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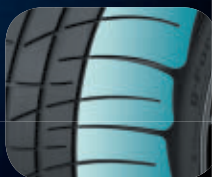
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MIKE COBB

PRESIDENT & CEO, SCCA INC.

POWERED BY THANK YOU

On a recent sunrise course walk at a Tire Rack SCCA Solo Championship Tour, someone I do not even know said something to me as they walked briskly by, and what that person said stopped me in my tracks. That person said, "Thank you for doing the job that you are doing." At first, I thought this person must have me confused with someone else, and I must admit to being taken aback by the comment as I receive a lot of "input," but most of it does not include the words "thank" and "you." Just to be clear, I am not fishing for compliments here, but what I do want to get to is the *power* of these two simple words when they are spoken with meaning to members, event staff, Region leaders, volunteers, Board members, committee members, or even guys like me.

As I continued walking the course, my mind raced based on what had just transpired - and I must admit that I felt a little guilty. Not because the gesture was not greatly appreciated, and not because I don't try my best to serve the Club while striving to be a good steward of the organization. Rather, it is because on this day, like so many other days across the SCCA calendar, hundreds of our leaders, members, drivers, and volunteers are up well before sunrise and well past sunset, delivering the best motorsports experience they can to thousands of enthusiasts across the country. Truth be told, I believe these men and women deserve our gratitude along with a heart felt "thank you" as, collectively, they are the fuel that drives the SCCA experience.

"Here's to those who inspire you
and don't even know it"

ANONYMOUS

Not only does this tribe provide the fuel for the organization, I find inspiration in their preparation, their pursuit of operational excellence, and service toward others. This is one reason I try to work at every SCCA event I attend. Not only does this provide

me with an opportunity to get to know "more of the tribe," it provides me with an opportunity to learn from some of the best in motorsports. And, while I always leave exhausted, I also always leave inspired.

As we drive deeper into the heart of racing season, "thank you" is not going to replace Sunoco as our official fuel, but I do believe that if we want to truly create more raving fans across all of our Regions, programs, and leadership teams, expressing gratitude to all who work so long and hard to deliver the best SCCA experience possible might just be a great place to start.

One last thing: The appreciated but unexpected "thank you" that morning during my Champ Tour visit got me thinking so much that I didn't focus on my course walk, which explains my in-car performance later in the day. That's my excuse, anyway, and I'm sticking with it. But when you see me at Solo events in the future, now you know how to get inside my head. ☺

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LATE broking

DIGITAL SPEC RACING

At the time of this writing, the online Spec Racer Ford Challenge presented by the Skip Barber Racing School was in its sixth week of iRacing competition. Zachary Le Vey was leading the nearly 300 iRacing members competing for the weekly prize of a Track Night in America Driven by Tire Rack entry, as well as a championship prize of a Skip Barber Racing School entry.



TIME TRIALS NATIONAL TOUR KICKS OFF



In April, the Tire Rack SCCA Time Trials National Tour presented by Hagerty premiered when it headed west to Thunderhill Raceway in Willows, Calif., for its first event ever, and the weather could not have been better. With golden rays shining down, nearly 50 drivers from all areas of the Club – and some from outside of it – took to the track to experience the program.

Ron Bauer showed up in his Solo National Championship-winning BSP Miata on street tires to run in the Max 3 class, while the dynamic couple of Tony Rodriguez and Youmna Zalzal battled it out

in Tuner 4 alongside Reed Gibson. Bernie Novak, a scrutineer for San Francisco Region, ran a Spec Miata in Sport 4, while Club racers Brian Duddy and Hank Raymond worked to outrun each other in the Sport 6 class. Time Trials veterans Kaitlyn Lydell and Tony Brakohiapa (top time overall) were also in attendance, proving that the new program has a place for everyone.

The event got underway on the two-mile Thunderhill West Course Saturday morning with two lapping sessions. Competition commenced after lunch with the first of two TrackSprints, which



OTTO HESLO

ON TRACK

The Time Trials National Tour treated competitors to TimeAttack (MAIN) and TrackSprint (RIGHT) sessions throughout the weekend.

focus on only a portion of the track and operate much like a hillclimb. Consisting of a standing start and a flying finish, each competitor got three attempts to put down their best time in the TrackSprint portion of the competition.

The second day kicked off with two 20-minute TimeAttack sessions in the morning, offering each driver two opportunities to knock out his or her best full lap of the event. In the afternoon, the schedule switched once again to a TrackSprint, but this time with a twist: Instead of running the selected portion of the



Rupert Berrington

SOLO NATS DESIGNS

As the Tire Rack Solo National Championships touches down on the Lincoln Airpark concrete in September 2019, competitors will be treated to courses designed by Mike Feldpusch and Jason Frank. The duo was selected by the Solo Events Board based on past course design experience, and should provide a pair of fun and challenging courses for the winner-take-all championship event in Lincoln, Neb.



Otto Hsiao



Otto Hsiao

track in the normal direction, drivers were presented with the unique challenge of running it the opposite direction - a first at Thunderhill Raceway.

Results for the opening round can be found at timetrials.scca.com. 🍷



Leigh Denham

THUNDER ON THE HILL

The SCCA Pro Racing Trans Am West Coast Championship kicked off its 2019 season with a visit to Thunderhill Raceway Park on April 12-14, where Trans Am veteran Greg Pickett continued to make history.

Pickett lost an engine in practice on Saturday morning, missed qualifying and had to start behind the field of TA-class cars in the 16-car field. Not one to be detoured, Pickett took the lead in the early going of the 35-lap, 100-mile race and never looked back as he crossed the line some four seconds clear of Simon Gregg.

Local SCCA racer, Michelle Nagai, got the best of polesitter Gregg leading at the drop of the green flag. Nagai set the pace for the first four laps when failing brakes sent her into the pits and set up the battle between Gregg and Pickett for the lead. The winning pass occurred eight laps in when Pickett powered by Gregg down the long straightaway and began a 28-lap drive

to the checkered flag.

Pickett beamed with pride as he watched his kids and grandchildren greet him in victory circle as he was able to share the winning moment with his Northern California-based family. "This is a good start to the season with a new bullet under the hood and the family at my side - it just doesn't get any better," Pickett smiled. "I appreciate the Trans Am Series having a West Coast presence, and I appreciate racing at Thunderhill as well."

Brad McAllister piloted his Ford Mustang to his third career TA2 class win, with Michael Mihl and Anthony Honeywell completing the TA2 podium celebrations.

Going into the 100mph hour Turn 1, McAllister took the lead with a daring inside pass on lap 10. Honeywell stayed a close second behind McAllister until a late-race spin relegated him to third place. The spin allowed Mihl to slip past to finish second and match his career best finish.

"It is great to win, and



Leigh Denham

MUSCLE MUSTANGS

Greg Pickett (6) claimed the TA win at Thunderhill, while Roger Eagleton (98) took the GT class win.

to be able to compete at a track that I am very familiar with," McAllister said. "I wouldn't be where I am without help from Team Shockwave and Team TFB."

Roger Eagleton spent the entire GT class race dicing with fellow Mustang driver Beau Borders. The duo swapped the lead an amazing 16 times on Thunderhill's front straight, including eight consecutive laps. When it counted, though, Eagleton grabbed the lead for good on lap 24 and sped away to the checkered flag. 🍷

TAKING A TREK

In the April edition of *Fastrack*, the RoadRally Board introduced a new event concept called a "Trek." These non-competition RoadRally events will include simple instructions, emphasize a focus on fun, and encourage the social aspect of car gatherings. Visit the RoadRally section of scca.com for more details.



Philip Royce



Courtesy Global Time Attack

LIFT OFF

Global Time Attack is the latest group to join the SCCA Pro Racing fold.

SCCA Becomes Official Sanctioning Body of Global Time Attack

The SCCA and Global Time Attack (GTA) have reached an agreement where SCCA, through its SCCA Pro Racing division, SCCA will become the official sanctioning body for 2019 Global Time Attack events throughout the United States.

This agreement includes a licensing program that allows new drivers to gain experience and accreditation to earn their way into pro time attack ranks. SCCA and GTA will also be working together to produce unique, cooperative events during a number of weekends this year. Additionally, top-performing SCCA Time Trials Nationals drivers will earn their way into GTA events, and the top 2019 Time Trials Nationals finisher will receive an invite to the 2020 Super Lap Battle organized by GTA.

Heyward Wagner, SCCA's Senior Director of Marketing and Experiential Programs, notes that the concept of working together with GTA was piloted at the February Super Lap Battle conducted at Circuit of the Americas, an event sanctioned by SCCA. "This latest development is a solid foundation where each organization can experiment, learn, and grow to produce exciting, top-notch events within a unique sector of motorsport." 📍



MOVING IN

Region and Group tent registration is ready and waiting for you.

Perry Bennett

LAND OF LINCOLN

Competitors at the 2019 Tire Rack SCCA Solo National Championships will once again be able to rent paddock tents for their Region or group for the Sept. 3-6 mega event. Overall, the plans call for nine rental tents, which will be available during Group Paddock reservations.

Of note is that there will be a minimal charge for Group Paddock this year due to the cost of the paddock system through MotorsportReg.com, as well as the administrative time involved - the price for each

member in a group will be \$10 per competitor, with a maximum of 40 competitors per paddock group being allowed. As with past years, registration for paddock groups will be required.

The group registration should be open by the time you read this, so please work with your groups to designate an organizer. Payment for the groups will be required upon registering.

Registration for tent reservations is also currently open. There will be seven 20x30-foot pole tents and two 30x30-foot pole tents, but it's

notable that due to an increase in the tent prices, there will be an increase in the tent rental fees. The 20x30 tents will be \$1,000 plus \$10 per group member, while the 30x30 tents will cost \$1,500 plus \$10 per group member.

Rental tents are first come, first served and are not transferable or refundable. Tent registration counts as group registration. Any group renting a tent will not need to register on the group registration page. And, like with Group Paddock, payment is due at the time of registration. 📍

SCCA goes to Washington

In April, SCCA President & CEO Mike Cobb joined the National Motorsports Coalition as it convened on Capitol Hill to meet with more than 30 congressional offices representing racing communities around the country. During the meetings, the Coalition provided lawmakers with updates from each of the sanctioning bodies and urged Congress to take action to ensure the motorsports industry has the tax certainty it needs to continue making long-term investments in their facilities.

"It was quite an honor to stand shoulder to shoulder with



Courtesy

ON THE HILL

Mike Cobb (back row, center) visited Capitol Hill with the National Motorsports Coalition.

other motorsport luminaries in advocating on behalf of SCCA and enthusiasts across the country as part of the National Motorsports Coalition event in Washington D.C.," Cobb says. "This effort truly illustrates that by pulling together we can generate a much larger voice on behalf of the industry while creating a higher tide of awareness

regarding the issues that challenge our collective future."

The visit to was capped off with a reception coordinated with support from the Congressional Motorsports Caucus, an informal, bipartisan group dedicated to celebrating motorsports of all varieties and understanding their impact on American culture and the economy." 📍



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CHECKERED FLAG: R. DAVID JONES

Every member has a story of how they came to SCCA, and in the case of the recently departed R. David Jones, it was by mistake. He famously intended to compete in a drag racing event in 1959, and found an SCCA race instead. From there, he became a Texas Region member, raced a Formula Vee, and held a number of positions with the SCCA culminating in the longest continual service on record as Chairman of the SCCA Board of Directors.

Under Jones' guidance, both Spec Racer and ProSolo came to the SCCA. He received the Woolf Barnato award in 1986 and was inducted into the SCCA Hall of Fame in 2010.

Among the many people who knew Jones, Costa Dunias maintained a close relationship. "When I met him, probably around 1970 or so, he was on the Board of Governors, and as far as I was concerned, he was just another racer," Dunias recalls. "Then I moved to Dallas in 1972 and got to know him better. In real life he had a law degree, but he was more of an entrepreneur than he was a lawyer. He had some companies of his own and invested in a lot of other things."

Jones served a total of 18 years on the Board of Directors, including a record seven years as Chairman.

"He was always a good resource and a good chairman," Dunias says. "He was a very intelligent guy who was always thinking about some way to make the Club better. He knew how to let the people on the SCCA staff do their jobs without being there all the time. If you needed something, you could always call him."

Bringing Sports Renault (which later became Spec Racer Ford) into the Club was one of Jones' many accomplishments. "We were at the Detroit



SportsCar Archive

Grand Prix in 1983," Dunias remembers. "SCCA didn't have a president, so I was the senior staff member there, and David was the chairman. Just by accident I happened to go to a press conference where they announced Renault/Jeep Sport would build the Sports Renault, and I knew that the Club Board had been looking for a spec car deal. I went and got R. David and we met with Roy Lunn [President of Renault/Jeep Sport], and before we left, we had a deal for the Sports Renault."

Jones also possessed a curious mind and a keen eye for the business of racing. "He was always thinking," Dunias maintains, "and he was always looking out for the Club racers. He was very open to

BUILDING CHANGE

R. David Jones may not have intended to join the SCCA, when he did, he made a lasting impression on the Club.



Philip Royce

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(Category based on 2018 year-end membership)

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Steel Cities	8.7%
St. Louis	7.5%
Buccaneer	5.8%
MEDIUM REGIONS (200-400):	
Utah	20.1%
South Carolina	13.1%
Eastern Tennessee	10.0%
SMALL REGIONS (<200):	
Salina	41.2%
Blue Ridge	27.2%
Puerto Rico	21.4%

supporting things that we did, like the Showroom Stock series or the pro series for the Sports Renault. When we did the Can-Am deal with Shelby, he was involved. He even bought a Can-Am car himself. Anything that the Club was doing, he would go do. Then he would do things at other Clubs just to see how they were doing it. He was just one of those guys who had the ability to keep a lot of balls in the air and never looked like he was doing anything other than standing around."

The Club mourns the loss of R. David Jones. 📍

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Rupert Berrington

RANDY POBST

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

MOTOR TREND AND ME (AND AUTOCROSS)

I'm "The Stig Who Talks" at *Motor Trend*. Stumbled in to what might just be the second-greatest job in the world, right after Editor of *SportsCar* (Eh, Philip Royle?). It takes me all over the world to drive, literally, the fastest cars on earth. And, almost always, to drive them flat-out, as hard as I dare, and then write about it or co-star in mini-movies, Hollywood style. You can even catch me in *Head2Head* on Netflix.

"[I] stumbled in to what might just be the second-greatest job in the world, right after Editor of *SportsCar*"

I had already had this amazing opportunity to preach and teach about racing and driving here at *SportsCar* for several years when I just happened to cross paths with the staff of *Motor Trend* at a track test in California. Tri-Point Racing was testing the latest developments on its trio of factory-supported Mazda 6s running in the then-SCCA Pro Racing-sanctioned World Challenge Touring Car series, featuring some of the

world's fastest front-wheel-drive, road course cars at the time.

My agent at the time, primo photographer Michael Stahlschmidt, said, "Hey, I know those guys, let me introduce you." I think Scott Evans and Angus MacKenzie were there, but it was pre-Jonny Lieberman, 2007. We hit it off like coffee and steamed milk. Soon I was drifting their BMW M5 test car around the Buttonwillow East track, getting yelled at to save some tire for their test, and then drag racing our Tri-Point Mazda with the M5 on the front straight.

Two years later, I get an invitation to the nascent *Motor Trend* Best Handling Car annual *test-ravaganza*, with the task of hot-lapping 10 great cars around Laguna Seca; oh, joy! We had everything from a Chevy Cobalt SS (surprisingly good) to the new Audi R8, our eventual winner, and still the best-handling R8 I've driven. They had been inviting a different pro driver each year, but I've gotten the call to handle the track duties for *Motor Trend* ever since. Why? Because I get it done quick n' clean; and I can describe what happened afterward.

It is such an honor and thrill to dance these fine machines foot-to-the-floor around racetracks and even closed-off sections of public highways, like CA 198 near King City, Land of Tarantulas - yikes. *Motor Trend* has never, to their credit, told me what to say, nor how fast to go. It's real, people.

I was still pro racing at the time, and it was a little tricky handling my relationships with sponsors and giving feedback on the many differing brands, but it was also about the time I started racing Volvos with KPAX and 3R Racing, and Volvo did not make hardcore sports cars, which was a real help. Our Volvo exec John Maloney was wonderfully tolerant of my magazine testing, even with our business ties.

Best Handling Car soon evolved into the more appropriate Best Driver's Car and has been a widely acclaimed annual event ever since. Fortunately, this was also when car videos began to grow, and *Motor Trend* was one of the first magazines to pursue the genre, fueled by funding from YouTube. Yes, they helped finance our vids, to create content and draw viewers to their Internet service. It's so interesting to watch as this car show world evolves



as well, with businesses and individuals working to create profits in Videoland.

It has been amazingly good for me. I'm far better known publicly than I ever was racing cars. I get recognized everywhere, especially at racetracks, of course, but also Walmart, Sixt rental car counters (please, let me get you a new Corvette, Mr. Pobst), and by the Shelby Mustang Club of China, and so on. I always have an instant new friend, because we all are from the same hardcore car enthusiast tribe, like you all, my SCCA compadres.

I had my own *Motor Trend* YouTube show, *The Racing Line*, for several years, partnered with BFGoodrich Tires and Tire Rack. Check it out for humorous and useful lessons on track skills. I still do short synopses on camera after hot laps in some amazing Lamborghini or McLaren, and I'm flying to one at Willow Springs as I write this. We've run so many that production car lap records have become a real part of my world, having just reset one of my own at Road Atlanta in the Porsche GT2RS (Driving Nirvana, BTW), beating my own record in the 'Vette ZR1. Pinch me. In 1980, the

SCCA Solo National Championships were my whole world, and were again last fall for two days. Still love my autocross roots; pure driving.

One reason I have persisted at this game is related to my Solo beginnings. We're always shooting shows on rented tracks. There's no time to waste. I rarely get more than three laps. Yup, folks. Three laps. In some 688hp Ferrari I've never seen before. The *Motor Trend* film crew attaches cameras and mikes everywhere, opens the door, some knowledgeable *Motor Trend* sage like Jonny or Scott helps me set all the buttons and modes, usually Sport or Race on the transmission and shocks, then everything off on stability controls. That's right. I wanna know how it *reeeeally* handles, don't you? Without the electronic crutches. Sometimes I turn them back on when it's too unruly (ahem...supercharged Corvettes).

One ongoing frustration is that I'm almost always fastest on the *first lap*, in some supercar I've never even sat in. I just *know* that I am driving better, braking later, everything, on the second or third attempts, but the times most often just get slower.

"I always have an instant new friend, because we all are from the same hardcore car enthusiast tribe"

Why? New tire magic. You racers know. Almost every tire, especially DOT street-legal ones, will give us 10 to 20 percent more grip for one or two laps, and then begin to fall off.

Here's where that autocrossing background really has paid off for me. No practice, no real warm up, just power out onto the pit straight and go! Brake and turn-in points are just estimates and uncalculated risks, by feel from the out lap.

Then we spend the rest of the day doing drive-bys for the camera. Corner by corner, car to car, and stand-ups, as we say in "Hollywood." You may have heard it takes *waaaay* more time filming than we see in the finished product. It's true, but I love the scene, and I'm so grateful to my SCCA background and my *Motor Trend* track testing, feeding an automotive racing passion and addiction, still alive and well.

See you at Track Night! 🍷

STEPPING BACK

Randy Pobst's autocross roots go back a number of decades, and he still calls upon those skills on a regular basis for his day job at *Motor Trend*. He also called upon them at the 2018 Solo National Championships, where he collected yet another National Solo title (ABOVE).

SPARK TO A FLAME

From professional racing to Spec Miata, it's intense competition and a drive to win that fuel

Dillon Machavern | WORDS & IMAGES Richard S. James

We've all seen them on the grid: The drivers full of nervous energy, bouncing around, doing little dances. Then there are the ones who are in their cars early, helmet on, doing their best to shut out the world - the racers hyper-focused on the task at hand. Dillon Machavern, meanwhile, is neither of those.

Composed, by all appearances quite relaxed, like he's about to go out for a Sunday drive rather than start in the second row of one of the most competitive racing series around, the TA2 class of the SCCA Pro Racing Trans Am Series Presented by Pirelli, Dillon is a breed of his own. His pre-race tradition is simply going about the business of getting ear buds, balaclava, helmet, and gloves neatly arranged on the top of his TA2-class Liqui-Moly/Prefix

Ford Mustang. These are his final preparations before cars roll out for a couple of pace laps and 100 miles of racing around Michelin Raceway Road Atlanta during the second round of Trans Am's 2019 season.

His ease might be attributed to growing up around racetracks, watching his father Dave Machavern race GT-1 and win a Grand-Am GTS title. It could be from years of racing karts, or Spec Miata in the ultra-competitive Southeast Conference that has produced many SCCA National Champions in recent years. It could stem from the fact that he has already won a couple of professional titles, in Lamborghini Super Trofeo in 2014 or Continental Tire SportsCar Challenge in 2017, so he knows how to get the job done. But wherever it comes from, Dillon goes about his business with a quiet fortitude.





WITH PURPOSE

From his pre-race prep (LEFT and BELOW) to on-track sessions (BOTTOM), Dillon Machavern takes a methodical approach to motorsports. Since getting his start in karts, Dillon has competed in a wide range of cars and events, from Spec Miata to the Rolex 24.

"I tend to take a pretty slow, methodical approach to the weekend," Dillon admits as we chat in the Road Atlanta paddock during the final weekend of March. "I like to work up to it. I don't do anything crazy in practice, just kind of feel everything out and know where I'm at. In the race, I tend to just try and be really precise, really consistent, because especially in these longer races, even if you're not the fastest car - you could be just that little bit off - if you're consistent and do the same lap time every single time, you are going to end up in a pretty good spot."

When Dillon first started racing, it was as it was with many, in karts as a kid. But growing up in Vermont, where his father owns car dealerships, there's a good bit of the year where racing outdoors isn't an option, and there are not a lot of tracks close at hand. Fortunately, there was F1 Boston, an indoor kart track. But then he left racing for a while, playing baseball and other sports, until a kart track sprung up closer to home and he took it up again. He hasn't left the sport since.

Then came a Skip Barber school, which at the time had Mazda MX-5s. That led him, naturally, to Spec Miata along with some races in his father's GT-1 car. He raced in the Southeast because his father always raced with Tommy Riggins out of Florida. If you know Spec Miata in Florida, then you know names such as Andrew Charbonneau, Preston Pardus, Andrew Carbonell, Selin Rollan, Danny Steyn, and Michael Carter - drivers who have won National Championships, big races, or have found careers in professional racing.



"Do the same lap time every single time, you are going to end up in a pretty good spot"
DILLON MACHAVERN

As has Dillon. He's been racing in the pro ranks for several years now, since 2014 when he started in Continental Tire SportsCar Challenge (CTSCC), now the Michelin Pilot Challenge) and Super Trofeo, but he kept

racing Spec Miata with SCCA, and only recently sold his SM car.

"The schedule for pro racing is pretty limited," he says. "You're going to get some extra testing, but budgets in pro racing, especially the cars I was driving, get pretty crazy if you're testing a lot. You know in the Club stuff there's always an event going on. It's always good racing, especially in Spec Miata, so it gave me the ability to keep my skills sharp in some of the long breaks from the pro series. After the 24 and the 12 Hours, you've got months off where you're not doing anything, so it's always good to brush up on your skills. The more you're in the car, the better you're going to be no matter what. I think anybody in racing can tell you that."

In other words, Dillon used Spec Miata like some of us use





iRacing - to keep our skills sharp when we're not in the regular racecar. But there's more to it.

"Spec Miata is always such close competition," he adds. "You learn a lot of racecraft in that and it carries over into anything that you are doing."

Since his foray into professional racing, he has won a TA2 race every year he's competed except for 2018 - that

year he ran only a couple of races - he won the CTSCC Grand Sport class championship, and he took his first victory in the IMSA WeatherTech SportsCar Championship GTD class driving a Turner Motorsport BMW M6 in the six-hour race at Watkins Glen last year. For 2019, Dillon will be partnering with Bill Auberlen and Robby Foley in the Liqui-Moly Turner

Motorsports M6 GT3 for the four IMSA Michelin Endurance Cup races as well as Trans Am TA2 and some Pilot Cup Challenge races. At the same time, he's taking a step back as he gets more involved in the family business, which includes a Ford dealership and a couple of Toyota stores. The 24-year-old earned his Bachelor's in Business Administration from High Point

University in 2017 and is looking to put that degree to work.

"Now that I've graduated and am really stepping into work for the family business, I do need to focus time on that," he says. "I think last year I was gone 73 days - it's finding that balance between learning the business and pursuing racing. There has to be a little bit of give-and-take



PERFECTING THE CRAFT

(BOTTOM, right) The time Dillon Machavern has spent behind the wheel in Spec Miata has benefited him in pro racing, as the racecraft learned in lower-powered cars has paid dividends in his TA2 Mustang (LEFT).



there. But sometimes it's a little difficult to switch gears all the time like that. There are times when you get home for a little stretch and it's nice to just relax and not be running around all over the country. But it's something I live for."

In the case of TA2 and Trans Am, there's a certain rawness to it that Dillon likes. It's the polar opposite of the

GT3 and GT4 cars that he's driving in endurance racing.

"It's just the car and driver," he explains. "There are not a lot of extra electronic aids and aerodynamics that limit the true racing of it. You really have to go out there and drive these cars hard. That's what a lot of drivers live for; they really want their skills on display rather than what the computer will let you do.

"And being a single driver makes it really interesting as well," he continues. "There are a lot of factors to these races. There's a lot of strategy involved; even though you are not doing pit stops and stuff like that, you still have to manage the race. The cars are just a blast to drive, and being a spec class, it keeps the competition really tight. On any given weekend, there are eight to 10 guys who could win the race, which makes everybody push harder to be the best they possibly can be. You can't let up at any point during the weekend."

Wait - was he talking about TA2 or Spec Miata? I lost track, because everything he says pretty much applies to either, give or take 350hp. Regardless, what it boils down to is competition, and the love of it. He even goes so far as to say that once you get beyond the additional pump and circumstance of professional racing, when he's looking through the windshield, there's really not a lot of difference between Club and pro. It's all about passing the cars in front and keeping the ones behind, behind. The way he describes the workings of his team, Stevens-Miller Racing, it even sounds a lot like a Club racing paddock.

"Marc and I have a fair amount

"The cars are just a blast to drive, and being a spec class, it keeps the competition really tight"
DILLON MACHAVERN

of experience in a lot of different types of cars," he says, referring to Marc Miller, a driver of some renown who has raced everything from stock cars to the 24 Hours of Le Mans. This weekend at Road Atlanta, Marc would finish second during the TA2 Trans Am race ahead of Dillon in third. "We also have some fairly fresh guys who are newer to this type of car and newer to professional racing, so there's a lot of data shared. There are a lot of conversations had on what we can do to improve, and it really is a nice team atmosphere where we are sharing a lot of information. There's nothing that's really off limits, which is nice."

That atmosphere may contribute to Dillon's apparently calm pre-race demeanor, but while many of those on that TA2 grid dream of moving to the truly big horsepower TA class, Dillon says he doesn't see that happening for him, even if he does love the speed of the very similar GT-1 SCCA Road Racing cars he's driven. There's something about the whole package of TA2 that's appealing to him, he explains. As I listen to him talk so calmly about those intense TA2 on-track battles that he so loves, I witness an underlying spark in his eye. Indeed, he may seem calm now, but that spark undoubtedly becomes an inferno once the green flag drops. 🏁

Every enthusiast starts somewhere, and with a helmet essentially being the only requirement to get on course, SCCA Autocross is often the point of entry. Consequently, on any given weekend, people of all ages try autocross for the first time. But those new to the sport aren't always new to motorsports. In fact, some have rather impressive resumes. Case in point, in March 2016, a newbie showed up for his first taste of the Tire Rack National Solo program as the Match Tour visited San Diego, Calif. To the casual observer, nothing stood out about the lanky guy piloting a Mazda RX-8 in C Street. Even the Rolex on his wrist wouldn't have been an uncommon sight, considering this was taking place in Southern California; but this particular version of the watch wasn't one you could buy.

Rewind a few months and Kenton Koch was standing atop the podium in victory lane at the World Center of Speed, having just won the Rolex 24 at Daytona International Speedway, earning that highly coveted Rolex watch. But how does a driver whose resume includes Skip Barber series wins, an MX-5 Cup championship, and the Daytona 24 Hours end up at a Match Tour? The answer, as is often the case, is "Miata."

"I really liked Miatas, so I ended up getting a supercharged Miata that I wanted to tinker around with," Koch explains. "I took my Miata to an autocross, but it was way too prepped, although not prepped enough to be in a class and be competitive."

The hook was set, though, so

Koch went in search for a more competitive tool; one that would better fit in the Solo framework. "I found a cheap RX-8 for sale that would be good in C Street, so I bought it and started autocrossing," says Koch. "I like competitive sports, so it's a cheap way for me to have fun with my wife,

enjoy the day with friends, and push myself in a different venue."

Fresh off that 24 Hour win, and having only minimal autocross experience, Koch set his sights on the Match Tour - and he fared quite well, finishing second, a scant 0.299sec behind past Solo National Champion Ron Bauer. "I had just

won the Daytona 24," Koch says, "and my whole philosophy with autocross was the same as with road racing, so I just drove the way I normally do. I approached the autocross the same. In a way, larger radius, trying to carry speed, charging entries, and trying to get the car pivoted around."

MAKING A BETTER PRO

For professional racer Kenton Koch, the quest for speed has led to SCCA Autocross

WORDS Jason Isley | MAIN IMAGE Jason Isley





A DIFFERENT VENUE

For professional racing driver Kenton Koch, the autocross course represents an opportunity to test himself in new ways and keep his skills sharp.

Since that time, Koch has participated in as many autocrosses as his busy professional racing schedule allowed, improving his autocross skills through trial and error.

Fast forward to the 2019 Solo Championship Tour in Charlotte, N.C., and now Koch

would be presented with a great opportunity; reunited with his part-time IMSA teammate from the 2018 season (and multi-time SCCA Solo National Champion), Tom O'Gorman, Koch was about to learn how much he didn't know about autocross by sharing his RX-8.

The pairing was an eye opener. "I learned a lot from co-driving with Tom at the Championship Tour at Charlotte," Koch admits. "It was really cool to see how we approached things differently. We ended up ultimately on the same pace, but quicker overall because we learned from each other."

While Koch was no slouch on the autocross course, it was the finer details of the sport that he learned from O'Gorman. "He did things that I would have never thought of because it was something that was so different. In a way, what he was doing was 'wrong,' but it was correct," Koch



Jason Riey



Sean Rice

FINDING COMPETITION

From ProSolo (FAR LEFT) to professional racing (BELOW, standing in first place alongside multi-time Solo National Champ and pro racer Tom O'Gorman), Kenton Koch (LEFT) is always looking for a challenge. Having tasted success in numerous pro racing endeavors, Koch likes the low-commitment but highly-challenging environment of SCCA Autocross.



Philip Abbott / LAT Images

points out. "One thing Tom did was he would add a bunch of wheel at the apex of a tight corner whether it caused understeer or not. As long as you were leaning on the front tires, the thing would take it. You can ask the car to do that in a short run; you can't do that over the course of a 45-minute stint because you will destroy the tires."

The near-violent nature of an autocross run requires a different approach than the sprint and endurance racing Koch is most familiar with. Learning that philosophy can take years, but Koch got a crash course thanks to his co-driver. "How Tom views the course itself, and how we get up to speed is also different," Koch explains. "The way he approaches sections that connect - he's always thinking about how he

can lengthen the straightaway as much as possible. That requires compromising certain parts of the course for the exits of others."

Comparing data over the weekend showed Koch and O'Gorman what the still relatively green Koch was doing right, and wrong. "I naturally cut distance, so it wasn't something he had to teach me," says Koch. "We looked at the data and I was good in the corners, but I needed to work at the slaloms. I was 'hucking' it in and overcharging. I learned I had to back it up. We were within a tenth of a second of each other up to the slalom on the last day, and then he put half a second on me in the slalom. Until then, I was just driving on natural feel and what I thought to be the best line based

on my road racing knowledge. I thought I was pretty good through the slaloms - apparently I was wrong."

For Koch, it required a small adjustment on his slalom entry and forgetting some of what he had been previously taught. "I'd approached the slaloms the way I learned in the FIA Academy in 2014," says Koch. "They did a long slalom course and they taught us to lift for each slalom cone and accelerate to the next. Since the slaloms in autocross are relatively short, Tom would backside the first cone and open up the rest, and then accelerate through the last two and get a run out of them. That's where I was losing all of my time. Now that I've figured that out, I'm itching to apply it."

When the dust settled on the Charlotte Championship Tour, O'Gorman was on top in C Street in the RX-8, ahead of a number of quick drivers in the svelte ND MX-5; Koch landed fourth. This begs the question: Will we see this pair terrorizing MX-5 drivers once more? "We were joking that if we won the Champ Tour, we would take the RX-8 to the Solo National Championships," says Koch. It turns out that the Tire Rack Solo National Championships is an event that's on the radar for this Rolex-wearing pro racer. "It's one of those things where I think I have to do it at least once," he says.

Speaking of road racing, does Koch believe the skills used in sub-60-second autocross runs can be applied to professional endurance racing? Yes, he says, going so far as to say that keen autocross skills can set the tone for a successful pro racing weekend. "The mental preparation is very similar," he explains. "When you are in professional racing, you need to get up to speed as quickly as possible to make the most of that first session. If you are spending the whole session getting up to speed, you're already falling behind."

In fact, for Koch, the seat time and, more importantly, the competition found in autocrosses is an asset at any level of racing. "If you drive anything, anywhere, in any form of racing, autocross is going to help no matter what," he concludes. "If you autocross competitively, it forces you to search for speed in ways that you have never done before. It has certainly helped make me better." 🍷

WE NEED A BIGGER TROPHY SHELF

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



DOWNSIZING

As automobile manufacturers equip cars with larger diameter wheels, autocrossers adjust to maximize performance

WORDS Jason Isley | IMAGE Courtesy FCA



TAKE A STANCE

While 20-inch and larger wheels may fill an aesthetic niche, they do little to improve performance. Fortunately, the rules in most of the Solo classes allow for a certain level of wheel and tire diameter variance.

Back in my day, as stodgy people are wont to say, a vehicle's OEM wheel diameter was based on a car's brake package, then auto manufacturers would decide on a wheel and tire package to maximize performance. While that statement certainly paints a rosier picture of the past than reality, it is true that today's cars have turned an aesthetic corner, making it common to see sports cars sporting 20-inch wheels for no obvious reason. Performance has, indeed, been eschewed for a sweet-looking ride - but, as it turns out, there is a solution, both on the aftermarket side and in the SCCA Solo Rules.

"In a lot of cases, we are actually downsizing the factory wheel to get to a 19-inch," says David Schardt of Forgeline Motorsports. "For example, the Porsche GT3 and Cayman GT4 come from the factory with 20-inch wheels and we offer a downsized 19-inch package." Why is this? As Schardt explains, there simply aren't a lot of track-oriented or 200-treadwear tires available in 20-inch diameters.

"There's a lot of chicken-and-the-egg going on," Tire Rack's John "Woody" Rogers explains of the availability of large-diameter, competition-worthy tires. "There has been a big push into larger tire diameter and larger wheel diameter for some time now, [but] the aftermarket for wheels and tires, especially like the ones we use for autocross, lags behind what the vehicle manufacturers are doing."

Donning our stodgy hat once more, while larger wheel and tire packages fill out fender arches, they do little to help performance, and Rogers explains why: "Going up in the rim diameter moves the mass outward," says Rogers. "Wheel material is generally heavier than tire sidewall, so as the wheel gets big, you are increasing the flywheel effect."

Flywheel effect? "If you had a wheel of the same weight that was 17 inches versus 18 inches, it takes longer to get it up to speed even though it's the same mass, because that mass is farther out from the center," says Rogers. "It's a negative to go big in that regard."

Additionally, ride quality and handling can suffer with oversized fitments. "You will also find that if you keep the tire diameter the same and increase the wheel size, now the sidewall gets shorter, and that tends to reduce some compliance - it tends to make the tire and wheel package more edgy at the limit," Rogers notes. "[The shorter sidewall] sharpens things up, but it doesn't necessarily help the performance."

Fortunately for SCCA autocrossers, the Street-category rules allow a wheel diameter change, opening up a much broader range of product, and a potential improvement in performance. "That rule change has given people a lot of flexibility to get a more optimized package by moving up or down a rim size," says Rogers. "We do see people changing wheel diameter courtesy of the SCCA plus-one-minus-one rule. [Tire Rack's] Chris Harvey and I did it on a Street-category Corvette so we could get a better option for tire sizes. I don't know that a lot of people are going up in diameter, as a lot of people go down, or square things up if they have a car that has stagger."

But none of this is to say that people will be downsizing their wheels forever in order to find a competitive tire. "There is enough critical mass that has led wheel manufacturers to build wheels, and tire manufacturers to build sizes," Rogers says. "They are still very small in proportion to the most common sizes, the 17-, 16-, and 15-inch fitments, that's still where the volume is, but at long last there are big-diameter products available." 🚫

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The VX1R Cup is engineered for Porsche Cup and RSR hub assemblies to withstand the rigors of top-level endurance racing with exceptional deflection stiffness. The VX1R combines the most current wheel technology to race safely with all Cup car fitments without spring plates. Available in 18 inches and a wide variety of widths and finishes.



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The Forgeline GTD1-Viper is a 6-lug version of our race-winning GTD1 that has been specifically engineered for the Dodge Viper applications. Through the years we have developed many varieties of fitments, including 18/18, 18/19, 19/19, and 19/20. These monoblock race wheels will handle any tires including slicks up to 13-inches wide. Made in America.



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RAYS GRAM LIGHTS 57CR

The Gram Lights 57CR is now available in 15, 17, 18, and 19 inch application, with the RAYS logo and the 57 mark debossed onto the spoke. This cast, one-piece wheel is available in two colors: Gunblue II (G2) and Glossy Black (GX). Air valves are included with each wheel. Optional center caps are sold separately. Made in Japan. **\$305 each**

RAYS



YOKOHAMA WHEELS ADVAN RACING R6

The new Advan Racing R6 wheel offers six slim spokes and a deep, step-rim form and will be available in 20-inch applications. The depth of the rim will be available in three types: Standard, Medium, and Extra. Available colors are Machining & Racing Hyper Black, Machining & Black Coated Graphite, and Racing Candy Red. **\$1,161 each**

YOKOHAMA WHEEL
ORIGINAL DESIGN
JAPAN MADE



RAYS GRAM LIGHTS 57XTREME SPEC D

The Gram Lights 57Xtreme Spec-D is a one-piece cast construction, featuring a sleek 12-spoke design. The Gram Lights 57Xtreme offers a stronger and thicker rim with a redesigned center area for weight savings. This model will be available in 18-inch applications for Japanese and 5-120 PCD vehicles. Available in White (02Z) and Matte Graphite (MF). **\$505 each**



YOKOHAMA WHEEL ADVAN RACING RS III

The new Advan Racing RS III will be available in 18-inch applications in three concave faces: Standard-Design, GTR-Design, and Super GTR-Design. The cast flow-form wheel will be available in the following colors: Black Gun Metallic & Ring, Racing Candy Red & Ring, Racing Hyper Black & Ring, Umber Bronze & Ring, and Racing White Metallic & Ring. Made in Japan.



VOLK RACING ZE40 RW LIMITED

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PROTOTYPE-2 BIAS PLY

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PROTOTYPE-1 RADIAL RAINS

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In the days leading up to the highly anticipated 2019 Hoosier Super Tour at VIRginia International Raceway, one competitor dubbed the event “Runoffs version 0.5” in an online post. While for 500-some SCCA Road Racing competitors, the weekend was most certainly a reconnaissance mission for the National Championship Runoffs scheduled to hit VIR this October, it was, in and of itself, a battle to be fought. Yes, data would be gathered, and lessons would be learned but, ultimately, the top drivers in America still drove to be the first ones to the checker.

Things don’t always go as planned, however, and Mother Nature decided to play the wildcard during the event, offering copious amounts of rain throughout the weekend. But rainfall wasn’t steady during the three-day event, leaving numerous competitors to go so far as to swap from wet to dry tires mid qualifying session – and come race time, the right tire choice often came down to the flip of a coin.

Needless to say, moist conditions made the first race of the weekend quite interesting, especially in the F Production class. There, polesitter Charlie Campbell jumped out to the lead in his Mazda Miata. But behind him, Ken Kannard made a terrific start from the fifth position and soon found himself challenging Campbell for the lead, which he grabbed on the fourth lap. But a few laps later, while working through traffic, Campbell got back by for the front spot. Then, on the last lap, Kannard was able to make a daring pass for victory.

“It was a crazy race,” Kannard said after the race. “Charlie and I broke away from the group and we just went at it. I just luckily got by him on the last lap, held him off at the top of the hill, I kind of almost spun – it was a mess. But I’m happy to get the win by half a car length.”

Sunday’s FP race was equally as thrilling as Campbell and Kannard were joined by Kevin Ruck in a race-long, three-car battle. On the final lap, second-place Kannard pushed the issue to take the

A ROLLER COASTER

500-plus racers descended on wet and wild VIRginia International Raceway for Round 5 of the 2019 Hoosier Super Tour, and it was far more than a Runoffs preview

WORDS Jim Llewelyn & Philip Royle | IMAGES Mark Weber



Philip Royle



START UP

(MAIN) The GT group thundered down VIR's long front straight, battling to be the first into the Horse Shoe. (LEFT) John Hainsworth led EP and all of Group 7 to the checker on Saturday; Sunday's race, meanwhile, wasn't as kind to him.

**MIXING IT UP**

(Clockwise from TOP LEFT) Wiley Clinton McManan dominated the F500 field, claiming the win both days. Cooper MacNeil in his BMW led the way in T2. More than 20 cars started each of the weekend's two FV races, which saw both Mitchell Ferguson and Brandon Abbott take wins.



lead going into the Esses but overcooked the entrance into Oak Tree. Kannard slid off, while Campbell and Ruck concluded the battle with a drag race down the hill and to the checker, where Ruck claimed the win.

Saturday's B-Spec race featured John Phillips and David Daughtery, both driving Honda Fits, putting on a great battle for the win. Phillips moved to the front early and held the lead for the first three laps. But Daughtery remained right on his tail and moved to the front on the fourth lap, going on to take the win.

"John got caught in a little bit of traffic and that bogged him down," Daughtery said about being able to catch his competitor. "Quite honestly, we were as even as could be. He just got caught by a little more traffic than I did, which allowed us to get the win today."

Early in the afternoon, the 70-car Spec Miata field also took

to the track under wet conditions. Several competitors spun into the grass on the first lap, bringing out a full-course yellow. Polesitter Nicholas Bruni had the lead, followed by Brian Henderson and a whole host of skilled, proven drivers. But at the restart, Bruni pushed wide going into Turn 1 and Henderson grabbed the lead. Meanwhile, drivers who perhaps didn't have great qualifying sessions were making a charge to the front, including Danny Steyn who started in the 22nd position. With a handful of laps left in the race, Steyn had managed to close to within one second of the leader, but second place was all he could manage as Henderson claimed the wet win.

Sunday's Spec Miata race came up just short of 65 competitors, and it was another barn burner. The usual cast of characters were in the hunt, including Tyler Kicera, Jim Drago, Todd Buras,

"The three of us went side by side into the top of the roller-coaster corners"
DANNY STEYN

and Elivan Goulart. As laps ticked away, the fight for victory was between Nicholas Bruni, Preston Pardus, and Steyn. But, at the finish line, it was Steyn a scant 0.118sec ahead of Pardus.

"I want to congratulate Preston and Nick," said Steyn while standing on the podium. "The three of us went side by side into the top of the roller-coaster [corners]. We had a very slight touch, but such clean racing with good friends. I really love this class, Spec Miata, and I really think it's some of the best racing in the country."

Steyn's weekend actually featured four trips to the podium

as he laid claim to victory in both STL races during the weekend.

Saturday's fourth group featured GT-1, GT-2, Touring 1, and American Sedan, and it was Andrew Aquilante who took both the GT-2 and overall victory in that race. But a real cliffhanger developed in T1 where stalwart Mark Boden held the lead for the first five laps before handing the top position to John Pasch. Then Bill Baten made it an exciting race for the T1 win.

"It was a mess out there from the beginning, just carnage everywhere," a smiling Baten said about the challenge. "The first half of the race, I was just trying to avoid wrecking. The second half, there was a little more space to get going faster and make selective passes when it was safe. I made the last pass for the win on the last lap in one of the last turns. It was storybook for me. It was awesome."

Spec Racer Ford Gen3 racers presented another formidable field both Saturday and Sunday, with more than 50 drivers both days taking the green flag. After spinning off course during Saturday's race, Robeson Clay Russell claimed the lead early in Sunday's race and led flag to flag. But, make no mistake, competitors Brian Schofield and Saturday winner Tray Ayres were right on his tail.

"There's not much to say about Saturday. I just lost control, spun it around and put it in the grass," Russell admitted. "[On Sunday], Brian and Tray closed in on me pretty quickly, but time just ran out. If there was more race, they would've been up there battling for the win. But I'm happy with the win."

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The weekend's GT-3 Hoosier Super Tour events took on special importance as both Saturday's and Sunday's races were part of the GT-3 Challenge presented by MPI, a series supported by Mazda, Max Papis Innovations, Penske Racing Shocks, AiM Sports, and Hoosier

Racing Tire. The GT-3 Challenge consists of five events held around the country, culminating with October's SCCA Runoffs. As a class, GT-3 is gaining momentum once again, with two competitive and exciting races during the weekend. It was Stacy Wilson who



WET AND WILD

(Clockwise from FAR LEFT) Andrew Aquilante piloted his Mustang to a pair of GT-2 wins. Danny Steyn ended his weekend with the Sunday feature race win in Spec Miata and a pair of STL wins. Stacy Wilson swept the VIR round of the GT-3 Challenge as a result of his pair of GT-3 wins.

following Sunday's race. "Today, I want to offer a big apology to Taz Harvey. I didn't mean to get into him. I just went in hot, tried to make a pass on him and I just ran out of talent."

Indeed, the 2019 Hoosier Super Tour at VIR told a tale of things to come, but it was far more than Runoffs version 0.5. This weekend, racers fought battles, both on and off the track, that rival any Runoffs. Yes, come Oct. 8-13, 2019, many of the same racers will vie for an SCCA National Championship title, but not a single race this weekend was easily won. 🍷

managed the double by winning both races - but not without a fight on Sunday from Taz Harvey. There, the two swapped the lead a couple times, but touched with only a few laps remaining.

"Yesterday's race was really good," a humble Wilson said

HOOSIER SUPER TOUR | VIRGINIA INTERNATIONAL RACEWAY | Alton, Va. | April 12-14, 2019

SATURDAY

GT1: (12 starters) 1. Jeff Hinkle (Dodge) 2:16.009; 2. Juan Vento (Chevrolet); 3. Zachary Monette (Ford); **GT2:** (19 starters) 1. Andrew Aquilante (Ford) 2:15.131; 2. Thomas Herb (Porsche); 3. Don McMillon (Chevrolet); **GT3:** (7 starters) 1. Stacy Wilson (Mazda) 2:06.606; 2. Taz Harvey (Mazda); 3. Joe Kristensen (Honda);

AS: (12 starters) 1. Daniel Richardson (Chevrolet) 2:26.273; 2. John Heinrich (Chevrolet); 3. Stephen Ott (Ford); **EP:** (17 starters) 1. John Hainsworth (Mazda) 2:08.069; 2. Matt Reynolds (Mazda); 3. Peter Norton (Caterham); **FP:** (16 starters) 1. Ken Kannard (Mazda) 2:30.127; 2. Charles Campbell (Mazda); 3. Eric Prill (Mazda); **HP:** (14 starters) 1. Will Perry (Honda) 2:35.785; 2. Vesa Silgren (Honda); 3. Eric Vickerman (Austin-Healey); **GTL:** (9 starters) 1. Ryan Kristoff (Honda) 2:38.688; 2. Graham Fuller (Honda); 3. James Gregorius (Mazda);

T1: (8 starters) 1. Bill Baten (Chevrolet) 2:25.482; 2. John Pasch (BMW); 3. Joseph Gaudette (Chevrolet); **T2:** (15 starters) 1. Cooper MacNeil (BMW) 2:02.658; 2. Kurt Rezzetano (Pontiac); 3. Mark Boden (Porsche); **T3:** (9 starters) 1. Scott B. White (Ford) 2:11.492; 2. Broderick Bauguess (BMW); 3. Rob Hines (Nissan); **T4:** (15 starters) 1. Nick Leverone (Subaru) 2:14.586; 2. Raymond Blethen (Mazda); 3. Owen Schefer (Mazda); **SM:** (70 starters) 1. Brian Henderson 2:33.628; 2. Danny Steyn; 3. Preston Pardus; **BS:** (14 starters) 1. David Daugherty (Honda) 2:40.521; 2. John Phillips (Honda); 3. Alex Ratcliffe (Mini); **STU:** (15 starters) 1. Chris Haldeman (Honda) 2:06.345; 2. David Brand (Lotus); 3. Mark Liller (Dodge); **STL:** (22 starters) 1. Danny Steyn (Mazda) 2:09.809; 2. Garret Dunn (Honda); 3. Alan Cross (Mazda);

SRF3: (56 starters) 1. Tray Ayres 2:20.901; 2. Brian Schofield; 3. S. Sandy Satullo III; **P1:** (13 starters) 1. Jean-Luc Liverato (Elan) 2:10.322; 2. Jason Miller (WynnFurst); 3. Todd Vanacore (Elan); **P2:** (9 starters) 1. Tray Ayres (Van Diemen) 2:20.307; 2. Robert Iversen (Ligier); 3. Thomas Kaufman (West);

FA: (4 starters) 1. Larry Howard (Swift) 0:35.692; 2. Richard Zober (Swift); 3. Lee Alexander (Swift); **FB:** (2 starters) 1. Michael Crowe (Citation) 2:46.279; 2. John Homan (RFR); **FC:** (12 starters) 1. Chuck Moran (Van Diemen) 2:04.200; 2. Carlos Franca (Elan); **FE:** (9 starters) 1. James Libecco 2:05.823; 2. Justin Huffman; 3. Bailey Monette; **FE2:** (13 starters) 1. Scott Rettich 2:02.400; 2. Liam Snyder; 3. Paul Schneider; **FF:** (9 starters) 1. Dexter Czuba (Mygale) 2:03.255; 2. Tyler O'Connor (Mygale); 3. Ray Rivard (Van Diemen); **FM:** (7 starters) 1. Michael Anderson 2:05.572; 2. Robert Noek; 3. Nathan Ratton; **FV:** (24 starters) 1. Mitchell Ferguson (Vorscha) 2:22.735; 2. Jonathan Weisheit (JK Technologies); 3. Brandon Abbott (Vector); **F5:** (10 starters) 1. Wiley Clinton McMahan (Scorpion) 2:01.997; 2. Eric McRee (NovaRace); 3. F. Russell Strate Jr. (Scorpion).

SUNDAY

GT1: (14 starters) 1. Tony Ave (Chevrolet) 1:47.550; 2. David Pintaric (Cadillac); 3. Michael Lewis (Jaguar); **GT2:** (18 starters) 1. Andrew Aquilante (Ford) 1:55.902; 2. Thomas Herb (Porsche); 3. Pete Peterson (Toyota); **GT3:** (7 starters) 1. Stacy Wilson (Mazda) 2:02.568; 2. Joe Kristensen (Honda); 3. Paul Young (Acura); **GTL:** (8 starters) 1. Peter Shadowen (Honda) 2:10.603; 2. Ryan Kristoff (Honda); 3. Graham Fuller (Honda);

AS: (11 starters) 1. Gregory Eaton (Ford) 2:06.543; 2. Andrew McDermid (Ford); 3. John Heinrich (Chevrolet); **EP:** (15 starters) 1. Matt Reynolds (Mazda) 2:05.991; 2. Peter Norton (Caterham); 3. Kevin Leigh (BMW); **FP:** (15 starters) 1. Kevin Ruck (Acura) 2:10.797; 2. Charlie Campbell (Mazda); 3. Eric Prill (Mazda); **HP:** (14 starters) 1. Will Perry (Honda) 2:19.920; 2. Vesa Silgren (Honda); 3. Christopher Riley Salyer (Honda);

T1: (9 starters) 1. Mark Boden (BMW) 2:03.101; 2. Joe Aquilante (Chevrolet); 3. Bill Baten (Chevrolet); **T2:** (10 starters) 1. Cooper MacNeil (BMW) 2:03.051; 2. Kurt Rezzetano (Pontiac); 3. Mark Boden (Porsche); **T3:** (9 starters) 1. Broderick Bauguess (BMW) 2:09.371; 2. Scotty B. White (Ford); 3. Rob Hines (Nissan); **T4:** (14 starters) 1. Owen Schefer (Mazda) 2:14.376; 2. Nick Leverone (Subaru); 3. Jared Lendrum (Subaru); **SM:** (64 starters) 1. Danny Steyn 2:16.986; 2. Preston Pardus; 3. Nicholas Bruni; **BS:** (14 starters) 1. David Daugherty (Honda) 2:27.394; 2. John Phillips (Honda); 3. Frank Schwartz (Mini); **STU:** (11 starters) 1. Chris Haldeman (Honda) 2:05.712; 2. Mark Liller (Dodge); 3. Paul Azan (BMW); **STL:** (16 starters) 1. Danny Steyn (Mazda) 2:09.472; 2. Max Gee (Honda); 3. Christopher Childs (Mazda);

SRF3: (55 starters) 1. Robeson Clay Russell 2:07.128; 2. Tray Ayres; 3. Brian Schofield; **P1:** (12 starters) 1. Todd Slusher (Elan) 1:47.842; 2. Jean-Luc Liverato (Elan); 3. Jim Devenport (Norma); **P2:** (8 starters) 1. Tim Day Jr. (Stohr) no time; 2. Lucian Pancea (Stohr); 3. Tray Ayres (Van Diemen);

FA: (3 starters) 1. Richard Zober (Swift) 1:50.895; 2. Alex Trubey (Tatuus); 3. Lee Alexander (Swift); **FB:** (2 starters) 1. Michael Crowe (Citation) 1:58.011; 2. John Homan (RFR); **FC:** (2 starters) 1. Carlos Franca (Elan) 2:04.281; 2. Chuck Moran (Van Diemen); **FE:** (7 starters) 1. James Libecco 1:56.810; 2. Lee Rackley; 3. Mark Snyder; **FE2:** (13 starters) 1. Liam Snyder 1:53.607; 2. Scott Rettich; 3. Paul Schneider; **FF:** (9 starters) 1. Tyler O'Connor (Mygale) 2:03.450; 2. David H. Livingston Jr. (Spectrum); 3. Chris Smith (Van Diemen); **FM:** (7 starters) 1. Victor Seaber 1:58.251; 2. Michael Anderson; 3. Nathan Ratton; **FV:** (24 starters) 1. Brandon Abbott (Vector) 2:20.935; 2. Donnie Isley (Agitator); 3. Brian Farnham (Silver Bullet); **F5:** (Wiley Clinton McMahan (Scorpion) 2:00.842; 2. Calvin Stewart (Novakar); 3. Eric McRee (NovaRace).



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HARD DRIVIN'

The Trans Am Series hit Road Atlanta for a challenging Round 2, where tenths of a second decided the victor

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



Turns of fortune, tire selection, traffic, and treacherous weather all shaped the SCCA Pro Racing Trans Am Series presented by Pirelli Round 2 into a plot-twisting tale of two wheel-to-wheel battles in the TA and SuperGT (SGT) races at Michelin Raceway Road Atlanta on Sunday, March 31. Ultimately, the 40-lap race ran under green-flag

conditions from start to finish, with the race featuring variable track conditions, three TA lead changes, and four different SGT class leaders, including one who established an impressive 30-second margin on the field early on. Indeed, Road Atlanta played witness to another dramatic chapter of Trans Am competition.

All said, however, it was a

penultimate lap that saw the move that mattered in the TA class, as Lawrence Loshak then captured the TA class win driving his Pennzoil/Elavon/GoShare Chevrolet Camaro to a nearly five-second victory over his Burtin Racing teammate Tomy Drissi. Drissi, who led the race for 13 laps, recovered from a late off-track excursion to take second.

Three-time Road Atlanta winner Amy Ruman displayed her experience on the 2.54, 12-turn road course and crafted an advantage as she waited to make her move for a podium finish. Chris Dyson and Simon Gregg rounded out the TA top-five.

Due to the inclement weather and variable track conditions, the opening TA and SGT races

TWO FOR TWO

With Round 2 of the SCCA Pro Racing Trans Am Series in the books, Lawrence Loshak has laid the groundwork for a storybook season, winning the first two races.

I've done in a long time," Loshak admitted after the race. "All I kept thinking was 100 miles, Lawrence, 100 miles. I used to do the rain dance and loved racing in the rain in [TA2], but I am a bit inexperienced in wet conditions with these TA cars. We started on Pirelli slicks looking for a rain line, but with the Esses, the streams, and the cold temperatures, we were having trouble getting grip. It was treacherous. But as the track started drying, I had an incredible battle with my teammate. Traffic played a huge factor in us exchanging the lead back and forth. In the end though, it was a one-two finish for Burtin Racing, and that's all that matters."

The SGT race, which shares a race group with TA, features a wide range of entries including several Porsche 911 Cup cars, a Dodge Viper, and Ford Mustangs, and those drivers found themselves at a significant advantage early in the race as the field made the most of the grip on offer from the rain-specification Pirelli tires. But it was a choice of dry tires for fifth-place starting Brian Kleeman that saw him secure his first win in the SGT class. Fall Line Racing's Mark Boden

started with a rolling single-file start. Loshak started from the pole and was immediately locked in battle with 2018 Trans Am champion Ernie Francis Jr. The duel came to a premature end when Francis was forced to pit lane with a malfunctioning taillight - he returned to the action but was two laps down.

With Francis pushed to the

back of the field, the focus shifted to Loshak, Drissi, and Dyson. Using lapped traffic to his advantage, Drissi took the point from Loshak, pulling away with a 1.21-second advantage. Meanwhile, Dyson in third, continued to set the fast laps of the race, chopping away at Drissi's and Loshak's lead.

"This was the hardest race

"As the track started drying, I had an incredible battle with my teammate"

LAWRENCE LOSHAK





"We threw the dice and I think we were the only ones out there on slicks"
BRIAN KLEEMAN

finished the SGT round in second and Lee Saunders wrapped up the SGT podium as a pair of Porsche 991 GT3 drivers, Milton Grant and Tom Herb completed the top-five.

Boden got an outstanding start to the race, moving the overall lead and creating a significant gap to the field with his Pirelli rain tire selection. On Lap 19, Aaron Pierce passed Boden for not only first place in the SGT race, but also for the overall lead. Boden continued to lead the way but as the track dried his tires began to fall off, losing the momentum he built up in the rain. Boden eventually pitted to change to Pirelli slicks.

"We don't have the fastest car out there - and we know that - so we had to do it all on strategy

today," said Kleeman. "We threw the dice and I think we were the only ones out there on slicks. It was an absolute handful at the beginning, and we fell way back; it was pretty treacherous, but once it started to dry out, we knew we had to click off the laps and close the gap, hoping those guys came in for tires, which they did. At that point, it was just a matter of staying in front and just holding on. By the end, it was pretty much a dry race."

Two hours later, TA2 racers took to the track, and while theirs was also supposed to be a 100-mile sprint to the checker, it turned out to be a three-lap shootout, with defending TA2 champion Rafa Matos wheeling his 3Dimensional Services Group



Chevrolet Camaro to his second consecutive victory. Behind him, Marc Miller claimed his second runner-up result of the season, and Dillon Machavern assumed the final step on the podium.

Matos took the lead early, edging out polesitter Misha Goikhberg by the fifth lap. Battling for a podium position, Goikhberg was shuffled off track in Turn 1, moving the Canadian driver back to midfield. Matos produced faster times each lap as his tires got up to temperature, building a sizeable gap over second. However, a yellow flag grouped the field back together behind the safety car. And that wasn't the only full-course caution of the race.

"It was crazy near the end

BOLD MOVES

(LEFT and BELOW) Rafa Matos struggled to fend off the hard-charging Marc Miller, but in the end would claim his second TA2 win of the season. (BOTTOM, LEFT and RIGHT) For Brian Kleeman, the gamble on tires paid off with the SGT win.

"Every restart was a struggle and Marc Miller has a very fast car"

RAFA MATOS



with the restarts," said Matos. "Every restart was a struggle and Marc [Miller] has a very fast car in a straight line. I held him off and I was able to build a gap. I could keep in front of him, but it was very difficult because of his straight-line speed. He had a really good jump going down the hill, and it was not easy to hold him off for the win."

Miller challenged Matos on the restart, but his run ended prematurely when another yellow flag slowed the field. Fresh off the second restart, Machavern packed in behind Miller and Matos before a third full-course yellow was called to retrieve a stranded car.

"We were struggling a little bit with the pace at the start of the race, but the car seemed to come to me after it cooled down during the first caution," Machavern said. "Then I was in really good shape behind Marc [Miller] and Rafa [Matos], who did an awesome job."

With three laps remaining, Matos and Miller battled for position. Ultimately, Matos bested Miller in the corners to take the checkered by about a half second over Miller.

"I thought I had a good start on the first two restarts, then Rafa got a great jump on me on the last one," said Miller. "Those last two laps were the hardest I've ever driven." 🏆

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JUMPING IN

F3 Americas launches into its sophomore season with intense racing, challenging conditions, and a battle that's surely a portent of the season to come

WORDS Amy Greenway, edited by Philip Royle | IMAGES Gavin Baker

The 16-turn, 2.38-mile scenic Barber Motorsports Park set the perfect stage for the F3 Americas Championship Powered by Honda season opener on Saturday, April 5, supporting the NTT IndyCar Series. Designed as the next step in the Honda open-wheel championship progression from Formula 4 U.S. Championship Powered by Honda, 13 JS F3 cars lined up for the first F1-style standing

start of the season - and up front was series sophomore Benjamin Pedersen. Ultimately, Pedersen would lay claim to F3 America's first checkered flag of 2019, but that would come after a race-long battle with his Global Racing Group teammate Dakota Dickerson.

"It was a very exciting race against Dakota," Pedersen said after the race. "We were neck-and-neck the entire race until the final lap. It's great to

get the first win of the season for Global Racing Group. We wanted to come out strong and taking one-two in the opening round is a testament to how great the GRG program is."

Starting on pole after stealing the fastest time in the final minutes of qualifying, Pedersen shared the front row with series rookie Mathias Soler-Obel. Dickerson and Jacob Abel lined up in the second row. As the lights





SOPHOMORE SENSATION

(LEFT) Benjamin Pedersen returned to the F3 Americas series for the season opener at Barber Motorsports Park and won in convincing fashion. (BOTTOM) Round 2, however, was a different story, with Dakota Dickerson taking the checker – although the win wasn't easy (BELOW).



Holbrook, who has been selected for the inaugural full female W Series race series in Europe.

On the restart, Pedersen and Dickerson started to pull away from Abel, building a 15-second gap from third place. The pair then raced wheel-to-wheel the entire 30 minutes until the penultimate lap. Putting the pressure on Pedersen in Turns 12 and 13, Dickerson punched down the throttle and entered Turn 16 with a vengeance. Attempting to pass in the turn, the car got loose, sending Dickerson off track. The reigning F4 U.S. champion quickly recovered and still finished the race nearly seven seconds ahead of Abel, who took third.

"I tried to get around Benjamin throughout the race, but he didn't make any mistakes," said Dickerson. "A lot of this race was me learning how to deal with the aero wash. Jumping from the F4 to the F3 car, there's some differences in the Ligier JS F3 aero package, so it was a huge learning curve."

Dickerson, however, set the fastest time in the session, earning him the pole position for the

"Barber Motorsports Park set the perfect stage for the F3 Americas Championship"

second race of the doubleheader weekend. But, with overnight rain soaking the taxing hills of Barber Motorsports Park, Hankook tire management certainly shaped Sunday's wet F3 Americas race.

Round 2 of the F3 Americas Championship was deemed a wet race, forcing the entire field of 13 cars to start on Hankook Tire wet weather tires designed specifically for the Ligier JS F3 cars.

However, as the track dried on the higher elevation points of the circuit, strategy played into F3 scholarship recipient Dickerson's win over teammate Pedersen.

"I must say that Hankook Tires is one of the best wet tires I've used," said Dickerson. "Not only are they fast but they are very reliable, and I maintained speed the entire race. The rain stopped before we went out, but

on our out lap, the track was still extremely slippery so we couldn't have gone out there on slicks. On the fourth lap, the track started to dry, and we ran three-quarters of the race in dry conditions on wet weather tires – the Hankook Tires held up the entire race and even had grip left at the end."

From a second-row start, Kent Vaccaro pushed with Dickerson and Pedersen most of the race, but fell off from contesting up front, trying to hold off fourth-place Abel. However, the Momentum Motorsports rookie held third, earning his first F3 Americas podium, the highest finish of Vaccaro's open-wheel career.

"I've had a lot of support behind me to be here, and to get this podium in our first event shows the effort that Momentum Motorsports has put into the program," said Vaccaro. "Jacob Abel was pressuring me from behind, and while I was trying to hold him off, Dakota and Benjamin started to pull away. We had a great race and finished on the podium. We can't wait for Road Atlanta."

After a rough opening race that ended prematurely, W Series driver Shea Holbrook attacked the field in Round 2, starting from 13th to finish sixth.

"This has been a great opportunity for me," Holbrook said. "Being in the W Series, I'll be racing against a lot of competitive females from around the world in the upcoming weeks, and to be here in F3 Americas to learn more about the basics, like aero washing in open wheel, is great."

For full results, team, and driver information, visit F3Americas.com. 📍



went out, Soler-Obel stalled on the start, allowing Dickerson and Abel to immediately jump into position.

Unfortunately, a yellow flag soon flew as Shea Holbrook ended her race early following a minor miscalculation entering Turn 5 that sent her into the retention wall. "It's definitely a different feeling dealing with the turbulent air over cars, [and] the minor mistake, unfortunately, caused us to retire the car," said



BEATING THE ODDS

Racers score hard-fought wins during the SCCA Pro Racing F4 U.S. Championship at Road Atlanta tripleheader season kickoff

WORDS Amy Greenway, edited by Philip Royle | IMAGES Gavin Baker

From photo finishes to multiple lead changes in the rain, SCCA Pro Racing's Formula 4 United States Championship Powered by Honda delivered three dramatic rounds of racing in the season debut at Michelin Raceway Road Atlanta. And, to top it off, the inclement weather during the April 18-20 races dictated a team strategy and demanded that drivers play the long game, resulting in three different winners emerging atop the standings.

After lightening and heavy

rains moved in overnight, causing flash floods, Friday's qualifying was canceled. While rain stopped prior to the first race, the amount of water collected on the track made the officials deem the race to be a wet start, so all 25 Ligier JS F4 cars were equipped with the mandated Hankook wet weather tires. During the reconnaissance lap, rain started to fall once more, forcing Race Director Scott Goodyear to shorten the race time from a full 30-minute session to 22-minutes in order to miss

the torrential weather moving through behind the light shower.

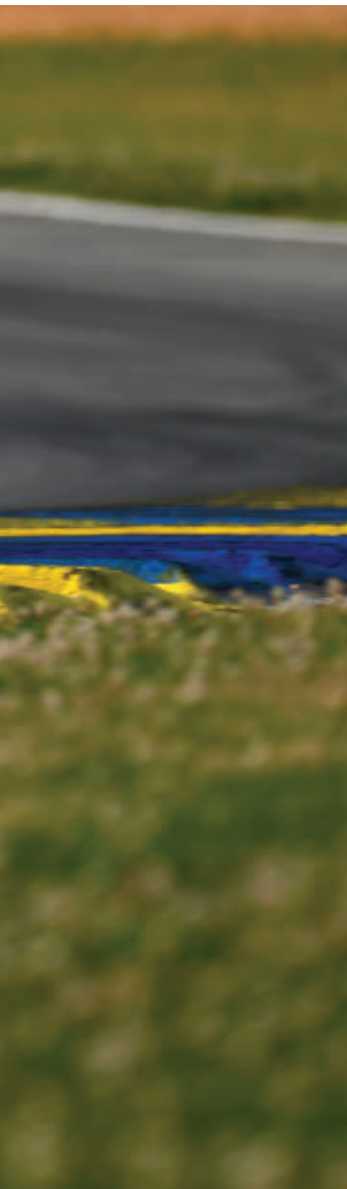
Since this was F4's 2019 debut race, qualifying grids were based on the best practice times from Thursday rather than the championship results, and Joshua Car quickly found himself with his first pole of the season. Christian Brooks started off-pole with Francisco "Kiko" Porto and Guilherme Peixoto owning the second row.

On the opening lap, British driver Oliver Clarke experienced a mechanical failure after going



off course that put a fiery halt to his race day. While safety crews contained the blaze, Clarke, despite not being injured, did not return to the race.

On the restart, Wilson charged from his top-five start, challenging



THREE-FOR-ALL

The F4 U.S. Championship kicked off its 2019 SCCA Pro Racing season with a large field and close competition. The first race of the tripleheader was won by Teddy Wilson (LEFT and BOTTOM LEFT), with Kiko Porto (BELOW) and Joshua Car (BOTTOM RIGHT) also claiming wins during the weekend.

tricky conditions," Wilson said after the race. "It wasn't made easy with constant pressure from behind, but I managed to fend off and grab the win."

Light rain continued to fall early on Saturday. With track conditions drying but still variable, F4's second race of the weekend was declared a dry race. For this race, Jonny Wilkinson started on pole after turning the fastest lap in the previous session. However, after hitting a wet spot while getting his tires up to temperature on the pace lap, Wilkinson spun, forfeiting his front-row start. Thus, Porto started in row one uncontested during the F1-style standing start while David Porcelli and Jose Blanco filled the second row.

Starting third, Porcelli pulled out early, holding pace to create a comfortable lead for the first portion of the race. On the rolling restart, following a full course yellow, Porcelli's speed started to fade, however, with him finishing the race in ninth. Meanwhile, after getting the jump on the restart, Porto picked off three cars in six laps to take first. Tavella wheeled his car into second, claiming his first F4 U.S. career podium. Returning F4 championship contender Jose Blanco rounded out the podium.

In the weekend finale, Aidan Yoder started on the pole, sharing the front row with Clarke. In his best qualifying position to date, Horton started third with Porto in row two.

Proving that experience is key on the rolling hills of Road Atlanta, Car advanced a position per lap from seventh to take first. And, despite two yellow flags, Car never relinquished the lead, finishing ahead of the field by more than five seconds.

Car for first, and within two laps overtook the young Australian for the lead. Brooks finished his first single-seater race in second, while Porto and Car crossed the line in a two-wide photo finish with Porto crossing the stripe just 0.023sec ahead of Car for third. After starting eighth, Dylan Tavella completed the top-five.

Brooks was later disqualified after post-race tech, promoting Porto to second and Car to third and so on down the line.

"What a way to start the year, from fifth to a win in some really



"What a way to start the year, from fifth to a win in some really tricky conditions"

TEDDY WILSON

Car's teammate, Arthur Leist, took his first podium of the year in second and Porto added another trophy to his growing collection, capping off the weekend with a third-place finish.

"It was awesome to make great overtakes and fight hard

for the win," Car said from the top step of the podium. "I believe we were the quickest all week, but just didn't have a clean enough weekend to take more points. I'll adjust and adapt for our next event in Pittsburgh."

The second weekend for the F4 U.S. Championship, taking place at Pittsburgh International Race Complex, will be during the June 21-23 weekend.

For more information on the series, drivers, teams, and full results, visit F4USChampionship.com. 📍

TOPPING THAT

With luck and planning, 19-year-old Jason Reichert aims to extend his banner year indefinitely | **WORDS** James Heine | **MAIN IMAGE** Jeff Loewe

There's no doubt that 2018 was a banner year for Jason Reichert. The 19-year-old Las Vegas Region member won Formula Continental at the Runoffs, took top honors in the Pacific F2000 Championship, won his 10th karting championship at Las Vegas Motor Speedway (LVMS), participated in the third annual Mazda Road to Indy USF2000 \$200K Shootout at Bondurant Racing School in Chandler, Ariz., was named the SCCA's Jim Fitzgerald Rookie of the Year, and at the end of the year, inked a 2019 deal as a driver for Marotti Racings fledgling foray into the Road to Indy's Cooper Tires USF2000 Championship. Quite a list, eh? And, yes, a banner year indeed.

"It was one of our best years, with the Runoffs and winning at Sonoma" Jason says. "I was really happy with that. My first win in a Pacific F2000 car was at Laguna Seca," he adds.

His FC title at the 2018 Runoffs was hard earned, Jason notes. First, it was his rookie Runoffs, and he really didn't know what to expect. Second, in practice, he put a rock through his radiator, lost coolant, and blew the engine. That meant switching to a down-on-power backup engine with, as it turned out, a cracked piston. "It cost us about six miles an hour on the straightaway," Jason says.

Still, he qualified fifth, avoided the carnage at the beginning of the race, held things together while others faded and, at the end, managed to hold off a strong charge from runner-up Robert Negron. "Coming out of the hairpin, when you go into the straightaway for Turn 1, I was a

MAKING IT
Jason Reichert may have been down on power, but it wouldn't keep him from the top of the podium at the 2018 Runoffs at Sonoma Raceway.



Rick Corvino

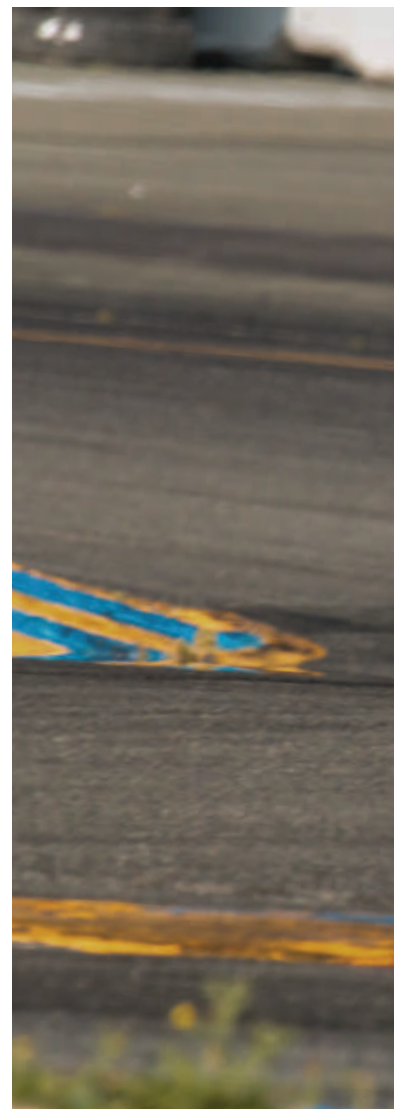
little worried that he was going to get us before the checkered flag," he explains, "but we managed to keep him behind us. It was nose-to-tail at the end of the race."

No stranger to the top step on the podium, Jason began racing karts at age 9, winning numerous karting championships. In 2015, he added formula cars and vintage racing and was named VARA's driver of the year. In 2016, he won VARA's F1600 championship. Then, in 2017, he switched to SCCA and Formula Continental, partnering with Dave Freitas Racing.

"I have wanted to race for as long as I can remember," Jason

explains, adding, "I am from a great family [dad and mom, Tim and Janeen, and sister, Lauren], and they have supported my racing career since I was 9 years old. They have put a lot of money and time into my career, for which I am forever thankful."

That sense of thankfulness extends as well to others who have contributed to his racing efforts. "Shawn Hudspeth of Huddy Motorsports was my first team owner when I raced the F1600, and now Dave Freitas and Robert Podlesni of Dave Freitas Racing are currently huge in my racing career," he says. "Ralph Hansen, with the Pegasus



Rick Corvino



Marketing Group represents me, and now I look forward to racing with Will Marotti."

It was Marotti, the pastor of New Life Church in Wallingford, Conn., and the founder of IndyCar's Marotti Racing, who reached out to him last fall after the Runoffs with a proposal to join his inaugural Cooper Tires USF2000 effort, Jason says. "He sent me an e-mail saying he was starting an all-Christian racing team. To me, that was an awesome opportunity. We're hoping to put it all together."

In addition to his planned USF2000 efforts, Jason reports he also is contesting the Pacific

2000 series again this year - he has back-to-back wins already at the Auto Club Speedway and Willow Springs SCCA U.S. Majors Tour races - running as many Hoosier Super Tours as his schedule will allow, and (hopefully) looking forward to an opportunity to defend his FC Runoffs title later this year at VIR.

These days, in addition to his own on-track activities, Jason is a racing instructor at Exotic Racing at LVMS. Also, with some 5,000 Facebook friends and more than 30,000 Instagram followers, he has developed a substantial social-media following. "Social media is one way to give

a lot back to your sponsors for what they're investing in you," he explains. "It's also a way for fans to keep in touch with you."

He spends a lot of time on charity work. "I am an ambassador for the Families Against Drunk Drivers, the ambassador for familiesrecover.org, and an ambassador for the Speedway Children's Charities," he says. "I also work with the UMC Children's Hospital and the Wounded Warriors."

It's the kind of work everyone should consider, he explains. "I believe giving back to the community is huge," he says. "I've been given a lot of great

opportunities. So, any way I can give back to the community, I always try to do that."

Finally, coming back to his decade-long experience in racing, what advice might he offer a future First Gear candidate?

Think perseverance, Jason says. "Moving up the racing ladder is a marathon, not a sprint," he concludes. "You and your family have to be prepared to dedicate a lot of time and effort to your career. Then there is a financial commitment also. But the memories I have with my family, teams, friends, and competitors are incredible and can't be found anywhere but racing." 🍷

KEEPING TIME

For 2018 T&S Worker of the Year winner Carol Reber, speed and accuracy are key | **WORDS** James Kearney | **IMAGE** Claudine Stueve

Carol Reber works behind the scenes. She never puts the spotlight on herself and she's always working for the good of the event - in fact, she nearly wasn't at the presentation where she won the SCCA Worker of the Year Award during the 2018 National Championship Runoffs at Sonoma Raceway. "A problem had cropped up with the grid for the next day and it had to be perfect for the starters and stewards before I could go to the party," she says. She was on her usual mission for accuracy and perfection.

Months later, I chatted with Carol while she was at her home in Annapolis, Md. The prior two days she'd been helping the Washington D.C. Region set up a new computer system at Summit Point for the D.C. Region's Driver's School. It was cool and very windy, but she points to one of the super powers of the Timing & Scoring brigade when she says happily, "I was inside." Summit Point is Carol's racing home base and she was using the expertise she had developed in the prior three prior years of working on the Hoosier Super Tour to help out her peeps. She makes no claims to be a computer geek, but she knows how to set the system up.

She has a good laugh when looking back on how it used to be in T&S. "I was at a theatre cast party in the D.C. area when my boyfriend asked me if I wanted to go see a sports car race," she recalls of her early years in the sport. "We drove all night to VIRginia International Raceway and then sat out in the blazing hot sun." Her next race, at Marlboro Raceway, she made up a batch of 3x5 cards for timing purposes and worked out of a station wagon.

Gradually, she gravitated to the results side of the operation. She did some taping and charting, but primarily she focused on getting the results out accurately and promptly.



CREATE RESULTS
(ABOVE) 2018 T&S Worker of the Year winner Carol Reber (right) works alongside the 2017 T&S Worker of the Year winner Bill Skibbe (left) to ensure speed and accuracy in the specialty during the Hoosier Super Tour.

Multi-tasking was often the name of the game. She did some registration work but then she'd slip back into T&S mode.

She became the first female starter of the D. C. Region in the late 1980s, but after her starter role she'd again be on T&S duty. "I wanted everyone to be happy, the workers and the drivers - everybody," she says. "If a driver walked all the way to the tower, I wanted them to be treated with respect. Nobody was going to be turned away because it was inconvenient. My goal was to get the results out quickly and accurately; and be pleasant about it."

Carol married well-known D.C. racer Skip Reber in 1972. For a while, they fielded the very Elva Courier that Mark Donohue had used to win in 1960 and 1961. Skip later became

"With long-term friendships, it's important to stay connected"

CAROL REBER

a mainstay of C Sports Racing, now P2. "Our entire family would go to the track when Skip raced, the step-kids and everybody," she recalls.

When Skip passed away in 2011, her world changed. "I stayed with the SCCA because my friends are there," she says. "I knew if I didn't go back later that year, it would just get harder each year. It was hard, but I kept going."

She says every now and then something will remind her vividly of Skip and it impacts her. Carol says that her racing family of friends helped her get through her grieving. "It is important for me to stay connected," she notes. "If you're not involved, you're not engaged. With long-term friendships, it's important to stay connected."

Carol went to the SCCA Runoffs on the occasions when Skip competed, but since 2012 she has been a regular at Timing & Scoring. "I look to see that everyone has what they need to do their job," she says. "It can get tense at times and people need to maintain their focus. We try to keep it quiet so all can do their work - and, of course, snacks are every important."

For the last three years, she has traveled to and worked every one of the Hoosier SCCA Super Tour events and it has been a big change for her. "A couple of us work with the local Regions to enhance their events," she explains. "Bill Skibbe and I handle the T&S piece of the Super Tour package. We take the better part of a day to set everything up."

Carol knows herself and she knows what she likes. "I'm not a very good spectator, I like to be connected and involved with others. I'm good at correcting things. I'm not a good writer, but I'm a great proofreader," she chuckles.

It's folks like Carol, working behind the scenes, who keep the SCCA Road Racing show going on. 🍷



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**BALANCE**

The Club Racing Board is tasked with balancing new classes like GTX (LEFT) and maintaining equality in established classes like SRF3 (BELOW). The CRB can make competition adjustments through July 1 of each year, ensuring stability via a rules season.

HOW IT WORKS

The ins and outs of the Club Racing Board's rules process can seem confusing – hopefully, this will help

WORDS Peter Keane, Chairman, Road Racing Board | **IMAGES** Clark McInnis

People always have questions about what the Club Racing Board (CRB) does and how it operates. One frequently asked question is: What are the roles of the National Board of Directors (BoD), CRB, Committees, and SCCA National Staff when it comes to SCCA Road Racing?

To answer this question, let's take a look at the Club's structure. The BoD is elected and charged with oversight of SCCA affairs. The BoD exercises its responsibilities by acting primarily as a policy-making body. It is the only body that may establish or change SCCA policies.

Each December, the BoD appoints a CRB Chairman and two to eight additional SCCA members to the CRB. This body establishes rules, specifications and standards for scheduling, organization, conduct and supervision of SCCA Road Racing programs. The CRB then communicates with the SCCA Road Racing Department to ensure rules and procedures mesh smoothly to benefit programs and participants.

Each CRB member has liaison responsibilities for specific Committees consisting of CRB-approved members appointed by the Committee's Chairman and existing committee members. Subject to annual appointment by

the CRB, Committee members serve three to six years. The number of and purpose for each committee is up to the CRB's discretion. These Committees review member input and recommend potential actions to the CRB.

When it comes to rule changes and car reclassification, suggestions developed by the CRB must be approved by the BoD. If approved, the rule becomes effective January 1 of the following year. There are, however, a number of actions the BoD can take, based on CRB input, throughout the year. Competition adjustments to balance a racing class can occur at any time, but every effort is made to limit such adjustments during a competition year. That said, there is an exception to this rule for cars in their first year of SCCA competition since newly classed vehicles may require adjustments to rim size, springs, shocks and bars during the competition season for the greater good.

Changes in regard to weight, tire size and/or the diameter of air intake restrictors can be made up to July 1 of each year by the CRB without BoD approval. Other than these specific competition adjustments, spec line items are subject to the rules change process involving the BoD. Don't forget that weight and induction changes may be considered

a rule change if applied to a mature class or one with restricted specification. And, of course, safety can be addressed at any time.

There are a limited number of changes the CRB is authorized to make on its own. Those actions include clarifying a rule characterized as adding, subtracting, or changing language to reinforce the intent of the rule without changing the core definition; making specification changes focused on weight, tire size, and air/fuel management; new classifications; and the implementation of changes for classes where parts are no longer available and a shortage would negatively impact competition.

SCCA's whole system is set up with checks and balances while also being nimble enough to address urgent matters. So, if you have concerns, find the appropriate CRB Committee and make your concerns known via the letter submittal system at crbscca.com; ultimately, a response will appear in a future issue of *Fastrack*, although a Committee or CRB member may contact you personally with additional questions. But if the CRB does not agree with your suggestion or concern, please don't take it personally – your CRB is doing its very best to serve the greater good. If we accidentally get it wrong, there's a system in place to make corrections. 📍





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**TWEAKING IT**

A few small changes in ProSolo operations, like minimizing the number of new people in the timing trailer (BELOW), should help streamline and simplify a number of processes without adversely impacting competition (LEFT).

ITERATING SUCCESS

From burnouts to timing, the 2019 ProSolo rules tweak a working formula to build future success | **WORDS** Paul Brown | **IMAGES** Jason Isley

The first two events of the 2019 Tire Rack ProSolo season (Crows Landing and Fontana) were well attended and, in true California fashion, they saw nothing but Chamber of Commerce weather. For the Grenada ProSolo, the forecast called for rain – and, indeed, it did. Luckily, however, the National ProSolo rules don't change with the weather, so come rain or shine, here's what you need to know about the rules for the 2019 season.

The 2019 ProSolo rules are a minor evolution of the last year's rules. In addition to the published changes to classing and an updated ProSolo index, there are tweaks to Finale qualifying, burnout area, and Challenge impound, and the way open slots are filled.

The familiar tiered Finale registration will remain, but points to qualify for each tier have been slightly altered. This year, drivers who have earned 32 points will qualify for Tier 1, while it takes 25 points for Tier 2. Expectations are that those two will fill most, if not all, of the available slots in the ProSolo Finale in September.

Burnouts are now allowed when the driver

is in the area with green cones. In the past, the requirement was that the entire car had to be in that area. This makes it much easier for a driver to know when he or she is in the area where burnouts are allowed.

Arguably the biggest change to the rules this year related to filling available slots in the ProSolo Challenges. In the past, empty slots were always filled from the bottom. In other words, if the 10th qualifier dropped out, everyone from the 11th slot on down moved up one, all the way down to 33rd becoming 32nd. That system will still be in place for those who drop out early, but once the first announcement is made for the qualifiers, any empty slots will be filled in place; that means that the 33rd qualifier will go into the slot where the 10th place dropout would have run. This won't result in qualifying points, but it will avoid major confusion when a late notification happens of someone not running in the Challenge. Given that Challenge seeding does not have a whole lot to do with Challenge outcomes, this change shouldn't have a significant influence on the results – but it will do



wonders to avoid operational problems with Challenge grids. To facilitate filling Challenge grids, the top 40 qualifiers will be kept in impound. Another expected benefit is a reduction in those annoying bye rounds.

Another operational change is that the core timing crew will all be SCCA Field Staff members. In the past, computer operators and timers have required training at each event, and while some people can do the job well, others might not have been the best fit. By Sunday at any given event there was a well-trained staff, but on the job training on Saturday sometimes resulted in chaos. With experienced SCCA Field Staff filling these key positions, the confusion can be minimized, and the events should operate consistently smoother.

Indeed, the 2019 ProSolo rules changes are an iteration of an existing working formula, and by all means they should help set the stage for growth and improvements that reach far beyond this season. If you have any suggestions for future operational efficiency, the SCCA National Office is always open to ideas. 🗣️

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THE PERFECT SITE

RallyCross site acquisition can be tricky, especially when not all surfaces are created equal | **WORDS** Matt Wolfe | **MAIN IMAGE** Dave Green

Site acquisition is often the biggest roadblock for Regions looking to establish and grow a RallyCross program. But how do you find a site for your members to go sling dirt at on a regular basis? How do you know that the site is going to withstand 30-plus cars making eight runs or more each during an event? Where do you even start looking for sites?

First, some basics. RallyCross events are held on unimproved surfaces in conditions ranging from 100-degree F summer days to freezing cold blizzards. As such, the makeup of the surface, the time of year you would like to hold the event, and the way site conditions will differ in those conditions, should all be carefully considered.

For example, a clay-based dirt oval may be a great site for a summer event, but less so during the annual spring rains of the Midwest. Those March mud bog events

may look fun, but the reality is they make for better photos than racing. Those cars you see slinging rooster tails 20 feet in the air are going about 15mph trying not to hit every cone on the course. Also, running on loose surfaces in rainy or thawing conditions can lead to event-crippling ruts.

If you're starting your search for a RallyCross site from scratch, don't just limit yourself to looking for a large, flat field. RallyCross events can often be held at a variety of unique sites with unconventional elements so long as it meets the safety criteria - don't be afraid to consider an "out of the box" site.

Detroit Region, for example, utilizes several dirt oval tracks, one of which allows the Region to use the bowl and the adjacent field in the winter to create lengthy courses. Detroit Region also utilizes a horse track that is on a member's property, as well as an



Rupert Berrington

off-road park. Slightly to the south, Western Ohio and Ohio Valley Regions have also held events on a member's property and have a fairground site with a pair of grass fields. Some other properties to consider in your search could include the grounds of permanent racing facilities, seasonal parks (like ski resorts and state parks), schools, military institutions, and farms.

And don't be afraid to travel a bit for a good site. One of Detroit Region's RallyCross sites is over the state border in Ohio. Unless you're out in the sticks, a good RallyCross site isn't usually going to be within a 20-minute drive.

You should also consider what the site is primarily used for. The site that has been utilized for the DirtFish RallyCross National Championship is the parking area for the National Balloon Classic in Indianola, Iowa. Because it serves as a parking lot for a giant event means that the surface is very



TERRA FIRMA

Like any form of motorsport, finding a venue is always a challenge, but in the case of RallyCross it takes more than an open plot of land – durability is near the top of the list.

compacted, so much so that it can support well over 100 cars over two days of racing. Not many RallyCross sites can hold up to that sort of abuse.

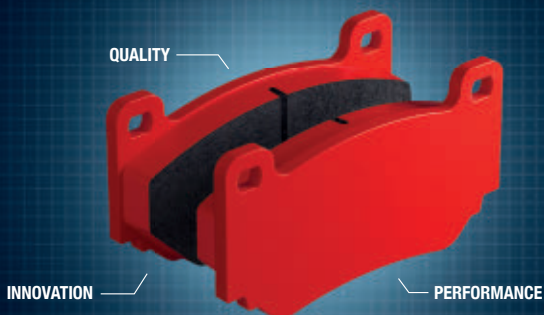
RallyCross venues are not always what you think of when you picture a traditional SCCA site. The important factors to consider in your search are to keep an open mind, carefully consider how the surface is going to change based on the weather and car counts, and if courses can be set up to be safe, flowing, and fun. Once you've obtained a location, remember to be a good tenant – simple things like communicating clearly with the site owner and leaving the location cleaner than when you arrived can lead to the easiest of all site acquisitions: keeping the site you already have. 📍

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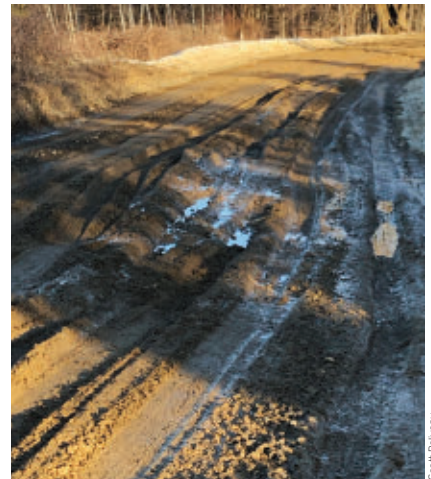
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**THE DETOUR**

The Frost Heaves RoadRally proved challenging as a late snow took its toll on some sections of the route (BELOW). Consequently, an impromptu detour was in order.



Scott Beliveau

SPRING IN NEW ENGLAND

A winter RoadRally turns into a muddy bog, but competitors push on

WORDS Rick Beattie | MAIN IMAGE Andrew Pascarella

SCCA's New England Region staged its annual Frost Heaves RoadRally on March 16, 2019, and Rallymaster Scott Beliveau was counting on an end-of-winter event, expecting snow would still be covering the New Hampshire back roads. New Hampshire had other plans.

The planned 130-mile event began at 9:15 a.m. at the Hooksett Rest Area on I-93. Hooksett, N.H., is about 10 miles south of Concord. Twenty teams gave the event a try, but only two teams registered in Class E (Equipped). The E team of driver Chris Regan and navigator Michael Beliveau won first in Class E and first overall with 26 points for the 11 scored legs.

"This year was looking splendid with six inches of fresh snow the Sunday before the event as we [Scott and Kathy Beliveau] did the final check," says Scott. Two days later, 40- to 50-degree daytime temperatures and never below freezing at night coupled with two days of heavy rain later in the week opened mud season in New Hampshire. The warmer weather continued into the Saturday event.

"There were three sections to the rally," explains Scott, who on the day of the event ran lead-car in his four-wheel-drive Toyota Tacoma. In the first section

near Henniker, "I encountered mud deep enough that the truck started to bog down," he says. "If I was having issues, no two-wheel-drive cars would get through."

The teams were catching up to him, so he had to stop them, find an alternate route, and erect detour signs and post "a sign with mileage and a restart time from their last leg start," he explains. "No checkpoints were lost, but about six miles of road were cut short." Sections two and three brought their own moments.

After adding a second detour to the second section, Scott described the next part of the section. "About a mile after the checkpoint, the rally was supposed to turn onto a dirt road," he says. "About 30 feet down the dirt road, the truck sank, and I was temporarily stuck." That resulted in a third detour using the same methods as the first two, but with the loss of only one checkpoint.

By the end of section two the rally was running one and a half hours late and Scott knew there were "a lot of dirt roads in section three."

For reasons few outside of the sport of RoadRally understand, but most of us in the sport who have had similar experiences will years later still remember, "the

contestants wanted to continue," he says.

Scott says he crafted a plan that would use the next two checkpoints and land competitors at a highway that would straight line them to the ending party while cutting out 20 miles of rally roads - all but about five of those unpaved and likely impassible.

The last checkpoint was on a dirt road, but the control crew's VW Golf got them there just fine and reported to Scott that, "The town had just finished dumping gravel and grading the worst part," he says.

The rally finished in Concord, N.H. In addition to the two Class E cars, there were 10 cars in Class S. The team of driver Colin Roddy and navigator Dan Praetorius finished with just 120 points in Class S and second overall. The Class N novice team of Graham Cullen and Luke Jorgensen, one of eight in that class, finished first with 461 points.

In addition to Scott and Kathy Beliveau's efforts, Alex McCrady, Travis McCrady, plus Matt and Katie Henry worked checkpoints.

"In the end, teams arrived at Buffalo Wild Wings to tell tales right on schedule as if nothing special had happened during the day," Scott recounts. "The stories relating to the muddy roads were entertaining." 🍷

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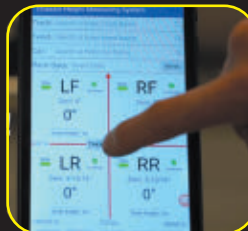
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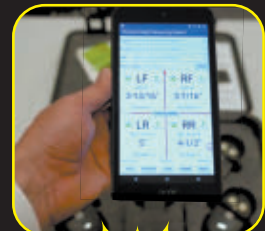
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MAKING MEMORIES
The SCCA Foundation Sweepstakes has sent a number of winners to the F1 race at COTA, and will do so again in 2019.

ONCE IN A LIFETIME

SCCA Foundation's 2019 Sweepstakes launches, featuring an F1 trip to COTA and a Skip Barber school

WORDS Jeff Jacobs, Vice Chairman, SCCA Foundation | **MAIN IMAGE** Zak Mauger / LAT Images

Over SCCA's 75-year history the Club has provided amazing racing experiences for drivers, volunteers, and fans alike. That applies to the SCCA Foundation's highest profile fundraiser each year: a sweepstakes drawing for an amazing automotive-related experience. This year's Foundation Sweepstakes will launch June 4 and will again feature a grand prize of a VIP trip for two to the Formula 1 race at Circuit of the Americas in Austin, Texas, on Nov. 1-3, 2019. And, thanks to the generosity of the Skip Barber Racing School, this year's sweepstakes will also include a second prize of two entries for their terrific one-day racing school program.

To hear last year's winner tell it, the grand prize trip to Austin is an experience not to be missed. Joseph Burris, the 2018 Sweepstakes winner, joined the SCCA in February 2018 and quickly earned his full competition license for SCCA Road Racing. But making his SCCA experience even sweeter, the Atlanta Region member also held the lucky ticket drawn for the Formula 1 trip last year. In addition to the race tickets, the prize included VIP passes to the COTA

Club suites, access to the SCCA Pro Racing F3 Americas and F4 U.S. Championship support races, and travel expense money.

"The COTA Club has spoiled us," confesses Burris. "Great facilities, good food, and free alcohol always make for a good time!"

With the special access granted by the VIP passes, Burris and his wife met Jacques Villeneuve, Zak Brown, Kevin Magnussen, Conor Daly, the Dallas Cowboys Cheerleaders, Miss USA, and many other racing fans attending the event. "We had the best seats at the track to watch all of the major racing moves made, as everything seems to happen right there in that Turn 12 complex," Burris adds.

The prize package included paddock passes that worked like magic all weekend. "No waiting in lines for entry or exit to anywhere around the track," reports Burris.

With a growing business back in Atlanta having kept them busy over the prior five years, Burris and his wife found the trip to Austin to be exactly the shot in the arm they needed. "The whole experience has provided a major boost in my morale and further fed my



Andy Hone / LAT Images

need to be involved in racing," Burris admits.

Enthusiasm for last year's drawing was strong with 550 people making donations totaling \$28,825 and a distribution of 3,521 tickets. With the added Skip Barber prize for this year and the enthusiasm around the SCCA's 75th Anniversary, the SCCA Foundation is hopeful that the Sweepstakes will smash the prior year's record participation.

Proceeds from the Sweepstakes support all of the SCCA Foundation's programs, including the ongoing work on the SCCA Archives frequently profiled on these pages, the teen driving Tire Rack Street Survival program, and helping our nation's heroes through the VETMotorsports program.

Starting June 4, everyone interested in supporting the Foundation while also having a shot at two terrific prizes should head to the Foundation web page at www.sccafoundation.org and click on the link to the 2019 Sweepstakes page. The donation window will close on Sept. 3, with the lucky winners announced during the Tire Rack SCCA Solo National Championship awards banquet on Sept. 4, in Lincoln, Neb. 📍

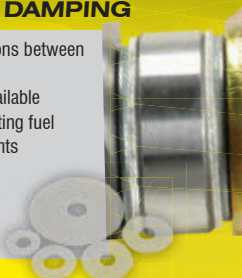


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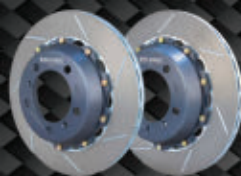
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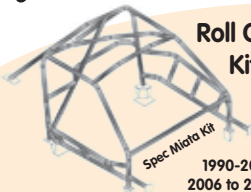
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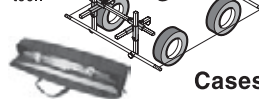
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1999 C5 Z06 > Modified for autocross, track days, and time attack. Engine has extensive mods. Suspension is fully modified. Brakes, two-piece cross drilled rotors, EradiSpeed brake equipment. Trans cooler. Comes with fully customized Haulmark trailer.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

20 COMPETITION | STREET ▼



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



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



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



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



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

20 COMPETITION | STREET ▼



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



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

26 TOW VEHICLES | TRAILERS ▼



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

30 OTHER ▼



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

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

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MAXIMUM WORDS: 50

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The Who Will Win The Solo Nationals issue

Reserve space by: June 14

Materials due: July 3

Mails: July 29

OCTOBER 2019

The Who Will Win

The Runoffs issue

Reserve space by: July 19

Materials due: August 7

Mails: September 3

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AUGUST ISSUE

Driving School Directory

Materials due June 21

NOVEMBER ISSUE

Holiday Gift Guide

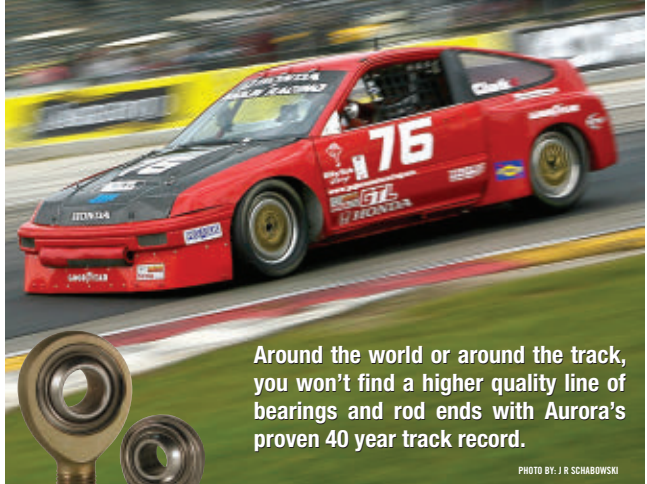
Materials due Sept. 18

CONTACT

Nicole Swawowski
949.417.6722
nicole@racer.com

Raelyn Stokes
949.417.6705
raelyn@racer.com

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CALENDAR

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

MEMBER BENEFITS

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

COOLSHIRT SYSTEMS

Cool Shirt is offering SCCA members a 10-percent discount on orders placed at its website coolshirt.com.

DirtFish RALLY SCHOOL

SCCA members receive 15-percent off any **DirtFish Rally School** program when they book using the SCCA member discount code.

Classic Motorbooks

Members receive a discounted subscription rate of only \$16.99 per year to **Classic Motorsports** magazine.

Grassroots Motorsports

THE HARDCORE SPORTS CAR MAGAZINE

Members receive a discounted subscription rate of only \$16.99 per year to **Grassroots Motorsports** magazine.

RACER

RACER magazine tells the stories of racers in a way that is unlike any other publication, with SCCA members receiving a 58-percent savings off the cover price.

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

PRO RACING



TRANS AM gotransam.com

Mar 1-3 Sebring Int'l Raceway, Fla.
Loshak (TA); Matos (TA2); Saunders (SGT); Courtney (GT)
Mar 29-31 Road Atlanta, Ga.
Loshak (TA); Matos (TA2); Kleeman (SGT)
May 3-5 Laguna Seca, Calif.
May 24-27 Lime Rock Park, Conn.
May 31-Jun 2 Detroit Grand Prix, Mich.
Aug 1-4 Indianapolis Motor Spdwy, Ind.
Aug 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.
May 3-5 Laguna Seca, Calif.
Jun 14-16 Sonoma Raceway, Calif.
Jun 26-28 Portland Int'l Raceway, Ore.
Oct 4-6 Circuit of the Americas, Texas



FORMULA 4 f4uschampionship.com

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

* provisional race results



FORMULA 3 f3americas.com

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

* provisional race results



Date Track/Region
Phone numbers are for region registrars



HOOISER SUPER TOUR

scca.com/supertour

Apr 12-14 Virginia Int'l Raceway, Ga.
Apr 26-28 Buttonwillow Raceway Park, Calif.
May 18-19 Portland Int'l Raceway, Ore.
May 31-Jun 2 Mid-Ohio Sports Car Course, Ohio
Jun 14-16 Road America, Wis.
Jun 21-23 Watkins Glen Int'l, N.Y.
Jul 26-28 Laguna Seca, Calif.



U.S. MAJORS sccamajors.com

NORTHEAST CONFERENCE

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

NORTHERN CONFERENCE

May 18-19 Gingerman Raceway, Mich.
May 31-Jun 2 Mid-Ohio, Ohio
Jun 14-16 Road America, Wis.
Jul 13-14 Road America, Wis.
Aug 10-11 Grattan Raceway, Mich.

SOUTHEAST CONFERENCE

Jun 8-9 Charlotte Motor Speedway, N.C.
Jun 29-30 Roebbling Road, Ga.

MID-STATES CONFERENCE

May 18-19 Heartland Mtrspts Park, Kan.
May 25-26 Pueblo Mtrspts Park, Colo.
Jul 6-7 High Plains Raceway, Colo.
Aug 10-11 Raceway Park of the Midlands, Iowa
Aug 24-25 High Plains Raceway, Colo.

SOUTHERN CONFERENCE

May 25-26 MSR Houston, Texas
Jun 29-30 Circuit of the Americas, Texas

Aug 31-Sep 1 MSR Houston, Texas

WESTERN CONFERENCE

May 18-19 Portland Int'l Raceway, Ore.
May 25-27 Pacific Raceway, Wash.
Jul 26-28 Laguna Seca, Calif.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

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

REGIONAL/DIVISIONAL

NORTHEAST nediv.org

May 25-26 New Hampshire Motor Speedway/New England
Jun 1-2 NJMP/South Jersey

Jun 14-15 Lime Rock Park/New England
Jun 15-16 Summit Point/Washington DC
Jul 6-7 Watkins Glen/Glen
Jul 27-28 Summit Point/Washington DC
Aug 3-4 New Hampshire Motor Speedway/New England
Aug 10-11 NJMP/South Jersey
Aug 31-Sep 2 Summit Point/Washington DC
Sep 7-8 Palmer Motorsports Park/New England
Sep 21-22 Watkins Glen/Finger Lakes
Sep 28-29 Summit Point/Washington DC
Oct 4-5 Thompson Speedway/New England
Oct 26-27 NJMP/South Jersey
Oct 26-27 Pitt Race/Steel Cities
Finger Lakes (585) 326-2617
Glen (607) 268-9481
New England (508) 561-2188
South Jersey (609) 784-5316
Steel Cities (412) 335-5690

SOUTHEAST sediv racing.org

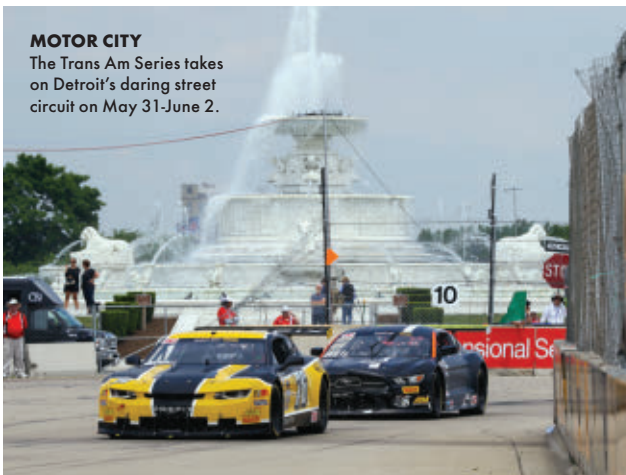
May 18-19 # PBIR/Florida
Jun 8-9 # Charlotte Motor Speedway/Central Carolinas
Jun 8-9 v Sebring/Central Florida
Jun 22-23 # Homestead/Florida
Jun 29-30 Roebbling Road/SEDiv
Jul 20-21 #v Sebring/Central Florida
Jul 27-28 # Road Atlanta/Atlanta
Aug 3-4 Daytona Int'l Speedway/Central Florida
Aug 31-Sep 1 #v Sebring/Central Florida
Sep 14-15 # Homestead/Florida
Sep 28-29 # Daytona Int'l Speedway/Central Florida
Oct 18-20 v Sebring/Central Florida
Nov 1-3 Road Atlanta/Atlanta
Nov 9-10 # PBIR/Florida
Nov 16-17 Roebbling Road/Buccaneer
Nov 30-Dec 1 Sebring/Central Florida
Alabama, Tennessee (256) 200-5541
Atlanta (770) 617-0801
Buccaneer (912) 398-0147
Central Carolinas (704) 898-0141
Central Florida (407) 415-8714
Florida (561) 654-3396
North Carolina (919) 423-6015
SEDiv (704) 575-5960
South Carolina (704) 575-5960

CENTRAL cendiv-scca.org

May 25-26 Brainerd/Land O' Lakes
Jul 6-7 Brainerd/Land O' Lakes
Jul 27-28 Blackhawk Farms/Milwaukee
Aug 17-18 Road America/Chicago
Aug 24-25 Brainerd/Land O' Lakes
Sep 7-8 Blackhawk Farms/Chicago
Chicago (920) 377-1926
Land O' Lakes (612) 839-7905
Milwaukee (815) 718-4881

MOTOR CITY

The Trans Am Series takes on Detroit's daring street circuit on May 31-June 2.



Chris Clark

**PRO RACING**

WHAT Trans Am West Coast C'ship
WHEN June 14-16, 2019
WHERE Sonoma, Calif.
 Trans Am West Coast Championship's top drivers tackle the rolling hills of Sonoma Raceway this June.

GREAT LAKES greatlakes-scca.org

Jun 22-23 Grattan/Western Michigan
Jul 13-14 Mid-Ohio/Ohio Valley
Jul 20-21 Gingerman/Detroit, South Bend
Aug 3-4 Mid-Ohio/Cincinnati
Oct 26-27 Mid-Ohio/Ohio Valley
Cincinnati (330) 460-6706
Detroit, South Bend (810) 278-1708
Ohio Valley (330) 460-6706
Western Michigan (616) 754-9583

MIDWEST midiv.org

Jun 28-30 Hallett/AVRG
July 12-14 Heartland Motorsports Park/KVRG
Sep 13-15 Gateway Motorsports Park/St. Louis, South Illinois

SOUTHWEST sowdivscca.org

Jun 29 Circuit of the Americas/Texas, Lone Star
Nov 10 R Eagles Canyon Raceway/Texas
 Texas (469) 878-1584

ROCKY MOUNTAIN coloradoscca.org

May 25-26 Pueblo Motorsports Park/Continental Divide
Jun 8-9 La Junta/Continental Divide
Jul 6-7 High Plains Raceway/Colorado
Aug 24-25 High Plains Raceway/Colorado
Oct 26-27 La Junta Raceway/Continental Divide
Colorado amstine45@gmail.com
Continental Divide
amstine45@gmail.com

NORTHERN PACIFIC norpacscca.org

Jun 1-2 Laguna Seca/San Francisco
Jul 6-7 Sonoma Raceway/San Francisco
Aug 9-11 Portland Int'l Raceway/Oregon
Aug 31-Sep 1 Laguna Seca/San Francisco
Sep 14-15 Portland Int'l Raceway/Oregon
Oct 25-27 Thunderhill/San Francisco
Oregon (503) 730-9007
San Francisco (530) 934-4455

SOUTHERN PACIFIC

Jun 8-9 Buttonwillow Raceway/Cal Club
Sep 21-22 Buttonwillow Raceway/Cal Club
Oct 26-27 Buttonwillow Raceway/Cal Club
Nov 9-10 # Buttonwillow Raceway/Cal Club
Cal Club (661) 304-9382

REGION DRIVER'S SCHOOLS**NORTHEAST** nediv.org

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

SOUTHEAST sedivacing.org

Jul 20-21 Sebring/Central Florida
Central Florida (407) 415-8714

SOUTHWEST sowdivscca.org

Nov 8-10 R Eagles Canyon Raceway/Texas
 Texas (469) 878-1584

SOUTHERN PACIFIC

Nov 9-10 Buttonwillow Raceway/Cal Club
Cal Club (661) 304-9382

SCCA ACCREDITED SCHOOLS**FULL COMPETITION LEVEL**

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

AMG Driving Academy
 (888) 604-1766 amgacademy.com

Bertil Roos Racing School
 (800) 511-7606 racenow.com

BIR Performance Driving School
 (866) 511-7606 birperformance.com

Bob Bondurant School
 (800) 842-7223 bondurant.com

MSR Houston
 (281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools
 (303) 666-4113 go4itservices.com

Porsche Sport Driving School
 (888) 204-7474 porschedriving.com

Simraceway Performance Driving Center
 (800) 733-0345
simracewaydrivingschool.com

Skip Barber Racing School
 (866) 932-1949 skipbarber.com

Spring Mountain Advanced Driving School
 (800) 391-6891
springmountainmotorsports.com

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

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

Bertil Roos Racing School
 (800) 722-3669 racenow.com

Bob Bondurant School
 (800) 842-7223 bondurant.com

Kaizen Autosport Racing School
 (919) 741-7151 kaizenautosport.com

LevelUp Racing School
 (920) 838-6612 levelupracingschool.com

Lime Rock Driver's Club
 (860) 435-5000 limerockclub.com

Lucas Oil School of Racing
 (561) 200-7223 lucasraceschool.com

Pettiford's Go 4 It Racing Schools
 (303) 666-4113 go4itservices.com

Primal Racing School
 (770) 573-1010 primalracing.com

Pro Drive Racing School
 (503) 285-4449 prodrive.net

ProFormance Racing School
 (253) 630-5130
proformanceracingschool.com

Simraceway Performance Driving Center
 (800) 733-0345
simracewaydrivingschool.com

Skip Barber Racing School
 (866) 932-1949 skipbarber.com

NOVICE PERMIT / SCHOOL CREDIT

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 (888) 722-3220
allenberggracingschools.com

Danny McKeever's Fast Lane Racing School
 (888) 948-4888 raceschool.com

EXR - Exotics Racing Series
 (702) 802-5662 exrseries.com

Pro Drive Racing School
 (503) 285-4449 prodrive.net

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(800) 391-6891
springmountainmotorsports.com

Thompson Speedway Motorsports Park
 (877) 226-7223 theracingschool.com

Waterford Hills Road Racing Inc.
 (248) 623-0070 waterfordhills.com

TIME TRIALS, TRACK EVENTS, CLUB RACING EXPERIENCE, & HILL CLIMBS**NORTHEAST** nediv.org

May 25-26 Summit Point/Blue Mountain

May 31 TE NJMP/South Jersey

Jun 8-9 HC Weatherly, Pa./Northeastern Pennsylvania

Jun 22-23 HC Reading, Pa./Blue Mountain

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

Jul 24-25 TE Watkins Glen/Finger Lakes

Aug 3-4 HC Flintstone, Md./Washington DC

Aug 9 NJMP South Jersey

Aug 17-18 HC Reading, Pa./Blue Mountain

Aug 17-18 TT/TE Summit Point/Washington DC

Aug 31-Sep 1 TE Summit Point/Steel Cities

Sep 14-15 TT/TE Summit Point/Washington DC

Sep 14-15 HC Weatherly, Pa./Northeastern Pennsylvania

CALENDAR KEY

All dates/events subject to change

= Enduro

CR = Course Rally

CT = Club Trial

HC = Hill Climb

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class

NC = National Course

NT = National Tour

CRE = Club Racing Experience

r = Restricted

Ro = Runoffs qualifier

RT = Regional Tour

SR = Social Rally

TT = Time Trial

TE = Track Event

v = Vintage

Email addresses for registrars and event organizers available at www.scca.com

FOR CHANGES

Club Racing (785) 232-7229

Solo, RoadRally (785) 232-7656

RallyCross (785) 357-7259



Cayin Baker

PRO RACING

WHAT F3 Americas and F4

WHEN June 20-23, 2019

WHERE Wampum, Pa.

F3 and F4 competitors head to Pittsburgh Int'l Race Complex in late June in the continuing battle for the overall points championship.

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

Area 13: **JEFF ZURSCHMEIDE**

(503) 330-3010; jzurschmeide@scca.com



Anthony Bristol

SUPER RACING

Hoosier Super Tour racers will flock to Watkins Glen in mid June as the series begins its countdown to the Runoffs.

Oct 19-20 TT/TE Summit Point/
Washington DC
Oct 25 TE NJMP/South Jersey
Nov 11 TE Summit Point/Washington DC
Blue Mountain (610) 608-3978
Finger Lakes (585) 328-2617
Northeastern Pennsylvania
(570) 655-0576
Steel Cities (412) 771-2277

SOUTHEAST sedivrracing.org

May 19 Palm Beach Int'l Raceway/Florida
Jun 4 TT Palm Beach Int'l Raceway/
Florida
Jun 7-8 TT/TE/CRE Sebring/Central
Florida
Jul 20-21 TE/CRE Sebring/Central Florida
Jul 28 TE Road Atlanta/Atlanta
Aug 2 TE Daytona Int'l Speedway/Central
Florida
Aug 10-11 HC Robbinsville, N.C./Central
Carolinas
Aug 24-25 TT Barber Motorsports Park/
Alabama, Tennessee Valley
Aug 30 TE Sebring/Central Florida
Sep 1-15 TE 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

May 16 TE Milwaukee Mile/Milwaukee
May 31 TE Autobahn/Chicago
Jun 8 TE Autobahn/Chicago
Jun 13 TE Milwaukee Mile/Milwaukee
Jun 24 TE Road America/Milwaukee
Jul 5 TE Autobahn/Chicago
Jul 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

May 14 Gateway Motorsports Park/St.
Louis
May 17-19 TT Heartland Motorsports
Park/KVRG
Jun 11 TE Gateway Motorsports Park/
St. Louis
Jun 28-30 TT Hallett Motor Racing
Circuit/AVRG
Jul 9 TE Gateway Motorsports Park/
St. Louis
Jul 12-14 TT Heartland Motorsports
Park/KVRG
Aug 9-11 TT Raceway Park of the
Midlands/DMVR, Nebraska
Aug 13 TE Gateway Motorsports Park/
St. Louis
Sep 10 TE Gateway Motorsports Park/
St. Louis
Sep 13-15 TT Gateway Motorsports Park/
St. Louis, Southern Illinois
Oct 8 TE Gateway Motorsports Park/
St. Louis
AVRG btymartin@aol.com
DMVR, Nebraska (515) 290-0460
St. Louis, Illinois registrar@stlssca.org

SOUTHWEST sowdivscca.org

Jun 29 TT Circuit of the Americas/Texas
Jul 27 TT Eagles Canyon/Texas
Aug 24 TT MSR Cresson/Texas
Nov 9-10 TT Eagles Canyon Raceway/Texas
Dec 7 TT MSR Cresson/Texas
Texas (951) 283-5680

NORTHERN PACIFIC norpac-scca.org

Aug 10-11 TT Portland Int'l Raceway/Oregon
Sep 14-15 TT Portland Int'l Raceway/Oregon
Oregon (503) 730-9007
Reno (775) 450-1393
San Francisco (530) 934-4455

SOUTHERN PACIFIC

Jun 8-9 TE Buttonwillow Raceway/
Cal Club
Sep 21-22 TE Buttonwillow Raceway/
Cal Club
Nov 9-10 TE Buttonwillow Raceway/
Cal Club
Cal Club (661) 304-9382

TIME TRIALS NATIONAL TOUR

May 25-26 Carolina Motorsports Park, S.C.
Jun 8-9 Portland Int'l Raceway, Ore.
Jun 15-16 High Plains Raceway, Colo.
Jun 22-23 Heartland Motorsports Park,
Kan.
Jul 5-6 Thompson Speedway
Motorsports Park, Conn.
Jul 27-28 Gingerman Raceway, Mich.
Sep 27-29 (TT Nationals) NCM
Motorsports Park, Ky.

TRACK NIGHT IN AMERICA

Atlanta Motorsports Park, Ga./
June 5, July 10, Aug. 7, Sept. 11
Auto Club Speedway, Calif./
June 22, Aug. 24
Blackhawk Farms, Ill./ June 12,
July 16, Aug. 7, Sept. 11
Carolina Motorsports Park, S.C./
June 26, Aug. 6, Sept. 10, Oct. 16
Charlotte Motor Speedway, N.C./
June 6, July 19, Aug. 16
Dakota County Technical College Driver
Training Facility, Minn./ May 17, June
21, July 25, Aug. 15, Sept. 13
Domination Raceway, Va./ May 17,
June 27, Aug. 15, Sept. 19
GingerMan Raceway, Mich./ May 16,
June 13, July 17, Aug. 8, Sept. 12
Harris Hill Raceway, Texas/
June 5, Sept. 18, Oct. 16
Heartland Motorsports Park,
Kan./ May 17, June 13, July 12,
Aug. 8, Sept. 19, Oct. 17
High Plains Raceway, Colo./ May
29, July 17, Aug. 14, Sept. 18
Lime Rock Park, Conn./ May
22, May 23, June 13
Memphis International Raceway,
Tenn./ May 14, June 11, July
9, Aug. 13, Sept. 10
MotorSport Ranch, Texas/
June 4, Sept. 17, Oct. 15
New Hampshire Motor
Speedway, N.H./ May 24

New Jersey Motorsports Park, N.J./ May
21, June 25, July 24, Aug. 13, Sept. 10

NOLA Motorsports Park, La./ May 16

Pacific Raceways, Wash./ May
24, June 21, July 17

Palm Beach International Raceway,
Fla./ May 21, June 18, Aug. 20,
Sept. 17, Oct. 22, Nov 12, Dec 10

Palmer Motorsports Park, Mass./ June
6, June 27, July 18, Aug. 8, Sept. 5

Pittsburgh International Race
Complex, Pa./ May 22, June 6, June
22, July 23, Aug. 14, Sept. 11

Pocono Raceway, Pa./ June 13,
July 11, Aug. 27, Sept. 16

Portland International Raceway, Ore/
May 17, June 7, July 5, Aug. 9

Ridge Motorsports Park, Wash./ May
16, June 6, July 23, Aug. 7, Sept. 12

Road Atlanta, Ga./ April 24,
June 27, July 26

Sebring International
Raceway, Fla./ Sept. 12

Thompson Speedway Motorsports

Park, Conn./ June 18, July 11, July
30, Aug. 22, Sept. 12, Oct. 3

Thunderhill Raceway Park, Calif./ May
23, June 13, Aug. 15, Sept. 12

Virginia International
Raceway, Va./ July 25

STREET SURVIVAL SCHOOLS

May 26 Route 66 Raceway/Chicago
Jun 1 Lincoln Airpark, Neb./Nebraska
Jun 1 Metropolitan Comm College Blue
River Campus/Kansas City
Jun 15 Montgomery Co. Community
College, Pa./Philadelphia
Jun 15 The Tire Rack/South Bend
Jun 15 Jasper Engines/Kentucky
Jun 16 Bettendorf High School/Great
River
Jun 22 Fort Dorchester High School/
South Carolina
Jun 22 Milton Frank Stadium/Tennessee
Valley
Jul 13 NCM Motorsports Park, Ky./
Tennessee
Jul 20 Lancaster County Public Safety
Training Center/Susquehanna
Aug 10 Chicagoland Speedway/Chicago
Sep 21 Fowlerville Proving Ground/
Detroit
Sep 21 Yoder Autocross Site/Wichita
Sep 28 Dragon Stadium/Houston
Oct 7 Air Force Research Laboratory,
N.Y./Central New York
Oct 20 Portland International Raceway,
Ore./Oregon
Dec 14 Dragon Stadium

SOLO**TIRE RACK® SCCA SOLO**
CHAMPIONSHIP TOUR

May 25-27 Lincoln Airpark, Neb.
Jun 7-10 Seneca Army Depot, N.Y.
Jul 5-7 Bristol Motor Speedway, Tenn.
Jul 12-14 Hampton Mills Lumber Yard,
Wash.
Jul 26-28 Grissom Aeroplex, Ind.

TIRE RACK® SCCA SOLO
NATIONAL CHAMPIONSHIPS

Sep 3-6 Lincoln Airpark, Neb.

TIRE RACK® SCCA PROSOLO

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.
May 23-25 Lincoln Airpark, Neb.
May 31-Jun 2 Mineral Wells Airport, Texas
Jun 14-16 Grissom Aeroplex, Ind.
Jul 5-7 Heartland Motorsports Park, Kan.
Jul 19-21 Hampton Mills Old Lumber
Yard, Wash.
Aug 2-5 Oscoda-Wurtsmith Airport, Mich.
Aug 30-Sep 1 Lincoln Airpark, Neb.

TIRE RACK® MATCH TOUR.

Jun 14-16 San Diego County Credit Union
Stadium, Calif.
Jul 3-5 Bristol Motor Speedway, Tenn.

CAM CHALLENGE

May 31-Jun 2 Mineral Wells Airport, Texas
Jun 14-16 San Diego Credit Union
Stadium, Calif.
Aug 9-11 Grissom Aeroplex, Ind.
Sep 3-4 Lincoln Airpark, Neb.

STARTING LINE SCHOOLS

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



Mark Weber

SCCA ROAD RACING

WHAT U.S. Majors Tour
WHEN June 29-30, 2019
WHERE Austin, Texas

The racing will be close and dramatic as the Majors series hits Circuit of the Americas for the second time in 2019.



Victra VR-1

- ✓ Grip
- ✓ Race Proven
- ✓ Confidence
- ✓ Competitive
- ✓ Durability
- ✓ Control
- ✓ Performance

SPECS

295/40/18 200 Treadwear
9/32nds Tread Depth

Maxxis does not advise mixing S1 and S2 compound tires on the same vehicle.

MAXXIS®
TIRES



ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

George Buchanan 5/1/1954 Life Members

60-YEAR MEMBERS

Ted A. Clark 5/1/1959 Colorado
WM A. Hamilton 5/1/1959 Atlanta
Norman J. Hart 5/1/1959 San Francisco
John A. Willes 5/1/1959 Central Carolinas

55-YEAR MEMBERS

Virginia Close 5/1/1964 Western New York
Richard E. Crowell 5/1/1964 Tennessee Valley

50-YEAR MEMBERS

Robert A. Robertson 5/1/1969 Delta

45-YEAR MEMBERS

David M. Bonar 5/1/1974 San Francisco
Harley E. Cluxton 5/1/1974 Arizona
Janet Weaver Kaufman 5/1/1974 San Francisco
David L. Smith 5/1/1974 Old Dominion
J. Thomas vonHatten 5/1/1974 Southern Illinois

40-YEAR MEMBERS

Thomas V. Barker 5/1/1979 New York
Jonathan M. Bruce 5/1/1979 New England
Michael Doyle 5/1/1979 San Francisco
Donald Elston 5/1/1979 Chicago
Ricardo C. Farres 5/1/1979 Central Carolinas
David Hale 5/1/1979 Western Ohio
David L. Hettinger 5/1/1979 Milwaukee
Lois Hummel 5/1/1979 Chicago
Kathy M. Maleck 5/1/1979 Land O'Lakes
Chuck Stanley 5/1/1979 North Carolina
Richard W. Topping 5/1/1979 Detroit
Thomas D. Weaver 5/1/1979 Glen

35-YEAR MEMBERS

Norman Anderson 5/16/1984 Detroit
Timothy L. Boles 5/29/1984 Nebraska
Kim Bollinger 5/15/1984 South Bend
Karen Bryant 5/15/1984 Northwestern Ohio
Gannon Bryant 5/15/1984 Northwestern Ohio
Edward A. Callo 5/24/1984 New England
James Carlson 5/23/1984 New England
James K. Dietz 5/29/1984 Neohio
Brian A. Downey 5/29/1984 Washington DC
Ralph Erber 5/22/1984 Chicago
Thera K. Follett 5/21/1984 Oregon
Michael R. Getz 5/29/1984 Blackhawk Valley
Peter F. Gruen 5/22/1984 Western New York
John W. Heinrich 5/8/1984 Detroit
Bradley A. Huber 5/21/1984 Montana
Suzanne J. King 5/24/1984 South Jersey
Kenneth D. Kotyk 5/14/1984 Neohio
James R. Lovett 5/22/1984 Oregon
Marc Meirovitz 5/21/1984 Land O'Lakes
Daniel A. Minkler 5/15/1984 Atlanta
Gregory G. Naive 5/15/1984 Big Sky
Alan B. Nusbaum 5/29/1984 Western New York
Thomas Pane 5/24/1984 Northern New Jersey
Larry E. Peak 5/15/1984 Houston
Carl A. Prouty 5/22/1984 Finger Lakes
Thomas J. Richter 5/29/1984 Neohio

Steven S. Schmidt 5/8/1984 Kansas City
Judi Sievers 5/29/1984 Land O'Lakes
David E. Smith 5/30/1984 Washington DC
Steve D. Smith 5/25/1984 Central Florida
Joseph W. Smith 5/24/1984 Central Florida
H. James Smith 5/23/1984 New England
Sheila A. Thornburg 5/9/1984 Texas
Roxana Waller 5/21/1984 Southwest Louisiana
Paul M. Williamsen 5/24/1984 Cal Club

30-YEAR MEMBERS

Annette Ahrens 5/15/1989 Misery Bay
Linda Baalke 5/10/1989 Milwaukee
Eric Patrick Beer 5/24/1989 Arkansas
Rodger Boguse 5/10/1989 Chicago
L. Jeffrey Brubaker 5/25/1989 Ohio Valley
Ralph Christopher Burr 5/29/1989 Blue Ridge
Bradley M. Cohn 5/22/1989 Blackhawk Valley
David M. Cole 5/8/1989 New York
Glen Efinger 5/10/1989 Central Florida
A.J. Engelmeyer 5/16/1989 Central Florida
Doug Esterbrook 5/29/1989 Oregon
John E. Fine 5/24/1989 Atlanta
Timothy S. Fisher 5/16/1989 San Diego
Michael T. Gnadt 5/29/1989 Milwaukee
Cindy Janke 5/19/1989 Nebraska
Gregory S. Kozuhowski 5/25/1989 South Jersey
Sheryl A. Lemon 5/9/1989 Colorado
Gayle S. Lorenz 5/10/1989 Washington DC
Frank Gordon Malone 5/15/1989 Central Florida
Paul E. McBride 5/10/1989 South Bend
Teresa Neidel-McKee 5/16/1989 San Francisco
Michael P. Perry 5/10/1989 Washington DC
Greg Rickes 5/16/1989 Mohawk Hudson
Peter H. Rogers 5/18/1989 New England
John Rogers 5/15/1989 South Bend
Mark D. Sanetrik 5/16/1989 Old Dominion
Debbie A. Stonge 5/8/1989 New York
Michael G. Trier 5/8/1989 Des Moines Valley
Jeff Trier 5/8/1989 Des Moines Valley
David B. Vadden 5/24/1989 San Francisco
Roy S. Walzer 5/9/1989 New England
Kenneth S. West 5/25/1989 North Carolina

25-YEAR MEMBERS

Spencer Case 5/23/1994 Northern New Jersey
Bob Chapman 5/5/1994 Ohio Valley
Leonard Clare 5/19/1994 San Francisco
Linda Colwell 5/10/1994 South Bend
Christopher J. Dorsey 5/5/1994 Colorado
Pete Ehlen 5/26/1994 Cal Club
Chris Frank 5/18/1994 Continental Divide
John Fred Frank 5/18/1994 Continental Divide
Joseph W. Graves 5/26/1994 Old Dominion
Karen A. Himmelsbach 5/9/1994 Blue Mountain
Chris P. Holloman 5/5/1994 Oregon
Jane Laymon-Kasper 5/5/1994 Ohio Valley
Linda Lemelin 5/23/1994 Central Florida
Joe Nastasi 5/18/1994 New York
Leah Sanda 5/4/1994 Chicago
Jason W. Smith 5/12/1994 Mohawk Hudson
Charles O. Walters 5/4/1994 Florida
Donald E. Williams 5/18/1994 Chicago

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 Mohegan Sun Arena at Casey Plaza/NE Pennsylvania
Aug 18 Moore Airfield/New England
Aug 18 Bader Field/South Jersey
Aug 24 Seneca Army Depot/Finger Lakes
Aug 24 Spooky Nook Sports/Susquehanna
Aug 24 NYCB Live at Nassau Veterans Memorial/New York
Aug 25 Centre County Public Safety Center/Central Pennsylvania
Sep 14 Pocono Raceway/NE Pennsylvania
Sep 15 Xerox Corporation/Finger Lakes
Sep 15 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 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 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 sedivrracing.org

May 18 Smokies Stadium/Eastern Tennessee
May 18 USMC Marina Corp Air Station Cherry Point/North Carolina
May 19 Berglund Center/Blue Ridge
May 19 Dade County High School/Chattanooga
May 26 Tampa Bay Regional Airport/Central Florida
Jun 2 Smokies Stadium/Eastern Tennessee
Jun 9 Atlanta Motor Speedway/Atlanta
Jun 22 Danville Regional Airport/Blue Ridge
Jun 23 Bristol Motor Speedway/Eastern Tennessee
Jun 23 Deland Airport/Central Florida
Jun 23 Dade County High School/Chattanooga

REGIONAL

NORTHEAST nediv.org

May 18 Pittsburgh Int'l Race Complex/Steel Cities
May 19 Splish Splash Park/New York
May 19 Bader Field/South Jersey
May 25 Mohegan Sun Arena at Casey Plaza/NE Pennsylvania
May 25 New Meadowlands Sports Complex/Northern New Jersey
May 26 Marketplace Mall/Finger Lakes
May 26 Moore Airfield/New England
Jun 1 FedEx Field/Washington DC
Jun 1 Seneca Army Depot/Western NY
Jun 1 Xerox Corporation/Finger Lakes
Jun 1 FedEx Field/Washington DC
Jun 1 Warminster Community Park/Philadelphia
Jun 1 Mid-State Regional Airport/Central Pennsylvania
Jun 2 Pittsburgh Int'l Race Complex/Steel Cities

Jun 9 Bader Field/South Jersey
Jun 14 Pocono Raceway/NE Pennsylvania
Jun 15 New Era Field/Western New York
Jun 15 Edensburg Airport/Allegheny Highlands
Jun 16 Moore Airfield/New England
Jun 22 Nassau Veterans Memorial Coliseum/New York
Jun 22 Seneca Army Depot/Finger Lakes
Jun 22 Pittsburgh Int'l Race Complex/Steel Cities
Jun 22 FedEx Field/Washington DC
Jun 23 Mid-State Regional Airport/Central Pennsylvania
Jun 29 NYCB at Nassau Veterans Memorial/New York
Jun 30 Pittsburgh Int'l Race Complex/Steel Cities
Jun 30 Moore Airfield/New England
Jul 6 NYCB at Nassau Veterans Memorial/New York
Jul 6 New Era Field/Western New York

Jul 6-7 Bader Field/South Jersey
Jul 11 Pocono Raceway/NE Pennsylvania
Jul 13 Seneca Army Depot/Finger Lakes
Jul 13 FedEx Field/Washington DC
Jul 13 Warminster Community Park/Philadelphia
Jul 13 Mid-State Regional Airport/Central Pennsylvania
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 Mohegan Sun Arena at Casey Plaza/NE Pennsylvania
Jul 21 Moore Airfield/New England
Jul 21 New Meadowlands Sports Complex/Northern New Jersey
Jul 28 Pittsburgh Int'l Race Complex/Steel Cities
Jul 28 Bader Field/South Jersey

Jun 23 Spence Field/Dixie
Jun 23 Fort Dorchester High School/
 South Carolina
Jun 30 NCM Motorsports Park/Tennessee
Jul 14 Atlanta Motor Speedway/Atlanta
Jul 14 Dade County High School/
 Chattanooga
Jul 14 NCM Motorsports Park/Tennessee
Jul 20 Bristol Motor Speedway/Eastern
 Tennessee
Jul 20-21 USMC Marine Corps Air
 Station Cherry Point/North Carolina
Aug 4 Bristol Motor Speedway/Eastern
 Tennessee
Aug 10 Atlanta Motor Speedway/Atlanta
Aug 11 Dade County High School/
 Chattanooga
Aug 17 Smokies Stadium/Eastern
 Tennessee
Aug 17 Tampa Bay Regional Airport/
 Central Florida
Aug 17 Spence Field/Dixie
Aug 22 Bristol Motor Speedway/Eastern
 Tennessee
Aug 24 Freestyle Music Park/South
 Carolina
Aug 24 NCM Motorsports Park/Tennessee
Sep 7 Michelin North America/South
 Carolina
Sep 14 Atlanta Motor Speedway/Atlanta
Sep 15 Dade County High School/
 Chattanooga
Sep 15 James Ward Ag Center/Tennessee
Sep 21 USMC Marine Corps Air Station
 Cherry Point/North Carolina
Sep 22 DeLand Airport/Central Florida
Sep 22 Spence Field/Dixie
Oct 5 Atlanta Motor Speedway/Atlanta
Oct 13 Dade County High School/
 Chattanooga
Oct 19 USMC Marine Corps Air Station
 Cherry Point/North Carolina
Oct 20 NCM Motorsports Park/Tennessee
Oct 27 James Ward Ag Center/Tennessee
Nov 3 Spence Field/Dixie
Nov 9 Atlanta Motor Speedway/Atlanta
Nov 10 Tampa Bay Regional Airport/
 Central Florida
Nov 17 Dade County High School/
 Chattanooga
Nov 17 NCM Motorsports Park/Tennessee
Nov 24 Deland Airport/Central Florida
Dec 1 South Georgia
 Motorsports Park/Dixie

CENTRAL cendiv-scca.org

May 26 Iowa National Guard/Great River
Jun 9 Whiteside County Airport/Great
 River
Jun 15 Mossville Caterpillar Lot/Central
 Illinois
Jun 16 Route 66 Raceway/Chicago
Jun 23 Iowa National Guard/Great River
Jul 14 Quad City Downs/Great River
Jul 21 Chicagoland/Chicago
Aug 4 Whiteside County Airport/Great
 River
Aug 11 Chicagoland Speedway/Chicago
Aug 25 Iowa National Guard/Great River
Aug 31 Route 66 Raceway/Chicago
Sep 1 Iowa National Guard/Great River
Sep 15 Quad City Downs/Great River
Sep 28 Route 66 Raceway/Chicago
Oct 6 Iowa National Guard/Great River
Oct 13 Route 66 Raceway/Chicago
Oct 19 Route 66 Raceway/Chicago

GREAT LAKES greatlakes-scca.org

May 17 Grissom Aeroplex/Indianapolis
May 18 Mid-American Air Center/
 Southern Indiana
May 19 LFUCG Training Pad/Central
 Kentucky
May 19 Walesboro Cummins Test Site/
 Columbus
Jun 2 LFUCG Training Pad/Central Kentucky
Jun 2 Indiana State Fairgrounds/
 Indianapolis
Jun 8 Walesboro Cummins Test Site/
 Columbus



LINED UP

June is a busy month, with both Solo
 Champ Tour and ProSolo competitions.

Jun 8 Mid-American Air Center/Southern
 Indiana
Jun 9 Ivy Tech Community College/Fort
 Wayne
Jun 9 Lake County Government Center/
 Indiana Northwest
Jun 22 Grissom Aeroplex/Indianapolis
Jun 22 Mid-American Air Center/
 Southern Indiana
Jun 23 LFUCG Training Pad/Central
 Kentucky
Jun 30 Blue Grass Stockyards Regional
 Market/Central Kentucky
Jun 30 Walesboro Cummins Test Site/
 Columbus
Jul 7 Mid-American Air Center/Southern
 Indiana
Jul 13 City of Eastlake Municipal Parking
 Lot/Neohio
Jul 14 Owens Community College/
 Northwestern Ohio
Jul 14 LFUCG Training Pad/Central
 Kentucky
Jul 14 Walesboro Cummins Test Site/
 Columbus
Jul 21 Indianapolis Speedrome/Indianapolis
Jul 21 Mid-American Air Center/Southern
 Indiana
Aug 3 Grissom Aeroplex/Indianapolis
Aug 4 City of Eastlake Municipal Parking
 Lot/Neohio
Aug 11 LFUCG Training Pad/Central
 Kentucky
Aug 11 Owens Community College/
 Northwestern Ohio
Aug 16 Grissom Aeroplex/Indianapolis
Aug 18 Mid-American Air Center/
 Southern Indiana
Aug 25 Purdue Fort Wayne/Fort Wayne
Aug 25 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 29 LFUCG Training Pad/Central
 Kentucky
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

May 19 Remington Park/Oklahoma
Jun 1 Lincoln Airpark/Nebraska
Jun 1 Metropolitan Community College/
 Kansas City
Jun 2 Tanger Lot/Northeast Oklahoma
Jun 2 Remington Park/Oklahoma
Jun 8 Grenada Municipal Airport/
 Mississippi
Jun 9 St. Charles Family Arena/St. Louis
Jun 15 Heartland Motorsports Park/
 Kansas
Jun 16 Yoder Autocross Site/Wichita
Jun 21-23 Remington Park/Oklahoma
Jun 23 Crowder College/Ozark Mountain
Jun 22 Columbus Air Force Base,
 Mississippi
Jun 23 Lincoln Airpark/Nebraska
Jun 23 Gateway Motorsports Park/
 St. Louis
Jun 29 Metropolitan Community
 College/Kansas City
Jun 30 Metropolitan Community
 College/Kansas City
Jul 6 Lincoln Airpark/Nebraska
Jul 7 Yoder Autocross Site/Wichita
Jul 7 Tanger Lot/Northeast Oklahoma
Jul 7 Remington Park/Oklahoma
Jul 20 Grenada Municipal Airport/
 Mississippi
Jul 21 Yoder Autocross Site/Wichita
Jul 21 St. Charles Family Arena/St. Louis
Jul 27 Metropolitan Community College/
 Kansas City
Jul 27 Lincoln Airpark/Nebraska
Jul 28 Gateway Motorsports Park/St.
 Louis
Aug 2 Lincoln Airpark/Nebraska
Aug 10 Heartland Motorsports Park/
 Kansas
Aug 11 Tanger Lot/Northeast Oklahoma
Aug 11 St. Charles Family Arena/St. Louis

Aug 17 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

May 18 Ike Hamilton Expo Center/Red
 River
May 19 Westgate Mall/West Texas
Jun 1 Waldron Naval Air Base/South
 Texas Border
Jun 8 Westgate Mall/West Texas
Jun 9 Gulf Greyhound Park/Houston
Jun 23 Texas Motor Speedway/Texas
Jun 24 Ike Hamilton Expo Center/Red
 River
Jul 6 Waldron Naval Air Base/South
 Texas Border
Jul 7 Gulf Greyhound Park/Houston
Jul 13 Westgate Mall/West Texas
Jul 28 Ike Hamilton Expo Center/Red
 River
Jul 28 Lone Star Park/Texas
Aug 3 Waldron Naval Air Base/South
 Texas Border
Aug 3 Westgate Mall/West Texas
Aug 18 Texas Motor Speedway/Texas
Aug 24 Westgate Mall/West Texas
Sep 7 Waldron Naval Air Base/South
 Texas Border
Sep 14 Westgate Mall/West Texas
Sep 22 Texas Motor Speedway/Texas
Oct 5 Houston Police Academy/Houston
Oct 5 Waldron Naval Air Base/South
 Texas Border
Oct 6 Westgate Mall/West Texas
Oct 6 Texas Motor Speedway/Texas
Oct 27 Lone Star Park/Texas
Oct 27 Westgate Mall/West Texas
Nov 2 Houston Police Academy/Houston
Nov 2 Waldron Naval Air Base/South
 Texas Border
Dec 7 Waldron Naval Air Base/
 South Texas Border

ROCKY MOUNTAIN coloradoscca.org

May 18 Pikes Peak Int'l Raceway/
 Continental Divide
May 19 Legacy Event Center/Utah
May 25 Utah Motorsports Campus/Utah
Jun 2 Legacy Event Center/Utah
Jun 8 Pine Ridge Mall/Eastern Idaho
Jun 8 Front Range Airport/Colorado
Jun 16 Legacy Event Center/Utah

Jun 22 Legacy Event Center/Utah
Jun 22 Bonneville High School/Eastern Ohio
Jun 22 Douglas County EVOC/Colorado
Jun 29 Legacy Event Center/Utah
Jun 29 Pikes Peak Int'l Raceway/Continental Divide
Jul 6 Bonneville High School/Eastern Idaho
Jul 6 Utah Motorsports Campus/Utah
Jul 6 Front Range Airport/Colorado
Jul 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
Sep 14 Utah Motorsports Campus/Utah
Sep 14 Pine Ridge Mall/Eastern Idaho
Aug 24 Rigby Middle School/Eastern Idaho
Sep 24 Pikes Peak Int'l Raceway/Continental Divide
Sep 28 Front Range Airport/Colorado

NORTHERN PACIFIC norpacscca.org

May 18 Crows Landing/San Francisco
May 25 Expo Idaho/Snake River
Jun 1 Expo Idaho/Snake River
Jun 8-9 Fresno Fairgrounds/San Francisco
Jun 9 Marina Municipal Airport/San Francisco
Jul 6 Expo Idaho/Snake River
Jul 13 Fresno Fairgrounds/San Francisco
Aug 3 Expo Idaho/Snake River
Aug 3 Marina Municipal Airport/San Francisco
Sep 7 Expo Idaho/Snake River
Oct 5 Expo Idaho/Snake River
Oct 6 Marina Municipal Airport/San Francisco
Oct 19 Expo Idaho/Snake River
Nov 3 Crows Landing/San Francisco
Nov 9-10 Fresno Fairgrounds/San Francisco
Nov 16 Fresno Fairgrounds/San Francisco

SOUTHERN PACIFIC

May 19 Marana Regional Airport/Arizona
May 19 Maui Motorsports Park/Hawaii
May 25 Qualcomm Stadium/San Diego
Jun 1 Vidinha Stadium/Hawaii
Jun 23 Marana Regional Airport/Arizona
Jun 23 Maui Motorsports Park/Hawaii
Jun 29 Qualcomm Stadium/San Diego
Jul 7 Vidinha Stadium/Hawaii
Jul 21 Aloha Stadium/Hawaii

Jul 28 Marana Regional Airport/Arizona
Jul 28 Maui Motorsports Park/Hawaii
Jul 28 Vidinha Stadium/Hawaii
Aug 4 Aloha Stadium/Hawaii
Aug 18 Aloha Stadium/Hawaii
Aug 25 Marana Regional Airport/Arizona
Aug 25 Maui Motorsports Park/Hawaii
Sep 14 Arizona Motorsports Park/Arizona
Sep 15 Aloha Stadium/Hawaii
Sep 22 Marana Regional Airport/Arizona
Sep 29 Maui Motorsports Park/Hawaii
Oct 12 Aloha Stadium/Hawaii
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 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 Marana Regional Airport/Arizona
Dec 15 Aloha Stadium/Hawaii

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

ROADRALLY**NATIONAL**

Jun 8 NC Roads Scholar, Madison, Wis./Milwaukee
Jun 22 NC Desert Sands, Tucson, Ariz./Arizona Border
Jul TBD NC/NT Hoosier Crossroads, Indianapolis, Ind./Indy
Oct 12 NC Little Dixie, O'Fallon, Mo./St. Louis
Oct 13 NT Great River Road Tour, O'Fallon, Mo./St. Louis
Arizona Border (314) 503-7411
Indianapolis (317) 679-4535
Land O' Lakes (612) 508-7282
Milwaukee (970) 261-2144
St. Louis (314) 503-7411
Steel Cities (412) 828-6775

REGIONAL/DIVISIONAL**CENTRAL** cendiv-scca.org

Jun 9 DT Roads Scamper Madison, Wis./Milwaukee
Milwaukee (970) 261-2144

GREAT LAKES greatlakes-scca.org

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

MIDWEST midiv.org

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

NORTHERN PACIFIC norpacscca.org

May 18 Mayday Hound & Hare/Alaska

SOUTHERN PACIFIC

Jun 21 DGT Trial to Vail, Tucson, Ariz./Arizona Border
Jun 23 Foothills Tour, Tucson, Ariz./Arizona Border
Apr 5 First Friday Niter, Mission Hills, Calif./Cal Club
May 3 First Friday Niter, Mission Hills, Calif./Cal Club
Jun 7 First Friday Niter, Mission Hills, Calif./Cal Club
Jul 5 First Friday Niter, Mission Hills, Calif./Cal Club
Aug 2 First Friday Niter, Mission Hills, Calif./Cal Club
Sep 6 First Friday Niter, Mission Hills, Calif./Cal Club
Oct 4 First Friday Niter, Mission Hills, Calif./Cal Club
Nov 1 First Friday Niter, Mission Hills, Calif./Cal Club
Dec 6 First Friday Niter, Mission Hills, Calif./Cal Club
Arizona Border (314) 503-7411

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

RALLYCROSS**DIRTFISH NATIONAL TOUR**

May 24-26 Utah Motorsports Campus, Utah
Jun 14-16 Ross Fairgrounds, Ohio
Jul 19-21 Lucas Oil Speedway, Mo.

DIRTFISH NATIONAL C'SHIP

Sep 20-22 National Balloon Classic, Iowa

REGIONAL**NORTHEAST** nediv.org

May 18 The Blue Lot/New England
Jun 9 Spooky Nook Sports/Susquehanna
Jun 9 Panthera Training Center/Washington DC
Jun 16 Panthera Training Center/Washington DC
Jun 16 Walczyk's Park/Central New York
Jun 29 Panthera Training Center/Washington DC
Jul 6 Panthera Training Center/Washington DC
Jul 14 Walczyk's Park/Central New York
Aug 25 Summit Point/Washington DC

Sep 1 Summit Point/Washington DC
Sep 7 Spooky Nook Sports/Susquehanna
Sep 29 Walczyk's Park/Central New York
Oct 6 Panthera Training Center/Washington DC
Oct 13 Panthera Training Center/Washington DC
Oct 27 Panthera Training Center/Washington DC
Nov 3 Panthera Training Center/Washington DC
Nov 9 Spooky Nook Sports/Susquehanna
Nov 17 Summit Point/Washington DC
Nov 24 Summit Point/Washington DC

SOUTHEAST sediv-racing.org

May 19 HollyTree Off Road/Tennessee Valley
Jun 1 St. Lucie County Fairgrounds/Central Florida
Jun 23 HollyTree Off Road/Tennessee Valley
Jul 27 HollyTree Off Road/Tennessee Valley
Jul 27 St. Lucie County Fairgrounds/Central Florida
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

May 19 Southern Iowa Speedway/Iowa
May 28 Byron Motorsports Park/Milwaukee
Jun 1 William's Farm/Land O' Lakes
Jun 30 Byron Motorsports Park/Milwaukee
Jul 1 William's Farm/Land O' Lakes
Aug 3 William's Farm/Land O' Lakes
Aug 18 Southern Iowa Speedway/Iowa
Sep 7 William's Farm/Land O' Lakes
Oct 5 William's Farm/Land O' Lakes
Oct 6 Southern Iowa Speedway/Iowa
Oct 27 Byron Motorsports Park/Milwaukee
Nov 2 William's Farm/Land O' Lakes
Nov 24 Byron Motorsports Park/Milwaukee

MIDWEST midiv.org

Jun 9 I-80 Speedway/Nebraska
Jun 16 Madison, Ill./St. Louis
Jun 23 I-35 Speedway/Kansas City
Jul 14 I-80 Speedway/Nebraska
Jul 20 Lucas Oil Speedway/Kansas City
Jul 28 Santa Fe Trail Cycle Park/Kansas
Aug 17 Madison, Ill./St. Louis
Aug 24 Santa Fe Trail Cycle Park/Kansas
Aug 25 I-35 Speedway/Kansas City
Sep 8 Madison, Ill./St. Louis
Sep 14 Santa Fe Trail Cycle Park/Kansas
Sep 15 I-80 Speedway/Nebraska
Sep 29 I-35 Speedway/Kansas City
Oct 20 I-35 Speedway/Kansas City
Oct 20 I-80 Speedway/Nebraska
Oct 27 Madison, Ill./St. Louis
Nov 3 Thunder Valley Sand Drags/Kansas City
Nov 10 I-80 Speedway/Nebraska
Nov 17 Madison, Ill./St. Louis
Nov 24 Santa Fe Trail Cycle Park/Kansas
Dec 15 Santa Fe Trail Cycle Park/Kansas

ROCKY MOUNTAIN coloradoscca.org

May 24 Deseret Peak Complex/Utah
Aug 24 I-76 Speedway/Continental Divide

**A SLIDE IN TIME**

The RallyCross National Tour has a few more stops to make. Will you be there?

Dave Green

NEW PRODUCTS



OTC STUD REMOVAL KIT

OTC's 6982PMC Professional Mechanics Collet can securely grasp and remove broken, frozen, or corroded exhaust manifold studs. The tool includes collets in 6mm, 7mm, 8mm, and 10 mm sizes to remove a number of broken bolts or studs. The collets tighten within 1/16-inch of the head surface to greatly reduce tipping. otctools.com



AEM INFINITY HEI ADAPTER

AEM has created its HEI Adapter Module that works with the Infinity Series 3 ECU and allows users to control ignition timing on engines that are using an HEI distributor. An integrated crank signal conditioner ensures that excessive noise from the crank signal does not affect timing. The module is housed in a 12-pin, DTM-style receptacle connector and will require integration into the vehicle's wiring harness. aemelectronics.com



CREATIVE RACING CHASSIS HEIGHT MEASURING SYSTEM

The Creative Racing Products Chassis Height Measuring System allows users to wirelessly, accurately, and quickly measure chassis heights and easily save the data to recall later, or to compare with a current live setup. The system consists of four wireless sensors, one for each corner of the racecar, and a tablet with a custom app for easy use. creativeracing.com

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GOLD TURBO SHIELD

The Gold Turbo Shield was born from race tested Heatshield Products turbo shields and features the company's exclusive RugGold technology. This textile-based thermal barrier's ability to reduce under-hood temperatures is far superior to that of an all-metal turbo shield. Gold Turbo Shield creates a "thermal break" from the turbine, providing a cooler cold-side temperature. In addition to lowering under-hood temperatures, it also increases the exhaust gas temperatures, allowing the turbine wheel to spin faster. heatshieldproducts.com

AUTOMETER ELITE DIGITAL GAUGES

Each AutoMeter Elite Digital gauge allows you to have two independent readings within a single gauge, and features a bright seven-segment LED display with 30 radial LED indicators. Custom alarm points can be programmed for each channel to trigger an external device that gives you a visual warning. The alarm points can also be used to make the numbers in the display blink to show the warning. autometer.com



AEROMOTIVE UNIVERSAL FUEL PUMP

Aeromotive's Brushless 5.0 GPM fuel pump is now offered in new, adjustable configurations that make installation of these in-tank pumps possible in almost any application. These Adjustable Universal In-Tank Brushless Fuel Pumps offer the power and versatility demanded of fuel delivery systems in the high-performance market - from dedicated track cars to radical street machines. aeromotive.com



SportsCar welcomes submissions of relevant motorsports products. Please send a description of the product, including price, and a color image to *SportsCar* Top Gear, 17030 Red Hill Avenue, Irvine, CA 92614, or e-mail sportscar@racer.com. Products appearing in *SportsCar* are not necessarily endorsed by *SportsCar* or the SCCA.

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

WHAT MAKES US GREAT

Professional racing is undeniably the center point of this issue. From the cover feature offering an inside look at SCCA Pro Racing Trans Am (and Club Racing and IMSA) racer Dillon Machavern to event coverage from SCCA Pro Racing F3 Americas and F4 U.S. Championships Powered by Honda (and even the feature where we interview pro racing champ and autocrossing newbie Kenton Koch), professional racing is what this issue is all about. So, why spend all of this time talking about professional racing? Simply put, because professional racing is a large part of what makes the SCCA great.

Believe it or not, some people will take issue with that last sentence, but that doesn't make the statement any less true. You see, even before SCCA began hosting its own professional racing in the 1960s, eventually forging new ground with the iconic Trans Am, Can-Am, F5000, and more, SCCA racers from the Club side were hopping into the pro ranks - and the world took notice. Why did many SCCA racers dream of racing professionally? There was prize money, certainly; but by and large, it was the desire to stand among the best in motorsports - and that's true today.

I've raced alongside Oli Thordarson in mixed-class SCCA Club Racing for years, and in 2017 and '18 he decided to add professional racing to his resume when he entered (and won his class) in the Trans Am West Coast Championship. So, what pushed him to campaign

Trans Am? "I always remembered Trans Am from when I was a young teen," he says. "The desire to race in a series with that legacy was strong."

But he didn't quit SCCA Club Racing. "I love Club Racing," he admits. "The competition at the Hoosier Super Tours, Majors, and the Runoffs is about as stout as I have ever raced. I still love those races and I will continue to race all of them. But to be able to add on to that schedule with additional races, venues, and some different drivers and cars in a series with a certain level of television coverage is cool."

And, he admits, "It feeds the ego a bit."

None of that is to say it's only SCCA drivers who are drawn to the glitz of professional racing. Recently SCCA's President & CEO Mike Cobb worked Turn 13 during the 12 Hours of Sebring race, and to his left and right were SCCA members in white.

None of this is to diminish the value of Regional or Majors races in the Summit Racing Equipment SCCA Road Racing series. Rather, it all adds together to produce an amazing package - one that only SCCA offers to such an incredible degree. So, when I say that "professional racing is a large part of what makes the SCCA great," keep in mind that the other part that makes the SCCA great is Solo, RallyCross, RoadRally, Club Racing, volunteering - basically, it's you! 🍌

THE LINEUP
Pro racing isn't just for drivers. Working Turn 13 during the 2019 running of the 12 Hours of Sebring were SCCA members Marc Dana, Nancy Digh, Bonnie Aarseth, Dirk and Paul Stiegele, Ted Johns, Ed and Sandy Sanders, Holly Remington, Matthew Greenwood, and SCCA President Mike Cobb.

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FROM THE ARCHIVES

10 YEARS AGO...
JUNE 2009



- In *Surviving The Streets*, we took an close look at the Tire Rack Street Survival program. SCCA was then finding its stride with the program; today, SCCA is the largest host of these events.
- We paid tribute to the 100 Percenters: those who have attended every Solo Nationals.

25 YEARS AGO...
JUNE 1994



- The Club Racing Report included a summary of the road racing action from a snowy Road America and the Cat National.
- We enjoyed the second installment of Laurie Sheppard's report looking back at the origins of the then 50-year-old Sports Car Club of America.

50 YEARS AGO...
JUNE 1969



- The Can-Am series was in its prime with an 11-race series set for the 1969 season, which would see Bruce McLaren crowned as champion.
- A look back to the 1944 treasurer's report showed the Club had 59 members.

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