CAL Club SCCA site at: <http://www.calclub.com/regional-jan22-2011.php>

-Mick Levy





Membership Application

Dear Prospective SCCA Member:

To apply for a membership in the Sports Car Club of America, the world's largest motorsports enthusiast organization, please complete the form below and return, with payment, to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299.

PLEASE PRINT OR TYPE

Name _____ Birthdate _____

Address _____ Telephone _____

City _____ State _____ Zip _____

E-mail _____

Spouse Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Primary Interest:

Please indicate the area of SCCA in which you plan to participate, or interests you the most. (please check only one box)

- Club Racing
- Time Trials/PDX
- Rally
- RallyCross
- Solo
- Vintage
- Pro Racing

Membership Dues

(Includes region dues)

- Individual \$80.00
- Family \$100.00
- First Gear (24 yrs & under) \$45.00

Amount Due

Membership Amount \$ _____

Weekend Membership #1 _____ -\$15.00

Weekend Membership #2 _____ -\$15.00

Referred by SCCA Member _____ # _____ -\$15.00

First / Last Name & Member Number REQUIRED

TOTAL DUE \$ _____

I will become a member in the region I reside in or place me in _____ region. By accepting membership in the SCCA and any SCCA Region I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members.

Applicant's Name (Signature Required)

Date (Required)

Payment Method: Check Credit Card Money Order

Visa/MasterCard (only) Acct# _____ Exp. _____

Applications submitted by fax must be accompanied by a Visa or MasterCard account number for payment.

What is the SCCA?

The Sports Car Club of America is the world's largest automotive motorsports organization and has set the target for motorsports competition and motorsports event management in North America for over 60 years. The SCCA has remained the benchmark and is recognized as the gold standard in the industry.

The SCCA hosts a myriad of motorsports activities to satisfy any interest you may have as a sports car competition enthusiast.

Interested in Professional road racing? Then SCCA Pro Racing®, Inc. which organizes and sanctions SCCA's World Challenge and MX-5 Miata Cup has your ticket.

Do you have a burning fever to experience the intense competition and camaraderie of Club Racing®? Then regional programs and intense national programs designed for qualifying for the National Championship Runoffs® are your medicine.

Not interested in the challenges of wheel-to-wheel competition but still harbor a competitive streak for precision and accuracy at speed? Then SCCA's Solo® Events program offers over 2000 local competitions annually up to and including a National championship with supporting Divisional championship programs.

How about those of you with a need to play in the dirt? SCCA's RallyCross® program offers competitions similar to Solo events on loose surfaces. RallyCross also has a very competitive National championship structure.

The SCCA RoadRally® program is what got SCCA started over 60 years ago. This is the easiest form of competition to enter as it only requires a registered and insured street car of any kind. Normal highway speeds and precise course following are the challenges in this most basic form of motorsport.

If you find that competing is not your style, but being close to the competition, the drivers, the cars and the crews and being part of the American motorsport scene is your form of adrenaline, then the SCCA has written the book on motorsport official's training, licensing and event management. Anyone can volunteer as an official at SCCA events – the wealth of motorsport experience possessed by SCCA members will be imparted to you simply by your enthusiasm and desire to learn.

YOU CAN GET IN ON SCCA ACTION LOCALLY AND RIGHT NOW!

There are over 110 local regions of the SCCA – from Guam to Hawaii and up to Alaska...down to Florida and up to Maine – which means there is a pocket of SCCA activity near you. You'll be involved in events close to home or you can make a weekend of it with other motorsports enthusiasts like you. SCCA is like no other motorsports organization. Why? Because you're involved – you can compete, organize, and participate at any SCCA event at any level you choose.

INDIVIDUAL MEMBER: \$80.

- Compete and participate in all SCCA events.
- Hold competition and Volunteer license.
- Vote in SCCA elections and serve on committees.
- Includes annual subscription to SportsCar®, the SCCA official monthly magazine.
- Two SCCA decals for your car.
- Includes Participant Accident insurance while participating in SCCA activities.
- Merchandise discounts.

FAMILY MEMBERSHIP: \$100

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- All family members have full rights and privileges of an Individual member.
- Share a subscription to SportsCar.

FIRST GEAR - \$45

- 24 years old and under.
- Full privileges of an Individual member.

MILITARY MEMBERSHIP: \$50

- Full time active duty military personnel.
- Full privileges of an Individual member.
- Spouse and children do not receive reduced fees.
- Must include a statement from your unit commander or a copy of your military ID card each year.

SCCA's Weekend Membership Program: A \$15 discount can be used towards your first year's dues by using your weekend membership number. The maximum amount that may be applied is \$30 and expires in 60 days (date on receipt).

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