

# SPORTSCAR



## STICKERED UP

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Mark Scroggs preps for  
the 2019 Tire Rack Solo  
National Championships



SEPTEMBER 2019  
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**WHO WILL WIN**  
Previewing the  
Solo National  
Championships



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

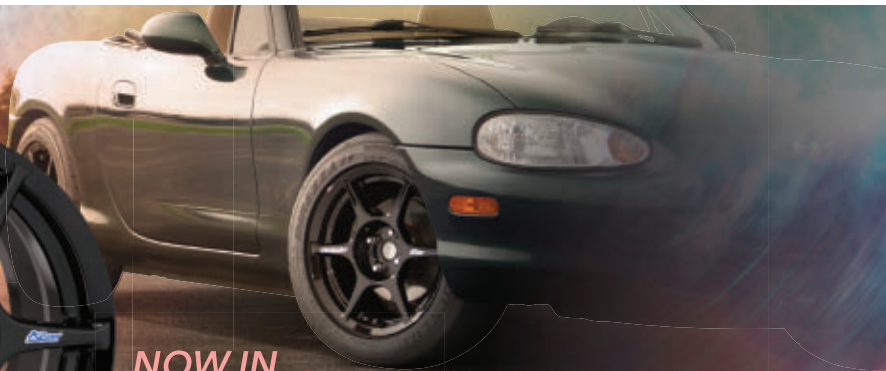


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15 16 17 18



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gold (17 18), special brilliant coating (15)  
15 16 17 18



Enkei Tuning **TFR**  
storm grey, copper, gunmetal (18)  
17 18 19



Enkei Tuning **TY-5**  
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18 19



Sparco **FF-1**  
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rally bronze, white  
15



Sparco **Terra SE**  
gloss black  
15 16 17 18



Method Rally **MR502 VT-Spec 2**  
bronze, black  
15



LP Adventure **LP1**  
gloss black, black, bronze,  
matte grey, white  
15 17



LP Adventure **LP5**  
matte grey, black,  
bronze, white  
15 17







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## SPORTSCAR

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## HOWARD DUNCAN

SCCA SENIOR DIRECTOR, RALLY/SOLO

# SOLO NATS: LOOKING FORWARD

There are times when we find ourselves in such an absurd situation that the only way to truly cope is to find the humor in the moment that we know will come as we look back in the future. The first day of the 2018 Tire Rack SCCA Solo National Championships was such a moment, as it saw record-breaking levels of rain alongside a record attendance, all while the competitors attempted to complete their runs before the evening's darkness consumed Lincoln Airpark. While many of us involved in operations were focused on the issues at hand, as well as brainstorming solutions, we knew that at some point this was going to be a bit of Solo Nationals history we would look back upon with at least a glint of humor.

When the continuing Solo Nationals Chairmen, Jeff Cox and Scott Dobler, asked me about a theme for the 2019 Solo Nationals, this coping means came to mind. Since we've

been trying to keep a thematic connection over a handful of events in recent years, we thought we should carry over for one more year

*"Little did we know when that decision was made last winter that the country would be enduring record rain in 2019"*

the "Game of Cones" concept, with a comedic tip-of-the-hat to 2018. That's the background for the naming of the 2019 event: "Game of Cones, After the Flood." However, little did we know when that decision was made last winter that the country would be enduring record rain in 2019, as evidenced at many of this year's Tire Rack SCCA National Solo events.

That said, improvements are in the works for the 2019 Solo National Championships that will address the primary shortcomings of the 2018 event (that were then aggravated by weather). These include being more aggressive in balancing the number of competitors in each pair of days, the development of a rule determining a hard end of competition for each day, clarifying the roles of all event leaders, and the fine tuning of processes and procedures. Additionally, we have been upgrading electronic communications throughout the season with an eye on the Solo Nationals. This includes our FM broadcasting, the public address system, SoloLive,

web audiocast, and on-site notifications (text and/or a smartphone app). There are a host of other items we're working on to improve events, but right now, I want to address the site changes coming for 2019 and 2020.

The Offutt Air Force Base located near Omaha, Neb., is about to undergo a major renovation. As a result, that base needs to relocate its aircraft this fall for a duration of about one year, and those planes will come to Lincoln Airport. The Lincoln Airport officials wanted to be good citizens and support this USAF need, but at the same time, the airport didn't want to force the relocation of the Solo Nationals or impact the SCCA any more than is absolutely necessary. Therefore, the site will be available to us for the 2019 and 2020 Solo National Championships, as well as the 2020 Spring Nationals. However, as we wanted to be good citizens as well, some changes will be necessary in our site plan to accommodate the USAF. While there will not be any additional USAF aircraft in Lincoln at this year's Nationals, the site modifications necessary to accommodate those aircraft are underway now and will impact our site plan for 2019 and 2020.

A large portion of the paddock area and the Test and Tune are being milled and paved over with asphalt. This will have no impact on our course areas, the grids, and the first nine rows of the paddock. The Test and Tune will be relocated to the area to the northeast of the Nationals gate and will remain on concrete. The paddock will now extend into the area previously used for the Test and Tune. As such, it will be a long distance from some parts of the paddock to the course areas, so participants should plan accordingly. The location of some functions - like the Big Fun Tent (BFT) and tire manufacturer trailers - will change. By the time you read this, a site map should be posted on the SCCA website.

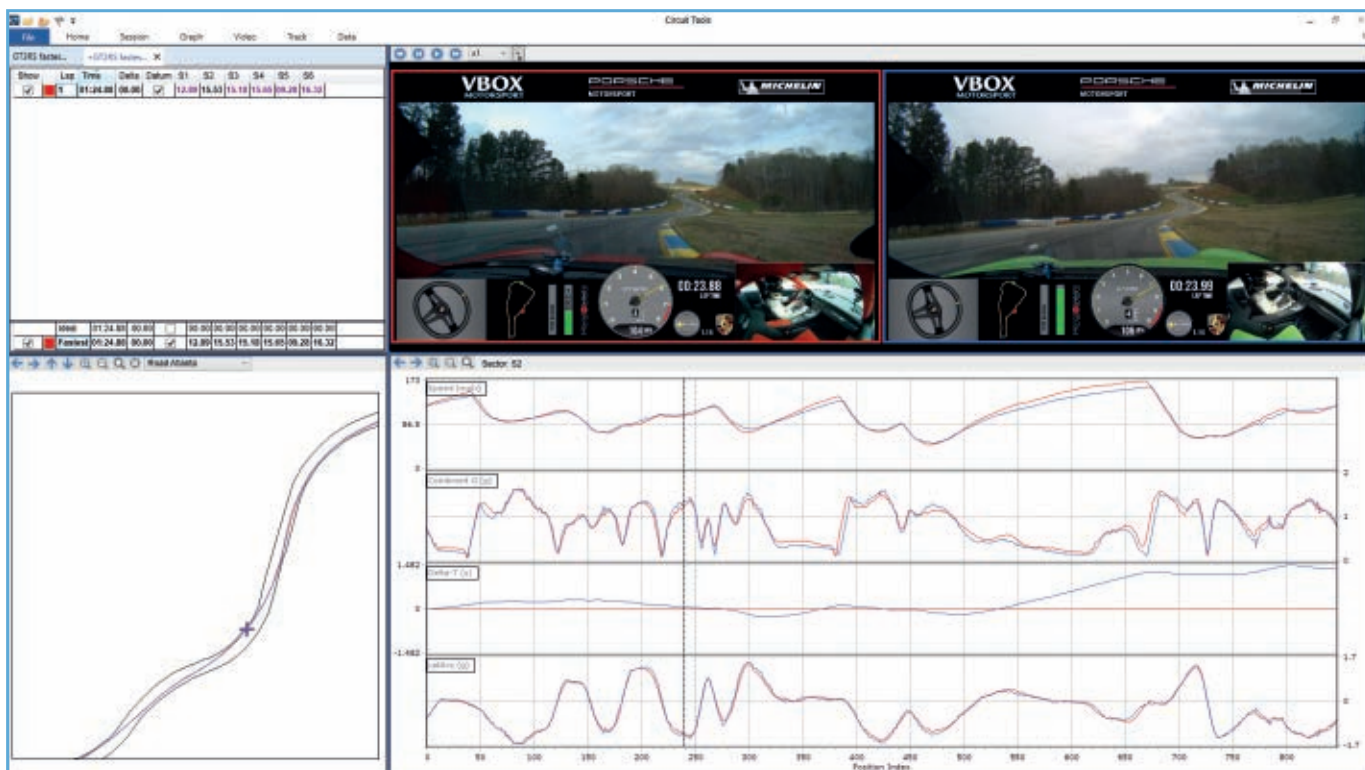
Beyond the 2020 Solo National Championships, these changes will actually help us plan for the 50th anniversary of the Tire Rack SCCA Solo National Championships in 2022, as the resulting footprint will be larger and offer multiple options. In the meantime, let's hope the rainy 2019 season has ended and we can see a return to the true "Concrete Beach" where we can enjoy friends old and new, make a toast or two, and conquer a duo of challenging courses - all under sunny skies. ☀



"In my experience, drivers benefit most from reviewing 'intelligent' video which has information overlaid on it.

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Peter Krause, Professional Racing Coach,  
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# FROM THE BOARD OF DIRECTORS: SCCA'S FINANCIAL REPORT

SCCA's 2018 consolidated financial report has been finalized, but this year the SCCA Board of Directors recognizes that times and circumstances have been unusual enough that some additional discussion on the topic is warranted. It's also notable that extremely positive items are hiding within the consolidated figures that need to be spotlighted. To that end, let's dive in.

First off, there was some deferred maintenance that needed to be addressed within the Club, and for that, SCCA President and CEO Mike Cobb presented a 2018 budget with a planned loss due to investments in Region Development and Information Technology. But even with a planned loss, management was able to meet all improvement targets and manage a positive operating income. Unfortunately, financial markets chose December 2018 to stage a fairly significant correction that resulted in unrealized losses on the Club's investments that resulted in SCCA Inc.'s bottom line as a loss. In addition, SCCA Ventures recorded a significant loss, primarily related to the SCCA Pro Racing division.

### SCCA PRO RACING

By 2015, SCCA Pro Racing had been operating on a fee-for-service basis for some time, making it profitable for nearly 10 years. When the SCCA Pro Racing F4 U.S. Championship was announced to begin in 2016, it was expected that this would be another fee-for-service series. However, that business model did not apply to this particular series, and SCCA Pro Racing found itself in the role of race promoter. By the end of 2016,

SCCA Pro Racing had racked up significant losses, largely due to startup costs and delayed delivery of F4 cars. Further, SCCA Pro's fee-for-service business took a hit when three series left for other sanctioning bodies.

During 2016, it became clear that the level of communication and oversight provided to SCCA Inc. by the independent SCCA Enterprises and SCCA Pro Racing Boards wasn't adequate. As a result, SCCA Ventures was formed to improve oversight of the Club's two for-profit subsidiaries, with a single combined oversight path to the SCCA Board of Directors.

By mid-2017, SCCA Ventures found that the agreements in place with certain SCCA Pro Racing partners and vendors were poorly structured and either cost too much or paid too little to properly support the F4 series. On top of that, these contracts extended

through the 2018 season, so canceling the series would have resulted in significant losses.

Through minimizing potential losses, improving personnel management, and professional training, 2017 saw significant improvements for SCCA Pro Racing and it also became clear that the F4 U.S. series could become profitable in 2019. And, it was in this context, plus the potential for increased revenue generation via combined race weekends, that the decision was made to add the F3 Americas series to SCCA Pro Racing's portfolio beginning with the 2018 season. Although the strategy was sound, the unexpected loss of a key sponsor resulted in a substantial revenue shortfall.

### LOOKING AHEAD

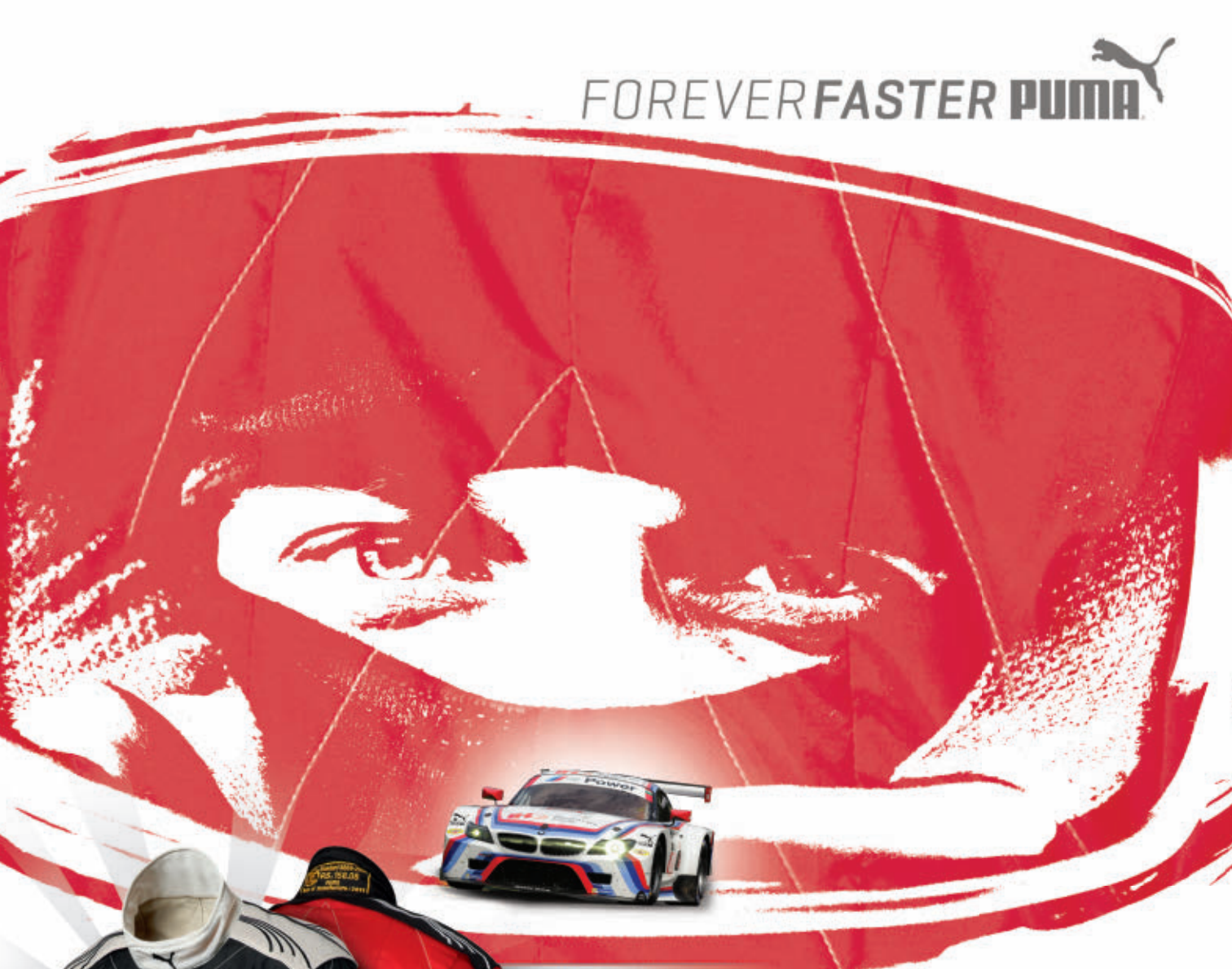
There have been a number of significant changes that will be

reflected in SCCA Inc.'s future financial reports. First, key SCCA Pro Racing partners have stepped forward; Hankook, Honda Performance Development, and Ligier have all shown increased commitments to the success of F3 and F4. Second, SCCA Ventures will continue to offer oversight into contract negotiations for its entities. Third, the SCCA Pro Racing staff, including Scott Goodyear and Sydney Davis Yagel, are extremely innovative and capable. And, finally, F4 and F3 are now structured to succeed, plus several fee-for-service racing series have signed on for SCCA Pro Racing sanctioning.

Indeed, the pieces are in place for SCCA Pro Racing to turn the corner in 2019, for SCCA Enterprises to continue as a profitable operation, and for SCCA Inc. to continue its solid financial performance. 🍷

CONSOLIDATED STATEMENTS OF FINANCIAL POSITION		
	2018	2017
Total Assets	\$6,603,023	\$8,073,157
Total Liabilities	\$3,263,911	\$3,520,289
Net Assets Without Donor Restriction	\$3,339,112	\$4,552,868
Total Liabilities and Net Assets	\$6,603,023	\$8,073,157
CONSOLIDATED STATEMENTS OF ACTIVITIES		
Total Operating Revenue	\$14,910,961	\$15,227,847
Total Operating Expense	\$15,782,125	\$14,752,324
Net Operating Revenue in excess of (less than) expenses	\$(871,164)	\$475,523
Total Other Income (Expense)	\$(342,592)	\$447,444
Change in Net Assets	\$(1,213,756)	\$922,967

SCCA and its subsidiary (SCCA Ventures) undergo a financial statement audit on an annual basis. The condensed consolidated statements of financial position as of Dec. 31, 2018, and 2017, and the related condensed consolidated statements of activities for the years then ended, are presented as a summary and therefore do not include all the disclosures required by accounting principles generally accepted in the United States of America. To review a copy of the complete audit report, please visit [scca.com](http://scca.com) and access the File Cabinet via your member log-in.



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# LATE broking

## RALLYCROSS NATS REGISTRATION OPEN!

Registration for the DirtFish RallyCross Nationals, which takes place Sept. 20-22 on the National Balloon Classic parking grounds in Indianola, Iowa, opened Aug. 1, and is limited to just 135 entries. Visit [scca.com](http://scca.com) for the event schedule and registration information.



Rupert Berrington

Registration for the second running of the Tire Rack SCCA Time Trials Nationals presented by Hagerty opened on July 17 - and in short order reached more than half capacity. The event, which returns to the widely popular NCM Motorsports Park in Bowling Green, Ky., caps off the inaugural season of the Tire Rack SCCA Time Trials National Tour program.

Opening the event will be the first Holley Performance

Day on Thursday, Sept. 26. With support from SCCA partners and Holley brands, entry into Time Trials Nationals will include Thursday's activities at no extra charge. Participants will have access to lapping sessions, a car-control clinic on the SCCA Starting Line autocross course, chalk talks, and in-car instruction from our coaches on how to make the most out of a test day. Plus, there will be learning sessions from event partners

Racers360 and ApexPro about your best options for improving your on-track experience.

The main event will include practice sessions on Friday, followed by TimeAttack sessions and TrackSprint competition throughout the weekend to determine who will stand atop the Koni Podium come the end of the event. In addition to the on-track action, off-track festivities, including a Thursday night welcome

party and the Saturday night Hagerty All-Participant party, will undoubtedly offer plenty of excitement for anyone attending.

The 2019 Time Trials Nationals also sees manufacturer support from Yokohama and Nexen Tire USA. With the new "#OnYokohamas" incentive program, participants can earn a \$150 discount on this year's entry fee by participating on Yokohama Tires, regardless of finishing

# REGISTER NOW: TIME TRIALS NATIONALS





Gavin Baker

## BUY NOW: SCCA FOUNDATION SWEEPSTAKES

The SCCA Foundation wants to send you and a friend to the U.S. Grand Prix at Circuit of the Americas. In addition to the pair of tickets, the prize package also includes VIP suite access, SCCA Pro Racing's F4 paddock and pit lane access, an invite to the SCCA Pro Racing F4 Champions Award Banquet, and \$3,000 in cash. Visit [sccafoundation.com](http://sccafoundation.com) to enter – and hurry, as the deadline is Sept. 3.

position. To take advantage of the incentive program, drivers need to pre-register for the Yokohama program online via [timetrials.scca.com](http://timetrials.scca.com).

The Design Engineering Incentive Program will also help participants, with a \$25 saving on their entry to the Time Trials Nationals.

For more information about the Time Trials Nationals, or the Holley Performance day, visit [timetrials.scca.com](http://timetrials.scca.com). 📍

Rupert Berrington



Tire manufacturers Bridgestone, BFGoodrich, Falken, Hoosier, and Nexen are all offering cash awards or free tires to competitors in select classes. Hawk Performance, the Official Brake Products of SCCA, is offering product certificates for the top five finishers in all classes. Design Engineering, Eibach Springs, and #DrivingForwardTogether are also offering awards for select classes.

All competitors are reminded to sign up for contingency programs prior to the event, as well as to adhere to all program requirements. Program registration can be found within the Solo National Championships event registration, and you may add or subtract desired contingency programs up to Sept. 2 at 11:59pm Central Time. Competitors needing to make changes after that date may do so at the onsite registration tent at Lincoln Airpark in Lincoln, Neb.

For full program offerings, requirements, and details, visit [scca.com/solo](http://scca.com/solo) and click the "Contingency Registration" link. 📍

## SOLO NATIONALS PAYS OFF

The 47th installment of the Tire Rack SCCA Solo National Championships is set to take place Sept. 3-6 at Lincoln Airpark in Lincoln, Neb., and is currently sitting at the entry cap with some 1,325 competitors. While those who made the cutoff prior to the event reaching its entry cap may have completed one hurdle, there's still more to do before attending this year's National Championship event: submitting contingency registration forms.

Once again, a plethora

of companies are offering generous contingency payouts for those finishing at or near the top of their respective classes. For example, automobile manufacturers Mazda, Honda, Toyota, and Nissan are all offering up cash awards and certificates for top finishers, while Mazda is also offering awards for competitors who have not previously earned contingency at National events, as well as a bonus for any female competitor who finishes second to 10th in an Open class.

## DIRTY MONEY

A number of companies are offering contingency awards for the upcoming DirtFish SCCA RallyCross National Championship, which sees the 13th anniversary event return to the National Balloon Classic grounds in Indianola, Iowa, on Sept. 20-22.

The event's title sponsor DirtFish Rally School is offering four free DirtFish Rally School entries for selected winners, which will be determined by drawing from event entries. Meanwhile, Hawk Performance, the Official Brake Products of SCCA, is offering product certificates ranging from \$100 to \$60 for the top five finishers in each class.

Honda Performance Development is offering HPD Bucks to podium finishers in 2011 or newer Honda or Acura products, ranging from \$500 for the championship, \$300 for



Rupert Berrington

### DIG FOR IT

Finding the podium has its rewards.

a runner-up finish, and \$100 for third. Also, Hoosier Racing Tire has awards for select classes, with podium finishers taking home free tires.

Competitors are reminded to visit [scca.com/rallycross](http://scca.com/rallycross) for full program details. 📍

### TIME FLIES

The 2019 Time Trials Nationals presented by Hagerty is almost upon us, so register now.

Zachary Packovan



## REWARDS APLENTY AT THE TT NATS

Nexen Tire USA is offering incentives for competitors at the SCCA Time Trials Nationals powered by Hagerty in the form of \$500 for class winners, plus a \$150 rebate for drivers competing on the Nexen N'Fera SUR4G tire. For program requirements and registration, visit [www.racernexencontingency.com](http://www.racernexencontingency.com).



## SPORTSCAR

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#### HAT TRICK

Dakota Dickerson (72) was  
untouchable at Pitt Race.



Cavin Baker

## DICKERSON SWEEPS PITT RACE IN F3

The F3 Americas Championship Powered by Honda descended on the challenging Pittsburg International Race Complex for Rounds 6, 7, and 8 of the 2019 season on June 21-23, where it would see Dakota Dickerson lead every on-track session. From the first practice session it seemed like Dickerson would be the one to beat, and as the sessions clicked off, it became obvious that no one would.

In qualifying, Dickerson carried that speed from practice and parlayed it into the pole position with a fast lap of 1:32.375. The outside pole went to Jacob Abel with a fast time of 1:32.829, with Baltazar Leguizamon and series-newcomer Quinlan Lall starting in the second row.

The first race of the weekend was the beginning of a great stint, as Dickerson showed what he was made of and drove solidly, right from the

start, building a three-second gap within the first four laps between himself and teammate Leguizamon. On lap 15, a full-course caution was brought out when Kent Vaccaro car stalled on track after tangling with Dominic Cicero.

During the race, Dickerson picked up some damage to his front wing but would not be detoured from the race win. "We had a bit of bad luck during race 1 with the broken front wing flap" Dickerson explains. "About halfway through the race, I noticed significant loss of the front grip and with my teammate Baltazar Leguizamon closing in, I knew I needed to adjust my driving style in order to keep our Np. 72 Doug Mockett & Co., Ligier JSF3 up front. Nevertheless, our Hankook tires withstood the added stress, and we took home our first win of the weekend."

On Sunday morning, the

temperature was in the low 70s and presented perfect track conditions for the race. Starting from the pole again, Dakota Dickerson kept his focus, stayed out front, and led the field during the whole race.

As Sunday afternoon brought Round 8, the weather had warmed significantly, leading some to worry about tire longevity, but the results would be more of the same - Dickerson again posted the fastest race lap on his way to the winner's circle.

"Weekends like these rarely happen in racing," said Dickerson. "We finished the weekend with three poles, three fast laps, three wins, a track record and the points lead. The team and I worked flawlessly this week at Pittsburgh, and the results showed it. It's been a tremendous effort to get where we are, and we will continue to build off this momentum as we go to VIR." 🏁

2001-2006 BMW E46 M3

# ROAD RACE BRAKE KITS



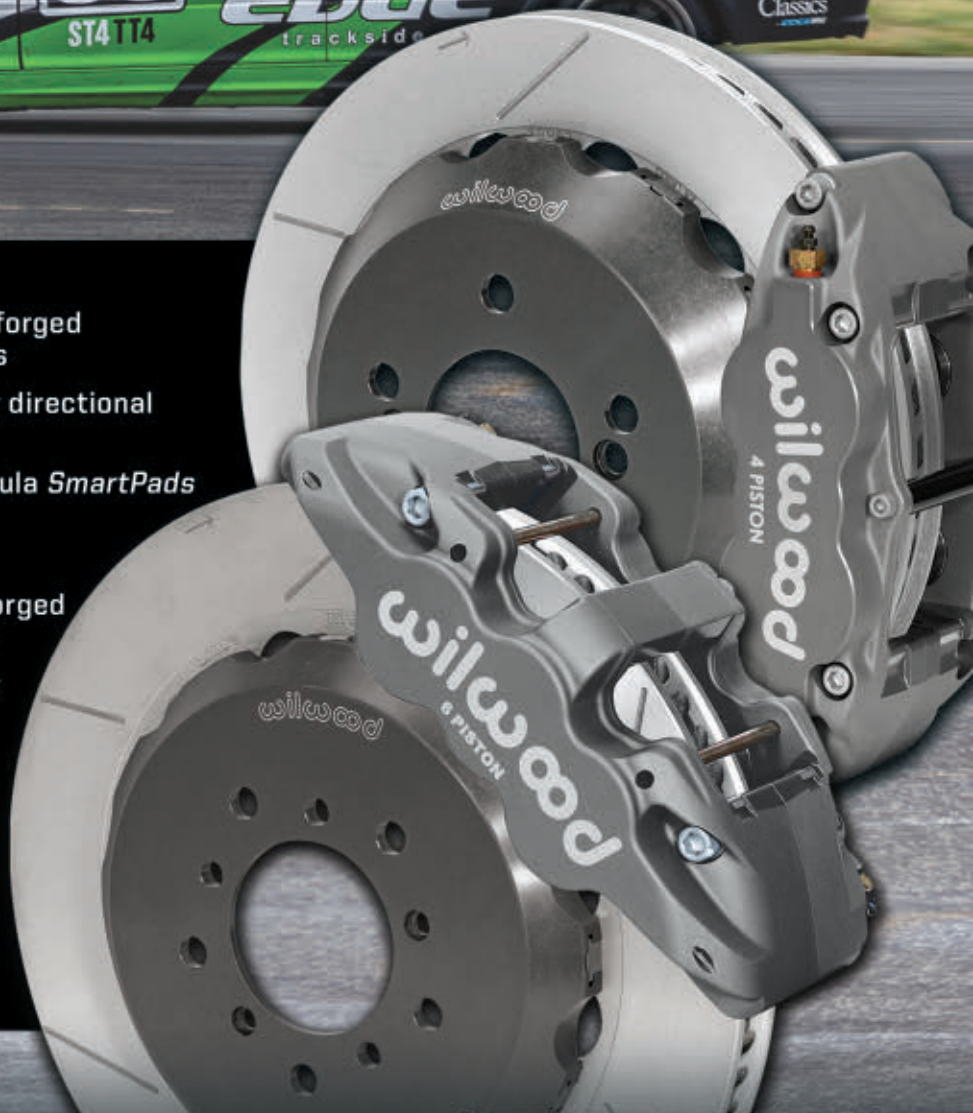
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## PIRELLI AND TRANS AM EXTEND PARTNERSHIP

Pirelli Tire North America and the SCCA Pro Racing Trans Am Series have renewed their partnership through 2024, with the Italian tire company as presenting partner for America's Road Racing Series, as well as being the official tire supplier.



Chris Clark



Leigh Denham

**FIRST TIMER**  
 Despite facing challenges throughout the weekend, series newcomer 17-year-old Derek Kraus pulled off an impressive TA2 win at Sonoma.

## TRANS AM WEST TACKLES SONOMA

The famed 2.52-mile, 12-turn Sonoma Raceway road course hosted Round 4 of Trans Am Presented by Pirelli West Coast Championship Series on June 14-16.

In TA2, the story was all about 17-year-old Derek Kraus, who is one of the fast-rising stars in the hard-fought NASCAR K&N Pro Series. Kraus blew the engine in his Camaro in spectacular fashion in the 20-minute practice session right before qualifying, so team owner David Smith

stepped out of his racecar and turned it over to the teen, who promptly posted a 1:38.183 lap for the pole.

As the action shifted from qualifying to race, Simon Gregg would have a lonely race in TA after both the pole winner, Michelle Nagai, and Michael Fine retired in the opening laps with mechanical problems. Gregg was able to cruise to his third West Coast series victory, virtually clinching the championship.

The action in TA2 was a

bit more intense, however, as Kraus seemingly struggled on starts, losing the point on both the start and a lap-four restart to third qualifier Anthony Honeywell. Kraus managed to find a way past the West Series TA2 points leader within a few laps on both occasions and drove to the overall and TA2 win in his series debuted.

Missing qualifying didn't slow down Carl Rydquist, who drove to the win in SGT, and in GT, Clark Nunes took a flag-to-flag victory. 🏆

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Wanda Cecil	6	South Carolina
David Dreezer	6	South Carolina
Sherri Savage	6	San Diego
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1,370 additional members have at least one referral.

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(Category based on 2018 year-end membership)

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Steel Cities	12.0%
Cincinnati	8.6%
Indianapolis	6.3%
<b>MEDIUM REGIONS (200-400):</b>	
Utah	20.1%
Lone Star	12.4%
Northwestern Ohio	10.8%
<b>SMALL REGIONS (&lt;200):</b>	
Eastern Idaho	39.1%
Puerto Rico	35.7%
Old Dominion	33.3%

## F4 TRIPLEHEADER AT PITT RACE

Pittsburgh International Race Complex hosted Rounds 4, 5 and 6 of the Formula 4 United States Championship Powered by Honda on June 21-23, and the three-race weekend would witness three different winners.

Qualifying saw Arthur Leist clinch the pole position by sixth hundredths of a second, holding off championship points leader Kiko Porto. With a fast time of 1:41.713, Leist nearly beat the qualifying track record he set last year.

On the Formula 1-style standing start, polesitter Leist got the jump on Porto. Porto challenged Leist for the first few laps until he was forced to switch his focus from taking lead to defending his position. Shooting from the inside to the outside of

Porto, Joshua Car made the pass for second exiting Turn 17. As the battle for second heated up, Leist pulled a gap, finishing the race nearly five seconds ahead of Car.

In Round 5, Proto found redemption, recording the win, his second of the season. "We made some wheel and wing changes to the car from Saturday's race, and now the car is perfect," said Porto.

Christian Brooks would make his first visit to the F4 podium, having secured a second-place finish, while Car would keep his podium streak and championship hopes alive with a third-place finish.

As the weekend closed with Round 6, it was Car's turn to stand atop the podium, for



Garvin Baker

### FIRST OF THREE

Arthur Leist jumped into the tripleheader at Pitt Race with the first pole and win of the weekend.

his second win of the season, moving into the championship points lead. Brooks finished his weekend with another podium finish, scoring second, with Jose Blanco in third. 🏆



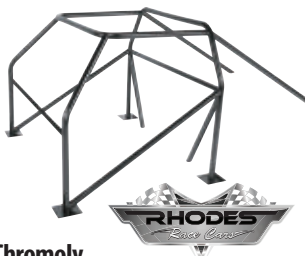
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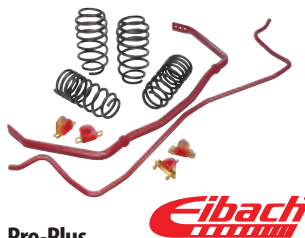
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Rupert Berrington

## RANDY POBST

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# THE LATE-MOVE PASS/CRASH

Watching some tweeted highlights from recent pro races at Watkins Glen and Canadian Tire Motorsports Park, I witnessed some really fine driving that impressed the heck out of me. Both after restarts, when the fields were closely bunched.

At CTMP, it was the prototypes at the pointy end of the overall grid. Jordan Taylor took his Cadillac two-wide around the outside of Turn 2,

A masterly display of racing ability. The car control and spatial awareness required to pull this off is huge, along with the respect for competitors about which I often preach. Pro. It pleased me greatly because I know what it takes to accomplish this.

I was further gratified to witness this display of driving prowess because of the mild horrors I encountered just two weeks prior with my coaching client Sara Edge in her first race after all the track driving we have done, and that's where I am going with today's rant: late moves.

Sara was repeatedly attacked from her blind spot. Late moves: don't make 'em. But in order not to make such ill-advised pass attempts, the driver must know exactly what they are. The pros about whom I wrote, already know. At least in the thrilling corners on video, no one got punted into a spin on the inside rear corner. Loads of talent all around to stay clean four-wide in the gray mist of a soaking wet track.

"Late move," defined: It is after the turn-in for a corner. Or worse, at the apex in the middle of a corner. The videos I was privileged to see showed Sara's Cayman Clubsport hang a right

in full view of the camera in the car attempting the pass. I once called this the "Vortex of Danger." There's a triangle formed by the turn-in point on the outside, the inside edge of the road at the point, and the apex of a corner. There's a squeeze play happening here, and the attacker can see the victim, but not vice versa. It's a closing hole and sticking your nose in there will lead to body damage and mutual anger.

That's the "late move." It looks so tempting. Sucks the unaware right in there. For a moment, it looks like the door is open. It is not, racers. If the car ahead of you has already turned for the corner, it is *too late*. Try again later. You have got to get next to the car ahead in the brake zone. You have got to get into the driver's field of vision, because that driver cannot be expected to avoid something they cannot see once turned. Perfectly logical.

Regular readers have heard this before and thank you for hearing it again. Please pass this column out to new drivers, or old ones who don't get it - of which there are many.

*Incident 1:* Sara is aggressive and just made a late pass of her own a

"The car control and spatial awareness required to pull this off is huge, along with the respect for competitors"

one of the most intimidatingly fast blind sweepers anywhere (a *wow*, even from a jaded warhorse like me) and continued that way through Turn 3 'til finally pulling in front on the next straight. Door-to-door, no contact.

At Watkins Glen, it was the GT gang in a 15-car knot on a very wet track; two-, three-, and even (I kid you not) four-wide from the inner loop to the exit of The Toe of the Boot. If anyone touched at all, I sure couldn't tell. High risk, yet no spins and no take-outs.



few corners before, following another passing car right through the apex, making it clean, but with more than a little help from the guy getting passed, who saw her coming. So now he's a little worked up, and he's also a rookie.

Back down the front straight, he hangs inside and too far back, clearly threatening a dive bomb (another phrase for "late move"). Rookie Sara, in her first practice starts ever, doesn't realize the danger, and drives the racing line, late-braking (she's really good at that) and cranking the wheel into the turn with a little trail brake. The new guy goes straight for the apex from well behind, and arrives there the same time as Sara, banging her door with the nose of his car. *Bonk!*

Later, he exclaims, "She turned in on me!" Have you heard that before, SCCA'ers? Of course, she did. *Before* you stuck your nose in. She's every bit as fast as you, and she was at the normal entry point to the corner, and from there on in, she could not see your late move. That's what makes it a "late move." That's the danger of the Vortex of Danger. The lead car's driver cannot see your late move once she

or he has turned. The lead driver is looking toward the apex at this point, and must do so, in fact, and cannot look over their shoulder at your attack from the blind spot.

*Incidents 2 and 3:* Next practice start. Almost exactly the same thing. Late move number two comes in, straight for the apex, after the turn-in. This time it's a moment sooner, and I'm again watching the in-car video of the passer, with her car in full view. Sara suddenly sees the dive bomber in her peripheral vision at the last possible instant, at the apex, mid-corner, and swerves in surprise deftly left, avoiding contact with the passer *she could not see coming*.

*Leading us to Incident 3:* The video car sees the hole punched by the dive bomber and goes for it. Again, from Sara's blind spot, while she's pushed wide and vulnerable. She recalls her coach Randy saying it's always best to follow a car through the apex on the normal line. Well, I meant when they get through clean in the braking zone; while she's a strong driver, she's still a rookie racer and has not yet had the experience to understand such a nuance. That's

**"The lead driver is looking toward the apex at this point, and must do so, in fact"**

why there are giant Xs on the back of her car, and the very reason these practice starts are happening.

On the second passer's video, we see Sara suddenly returning to the line, and *boom* - at least it was the already dented door. Whew! Drivers, can we be just a little more cautious when racing with someone we know is new to this wonderful sport?

All three of these passes came from the inside rear, from behind, out of sight, in the corner. The kindly stewards of this non-SCCA event played the video and explained how Sara should have known the passing car was back there, making a late move. Pros develop an instinct. Rookies don't have it yet, and its purpose is only to avoid the Danger Ranger making the late move anyway!

To make a clean pass, get into a driver's field of vision while braking, before they turn for the corner. No *late moves*. 🚫

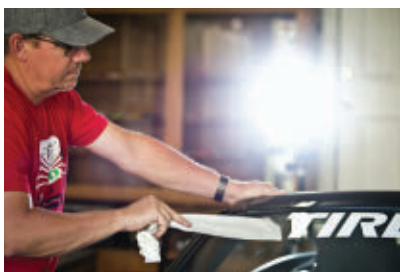
**A LITTLE RESPECT**  
(ABOVE) Respect, skill, and trust are all traits that competitors must possess during close racing action.



Mark Scroggs may be prepped for this year's Tire Rack Solo National Championships, but how did this three-time champ get to where he is?

WORDS & IMAGES Philip Royle

Mark Scroggs was chosen for the cover of this month's *Who Will Win the Tire Rack Solo National Championships* issue of *SportsCar* because, at first blush, he's the poster child of someone rocketing from 0-100. Consider this: He burst onto the National Solo scene in 2014, winning his first time out at the Solo National Championships, collecting the Solo Nationals Rookie of the Year award, and then backing that up in 2015 with a second championship. In 2015 and 2017, Mark scored the insanely difficult Solo Triad awards, and also clinched the overall ProSolo Championship JCJ Cup in 2017. Along the way, he volunteered to be on a Solo Advisory Committee, and he currently sits on the Solo Events Board. But while all of this is true, within minutes of meeting him in person, I also discovered that we couldn't have been more wrong about his story.



# STICK



# FRED UP





#### THE GOOD TIMES

(ABOVE) Mark has no shortage of autocross trophies, but when pressed for which mean the most to him, he points to his 2014 Solo Nationals win and Rookie of the Year awards, plus the ProSolo JCI Cup and accompanying Kiesel guitar he won in 2017.

"It was ironic to be called a 'rookie,' when I'd been autocrossing for over 20 years at that point," Mark laughs about his Rookie of the Year title. In the same breath, however, he's quick to point out that he agrees with the SCCA offering such recognition. "The competition is really intense at the Solo National Championships, so I can understand why there is a Rookie of the Year for the National Championships - it's a completely different event."

Ironic or not, that year, Mark explains, was breathtaking. "2014 was a dream come true," he recalls. "To finally make it to the Solo National Championships and then win it - I took second that year in G Street for the ProSolo season championship and then won the National Championship."

But that year's journey nearly didn't happen. In fact,

as is often the case, it took a significant other to ensure the stars would align.

"In 2014, I started doing the full gamut of West Coast National Solo events - San Diego, the El Toro ProSolo, and both of the events at Crows Landing - and I swept them all," he tells me of the year that elevated his name from Regional competitor to a National contender. "That year, Sam Strano was helping me a lot, and my G Street Ford Focus ST was working awesome. And then, in July, right around the time you have to start reserving hotels for the Solo Nationals, money was tight, and my job was demanding. I remember thinking about it one day while driving down the freeway; I just can't do it, I thought. There was just too much going on. Maybe I'd go next year."

"I got home that night and told my wife, Julie, that yeah,



I think I should forget about Nationals - we've got too much going on and money's tight," he says. "She looked me in the eye, and she said, 'Nope. You're going. Through your entire life you've been talking about going and you've never made it. You have a great car, you've been winning events, and you've got a great sponsor. If not now, when? You're going. We'll figure it out.' So, I went."

Mark's 2014 Solo Nationals win ultimately led to the sponsorship he currently holds

with Bridgestone. He's also built relationships with the likes of Karcepts and AutoXGraphics.com, which come in addition to support he already received from Strano Performance Parts. But none of this happened out of thin air. Truth be known - and this is the part I didn't know prior to chatting with Mark - his journey began decades earlier.

"I've had a love for cars since I was a little kid playing with Hot Wheels and riding my big wheel," Mark tells me the day after the photo shoot as we sit outside a Peet's Coffee near San Francisco. But while the love of cars existed, growing up in the mountains in the small town of Twain Harte, nestled between California's oak forest and the Sierra Nevada, meant opportunities to stretch his automotive legs were rare. "There weren't go-kart centers around the corner or anywhere



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### HOW TO WIN

(RIGHT) Mark won G Street at the Solo National Championships on his first try in 2014, and then backed that up in 2015. (MIDDLE RIGHT) In 2017, Mark competed at the Solo Nationals in an unlikely D Street contender, winning once more. (BELOW) Mark's secret to success? He likes to keep modifications to a minimum, with the largest at-event adjustment often being a tweak to the swaybar.



to get involved in any sort of motorsport," Mark explains. "The city's kind of isolated. So, once I became old enough to drive, the twisty mountain roads were my racetrack, and I loved to drive. I loved the feeling of making a car move."

Fast forward several years and Mark got married, ultimately moving his life two hours northwest to the bustling city of Sacramento. "That's when I attended a motorsport expo in Sacramento," he says of a fateful day back in 1992. "There was a booth for SCCA, and I realized that I didn't need a special license or anything like that to actually go and compete. At the time, I had a first generation all-wheel-drive Eagle Talon turbo, so I found out about autocross and went to an event at Crow's Landing. And the rest is history."

Mark has competed in a variety of vehicles through the years, but early on, his main rides were that of the Talon and a Mitsubishi Galant VR-4. Back then, his autocrossing success was scant - but those struggles ultimately led to his first ah-ha moment. "In the early '90s, fresh off of the heels of Audi's dominance in SCCA Trans Am, the classing philosophy was to bury all-wheel-drive cars because they had a theoretical advantage," he recalls. "Well, my Eagle Talon was all-wheel drive and it was classed in B Stock, the same class as a 944 S2, a 944 Turbo S, and an MR2 Turbo. All of those cars have more tire, more wheel, better suspension, more power. Meanwhile, I'm on 6.5-inch wheels, have 195hp, and no camber. I didn't know it at the time, but I was in the wrong car."



Around this time, Mark's brother-in-law decided to try autocrossing a 1989 Mercury Tracer. "He ordered up some tires for the stock wheels and I co-drove with him at an event at Candlestick," Mark says. "I not only won H Stock, I ran a time that would have won E Stock, and I indexed 15th out of roughly 250 people. I mean, this was revolutionary for me because I'd never been competitive in

anything that I'd driven. That's when the light bulb went off."

Cars came and went (incidentally, Mark buys and sells cars for a living, so him switching vehicles isn't surprising), but it was the 2013 Ford Focus ST where things truly clicked. While Mark talks about competing in the right car, it's extraordinarily notable that his win in 2017 came in a car that, by all rights, was wrong.

**"This was revolutionary to me because I'd never been competitive in anything that I'd driven"**  
**MARK SCROGGS**

"Setup was easy for that car," Mark says of 2016 turbo Camaro he piloted to the D Street National Championship in 2017. "Nobody made a set of shocks



## ALL ABOUT THE PREP

(LEFT, TOP to BOTTOM) Being a sponsored Bridgestone driver, Mark knows the importance of tire selection and preparation. The shift to the small two-seat convertible of a 2019 Miata will offer Mark a new challenge as he packs for the drive to the Solo National Championships in Nebraska: Where will everything fit? In the months prior to the Solo Nationals, Mark stands ready for a new challenge in a new class with a new car.

## IT BEGINS WITH A LETTER...

"I may not have always shown up to the Solo Nationals, but I was always, in my mind, very involved with the SCCA," Mark Scroggs tells me of the process that eventually led him to volunteering on a Solo Advisory Committee and now the Solo Events Board (SEB). "I've lived and breathed autocross, so I'd write letters."

In the years prior to Mark's first year of competing at the Solo National Championships, Solo's Stock class was undergoing a transformation – one that turned Stock into Street.

"It started with the idea that Stock was dying," he says. "There was a movement to change Stock from R-compounds to Street tires and, at first, it was kicked to the curb, but more and more people were asking for this. Around 2010 or '11, people were talking about it locally, and I was one of those, 'You can pry the Hoosiers out of my dead, cold fingers,' people because, well, Hoosiers are awesome. But I found myself saying, 'I, I, I,' a lot when I was doing that."

At that time, Mark was competing in E Stock on relatively inexpensive 14-inch tires. "They were still expensive for 14-inch tires," he admits, "but they were vastly cheaper than people running 18s or 17s. So, I was like, OK, I see your perspective. I wrote a letter to the SEB. At the time, good friends Charlie Davis and Mike Wood were on the SEB, and one of them said I would be a really good fit for an Advisory Committee."

Fast forward a few years and Mark took a year off from that committee, but he then found himself applying for a position on the SEB, where he now finds himself tackling numerous problems he'd never before considered.

"I would say that the top topics of conversation that we're going to be talking about in the next few years are twofold," Mark reveals when I prod about what the SEB views as major issues that need tackling.

"One item is the number of classes," he says, noting that the topic is much more nuanced than people might think. "It's not so much about attendance at the Solo National Championships; it's more about the sheer number of classes that the SCCA has and how that translates to the Region. Yes, we have 1,300-plus people at the Solo Nationals competing in the roughly 89 National classes. But now, let's take a look at the 125 competitors at a local Region's event with the same 89 classes."

And the other big topic the SEB is pondering? In a nutshell, it comes down to one word: technology. "It's not so much a Tesla problem as it is a vehicle industry problem," Mark points out. "Right now, the hot button is the Model 3 having over-the-air updates that enhance vehicle performance. We currently class cars based on initial specifications, assuming things aren't going to change midyear. Well, Tesla is Tesla, and they do things like that. Other manufacturers typically don't do that, but it's safe to assume that that type of technology could be encompassed in the future."

The lesson? If you have a well-thought-out opinion about any topic that affects the Solo community, don't hesitate to send a letter to the SEB via [sebscca.com](http://sebscca.com). Just don't be too surprised if someone asks you to volunteer.





#### MEETING PLACE

Mark currently sits on the Solo Events Board (SEB), the group of volunteers largely responsible for SCCA's autocross program and ruleset. In fact, we had to pause our photoshoot while Mark participated in one of the SEB's monthly conference calls.

that would just bolt right in, and I didn't want to spend a bunch of money having something custom built. But after I aligned the car the first time, it was really composed; not perfect, but I could drive the car and I stuck with it."

He looked at swaybar options, but came up empty, there, too. "Other than tires and an alignment and some wheels, that's all I bought for the Camaro," he explains. Come the Solo National Championships that year, he bested the second-place WRX by some 1.5sec.

While much of Mark's autocrossing success has come in the modification-limited Street category, I noticed that Mark's strategy is often genius in its minimalism. So, I inquired.

"I've always liked simplicity because I feel like 90 percent of the sport is mental, getting the interface right between the

driver and car - the other 10 percent is the setup," he tells me. "Now, the car obviously needs to work right, it needs to be pretty damn close to the correct setup, otherwise you're not going to be competitive. You're not going to take a stock car on stock tires and do well, unless maybe you're someone like Bryan Heikotter."

Mark also emphasizes the next step: "I work on me - I work on executing the run," he says. "This philosophy has led to simple vehicle setups. In fact, for every car that I've run, for the most part, I've never spent more than a thousand bucks on a set of shocks."

Another tip Mark offers for those looking for additional speed come this year's Solo National Championships - or any autocross, for that matter - is just as simple. "I believe that confidence is huge," he states.



**"You are a little bit of confidence away from being that next step better. Believe it"**  
**MARK SCROGGS**

"You are a little bit of confidence away from being that next step better. Believe it and believe that you can do it. Yes, you still need to execute the run, and yes, you still need to do all of the things you know how to do, but you've got to believe it first."

Mark's process will be put to the test this year as his move to C Street behind the wheel of a 2019 Mazda MX-5 is requiring more of a heavy hand in tuning. But he'll be at Lincoln Airpark this September for the Solo National Championships, and per our predictions elsewhere in this issue, we anticipate him clinching a fourth National Championship title despite that challenge.

Autocross tips and Solo insight kept flowing long after the voice recorder was put to rest during our Thursday morning coffee shop interview. Truly, speaking with Mark leaves you excited about your own next autocross, and you're also left with confidence that the future of SCCA Solo is in good hands through Mark's involvement with the SEB. Yes, in 2014 Mark may have been a Solo Nationals rookie, but there's oh so much more to Mark than that. 🍅



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# WHO WILL

*SportsCar's prognosticators take shots in the dark in a futile attempt to predict who will win the 2019 Tire Rack Solo National Championships*

**WORDS** Paul Brown with Keith and Kristi Brown, Jeff Cashmore, Vivek Goel, Danny Kao, Ken Motonishi, and Matt Murray | **IMAGE** Perry Bennett

Predicting the winners of the Tire Rack Solo National Championships - SCCA's winner-take-all annual autocross shootout at Lincoln Airpark every September - is always a challenge. Even with a collection of ProSolos and Solo Championship Tour events throughout the year giving us clues about who is either continuing to be fast, who has learned something new since last year, or who has picked the right new ride and done the right things to make it fast; there are a lot of variables that affect the outcome of four days of competition in Lincoln Nebraska come Sept. 3-6. So, let's review why everything you're about to read on the coming pages is probably incorrect.

One massive variable we can't account for in our predictions is the weather - although we do make notes here and there in our *Who Will Win* selections to hedge our bets. You see, rain affects all, but often not equally. And, while weather affects the Solo National Championships, it also affects ProSolos, Championship Tours, and Match Tours throughout the year - and this season certainly saw its fair share of rain. In fact, just about every 2019 ProSolo and Championship Tour had rain befall it, which means that the drivers who came out on the bottom at some events may

have simply done so due to poor car number choice. Or vice-versa.

On top of that, course design at the Solo Nationals can also make things lean one way or another, sometimes favoring one type of car or a certain kind of driver.

But of all of the excuses we've offered so far as to why our selections may fall short of reality, this one may be the best: All of our *Who Will Win the Solo National Championships* choices are conjecture and are, perhaps, the result of a shared delusion amongst our prognosticators. Then add in a new tire choice for the street tire classes that looks fast enough to make a difference, and the chips keep piling up against us predicting any class accurately.

Finally, as we see every year, there are a number of drivers who won't commit to a car or class until closer to the event. That includes Tom O'Gorman who, rumor has it, might have narrowed his choices down to three classes as of press time. If we knew where people like him were going to run, we'd probably pick them. But we can't, so we don't.

So read on, but keep in mind: The predictions you are about to read are made purely for fun. Also consider this: Come Sept. 3-6, 2019, in Lincoln, Neb., the fun will get very serious.

# WIN?







#### STREET DOMINATION

This year, we expect Sam Strano to be the class of the SSR field.

#### STREET

Super Street R continues to maintain its status as its own category. While the freedom to change classes just by swapping from Hoosiers to a 200-treadwear tire means we may see some fluidity in entries, we expect to see Porsche driver Alex Muresan and Corvette drivers Grant Reeve and D.J. Alessandrini chasing the always-fast **Sam Strano** in a somewhat shorter list than we've seen in the past.

Watch for **Shelly Monfort** at the top of SSRL to add to her extensive collection of jackets.

Super Street has no shortage of either talent or vehicle diversity. Corvette driver Doug Rowse will face off against Porsche drivers James Yom, Pat Salerno, Ken Motonishi, Rachel Baker, and G.J. Dixon. There are certainly course dependencies there, whether it is dry or not. **Erik Strelnieks** seems to have figured out his NSX. He'll be fast if it's dry, and the hybrid factor tilts things farther in his direction if it's not.

SSL has been quiet during the season, but we'll go out on a limb and pick **Iven Dudley** in the Strelnieks NSX.

A Street may be the toughest class to call. The list of contenders is long. We've got the Cayman crew led by Ryan Clark and Kit Gauthier. Our money is on the Corvette contingent, and not just due to their profusion. William Bostic, Cam Withell, John Wolf, Greg Janulis, Josh Luster, Matt Jones, Todd Kean, Charles Krampert, and Kevin Wenzel will likely be chasing **Vivek Goel** for the win. We say it a lot, but a wet course would probably change our pick. It's just a bit too early to make that prediction.

We have not seen much of defending champ Jesse Gautier in ASL this year. That should help Lana Tsurikova, but we're going to give the nod to perennial class-jumper **Donna Marx** in a Corvette.

B Street will be a large class with a plethora of new faces and vehicles. The wild card here is the Tesla, where acceleration might

*"The freedom to change classes just by swapping [tires]... means we may see some fluidity in entries"*

best be described as a trip through hyperspace. If it's wet, the Tesla is probably unbeatable. Even with the near-guarantee of rain at some point during the week of Solo National Championships, most classes will probably wind up with at least one dry run on each course, so we have to make our picks based on that. Chris Cox has been leading the Tesla charge, so to speak, but will likely end up watching at least one of the old-school cars take this one. We'll see Jeremy Foley attempting a repeat in the Emmert BMW 1M, Jay Balducci, Jason Bucki, and David Marcus in M2s, and Eric Campbell in an M4. Then there are the guys we expect to battle this out. For instance, Brian Peters is all but unbeatable, and

is likely to bring a 1LE Camaro to Lincoln. But **Mark Daddio** has a Shelby GT350 as does Jadrice Toussant, and we think Daddio will get it done. It's hard to bet against any of these guys.

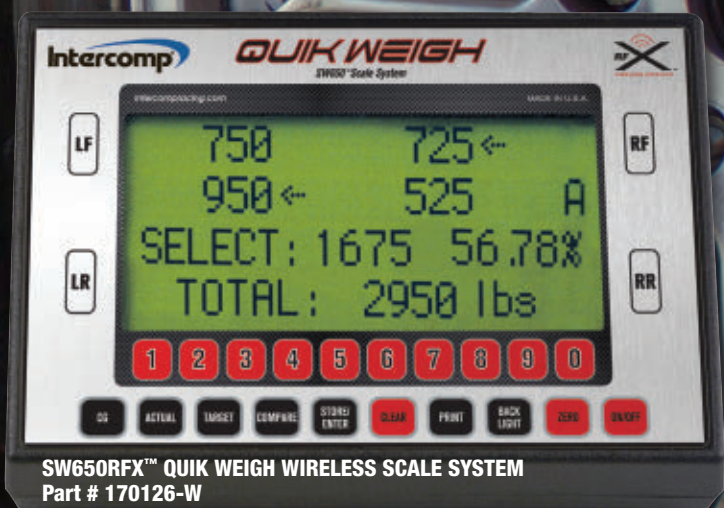
BSL should be among the largest of the L classes. Defending champ Shauna Rios, Youmna Zalzal, and **Meredith Brown** will battle this one out. C Street is almost sure to be won in an ND Miata. After that, the pick gets more difficult. Ken Houseal, Darrin DiSimo, Rick Cone, Ricky Crow, Maurice Velandia, Jonathan Lugod, and Paul Frey will be chasing the always-quick **Mark Scroggs**.

CSL's defending champ Tara Johns is off to the CAM world, so we've got to pick someone else. Marchell Fletcher should contend, but we'll give the nod to **Shari McCoy** who was awfully close to Johns last year.

D Street has had a shakeup for the year with the addition of the Focus RS and the return of the Audi TT. Dennis Sparks will return



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## THE FAST ONES

(RIGHT) Erik Strelnieks will bring his awesome NSX for Super Street competition, and we anticipate him being the fastest in the class. (BELOW) There will be great battles in D Street Ladies, but Lacey Otis will likely come out on top. (BOTTOM) Competition will be tough in Solo Spec Coupe, but we think Jennifer Bedell will best them all in the Ladies class.

in his traditional Subaru. Last year's win by a Civic Type R could be repeated, as Javier Reynoso has been seen occasionally, and he'll be joined by Mike Leeder and Brian Kuehl, but we're really expecting the Focus drivers to be hard to beat. Watch for **Ryan Otis** to take a close one over Mike King.

DSL looks like a great matchup between Stephanie Reynoso and **Lacey Otis** with some serious course dependencies, with us hedging our bets on the all-wheel-drive pilot.

E Street will continue the age-old battle between the MR2s and the Miatas. Eric Peterson, Brandon Dean, and newcomer Joey Green carry the Toyota banner. Matt Waldbaum and Charles Matthews will be the Mazdas chasing **Bartek Borowski**, who has been slowly developing a new car but, as always, will be ready in September.

The familiar names in ESL have all gone elsewhere. **Karen Babb** is jumping into that void to add to her extensive collection of jackets.

F Street has been **Jeff Cashmore's** domain of late, and we see no reason to expect a change this year. Fellow M3 pilots Tommy Layton and James Cathers look to be the strongest contenders.

FSL looks like **Denise Cashmore's** next championship.

G Street has grown considerably in the last couple of years to the point where it is one of the larger classes. This year should continue that trend. Kenneth Tsang will be quick in his GTI, while Brian Anthony has shown that the Focus ST is still a contender, but the Civic Si seems like the car to beat. Lance Keeley

will be trying to stay close to **Ron Williams**. That won't be easy.

With Barbara Seeger off to the Open class, we have no clue who to pick in GSL.

H Street has developed some interesting diversity. Cameron Goode brings a Honda Accord. Russell Bloom, Nik Finn, Allen Kugler, and Jinx Jordan have Civics. Philip Mitchell, Alex Piehl, and Steve Brolliar have Fiestas. **Greg Reno** still has his Mini, and though

there are a lot of contenders, we have to lean toward him.

Laney Bloom has quietly become unbeatable in HSL, so we'll pick her despite seeing Ginette Jordan and Denise Kugler registered here.

## SOLO SPEC COUPE

Solo Spec Coupe has a long list of names, but at least we know there are not course or tire dependencies to consider.



Jason Isley



David Coeseboom / Gotline.com

David Coeseboom / Gotline.com



We have not seen much of last year's winner Adam Benaway, while Tony Savini, Kinch Reindl, Matt McCabe, Chris Hammond, Dave Schotz, Jimmy Vajdak, and Mike Lawson have been chasing each other at events all around the country. But we expect this to come down to either **Andrew Pallotta** or Kevin Dietz.

We have to flip a coin to pick SSCL, since co-drivers **Jennifer Bedell** and Chris Peterson seem to swap wins at every event. If we knew who would come out ahead at the ProSolo Finale the weekend before the big event, we'd pick the other one here.

#### STREET TOURING

Street Touring Ultra saw a shakeup last year due to rain. We don't expect STI driver **John Hale** to have that misfortune two years in a row. Bill Zerr has recently upgraded his 370Z and will be joined by Evo drivers Talha Sadik and Jimmy Au-Yeung, along with M3 driver Kai Jones and maybe Chris Mayfield.

Rumor has it that Tasha Mikko will not be in Lincoln to defend her STUL title. That opens up the pick for **Eileen Blando** in the Au-Yeung Evo.

Street Touring Roadster will be well-attended with lots of

talent. Chances are the top tier of trophies will all be in ND Miatas, so not much in the way of course or weather dependencies to consider. That leaves this to a battle of car prep and driving talent - and that's a good recipe for a fun class to watch. Mark Shrivastava, Mark Dudek, and William Koscielny are all contenders, but we expect this to be a close battle between Brian Karwan and Texans Daniel McCelvey and **David Whitener**.

For STR Ladies, this year's field is anyone's guess. As such, we'll let you guess the results.

Street Touring Xtreme seems to have settled down to two

different car choices: either a twin or an RX-8. The latter will be represented by Adrian Cardenas, Steve O'Blenes, and Evan Schickel; the former will be driven by Kyle Herbst, James Tatad, Raymond Dsouza, and possibly Brian Karwan. Our expectation is that **Bryan Heitkotter** will be in Teddie Alexandrova's BRZ, and we just aren't going to pick against him.

STXL should be fun to watch, leaving us guessing between Cat Tran in the O'Blenes RX-8 and **Kate Fisher** in an FR-S.

Street Touring Sport is an interesting conflict between old front-drive Hondas and old rear-





drive Miatas along with the odd mid-year MR2. Somehow, that results in very close competition, especially when we get to the high-grip Lincoln surface. **Adam Barber** has a CRX and seems likely to defend his title. Chris Bailey and Andrew Canak have the yellow MR2 working well. As far as the Miata contingent, co-drivers Gerry Terranova and Kim Whitener will join Rich DiMarco.

**Katie Crawford** is registered for STSL. Considering she won a four-entry STSL class by nearly 8 seconds last year, we pick her.

Street Touring Hatchback may epitomize the diverse class model.

Thomas Thompson is quick in his re-motored TT. We will say the same thing about Jason Tipple and his Civic. Without a whole lot of head-to-head action during the year, we have to guess on this one between Brian Flanagan or Chris Thorpe in Golfs, or **Alex Piehl** in his WRX.

STHL should belong to **Jessica Podhola**.

#### STREET PREPARED

Super Street Prepared seems likely to come down to either Ryan Johnson in his Lotus if the courses don't favor power, or Joe Tharpe in his Corvette if they do. Our money

*"[CSP] is one of the best duels going. If all goes well, Neal Tovsen and Billy Davis will put on a great show"*

is on **Matthew Braun** in the Delgado GT3, no matter what the course is like. That said, if we were to pick a winner in this field of dream cars based purely on the awesomeness of the ride, Eric Hyman in a Lamborghini Huracán Performante would certainly be our choice.

Super Street Prepared Ladies doesn't have many

entrants, but we have to pick **Laurie Hyman** in the rockin' Lamborghini Huracán Performante.

A Street Prepared is almost sure to rejoin the annual battle between the Evos of Aaron Miller and **Tom Berry**. Also, could this be Christine Grice's year?

B Street Prepared should be another easy win for **Ron Bauer** in his reconstituted ND Miata.

C Street Prepared has one of the best duels going. If all goes well, Neal Tovsen and **Billy Davis** will put on a great show in NB Miatas and demonstrate that the PAX still can't keep up with them. Mechanical misadventures have

## STREET PREPARED

The Street Prepared category will undoubtedly provide fantastic competition. When all is said and done, however, we expect Billy Davis to clinch the CSP title (LEFT), with Ron Bauer leaving victorious in BSP (BOTTOM) and Jeff Wong closing the deal in ESP (BELOW).

been a big part of CSP for the past several years, which could play to Todd Cochran's advantage.

We picked **Katie Lacey** last year and she didn't show. We saw her at Spring Nationals this year, so we're going to pick her again over Stephanie Humphries.

D Street Prepared seems to have become the land of the RX-8. Steve O'Blens continues to improve his car, but **Tamra Hunt** has her own. She's been awfully

close the past two years, and we think she'll be even faster this year.

We don't see anyone giving **Jeff Wong** a serious challenge in E Street Prepared. He's got the Camaro working incredibly well. P.J. Corrales will bring his fast Infiniti.

ESPL is likely to look a lot like the Open class, as **Nicole Wong** pilots the Camaro. JoJo Corrales-Kean will keep her honest in the Infiniti.

F Street Prepared seems to hide all year before showing up in Lincoln. We don't hear any rumors of a return of Randy Pobst, so we're leaning toward **Jay Bonvouloir** in the CRX. Geoffrey Zimmer may have picked up enough from Pobst last year to push him over the top in his Rabbit. Greg Anthony and his Neon should contend.

**Susan Anderson** is a 100-percenter and could win yet another championship in the Schweikle FSPL Alfa Romeo.



Jason Levy

## STREET MODIFIED

Other than one recent year, Super Street Mod has belonged to **Randall Wilcox** in the Eric Anderson Miata. Matt Glagola has a fast Lotus. Ryan Field and Joey Sim are not familiar names yet, but that could change in September.

SSML may just make a class. If so, it looks like an interesting matchup between **Deana Kelley** in the Anderson Miata and Wendy Gulick in a Boxster.

We see a triple Evo threat with Dallas Cutler attempting to repeat in Street Modified, Marshall Grice returning to the Berry Evo after years in AM, and Andy Smedegard. We see **John Vitamvas** as being on too good a trajectory with his RX-8 development. Maybe we are hedging bets again, this time going against the all-wheel-drive cars.

**Craig Wilcox** bought the Tipple Civic to run in Street Modified FWD and has been very fast in it all year. Chris Haydu is not a newcomer to the class and will use that experience to full advantage.

SMFL has made championship status for the past five years, so there's a reason to expect that to continue. With the Jordans



Jason Levy





off to HS, that leaves a pretty easy path for **Kristell Janusz** to take another jacket.

#### PREPARED

X Prepared has seen some changes in their minimum weights. So far, that does not appear to have completely upset the status quo, as **Fred Zust** still looks to be the guy to beat in his Lotus. Mazda drivers Andy McKee, Jason Collett, Michael Moran, Zachary Sober, Eric Anderson, and John Hunter will try to stay ahead of Chris Dorsey as he continues to develop his Toyota Corolla GTS.

XPL is one of those catchall

classes that may end up collecting a number of L-class drivers seeking championship status. Making predictions in that situation is very tough. Kim Bollinger has a real XP car to drive. We're going to make a crazy prediction that the planets align so that **Alex Zust** jumps over from the Open class to take a jacket.

C Prepared will see a few drivers hop over to the other party category of CAM. Some may not make a decision until September. Others are recovering from mechanical issues, and we definitely don't know the prognosis for those when we are putting

these picks together. Robert Lewis is building a new motor, which can be good or bad. That affects whether or not his co-driver from last year Tommy Pulliam will have a chance to defend his championship. We've got a fairly safe bet in **Mark Madarash**, assuming he doesn't jump to CAM.

**Tracy Lewis** has managed to compete successfully in CPL despite ever-growing administrative responsibilities. We're expecting the new motor to work out for her.

Somehow, D Prepared is a Texas thing. The top five finishers last year were Texans. We aren't

sure about the top five, but if we had to guess, we'd put **Todd Roberts** on the top of this particular heap.

We don't see a whole lot of the E Prepared drivers during the year. Ben Wagstaff looked quick in New Jersey, and Jason Frank will be driving last year's winning car in a one-off romp. But we'll go with a crazy pick: **Patrick Washburn** in a new car that is still being put together as summer starts.

F Prepared has us flipping a six-sided coin, which is great to see in a class in the Prepared category. Wes Hughson, John Thomas, Josh McCall, Alex Jones, and David Montgomery are all contenders



David Coeseboom / GotomeCom

## BEING PREPARED

We anticipate Mark Madarash to be the one to beat in CP (LEFT), with Mark Huffman pulling out the win in DM (BELOW) against tough competition. In Kart Mod (BOTTOM), Lefty McLeod should be able to back up his title.



David Coeseboom / GotomeCom



David Coeseboom / GotomeCom

in a variety of fascinating cars, but we're leaning toward **Zach Morgan** with his all-wheel-drive advantage in the not unlikely case of a wet course for at least a day since he's also fast in the dry.

## MODIFIED

A Modified epitomizes the "we don't see them during the year" and the "we don't know if they are going to make the trip in September" situations. Given that, we'll go with last year's runner-up in the Acme Special, **Sawyer Awald**. The car is clearly fast, and he's now had a full year to get accustomed to it.

B Modified is a lot like A Modified. We have not seen them much this year, but the Ellams are just too quick not to pick. Tom Ellam will be chasing son **Matt Ellam**. Zach Moore was quick at Spring Nationals, and Brad Fish could make us wrong.

C Modified at least gives us a list of names to choose from, and we don't get to see them running head-to-head much except when it really matters. Eric Clements and new co-driver Anthony Porta will certainly contend. Ben Martinez will be trying to make it two wins in a row. Barry Ott and co-driver **David Fauth** are always

"D Modified has several fast drivers to watch... but our money is on Mark Huffman with a strong new motor"

a serious threat. Greg Maloy and last year's runner-up Brandon Lavender will also be in the mix.

CML should have a class, and **Sue Eckles** is fast in anything she drives. Krystal Lavendar has wins to her name, so don't inscribe the trophies just yet.

D Modified has several fast drivers to watch. Brian Garfield

has a super-secret Stalker project he will be driving with Shane Chinnon-Rhoden. Jeremy and Jeff Ellerby, Chris Kunkel, and Bob Tunnell in the ex-Cashmore car are all capable. But our money is on **Mark Huffman** with a strong new motor.

We'll hope **Patty Tunnell** has a DML class to run against.

Jason Minehart and Mark Sawatsky have been chasing the E Modified championship for years. **Jeff Kiesel** just keeps tweaking his KFR Sprite, and we don't expect to ever see a repeat of last year's perfect storm that ended his streak of 11 wins. There's a chance that Bob Tunnell will install a bigger engine in his car and try EM, but with no development time, we don't think it's time to pick against Kiesel just yet, even if we were sure about the change.

EML continues the Kiesel tradition. **Shawn Kiesel** should make it 10 in a row.

We get to say Kiesel again for F Modified, as **Zak Kiesel** has not let college interfere with being fast. Jason Hobbs has been in second place a lot recently, and that seems likely to continue in September.

**Andie Albin** took the championship in FML last year. We aren't seeing any reason she can't repeat.

Kart Modified had a long streak of Paul Russell wins, but **Lefty McLeod** seems to have taken over. He's had a great year, wet or dry, so we expect him to make it two in a row. Dan Wendel and Tom Harrington may make the top three a repeat.

And, for Kart Mod Ladies, we have to pick the ever-quick **Dana Gill** in KML. But if Kate Regannie shows up, this will be a race. 🏁





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The Wilwood SmartPads line has expanded to include a new BP-30 compound perfect for all types of road racing, hard braking short track oval racing, or competition with sustained high temperatures. These pads deliver consistent pedal feel and modulation along with very low pad wear. MSRP starts at \$97.44.



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# CROSS-TRAINING IN THE DIRT

Dirtfish Rally School teaches us, and other SCCA members, a lesson or two | WORDS Jeff Zurschmeide | IMAGE Joshua Sikora

**A**ny athlete can tell you about the benefits of cross-training. The more versatile you can be, the better you'll be in your specialty. That even holds true when driving a racecar. Learning a new set of skills gives context to the things you're already doing, and you might add a new trick to your toolbox.

To test this theory, we headed to

the Pacific Northwest for a one-day training session at the DirtFish Rally School. The school is located about an hour from Seattle-Tacoma International Airport in sleepy Snoqualmie, Wash. A repurposed lumber processing facility provides plenty of space to practice without fear of mistakes.

DirtFish, which is largely involved in SCCA and its RallyCross program, offers

one-, two-, and three-day classes with the rear-wheel-drive Subaru BRZ and the all-wheel-drive Subaru WRX STI. We requested DirtFish sign us up for the BRZ course because this car's layout and performance capabilities are similar to many common in autocross and road racing cars, not to mention the fact that the rear-drive RallyCross classes are quite popular and exciting to watch.





#### FINDING DIRECTION

No matter the discipline, there is always something to learn, and be applied, when you jump into a competition vehicle.

#### A TRADITIONAL DRIVING SCHOOL FORMAT

When we arrived at the school, we found 2006 Spec Miata SCCA National Champion and pro racing driver Andrew Caddell was our chief instructor for the day. "I think it's good for anybody to take this school," he said. "We get RallyCross competitors, of course, and we get

autocross and road racing drivers, too. Drivers from every kind of motorsports can come out here and take a school and learn something."

The day began with a short classroom session. Caddell laid out the plan for the day, beginning with basic car control on gravel and progressing through other individual exercises. The day would end up

by linking all of the elements into a comprehensive rally stage.

The first exercise was a skidpad. The in-car instructors introduced left-foot braking right away, so students got used to inducing and controlling oversteer. The rear-drive BRZ platform makes it easy to steer with the pedals, so every student developed confidence quickly.



## THE EDGE

(BELOW, clockwise from LEFT) Having a safe environment like that found on the DirtFish campus is a great way to refine your driving skills. And judging by the look on our author Jeff Zurschmeide's face, it's fun, too. In rally, sideways is both fast and thrilling.

Following the skidpad, we moved onto a basic slalom on gravel, learning the rally line and discussing how it differed from the dry line used in a typical autocross. Then it was on to a gravel road course to practice different types of corners and additional fundamental skills like trail braking and weight transfer. Gravel amplifies every action, so drivers can really feel the effect of their inputs.

"Weight transfer is the key for everything," Caddell noted. "You have to get that weight where you want the car to work. In autocross, it's very important because you've got very short windows to get the car to move around, to get that weight transfer to move."

After lunch, all of the exercises were linked together, and we filled out the day running the long course and practicing our skills. The in-car instructors stayed with us for every run, and the students continued to build

speed and confidence. By the end of the day, any of the students could pitch the car sideways and at least get close to an apex by steering with the pedals.

## STUDENTS FINDING SPEED

By total coincidence, this day's school was also peppered with SCCA competitors looking to find more speed. "I need to go faster," declared Jan Gerber, who holds multiple SCCA RallyCross National Championships. He was at the school for one-on-one tutoring in the Subaru STI and was certainly the most advanced student of our day at DirtFish.

"The last two SCCA National Championships I've come in second," Gerber admitted, "and it wasn't due to cones. It was because the other guys were faster. Either I'm slowing down or they're getting faster - or both. There are some things that I'm probably giving up in some of





the corners, so I need to figure out if I can run some corners faster and get on the straights faster."

Predictably, Gerber's most valuable lessons were about car control.

"I'm getting to the point where I can get the car to respond on demand," he said. "I'm planning that I'm going to do something, and I can get the car to snap instead of just seeing what happens and then trying to correct. It's about being proactive instead of reactive."

Asked if he recommends taking a DirtFish class, Gerber responded with a laugh, "Yes, as long as you're not competing in my class."

Gerber wasn't the only one looking to discover more speed. SCCA autocross competitor and ProSolo Champion David Spratte traveled to DirtFish from Raleigh, N.C., for the one-day course.

**"You have to get that weight where you want the car to work"**  
**ANDREW CADDELL**

"The last couple years I've been in SCCA's Solo Spec Coupe class, which has been a riot," he said, "It's the same cars that we're driving [in the DirtFish school] - I was excited that they have rear-wheel-drive courses here."

"I think that any kind of motorsport you do improves whatever other motorsports you're involved in," Spratte stated. "It's a different experience, a chance to play with some slip angle and that kind of stuff. I can't see getting away with this much angle with what we do [on the autocross course] but given the number of wet events we've had this season, maybe I will."

#### TAKING NEW SKILLS HOME

Most SCCA drivers are self-taught. We learn the rules of racing in a driver's school or from a ride-along, but comparatively few drivers receive professional instruction in the interplay of hands, feet, and eyes as we pilot a car at speed. The truth is, many of us have practiced our mistakes for years.

"I think when you take a school like Dirtfish and you go out there and you drive on a road course after that, the car might slide a little bit but now you're a lot more comfortable letting that go and you can carry some more speed," Caddell revealed. "It's good car control, and you're never going to be afraid of the rain again. That's the number one thing we really focus on, is getting that car control for everybody and getting them comfortable with sliding the car and going as fast as you can with a sideways car." 📍

**IN CONTROL**  
(ABOVE) Finding the limit, as well as being able to hold the car there and bring it back upon command, are useful tools both on and off the tarmac.





# ADAPTATION

Traction is key in any form of motorsport, but it's especially tricky in changing RallyCross conditions | WORDS Matt Wolfe | IMAGES Rupert Berrington

## IN THE GROOVE

(ABOVE) RallyCross sometimes requires thinking outside the box. Should you find traction unavailable on the traditional racing line, perhaps an alternate path should be considered.

One of the biggest keys to finding speed in RallyCross is adapting to changing course conditions. The nature of the sport lends itself to constant course changes, surface degradation and other factors that make each run a unique experience. Moreover, because every run counts, one poor time can have a massive impact on your overall score.

Many folks can lay down a flyer of a lap, but to be truly fast in the sport of RallyCross, you need to be able to string together consistent runs on a course that may be a moving target.

If you've been around racing for a while, you've heard the phrase "look ahead" a million times - and there's a good reason for it. Major course changes are common in RallyCross, and verbal

instructions as well as additional parade laps are often given so drivers can see those changes. However, this is not always the case. You should expect that the course *will* have subtle changes throughout the session. Sometimes, these are in favor of the driver, but sometimes they are not. It's your job to capitalize on the changes that may catch your competitors by surprise.



## AN AGENT OF CHANGE

From loose dirt (BELOW) to sticky mud (BOTTOM) surface conditions can, and will, change during a RallyCross event. How you react to those varying surfaces will have an impact on your finishing position.



*“Moreover, because every run counts, one poor time can have a massive impact on your overall score”*

Reacting to surface changes is often what separates the truly fast drivers from the merely quick. Even if weather isn't a factor, courses can gain and lose traction in spots from run to run. Grassy sites can dig up tacky soil or loose dirt, hard surfaces can get dusty or cleaned off, and gravel courses can form ruts that may help or hurt you, just to name a few

examples. As you run more events, you'll learn to “read” the surface and estimate the available levels of traction. Ultimately, you could have back-to-back runs that log as the same time on paper, but speed was made and lost in different sections of the course.

When rain starts falling, you truly get to see the masters of finding traction at work. For

example, the natural response in muddy conditions is to get out of the throttle when the car starts sliding. While you do have to modulate your speeds as the ground gets slick, if the surface is muddy, your tires are going to become packed with dirt. Therefore, the best way to clean them off while at an event is a liberal application of skinny pedal, especially if

you're in an all-wheel or front-wheel-drive car with a limited slip differential. This is true in rear-wheel-drive cars as well, but throttle modulation is necessary for obvious reasons. Also, in washout conditions, the line most cars have been running may not be fast anymore. If you see someone taking strange lines through a wet course, they're probably hunting for grass patches or spots that aren't complete soup.

Those who live in the north and are lucky enough to run in the snow and ice get a liberal education in finding the traction. Depending on course conditions and tire selection, you may have to look for snow patches or dirt ruts to find grip. If it's warm enough for the ground to begin thawing, you will probably also deal with mud later in the day.

Your ability to adapt to changing surface conditions is one of the most important skills RallyCross teaches. Your mastery of this skill will greatly impact your speed and is an invaluable tool for racing in any format. 🚗



# STAND 21'S NEXT WAVE FHR

Its Featherlite FHR is worn by several current F1 drivers, and Stand 21's Club Series 3 is ideal for amateur racers at a price that's right | WORDS George Tamayo | IMAGES Courtesy Stand 21

Like the crash helmets, seatbelts, and fire-retardant race suits that came before, the head and neck restraint has become de facto across all forms of auto racing. Today, a professional driver wouldn't think about strapping into the cockpit without one, any more than they would go without their gloves, regardless of whether the use of a head and neck restraint is compulsory. And, it's for a good reason: They save lives.

Over the years, safety equipment has been created to answer the needs of the time. Early on, drivers were thrown around and even ejected from their cars upon impact, and that gave rise to seatbelts. In the late 1960s through the '70s, fire was a prevalent danger, which coincided with significant advancements in fire-retardant apparel of which Stand 21 was at the forefront. By the mid-1980s, drivers were safely ensconced in their cockpits and fires of the kind that engulfed a car were rare. Now a new form of

lethal injury was being increasingly experienced: basilar skull fractures.

Patrick Jacquemart died of such an injury during a sports car race at Mid-Ohio Sports Car Course in 1983. It was then that his teammate, Jim Downing, approached his brother-in-law Dr. Robert Hubbard, a biomechanical

engineer who had worked with crash test dummies for General Motors, for help on developing a device to reduce the risk of such an injury. It took nearly a decade, but the pair eventually created the head and neck support known now as the HANS Device.

Adoption of the device was

slow among professional drivers, and the original cost of the device was high. It took a string of fatalities among some of the biggest names in the sport that began with Ayrton Senna and Roland Ratzenberger in May of 1994 through the death of Dale Earnhardt Sr. in 2001 to





#### SHAPING SAFETY

Coming soon is the new, range-topping Stand 21 Featherlite. At just 350 grams, the Featherlite is the most advanced FHR that Stand 21 has ever produced.


**stand21®**  
FHR

models meet the latest, stringent requirements of the FIA standard 8858-2010 and the SFI Spec 38.1.

The Ultimate is Formula 1-level quality in terms of material advancements, weight, and fit, while the Club Series 3 still meets the highest standards, albeit at slightly higher weight. The tradeoff is a very reasonable suggested retail price of \$379.

"We have evolved our manufacturing process to reduce the cost without any sacrifices in the standards of our FHR series," says Morizot. "At the current price, there is no excuse for any racer at any level - amateur, club, or even weekend track-day drivers - to not use an FHR. Compared to the overall cost of racing, \$379 is a small investment, and one that could save your life. At this cost, our primary purpose is to make high-quality safety equipment available to everyone."

With the licensing of the HANS Device expired, there could many other manufacturers coming into the market that will keep pricing in check. However, Morizot emphasizes that drivers shouldn't buy just any device off the internet. "If the fit isn't correct, the device won't work as intended," cautions Morizot, noting that this applies to Stand 21's device as well. "Please consult with us at Stand 21 before purchasing a device to make sure that the FHR fits as it should," he emphasizes.

For more information on the FHR Engineered by Stand 21, visit [stand21.com](http://stand21.com). A complete list of approved Front Head Restraints is available at [fia.com/safety-equipment](http://fia.com/safety-equipment) and at [sifoundation.com/protectivegearrestraints](http://sifoundation.com/protectivegearrestraints). 

force the adoption of head and neck restraint systems across many forms of motorsports.

The HANS Device was not the only system that complied with new requirements mandated by national and international sanctioning bodies, but it was certainly ubiquitous. Downing and

Hubbard set up a company called HDI that would retain the patents to the HANS, and by 2002, the FIA mandated that at least two other companies be allowed to produce and sell the HANS Device outside of North America under license, which were duly awarded to Stand 21 and Schroth.

Stand 21's founder and current CEO, Yves Morizot, was close to Downing and Hubbard during the early days of the HANS Device's development, having been one of the early manufacturers, and since the grant of the license Stand 21 has continued to produce HANS Devices. However, the patent on HANS expired at the beginning of 2019, meaning that other companies are now free to produce their own version.

In response to the patent expiration, the FIA adopted a new universal nomenclature for the devices, calling them Front Head Restraints, making it akin to "soda" versus "Coke."

Stand 21 has now branched out to develop five unique variants totaling over 10,000 units per year under the banner "FHR Engineered by Stand 21." Of the five models, two are currently available for sale in the United States: the Ultimate (soon to be replaced by the Featherlite) and the Club Series 3. Both

#### FHR ENGINEERED BY STAND 21 CLUB SERIES 3

The Club Series 3 is Stand 21's entry level FHR for the U.S. market and offers high-end ergonomics at an affordable price. Handmade in France using thermoplastic-injected resin reinforced with carbon fiber, the Club Series 3 weighs only 640 grams, or about the same weight as the original HANS. The Club Series 3 comes with black padding, a sliding tether, and a protective bag. Suggested retail price is \$379.







The 64th running of the WeatherTech Chicago Region June Sprints was the most un-June like of weekends. The event was plagued by on-again, off-again rain with temperatures hovering in the 50s, meaning T-shirts and shorts were left at home in lieu of heavy coats, stocking hats, and even gloves. Fortunately, the on-track action was hot enough to largely compensate for the

uncharacteristic weather.

Being a Hoosier Super Tour weekend, the races followed a familiar format with points races on Saturday and Sunday for both the Super Tour and U.S. Majors Tour series. The Saturday races were 25-minute timed events, while Sunday's races were longer, the length determined by the number of laps (13 or 15, depending on the classes involved).

The Sprints, as most shorten the name, kicked off Saturday morning with Formula Vee, Formula F, and Formula 500. Matthew Round-Garrido, hailing from London, England, was present to familiarize himself with the track before the following weekend's USF2000 pro races, and he was on his game all weekend. On Sunday, he led all of the laps, winning easily over Robert Perona and Saturday's

winner, Misha Goikhberg. Also, on Sunday, Calvin Stewart was an easy victor in Formula 500 with Justin Gaver second. Stewart did not run on Saturday, which allowed Aaron Ellis to claim that day's first-place trophy. The Whitson family took the Formula Vee honors, with Andrew Whitson taking his Protoform to the Sunday checker over Jeff Loughhead, while Zachary Whitson, also in a

# THE SPRINTS

Hundreds of racers flocked to Road America for the 2019 June Sprints, and the on-track action didn't disappoint

WORDS Tom Schultz  
MAIN IMAGE Rick Corwine

## COOL RUNNINGS

(LEFT) Fritz Wilke drove his Ford Fiesta to a pair of B-Spec wins at the June Sprints. (BOTTOM LEFT) Roy Lopshire found his way to victory lane after Saturday's GTL race at Road America. (BELOW) Mark Brakke claimed the HP feature race win with his Mazda 2.

Protoform, led Andrew home the day before for a Whitson 1-2.

More than 50 racers answered the call for the Spec Miata sprint to the checker. Danny Steyn, Preston Pardus, Jim Drago, Daniel Bender, Peter Ensor, and Tyler Brown ran up front both days, with many lead changes. Drago won on Saturday, but Sunday saw some come-from-behind action on a track that was still damp from overnight rain.

Initially, Steyn was the leader, usually with a five-second cushion. But as the laps marched to their conclusion, the pack of Brown, Drago, and Pardus reeled him in. On the final lap, Drago took the lead when Steyn became trapped behind a lapped car. As they exited the last turn, Brown took the lead running up the hill to the checker. Drago claimed second, followed by Steyn and Pardus. Brown's margin of victory was a slim 0.053sec.

The P2, FC, FE, FE2, and FM races had the same top three both days. Tim Day Jr. took first in P2 in his Stohr, with Trey Ayres second in an Elan, and Robert Iverson third in a Ligier JS-49. Day had a fairly easy run to first overall and

in his class. Misha Goikhberg was the Formula Continental winner both days, his closest rival being Brian Tomasi, who was second on Saturday. Sadly, Tomasi's hopes were dashed at the very first turn of Sunday's race, where contact sent him off course, knocking his front wing off and taking him out. Rob Allaer rebounded from an uncharacteristic fifth on Saturday to take second in FC in his Van Diemen. Scott Rettich took FE2's Sunday, passing Saturday's winner Liam Snyder on the sixth of 13 laps, reversing their positions from the day before. Mark Snyder took the FE class both days, with Matthew Cutter trailing.

The GT1, GT2, GT3, T1, and AS race was a romp for Tony Ave. Wisconsin native Ave took a weekend off from his Trans Am team to shake down a new Corvette, freshly constructed in his shop. It was, to say the least, successful - nobody was able to keep him in sight. Multiple June Sprints and Runoffs winner Cliff Ebben was second with Dave Ruehlow in third on Sunday. The day before, Ruehlow had finished second to Ave. In GT2, Jonathon Start took the win both days, while



Mark Weber



Mark Weber





Mark Weber



Mark Weber



Mark Weber

Rob Warkocki did the same in GT3. Andrew McDermid once again had little opposition in American Sedan as he clinched double wins.

The FA, FB, and P1 races had a split start, with the P1 cars going first on Saturday and the FA cars leading the field on Sunday. FB was in there, too, although there was only one entry, and even he (Mike Holland) only ran one day. Meanwhile, Hans Peter was the easy winner in FA, leading the class to the checker both days. Lee Alexander and Larry Howard trailed in second and third but were unable to

make any impression on the growing lead Peter had made.

The P1 race was much closer, although it had the same winner both days. Jason Miller has a long record of being snake-bit by the Sprints. He has invariably led in his Wynnurfurst-Kohler, but all too often has had mechanical ills scuttle his effort - but not this year. The West-based, Kohler-powered, six-cylinder, two-stroke racecar didn't miss a beat as Miller collected a pair of checkers. His closest opposition came from the Elan of Todd Slusher on Sunday, but Slusher only

managed to lead for the first three laps on Sunday before Miller passed on lap four. Slusher stayed close, and as they started the last lap even pulled alongside the raucous Wynnurfurst, but Miller pulled slightly ahead as they navigated the four miles for the final time, and came home first, just a whisker ahead. Brian French, in a fendered Ralt RT-41 Atlantic, was a close third. French had finished second to Miller the day before, taking the spot after Slusher spun in the Carousel. Jean-Luc Liverato was in third on Saturday in an Elan.

**"Fortunately, the on-track action was hot enough to largely compensate for the uncharacteristic weather"**

The largely production-based classes of EP, FP, HP, GTL, and B-Spec came next. Matt Reynolds, racing in EP in his well-known Mazda Miata, won both races, but it was not as easy as you might suspect. Tim Schreyer, wheeling a BMW 325, was very fast - but unlucky. Schreyer led early on

#### HEATING UP

(FAR LEFT) Misha Goikhberg (13) and Matthew Round-Garrido (9) split the weekend's FF wins. Goikhberg also laid claim to a pair of FC wins. (LEFT) Liam Snyder (128) and Scott Rettich (17) fought nose-to-tail in FE2, and each claimed one win for their efforts. (BELOW) Spec Miata posted better than 50 entries, with Jim Drago (2) and Tyler Brown (07) each scoring a victory.

both days but was overtaken by Reynolds, both times on the second lap. Then mechanical gremlins struck, and he finished well back in the field. On Saturday Jon Brakke, also in an EP-class Miata, chased Reynolds but had to settle for second. Sunday saw Brakke drop out early, thus allowing Reynolds to coast to a comfortable win. In FP, Eric Prill, back in the racing seat after a one-year sabbatical, grabbed his class by the scruff of the neck and scored two dominating wins. He was third overall on Saturday, and second on Sunday, essentially unchallenged in the class. Steve Sargis, racing in HP in a Triumph Spitfire, and Mark Brakke, wheeling a Mazda 2 in the class, traded wins during the weekend, with Brakke prevailing in Sunday's longer go. B-Spec belonged to Fritz Wilke in a Ford Fiesta, while Joseph Gersh in a Toyota Yaris and Chris Taylor in a Ford Fiesta took second and third. Jonathon Goodale, driving a Miata, took GTL in the 13-lap Sunday event after finishing second to Roy Lopshire's Toyota Tercel the day prior.

The Spec Racer Ford Gen 3 race predictably saw an immense field take the green, with 53 cars both days. The 53 cars starting on Sunday was surprising, as well, because a huge crash at the start on Saturday involved 14 cars. Who did what to who is hard to say, but undoubtedly a bump here and a nudge there resulted in chaos. When the fiberglass stopped flying, a fleet of safety vehicles sprang into action and cleared the mess expeditiously. Four slow laps behind the pace car was what it took before the green flew once more - this time for a quick two laps, since that

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### PHOTO FINISH

(Clockwise from RIGHT) Tim Day Jr. recorded a pair of P2 class wins at the June Sprints. Rob Warkocki won GT-3 both days, which included a GT-3 Challenge victory. Mark Boden had his BMW out in front of the T1 field on Saturday at Road America. Kevin Fryer got the T4 win on Saturday, and backed it up with a runner-up finish on Sunday. Hans Peter made the weekend look easy in FA, winning with a sizeable margin both days. After a late restart, Roberson Clay Russell (31) drove to the SRF3 win on Saturday over Brian Schofield (61). Sunday's feature race would see Schofield get the better of Russell to the tune of 0.019sec.



Mark Weber



was all that remained in the timed race. In those two laps, however, Roberson Clay Russell, the current SRF3 champion, managed to hold off the concerted assaults of Brian Schofield, Scott Rettich, Mike Miserendino, Tordy Acker, and Bobby Sak to take the win.

Sunday's SRF3 start was better, and the massive field completed the full 13 laps cleanly. Russell and Schofield quickly took the point and proceeded to trade the lead a number of times. Miserendino,

Acker, Rettich, and Sak were closely bunched behind and ready to strike should there be a bobble ahead. Russell and Schofield managed to pull out a slight advantage over the battling group behind, with Russell a tick ahead of Schofield. The last lap, as expected, was frantic, with Schofield making a lunge down the inside into Turn 5, taking the lead from Russell. But the race was not over yet, and Russell returned the favor at Turn 8, reclaiming the lead. On the last turn, last lap,

Russell led out of the corner with Schofield tucked in close behind. Up the hill, under the waving checker, it was Schofield ducking out of the draft to eke out the victory by a margin of 0.019sec. Acker, Rettich, Miserendino, and Sak followed in a tight group.

The final race group on both days was for T2, T3, T4, STL, and STU. Tim Kezman was the overall and T2 class winner both times. Aaron Kaplan took second on each occasion and gave Kezman

a run for his money on Sunday. Kezman opened up a lead of a few seconds, but late in the race, Kaplan markedly closed the gap, scooting to less than a one-second gap with only the final lap to go; Kezman, meanwhile, found some extra time and pulled out another second the last time around. Mark Boden and Brandon Puk took the next two places, followed by Max Fedler, fresh from his high school graduation, in fifth. Daniel Bender was the double

## JUNE SPRINTS HOOSIER SUPER TOUR

ROAD AMERICA | Elkhart Lake, Wis. | June 14-16, 2019

### SATURDAY

**GT1:** (13 starters) 1. Tony Ave (Chevrolet) 2:06.061; 2. Dave Ruehlow (Chevrolet); 3. Ron Malec (Ford); **GT2:** (15 starters) 1. Jonathan Start (Dodge) 2:16.838; 2. Tim Kezman (Porsche); 3. Chris Pedersen (Chevrolet); **GT3:** (4 starters) 1. Rob Warkocki (Mazda) 2:30.050; 2. George Cichon (Mazda); 3. Paul Young (Ford); **GTL:** (4 starters) 1. Roy Lopshire (Toyota) 2:40.140; 2. Jonathan Goodale (Mazda); 3. Larry Svaton (Mazda);

**AS:** (4 starters) 1. Andrew McDermid (Ford) 2:27.983; 2. Matt Regan (Ford) 3. Andy Schniedermeyer (Chevrolet); **EP:** (11 starters) 1. Matt Reynolds (Mazda) 2:29.953; 2. Jon Brakke (Mazda); 3. Lance Loughman (Datsun); **FP:** (11 starters) 1. Eric Prill (Mazda) 2:34.886; 2. Ken Kannard (Mazda); 3. Michael Sturm (Mazda); **HP:** (7 starters) 1. Steve Sargis (Triumph) 2:43.549; 2. Mark Brakke (Mazda); 3. William Trainer (Volkswagen);

**T1:** (4 starters) 1. Mark Boden (BMW) 2:19.537; 2. Bill Baten (Chevrolet); 3. Craig Capaldi (Ford); **T2:** (12 starters) 1. Tim Kezman (Porsche) 2:26.772; 2. Aaron Kaplan (BMW); 3. Brandon Puk; **T3:** (8 starters) 1. Daniel Bender (Mazda) 2:34.966; 2. James Berlin (Nissan); 3. Bryan Ortiz (Mazda); **T4:** (5 starters) 1. Kevin Fryer (Mazda) 2:41.404; 2. James Ebben (Mazda); 3. Richard Dickey (Mazda); **SM:** (51 starters) 1. Jim Drago 2:43.342; Preston Pardus; Michael Gagliardo; **STU:** (4 starters) 1. Chris Haldeman (Honda) 2:29.441; 2. Daniel Williams (Honda); 3. Whitfield Gregg (Mazda); **STL:** (17 starters) 1. Danny Steyn (Mazda) 2:32.921; 2. David Palfenier (Mazda); 3. Stephen Johnson (Mazda); **BS:** (5 starters) 1. Fritz Wilke (Ford) 2:54.242; 2. Joseph Gersch (Toyota); 3. Chris Taylor (Ford);

**SRF3:** (53 starters) 1. Robeson Clay Russell 2:31.244; 2. Brian Schofield; 3. Scott Rettich; **P1:** (14 starters) 1. Jason Miller (WynnFurst) 2:03.938; 2. Brian French (Ralt); 3. Jean Luc Liverato (Elan); **P2:** (8 starters) 1. Tim Day Jr. (Stohr) 2:14.627; 2. Tray Ayers (Van Diemen); 3. Robert Iverson (Liger);

**FA:** (9 starters) 1. Hans Peter (Swift) 2:04.389; 2. Lee Alexander (Swift); 3. Larry Howard (Swift); **FB:** (1 starter) 1. Mike Holland (Van Devin) 2:45.299; **FC:** (9 starters) 1. Misha Goikhberg (Citation) 2:13.965; 2. Brian Tomasi (Van Diemen); 3. Bill Johnson (Van Diemen); **FE2:** (13 starters) 1. Liam Snyder 2:13.415; 2. Scott Rettich; 3. Dean Oppermann; **FE:** (6 starters) 1. Mark Snyder 2:18.563; 2. Matthew Cutter; 3. Raymond Mason; **FF:** (13 starters) 1. Misha Goikhberg (Mygale) 2:26.130; 2. Matthew Round-Garrido (FF); 3. David H. Livingston (Spectrum); **FM:** (3 starters) 1. Stephen Thomas 2:23.922; 2. William Snyder; 3. Owen McAllister; **FV:** (6 starters) 1. Zachy Whiston (Protoform) 2:46.920; 2. Andrew Whitston (Protoform); 3. Jeff Loughhead (Vortech); **F5:** (5 starters) 1. Aaron Ellis (Ellis) 2:24.507; 2. Darrel Greening (Red Devil); 3. Jason Martin (KBS);

### SUNDAY

**GT1:** (12 starters) 1. Tony Ave (Chevrolet) 2:05.479; 2. Cliff Ebben (Ford); 3. Dave Ruehlow (Chevrolet); **GT2:** (12 starters) 1. Jonathan Start (Dodge) 2:17.265; 2. A.J. Henriksen (Chevrolet); 3. Brad Gross (Chevrolet); **GT3:** (5 starters) 1. Rob Warkocki (Mazda) 2:27.575; 2. Paul Young (Ford); 3. George Cichon (Mazda); **GTL:** (3 starters) 1. Jonathan Goodale (Mazda) 2:38.626; 2. Larry Svaton (Mazda); 3. Rick Kosdrosky (Mazda);

**AS:** (3 starters) 1. Andrew McDermid (Ford) 2:27.946; 2. Andy Schniedermeyer (Chevrolet); 3. Matt Regan (Ford); **EP:** (6 starters) 1. Matt Reynolds (Mazda) 2:29.644; 2. Robert E. Hummel (Mazda); 3. Lance Loughman (Datsun); **FP:** (9 starters) 1. Eric Prill (Mazda) 2:32.786; 2. Ken Kannard (Mazda); 3. Michael Borden (Honda); **HP:** (7 starters) 1. Mark Brakke (Mazda) 2:42.148; 2. Steve Sargis (Triumph); 3. William Trainer (Volkswagen);

**T1:** (4 starters) 1. Bill Baten (Chevrolet) 2:20.762; 2. Craig Capaldi (Ford); 3. Bill Collins (Chevrolet); **T2:** (13 starters) 1. Tim Kezman (Porsche) 2:27.027; 2. Aaron Kaplan (BMW); 3. Mark Boden (Porsche); **T3:** (3 starters) 1. Daniel Bender (Mazda) 2:36.124; 2. James Berlin (Nissan); 3. Eric Palmer (Mazda); **T4:** (4 starters) 1. James Ebben (Mazda) 2:41.314; 2. Kevin Fryer (Mazda); 3. Richard Dickey (Mazda); **SM:** (51 starters) 1. Tyler Brown 2:43.207; 2. Jim Drago; 3. Danny Steyn; **STU:** (3 starters) Chris Haldeman (Honda) 2:29.711; 2. Daniel Williams (Honda); 3. Whitfield Gregg (Mazda); **STL:** (16 starters) 1. Danny Steyn (Mazda) 2:33.320; 2. Justin Elder (Mazda); 3. Brian Laughlin (Mazda); **BS:** (5 starters) 1. Fritz Wilke (Ford) 2:53.035; 2. Joseph Gersch (Toyota); 3. Chris Taylor (Ford);

**SRF3:** (53 starters) 1. Brian Schofield 2:30.154; 2. Robeson Clay Russell; 3. Tordy J. Acker; **P1:** (13 starters) 1. Jason Miller (WynnFurst) 2:03.100; 2. Todd Slusher (Elan); 3. Brian French (Ralt); **P2:** (6 starters) 1. Tim Day Jr. (Stohr) 2:13.240; 2. Tray Ayres (Van Diemen); 3. Robert Iverson (Liger);

**FA:** (8 starters) 1. Hans Peter (Swift) 2:03.670; 2. Lee Alexander (Swift); 3. Larry Howard (Swift); **FC:** (9 starters) 1. Misha Goikhberg (Citation) 2:12.923; 2. Robert Allaer (Van Diemen); 3. Christopher Miller (Van Diemen); **FE2:** (12 starters) 1. Scott Rettich 2:12.541; 2. Liam Snyder; 3. Paul Schneider; **FE:** (6 starters) 1. Mark Snyder 2:17.565; 2. Matthew Cutter; 3. Matias Bonnier; **FF:** (12 starters) 1. Matthew Round-Garrido (FF) 2:46.840; 2. Robert Perona (Piper); 3. Misha Goikhberg (Mygale); **FM:** (3 starters) 1. Stephen Thomas 2:23.197; 2. Owen McAllister; 3. William Snyder; **FV:** (6 starters) 1. Andrew Whitston (Protoform) 3:09.413; 2. Jeff Loughhead (Vortech); 3. Zachary Whitston (Protoform); **F5:** (5 starters) 1. Calvin Stewart (Novakar) 2:50.125; 2. Justin Gaver (Maverick); 3. Jason Martin (KBS);



Rock Connive

Mark Weber



Mark Weber

Mark Weber



Mark Weber

“Who did what to who is hard to say, but undoubtedly a bump here and a nudge there resulted in chaos”

T3 winner in a Miata, while James Ebben, also in a Miata, took T4 in the 13-lap race after finishing second to the Miata of Kevin Fryer in Saturday's 25-minute sprint. Chris Haldeman was a double

winner in STU in a Honda Civic, while Danny Steyn took the double STL win in yet another Miata.

And it was with that checkered flag that the 2019 running of the infamous June Sprints concluded. The participants packed up after a very chilly and damp weekend, and all undoubtedly made more than a few notes to their race log – after all, the National Championship Runoffs returns to Road America in 2020, and no matter the weather, everyone wants to be ready. 📍



# FULLY FOCUSED

From midgets and sprint cars to road courses, Formula F, and beyond, 18-year-old Courtney Crone is prepared for anything

WORDS James Heine | PORTRAIT Courtesy Courtney Crone



## ON THE RISE

At just 18-years old, Courtney Crone is a veteran racer with plans to make a career behind the wheel.

To say the past year has been busy for Courtney Crone is something of an understatement. The 18-year-old Cal Club Region member, in addition to securing a string of West Coast Formula F wins this season in her Brad Hayes Racing Piper DL7 – including a Hoosier Super Tour win at Buttonwillow in April – was selected as a 2018 Team USA Scholarship candidate, a Mazda Road to Indy Scholarship Shootout participant, and a qualifier for the new

W Series roster of women drivers. Also, she won a 2018 VMB Driver Development scholarship, was named a Women's Motorsports Foundation Project Podium scholarship recipient (for the third consecutive year), and along the way was mentioned by Fox's Bob Pockrass alongside other young women such as Natalie Decker, Halie Deegan, and Holly Shelton as perhaps someday a potential replacement for Danica Patrick in the NASCAR firmament.

Quite a list, eh?

And to that list we must add the following: In 2016, Courtney won Cal Club's Formula Mazda championship while at the same time being named USAC's Western States Midget Rookie of the Year. Last year, she won the West Coast's FormulaSPEED Championship and the FormulaSPEED Triple Crown Championship in the Formula Car Challenge Series. And, on May 30, she graduated from high school, with honors.

Call Photography

**"It's taught me to be really serious about racing, to be fully ready for anything"**

**COURTNEY CRONE**

"I had a 4.0 GPA all four years in high school," Courtney says. "I focused a lot on school. It got kind of difficult, balancing racing and schooling and trying to keep grades up as best I could. Fortunately, I was able to achieve that."

Now, she says, she will "pretty much" put her focus on racing. She adds that focus is now aimed squarely at road racing, and next year (if everything falls into place) she'll be gunning for the U.S. F4 Championship, or perhaps the Cooper Tires USF2000 series. Her long-term goal, of course, is IndyCar.

An accomplished speedway motorcycle, midget, and sprint-car racer as well as, now, road racer, Courtney says it all began when she was "about two years old," with a Honda 50 acquired by her dad, Jack Crone.

In short order, Courtney recalls, she was riding the Honda in their driveway, sans training wheels. "I couldn't even touch the pegs, but I was having a lot of fun."

The Honda led to a go-kart and excursions to a nearby elementary school parking lot for what might be called a beginner's introduction to Solo. Dad would set up cones, "And I would drive around them," Courtney explains. "When I was about 5, for Christmas, he bought me a quarter midget. That's when I'd say we really got into racing."

After more than a few quarter-midget titles, Courtney added speedway bikes at about age 10, because, she explains, she had to wait until age 12 to begin racing a USAC Ford Focus midget, where, of course, in about another two years, her success led to wingless sprint cars.

It's about this time, too, principally in conjunction with her midget racing, that her dad sat her down and asked, "Are you really serious about this, Courtney? Do you really want to do it?" Her answer: "Yes - I want to make a career of it."

"I think it's really cool when someone asks me, 'Well, what did you do?' 'Oh, I raced speedway motorcycles and dirt midgets and sprint cars on pavement.' I think that's something that makes my history different from most youngsters coming on the scene," Courtney says. "I definitely take a lot of pride in my dirt background."

The transition to road racing and the SCCA occurred in 2016, where she won Cal Club's Formula Mazda series, which in turn, opened doors and led to the VMB driver scholarship, her 2018 FormulaSPEED title, and her invitations to compete for Team USA, Mazda Road to Indy, and W Series scholarships.

"It's taught me to grow up really quickly," Courtney says about the extraordinary opportunities to test herself against other talented young drivers in the scholarship shootouts. "It's taught me to be really serious about racing, to be fully ready for anything that's thrown my way, to be my best and not have any distractions in my way, and to be fully focused on what I have to do and what I want to achieve once I get there," she says.

Even though this time she wasn't selected as a scholarship winner, the experience has been invaluable, Courtney says, not only for the lessons learned, but also for the people she's met and the off-track insight she's gained. "I made a lot of great contacts, and the stuff I learned actually helped me get into the team I'm part of today," she says.

As for the remainder of her current Formula F season [which as of press time included weekends at Sonoma and Laguna Seca], Courtney notes there's a 50/50 chance she will be at the 2019 SCCA National Championships Runoffs - if her family can make the budget work, if she and her team have developed the car sufficiently, and if she has grown in comfort in the car.



"We're getting better every time we hit the track," she says. As of late June, she reports, "I've gotten two wins out of three weekends. Most important, I'm happy with how much I've learned about driving Formula F cars. It's been really good to have competitors like Chuck Horn and Denny Renfrow. We've had close races, and I've learned a lot from them. So, I'm very pleased with our progress."

Plus, she adds, "We're having a ton of fun while we're doing it." 🍷



**GOING GREEN**

To maximize racing at this year's Runoffs, drivers are asked to be thoughtful in order to minimize full-course yellows (MAIN) and keep the track green (BELOW).

# CLEAN AND GREEN

Fewer cautions make for better racing, which is why the SCCA is hard at work, with an eye on the 2019 Runoffs | **WORDS** Peter Keane, Chairman, Club Racing Board | **IMAGES** Jeff Loewe

A hot topic for the Club Racing Board is driver conduct, where we continue to work with the Executive Stewards to develop an acceptable program to improve our racing.

Racers live to *race*, not circulate slowly while someone else's bad day is cleared away. But despite racecars becoming more reliable, the use of full-course yellows has increased over recent decades in the name of driver and worker safety. So, how do we, as racers and organizers, work together to minimize the occurrence and length of full-course cautions?

First, let's start by stating that since many racetracks have different policies, for the purpose of this article we're going to focus on VIRginia International Raceway and the 2019 SCCA National Championship Runoffs that will take place there in October.

A full-course yellow is usually prompted by at least one racecar stranded in an unsafe location. The easiest way to prevent these full-course yellows is to not crash or have your car break on course. This

is where the onus is on drivers and teams. Remember that if a session stops because of something you might have prevented, the rest of your racing friends are looking at you with some level of frustration. Whether it was an ill-advised pass attempt, losing control of your car, or falling short while attempting to limp a sick racecar back to the pits, these are things that can occasionally be prevented. Most racetracks have "safe" areas marked on course if you need to pull off. Take some time to identify where these are each weekend. (Hint: at VIR, the openings in the guardrail are painted orange.)

A venue like VIR has certain regulations in place that prevent safety teams from responding to a stranded or damaged vehicle until "racing" has been stopped, either with a full-course yellow, a black flag all, or something VIR calls Code 35 (similar to a Virtual Safety Car). With a goal of maximizing green flag time for qualifying and races at this year's Runoffs, SCCA has taken several steps to help manage caution

sessions. One such measure will be the use of multiple safety cars.

For the 2019 Runoffs races, SCCA will utilize as many as three safety cars stationed at various locations around the track to dispatch and find the leader quickly. For qualifying, you may see something new as well, with the option for race control to dispatch a safety car instead of bringing out the black flag for all drivers. The safety car would gather the field rapidly and then provide the opportunity to return to a green course quickly with the safety car exiting the track at the auxiliary pit lane (near the Oak Tree corner), or even the west side along the back straight. Having the pace car exit the circuit early will allow racers to start a new lap without needing a full out-lap after the course returns to green-flag conditions, thus maximizing at-speed time on course.

On-track cameras will be another tool used to help manage caution sessions at this year's Runoffs. The remotely controlled cameras can rotate and zoom

in order to put more eyes on a situation. Primary eyes and assessment of incidents remains with corner workers, but the cameras will offer a closer look, in some cases, and different angles to help provide more information.

The objective of the camera system is to better assess if an on-track situation needs immediate assistance, be it from the nearby corner workers or emergency vehicles. Additionally, each camera has its own video recorder, so anything that appeared on the camera can be reviewed later - having the camera views available afterward will be beneficial should there be a protest or action.

While additional tools or procedures can help these situations, keeping the track clean and green ultimately comes down to the racers and their crew. Officials, volunteer workers, track staff, and drivers all play important roles in maximizing our time at speed, and together, we can continue to make this sport fast, fun, and safe. 🟢





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**AN APP FOR THAT**

It was only a matter of time before a cell phone app entered the RoadRally scene – but don't expect it to make the events any easier.



# AN APT APP

Smartphones and RoadRally combine to put a new twist on the traditional rally | **WORDS & IMAGE** Rick Beattie

Some rallyists saw the inevitable coming, but that doesn't make it any more notable when it finally comes to reality. RoadRally Board Chair Jim Crittenden describes it this way: "If you've ever run a RoadRally and had to wait until the rally was over to find out how you did, imagine this:

"You download an app to your smartphone before the rally begins and you let the app run on your phone as you run the rally, following the Route Instructions that tell you how to follow the rally course and the proper average speeds. Suddenly you encounter a checkpoint. As you drive past the checkpoint, your phone records your arrival time at the checkpoint, calculates your leg score, and displays it to you. You continue ahead, following the Route Instructions and searching for the next checkpoint. As you drive, your leg scores are automatically uploaded to the rallymaster."

Crittenden explains that because of the "programming work of SCCA member Rich Bireta [the former RoadRally Board Chair] and his son David, all of this is now possible."

Crittenden, rallymaster and chairman for both, points out the first two events from Milwaukee Region brought this concept to the RoadRally community. "The inaugural event for this new, state-of-the-art rally technology was the Spring Scamper Regional

Tour RoadRally in Madison, Wis., on April 7," he says. "Thirty-five rally teams – half of them on their very first rally – used the Competitor Richta GPS Checkpoint app as they ran the 90-mile rally course through scenic Wisconsin countryside and attempted to arrive on time at each of the 44 timing checkpoints.

Following the June 8 National RoadRally: "Next up with the Richta app checkpoint system was the Roads Scamper Divisional Tour RoadRally on June 9, also in Madison, Wis.," Crittenden continues. "Being the companion rally to the Roads Scholar National Course Rally in Madison, Roads Scamper was host to the top RoadRally competitors in the country. Roads Scamper's 125-mile rally course featured a total of 113 timing checkpoints. There were no checkpoint workers; all timing was done automatically by the contestants' smartphones running the Richta app."

Crittenden, notes, however, that there are a number of important points worth considering before following suit. First of all, understand that racing has already gone from clipboards and stopwatches to transponders. This app is working the same way as the transponder. Secondly, "Don't suggest manned controls are obsolete," he says, pointing out that the app is really a supplement to that method of scoring.

In Wisconsin, four or five crews are usually available. What is even more important is that now Regions with fewer members, or Regions just getting into RoadRally, have a great way to participate, especially for Tour rallies.

Finally, there are now "dozens of checkpoint opportunities," he points out. The tradition passage controls can be used, but Crittenden used three similar methods in locating them.

For "Marked Controls" identified in the route instructions, Crittenden used signs that included graphic references, such as black-on-yellow directional arrow signs. "Unmarked Controls" were used in designated sections, and the phone rang with the scores as you passed them. Finally, "Wildcard Controls" were paper checkpoint signs not identified in the route instructions.

The app also opens up new possibilities such as the "long liner" events (routes that don't loop back on the themselves) and multiple checkpoints (Crittenden used 113 on the Divisional event).

Is this the future of RoadRally? Certainly, smartphones aren't going away, so it's hard to believe that RoadRally apps aren't going to get more popular. The traditional rally may not disappear, but perhaps there's room for different rallies. Yes, some rallyists may view this progression as inevitable, and they may be right – time will tell. 📱



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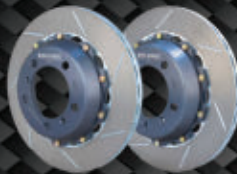
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# BACK AND FORWARD

Funding the SCCA Archives for the long term

**WORDS & IMAGES** Jeff Jacobs, Vice Chairman, SCCA Foundation

Our year-long celebration of SCCA's 75th anniversary provides us with the opportunity to look back in appreciation of our history, and to also look forward with aspirations for the next 75 years. To forever remember the SCCA's roots, we need to preserve the irreplaceable proof of this Club's amazing past. This is one of the goals of the SCCA Foundation and, to that end, the Foundation's Board of Directors met this summer at the International Motor Racing Research Center (IMRRC) in Watkins Glen, N.Y., to review the SCCA Archives collection, to appreciate the amazing history that has been preserved there, and to plan for the collection's future. Indeed, the IMRRC staff has done amazing work, but a lot still needs to be done, and the SCCA Foundation is determined to make it happen.

One of the highlights of the Watkins Glen meeting was a guided tour of the SCCA Archives collection by Head Archivist Jenny Ambrose and SCCA Archives Technicians Joe Cali and Rick Hughey. The Board also met the IMRRC's new Executive Director Daniel DeRusha, who was enthusiastic about continuing the work on the SCCA collection. The IMRRC team also took the Foundation Board to an off-site warehouse where sorting, cataloging, and preservation work takes place. "Every day working here is like Christmas," explained Cali. "We open a box and you just never know what new surprise or piece of lost history will be found."

One of those lost pieces of history shared with the group during the tour was SCCA Foundation Chairman John Zuccarelli's original 1976 road racing driver's application, complete with a photo of a young man with head full of black hair.

"My gosh! I just can't believe that my original application and driver records are all here," said an amused Zuccarelli.



## VIEW THE PAST

Plenty awaits preservation in the SCCA Archives, including race videos (ABOVE and TOP RIGHT). Meanwhile, John Zuccarelli (TOP) was entertained to find his original road racing application in the SCCA Archives.

"This is simply amazing stuff."

The technicians walked the SCCA Foundation Board through the preservation process, as well as displaying several research projects that were in progress in response to SCCA member and book author requests.

While appreciating the treasure trove of information about the past, the gathered members also discussed the pressing need to fund the future of the SCCA Archives. Technician Hughey displayed a collection of 8mm videos contained in several boxes, where the videos are in danger of becoming too brittle to save if not transferred to digital format soon. But those services are not free, and the current funding level only provides for



part-time salaries while the work ahead could support the time of additional staffing. On an even bigger scale, the Research Center will soon be starting a capital campaign to build a new facility since the current one is near bursting at the seams. Truly, funding the SCCA Archives portion of the new facility will be a major focus of the SCCA Foundation for several years.

So, how will the SCCA Foundation help fund the development of the SCCA Archives at the IMRRC? Well, readers are already aware of the SCCA Foundation Sweepstakes Fundraiser featuring a VIP trip to the Formula 1 U.S. Grand Prix and a Skip Barber racing school ([winformula1trip.org](http://winformula1trip.org)). That sweepstakes runs until Sept. 3, with the winners being drawn at the Tire Rack SCCA Solo National Championships Banquet the following day. Part of the funding raised from this sweepstakes will go toward the SCCA Archives work.

As an SCCA Archives-specific fundraiser, the SCCA Foundation has also announced the "75 for the 75th" challenge. We are asking 75 SCCA members or Regions to donate \$1,000 in honor of the Club's 75th anniversary. These donations can be made in a lump sum or pledged in increments as small as \$100 over 10 months. Donors will receive a special commemorative 75th Anniversary Donor's Coin, inclusion in the "75 for the 75th" section of the SCCA Foundation webpage, and will receive admission to a special reception prior to the 2020 SCCA National Convention in Las Vegas. For more information about this special campaign, please visit the SCCA Foundation webpage at [sccafoundation.org](http://sccafoundation.org) and click the "Fundraising" tab. Your participation helps us celebrate the past and ensures a successful future for the SCCA Archives. 🍷

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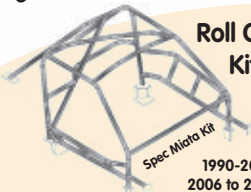
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**GT3 NISSAN 240SX > NASPORT** history. Windshield, master cylinders, long shifter and linkage, battery and clutch all new in 2019. \$30,000 - 3 sets of wheels, extra body parts, gears, spares. 24' enclosed Hallmark trailer available. Complete info: bit.ly/SC09\_240SX. **Contact: Chuck McKinney at (510) 812-1140 or chuck@amtmetals.com**



**1972 ZINK C4 SOLO VEE >** Garage find! 1,600cc engine with Gene Berg parts, Weber 40, extended oil pan and large oil cooler, stainless Roxanne Exhaust. Has 13-inch alloy wheels as well as 15-inch wheels for autocross, as well as original stock Formula Vee wheels. Has zero roll suspension, but can be returned to Z-bar as a vintage Formula Vee. Many extra parts including two motors. Nice car, full history of car with original logbook, updated roll bar. 1989 Solo Divisional Champion. Photos at metzphotos.smugmug.com in sellvees gallery. Located in Indianapolis. \$5,000 cash, firm. **Contact: lrmetz@comcast.net in Indianapolis**

## 20 COMPETITION | STREET ▼



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## 20 COMPETITION | STREET ▼



**1978 ALBATROS FORMULA VEE >** Garage find! Aluminum aerodynamic shaped body, extra wheels, spare noses, roll bar updated. Owned since 1989, used only for Solo events. Car had brief racing history with builder. Has custom engineered rear suspension that works like zero roll. New fuel cell a few years ago but never had fuel in it. Solo I 1990 National Champion. Located in Indianapolis. \$3,000 cash. Photos at metzphotos.smugmug.com in sellvees gallery. **Contact: lrmetz@comcast.net**



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# CALENDAR

SPORTS CAR CLUB OF AMERICA **SEPTEMBER 2019**  
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## MEMBER BENEFITS

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Members will receive a special SCCA discount on **Alamo's** already great rental rates.

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](http://www.scca.com) and check out the Member Benefits link under the "About SCCA" tab.



**TRANS AM** [gotransam.com](http://gotransam.com)  
**Mar 1-3** Sebring Int'l Raceway, Fla.  
*Loshak (TA); Matos (TA2); Saunders (SGT); Courtney (GT)*  
**Mar 29-31** Road Atlanta, Ga.  
*Loshak (TA); Matos (TA2); Kleeman (SGT)*  
**May 3-5** Laguna Seca, Calif.  
*Francis Jr. (TA); Merrill (TA2); Leuenberger (SGT)*  
**May 24-27** Lime Rock Park, Conn.  
*Kleeman (TA); Merrill (TA2); Boden (SGT); Davison (GT)*  
**May 31-Jun 2** Detroit Grand Prix, Mich.  
*Goikhberg (TA2); Ave (TA2)*  
**Aug 1-4** Indianapolis Motor Spdw, Ind.  
**Aug 8-10** Mid-Ohio Sports Car Course, Ohio  
**Aug 22-24** Road America, Wis.  
**Sep 5-8** Watkins Glen International, N.Y.  
**Sep 20-22** VIRginia International Raceway, Va.  
**Oct 4-6** Circuit of the Americas, Texas  
**Nov 14-16** Daytona Speedway, Fla.



Carvin Baker

### RACE READY

F4 U.S. Championship competitors will grid up on Sept. 13-15 for the penultimate round of the 2019 season.

### TRANS AM WEST COAST C'SHIP

**Apr 12-14** Thunderhill Raceway Prk, Calif.  
*Pickett (TA); McAllister (TA2); Eagleton (GT)*  
**Apr 26-28** Auto Club Speedway, Calif.  
*Gregg (TA); Rosseno (TA2);*  
**May 3-5** Laguna Seca, Calif.  
*Gregg (TA); McAllister (TA2); Marcosh (GT)*  
**Jun 14-16** Sonoma Raceway, Calif.  
*Gregg (TA); Kraus (TA2); Rydquist (SGT); Nunes (GT)*  
**Jun 26-28** Portland Int'l Raceway, Ore.  
**Oct 4-6** Circuit of the Americas, Texas



### FORMULA 4 [f4uschampionship.com](http://f4uschampionship.com)

**Apr 18-20** Road Atlanta, Ga.  
*Wilson; Porto\*; Car\**  
**Jun 21-23** Pittsburgh International Race Complex, Pa.  
*Leist; Porto; Car*  
**Jul 26-28** VIRginia International Raceway, Va.  
**Aug 8-10** Mid-Ohio Sports Car Course, Ohio  
**Sep 13-15** Sebring International Raceway, Fla.  
**Nov 1-3** Circuit of the Americas, Texas  
\* provisional race results

### POINTS RACE

With only a few rounds left, Trans Am racers head to Watkins Glen on Sep. 5-8 to compete for much needed season championship points.





**FORMULA 3** [f3americas.com](http://f3americas.com)  
**Apr 5-7** Barber Motorsports Park, Ala.  
*Pedersen; Dickerson*  
**Apr 18-20** Road Atlanta, Ga.  
*Abel; Abel; Dickerson*  
**Jun 21-23** Pittsburgh International Race Complex, Pa.  
*Dickerson; Dickerson; Dickerson*  
**Jul 26-28** VIRginia International Race Complex, Va.  
**Aug 22-24** Road America, Wis.  
**Sep 13-15** Sebring International Raceway, Fla.



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**Apr 18-20** Road Atlanta, Ga.  
**May 10-12** Watkins Glen, N.Y.  
**Jun 28-30** Mid-Ohio Sports Car Course, Ohio  
**Jul 26-28** VIRginia Int'l Raceway, Va.  
**Aug 2-4** Pittsburgh Int'l Race Complex, Pa.  
**Aug 23-25** Summit Point, Motorsports Park, W. Va.  
**Sep 13-15** New Jersey Motorsports Park - Thunderbolt, N.J.\*  
 \*F1600 and F2000 only



Cavin Baker

### SCCA PRO RACING

**WHAT** F3 Americas  
**WHEN** Sept. 13-15, 2019  
**WHERE** Sebring, Fla.  
 F3 Americas competitors will face their final race weekend of the season at Sebring International Raceway.



### RADICAL CUP

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

### ROAD RACING



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**NORTHERN CONFERENCE**  
**Aug 10-11** Grattan Raceway, Mich.

**MID-STATES CONFERENCE**  
**Aug 10-11** Raceway Park of the Midlands, Iowa

**Aug 24-25** High Plains Raceway, Colo.

**SOUTHERN CONFERENCE**  
**Aug 31-Sep 1** MSR Houston, Texas

### SCCA NATIONAL CHAMPIONSHIP RUNOFFS

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

### REGIONAL/DIVISIONAL

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

**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](http://sediv racing.org)

**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** Roebeling Road/Buccaneer

**Nov 30-Dec 1** Sebring/Central Florida

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### CENTRAL [cendiv-scca.org](http://cendiv-scca.org)

**Aug 17-18** Road America/Chicago

**Aug 24-25** Brainerd/Land O' Lakes

**Sep 7-8** Blackhawk Farms/Chicago

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**Land O' Lakes** (612) 839-7905

**Milwaukee** (815) 718-4881

### GREAT LAKES [greatlakes-scca.org](http://greatlakes-scca.org)

**Aug 3-4** Mid-Ohio/Cincinnati

**Oct 26-27** Mid-Ohio/Ohio Valley

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**Detroit, South Bend** (810) 278-1708

**Ohio Valley** (330) 460-6706

**Western Michigan** (616) 754-9583

### MIDWEST [midiv.org](http://midiv.org)

**Sep 13-15** Gateway Motorsports Park/St Louis, South Illinois

### SOUTHWEST [sowdivscca.org](http://sowdivscca.org)

**Nov 10** R Eagles Canyon Raceway/Texas

**Texas** (469) 878-1584

### ROCKY MOUNTAIN [coloradoscca.org](http://coloradoscca.org)

**Aug 24-25** High Plains Raceway/Colorado

**Oct 26-27** La Junta Raceway/Continental Divide

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## 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

TS = Track Sprint

v = Vintage

Contact information for registrars and event organizers available at [scca.com](http://scca.com).

For changes, e-mail [sanction@scca.com](mailto:sanction@scca.com).



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Assistant Treasurer **PETER JANKOVSKIS**

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Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

[www.scca.com](http://www.scca.com)

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[www.sccapro.com](http://www.sccapro.com)

### SCCA ENTERPRISES

Phone: (303) 693-2111

14550 E. Easter Ave., Suite 400

Centennial, CO 80112

[www.scca-e.com](http://www.scca-e.com)

President & CEO **ROBEY CLARK**

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Area 13: **JEFF ZURSCHMEIDE**

(503) 330-3010; [jzurschmeide@scca.com](mailto:jzurschmeide@scca.com)



Chris Clark





Barbara Prolos

**NORTHERN PACIFIC** [norpacscga.org](http://norpacscga.org)  
**Aug 9-11** Portland Int'l Raceway/Oregon  
**Aug 31-Sep 1** Laguna Seca/San Francisco  
**Sep 14-15** Portland Int'l Raceway/Oregon  
**Oct 25-27** Thunderhill/San Francisco  
 Oregon (503) 730-9007  
 San Francisco (530) 934-4455

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

### REGION DRIVER'S SCHOOLS

**NORTHEAST** [nediv.org](http://nediv.org)  
**Aug 10-11** (alternate school) NJMP/South Jersey  
**Oct 26-27** (alternate school) NJMP/South Jersey  
 New England (508) 561-2188  
 South Jersey (609) 784-5317  
 Washington DC TBA

**SOUTHWEST** [sowdivscga.org](http://sowdivscga.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](http://allenberggracingschools.com)  
**AMG Driving Academy**  
 (888) 604-1766 [amgacademy.com](http://amgacademy.com)  
**Bertil Roos Racing School**  
 (800) 511-7606 [racenow.com](http://racenow.com)  
**BIR Performance Driving School**  
 (866) 511-7606 [birperformance.com](http://birperformance.com)  
**Bob Bondurant School**  
 (800) 842-7223 [bondurant.com](http://bondurant.com)  
**Lucas Oil School of Racing**  
 (561) 200-7223 [lucasraceschool.com](http://lucasraceschool.com)  
**MSR Houston**  
 (281) 369-0677 [msrhouston.com](http://msrhouston.com)  
**Pettiford's Go 4 It Racing Schools**  
 (303) 666-4113 [go4itservices.com](http://go4itservices.com)

**Porsche Sport Driving School**  
 (888) 204-7474 [porschedriving.com](http://porschedriving.com)  
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[simracewaydrivingschool.com](http://simracewaydrivingschool.com)  
**Skip Barber Racing School**  
 (866) 932-1949 [skipbarber.com](http://skipbarber.com)  
**Spring Mountain Advanced Driving School**  
 (800) 391-6891  
[springmountainmotorsports.com](http://springmountainmotorsports.com)  
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[allenberggracingschools.com](http://allenberggracingschools.com)  
**Bertil Roos Racing School**  
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[bmwperformancecenter.com](http://bmwperformancecenter.com)  
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 (800) 842-7223 [bondurant.com](http://bondurant.com)  
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 (860) 435-5000 [limerockclub.com](http://limerockclub.com)  
**Lucas Oil School of Racing**  
 (561) 200-7223 [lucasraceschool.com](http://lucasraceschool.com)  
**Pettiford's Go 4 It Racing Schools**  
 (303) 666-4113 [go4itservices.com](http://go4itservices.com)  
**Primal Racing School**  
 (770) 573-1010 [primal.racing](http://primal.racing)  
**Pro Drive Racing School**  
 (503) 285-4449 [prodrive.net](http://prodrive.net)  
**ProFormance Racing School**  
 (253) 630-5130  
[proformanceracingschool.com](http://proformanceracingschool.com)  
**Simraceway Performance Driving Center**  
 (800) 733-0345  
[simracewaydrivingschool.com](http://simracewaydrivingschool.com)  
**Skip Barber Racing School**  
 (866) 932-1949 [skipbarber.com](http://skipbarber.com)  
**NOVICE PERMIT / SCHOOL CREDIT**  
**Allen Berg Racing School**  
 (888) 722-3220  
[allenberggracingschools.com](http://allenberggracingschools.com)



**ONE TO GO**  
 Oregon Region returns to Portland International Raceway on  
 Sept. 14-15 for its final race at that track for the season.

Doug Berger

### LINED UP

Watkins Glen will play host to a Finger Lakes Region race weekend on Sept. 21-22.

**Danny McKeever's Fast Lane Racing School**  
 (888) 948-4888 [raceschool.com](http://raceschool.com)

**EXR - Exotics Racing Series**  
 (702) 802-5662 [exrseries.com](http://exrseries.com)

**Pro Drive Racing School**  
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**Thompson Speedway Motorsports Park**  
 (877) 226-7223 [theracingschool.com](http://theracingschool.com)

**Waterford Hills Road Racing Inc.**  
 (248) 623-0070 [waterfordhills.com](http://waterfordhills.com)

### TIME TRIALS, TRACK EVENTS, CLUB RACING EXPERIENCE, & HILL CLIMBS

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

**Aug 2 TT** New Hampshire Motor Speedway/New England  
**Aug 3-4 HC** Flintstone, Md./Washington DC  
**Aug 9 NJMP**/South Jersey  
**Aug 17-18 HC** Reading, Pa./Blue Mountain  
**Aug 17-18 TT/TE** Summit Point/Washington DC  
**Aug 31-Sep 1 TE** Summit Point/Steel Cities  
**Sep 14-15 TT/TE** Summit Point/Washington DC  
**Sep 14-15 HC** Weatherly, Pa./Northeastern Pennsylvania  
**Oct 19-20 TT/TE** Summit Point/Washington DC  
**Oct 25 TE** NJMP/South Jersey  
**Nov 11 TE** Summit Point/Washington DC  
**Blue Mountain** (610) 608-3978  
**Finger Lakes** (585) 328-2617  
**Northeastern Pennsylvania**  
 (570) 655-0576  
**Steel Cities** (412) 771-2277

#### SOUTHEAST [sedivrracing.org](http://sedivrracing.org)

**Aug 2 TE** Daytona Int'l Speedway/Central Florida  
**Aug 10-11 HC** Robbinsville, N.C./Central Carolinas  
**Aug 24-25 TT** Barber Motorsports Park/Alabama, Tennessee Valley  
**Aug 30 TE** Sebring/Central Florida  
**Sep 1 TT** Sebring/Central Florida  
**Sep 14-15 TE** Homestead/Florida  
**Oct 5-6 TT** Talladega Grand Prix/Alabama, Tennessee Valley  
**Oct 11 TE** Sebring/Central Florida  
**Oct 18-20 TE** Sebring/Central Florida  
**Nov 3 TE** Road Atlanta/Atlanta  
**Nov 16-17 TT/TE** Roebeling Road/Buccaneer  
**Nov 29 TE** Sebring/Central Florida  
**Alabama, Tennessee Valley**  
 (256) 200-5541  
**Atlanta** (770) 617-0801  
**Central Carolinas** (704) 898-0141  
**Central Florida** (407) 415-8714

#### CENTRAL [cendiv-scca.org](http://cendiv-scca.org)

**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](http://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

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## ANNIVERSARIES

## SCCA MEMBERS CELEBRATING 25-65 YEARS

## 65-YEAR MEMBER

Lloyd W. Loring 8/1/1954 South Bend

## 55-YEAR MEMBERS

Logan Blackburn 8/1/1964 Indianapolis Region  
Peter A. Klain 8/1/1964 Detroit

## 50-YEAR MEMBERS

Tom Grantham 8/1/1969 Des Moines Valley  
Daniel Marvin 8/1/1969 San Francisco

## 45-YEAR MEMBERS

Allie P. Ash Jr. 8/1/1974 Washington DC  
Dwight K. Cooke Jr. 3/1/1974 North Carolina  
Richard DeSimone 8/1/1974 Blackhawk Valley

## 40-YEAR MEMBERS

John M. Bonvouloir 8/1/1979 Colorado Region  
C. Tate Cramm 8/1/1979 Houston Region  
Gail L. Fetterman 8/1/1979 Oregon Region  
Thomas W. Keiper 8/1/1979 Buccaneer Region  
Linda Pobst 8/1/1979 Central Florida  
Peter J. Romanowski 8/1/1979 North Carolina

## 35-YEAR MEMBERS

Phil Lamont 8/10/1984 Western New York  
Roger G. Addison 8/22/1984 Oklahoma Region  
Douglas A. Christensen 8/20/1984 Florida Region  
Jorge Oscar Diaz 8/30/1984 San Diego Region  
Richard J. Duffey 8/29/1984 Milwaukee Region  
David A. Fedler 8/27/1984 Milwaukee Region  
Raymond A. Fiore 8/28/1984 San Francisco Region  
Robert V. Frank 8/16/1984 Cincinnati Region  
Greg Horan 8/30/1984 Steel Cities Region  
Nancy G. Huber 8/22/1984 Northern New Jersey  
Mark R. Hutchins 8/17/1984 Chicago Region  
Deanna Hutchins 8/17/1984 Nebraska Region  
Timothy D. Jackson 8/28/1984 Oregon Region  
Gregory Kentera 8/10/1984 Northern New Jersey  
Connie Kruck 8/22/1984 Des Moines Valley  
Christopher J. Land 8/20/1984 Eastern Tennessee  
Leon LeDoux 8/30/1984 Southwest Louisiana  
Christopher Liedtke 8/10/1984 Finger Lakes Region  
Brenda Ward Lyons 8/21/1984 North Carolina  
David H. Panasci 8/17/1984 Central New York  
Michael J. Piera 8/10/1984 New England Region  
Hap Charles Schadler 8/15/1984 Continental Divide  
Hamilton N. Shepley 8/22/1984 New England Region  
E. Frank Shoemaker 8/4/1984 San Francisco Region  
David W. Sterling 8/21/1984 Washington DC  
Todd M. Stern 8/10/1984 Ohio Valley Region  
Sara Sugrue 8/15/1984 Continental Divide  
Jim Tikijian 8/28/1984 San Francisco Region  
Patty Tunnell 8/15/1984 Colorado Region  
Bruce E. Wentzel 8/22/1984 Detroit Region  
Steven B. Wolfson 8/22/1984 Washington DC

## 30-YEAR MEMBERS

Paul Barten 8/10/1989 Florida Region  
John R. Bowling 8/4/1989 Mid South Region  
Harry J. Campbell 8/11/1989 Indianapolis Region  
Janet Davison 8/8/1989 Detroit Region  
Owen Farrior 8/31/1989 Hawaii Region  
Delia J. Fosdick 8/28/1989 Cal Club Region  
Laura E. Graf 8/8/1989 Steel Cities Region  
Mary D. Gukich 8/11/1989 Colorado Region  
Michael A. Henry 8/21/1989 Atlanta Region  
Peter Keane 8/16/1989 Central Florida  
Mark Keller 8/22/1989 Northwest Region  
Randy Keller 8/24/1989 Chicago Region  
Greg Lusted 8/4/1989 New England Region  
Dermot J. McArdle 8/4/1989 Mohawk Hudson  
Roy S. Nutter Jr. 8/31/1989 Steel Cities Region  
Teresa Peterson 8/22/1989 Central Carolinas  
Russell Riedy 8/31/1989 Florida Region  
Diane L. Scanlan 8/4/1989 New York Region  
John Severtson 8/31/1989 Land O'Lakes Region  
Charles Shtatzen 8/31/1989 Atlanta Region  
Chuck Sieber 8/22/1989 South Jersey Region  
Roger B. Simonian 8/7/1989 San Francisco Region  
Donald R. Stark 8/4/1989 Cal Club Region  
William C. Trainer 8/23/1989 Chicago Region  
Jim Truess 8/7/1989 Northwest

## 25-YEAR MEMBERS

Mark Brichacek 8/4/1994 Iowa Region  
James A. Carr 8/31/1994 Dixie Region  
Bonnie Hall 8/31/1994 Gulf Coast Region  
Donald S. Hall 8/31/1994 Gulf Coast Region  
Mark Hutchison 8/11/1994 Milwaukee Region  
Douglas E. Mackintosh 8/23/1994 San Francisco Region  
Scott Malbon 8/9/1994 Blue Ridge Region  
Matt McCabe 8/25/1994 Nebraska Region  
Dennis McGuire 8/9/1994 Misery Bay Region  
Miki Moerwald 8/23/1994 Central Florida  
Paola Nisonger 8/10/1994 Detroit Region  
Barry Ott 8/23/1994 Continental Divide  
Eric J. Peterson 8/10/1994 North Carolina  
Kenneth D. Reilly 8/9/1994 New England Region  
John Sanders 8/31/1994 Ohio Valley Region  
John Joseph Sears 8/11/1994 Arizona Border  
Michael A. Tews 8/4/1994 Milwaukee Region  
Timothy E. Vincent 8/3/1994 Steel Cities Region  
Mark Walheim 8/29/1994 San Francisco Region  
Ron Williams 8/19/1994 Kansas Region  
David A. Yeager 8/29/1994 Blue Mountain

## SOUTHERN PACIFIC

Sep 21-22 TE Buttonwillow Raceway/  
Cal Club

Nov 9-10 TE Buttonwillow Raceway/  
Cal Club

Cal Club (661) 304-9382

## TIME TRIALS NATIONAL TOUR

Sep 27-29 (TT Nationals) NCM  
Motorsports Park, Ky.

## TRACK NIGHT IN AMERICA

Atlanta Motorsports Park,  
Ga./Aug. 7, Sept. 11

Auto Club Speedway, Calif./Aug. 24

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

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

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

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

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

GingerMan Raceway, Mich./  
Aug. 8, Sept. 12

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

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

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

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

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

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

Pacific Raceways, Wash./July 17

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

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

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

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

Portland International Raceway,  
Ore./July 5, Aug. 9

Ridge Motorsports Park, Wash./  
July 23, Aug. 7, Sept. 12

Road Atlanta, Ga./July 26

Sebring International  
Raceway, Fla./Sept. 12

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

Thunderhill Raceway Park,  
Calif./Aug. 15, Sept. 12

Virginia International  
Raceway, Va./July 25

## STREET SURVIVAL SCHOOLS

Aug 10 Chicagoland Speedway/Chicago  
Aug 24 Oxford Valley Mall/Philadelphia

Sep 14 Milwaukee Area Technical College/  
Milwaukee

Sep 21 Fowlerville Proving Ground/Detroit

Sep 21 Yoder Autocross Site/Wichita

Sep 28 St. Charles Family Arena/St. Louis

Sep 28 Regional Public Safety training  
Center/Reno

Sep 28 Dragon Stadium/Houston

Oct 7 Air Force Research Laboratory,  
N.Y./Central New York

Oct 20 Portland International Raceway,  
Ore./Oregon

Oct 20 Saratoga Auto Museum/Mohawk  
Hudson

Oct 26 Dade County High School/  
Chattanooga

Nov 2 Heartland Motorsports Park/  
Kansas City

Nov 9 Marana Regional Airport/Arizona  
Border

Nov 23 Pacific Raceways/Northwest

Dec 14 Dragon Stadium

## MIDWEST midiv.org

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@stlscra.org

## SOUTHWEST sowdivscca.org

Aug 24 TT MSR Cresson/Texas

Nov 9-10 TT Eagles Canyon Raceway/Texas

Dec 7 TT MSR Cresson/Texas

Texas (951) 283-5680

## ROCKY MOUNTAIN coloradoscca.org

Aug 9 TS Utah Motorsports  
Campus/Utah

## BUTTONING IT UP

Cal Club Region closes out its race  
season with a trio of weekends  
at Buttonwillow Raceway Park.



## NORTHERN PACIFIC norpacscca.org

Aug 3 TT/TE Thunderhill Raceway Park/  
Reno

Aug 10-11 TT Portland Int'l Raceway/Oregon

Sep 7 TT/TE Thunderhill Raceway Park/  
Reno

Sep 14-15 TT Portland Int'l Raceway/Oregon

Oct 12 TT/TE Thunderhill Raceway Park/  
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Ferrari	Panoz
Ford	Porsche
Ginetta	Sin

\*model count based on engine configurations







### THE FINAL COUNTDOWN

The Tire Rack ProSolo Finale will be in full swing come Aug. 30-Sept. 1 at Lincoln Airpark in Lincoln, Neb.

Rupert Barrington

## SOLO

### TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

2020 schedule to be announced

### 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. Challenges cancelled

May 23-25 Lincoln Airpark, Neb.

Whitener (Super); Whitener (Ladies)

May 31-Jun 2 Mineral Wells Airport, Texas

Dietz (Super); Whitener (Ladies)

Jun 14-16 Toledo Express Airport, Ohio

Connors (Super); Johns (Ladies)

Jul 5-7 Heartland Motorsports Park, Kan.

Madarash (Super); Blume (Ladies)

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.

2020 schedule to be announced

### CAM CHALLENGE

Aug 9-11 Grissom Aeroplex, Ind.

Sep 3-4 Lincoln Airpark, Neb.

### STARTING LINE SCHOOLS

Sep 14 Atlanta Motor Speedway, Ga./Atlanta

Nov 16 Crows Landing, Calif./San Francisco

### REGIONAL

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

Aug 4 Wells Fargo Center/Philadelphia

Aug 4 Empire State Aeroscience Museum/Mohawk Hudson

Aug 4 Binghamton University/Southern New York

Aug 4 Spooky Nook Sports/Susquehanna

Aug 4 Mid-States Regional Airport/Central Pennsylvania

Aug 4 New Meadowlands Sports Complex/Northern New Jersey

Aug 9 Seneca Army Depot/Finger Lakes

Aug 10 Regency Furniture Stadium/Washington DC

Aug 11 Pittsburgh Int'l Race Complex/Steel Cities

Aug 17 Ebensburg Airport/Allegheny Highlands

Aug 17 Seneca Army Depot/Finger Lakes

Aug 17 FedEx Field/Washington DC

Aug 17 Warminster Community Park/Philadelphia

Aug 18 Empire State Aeroscience Museum/Mohawk Hudson

Aug 18 Mohegan Sun Areen at Casey Plaza/NE Pennsylvania

Aug 18 Moore Airfield/New England

Aug 18 Bader Field/South Jersey

Aug 24 Seneca Army Depot/Finger Lakes

Aug 24 FedEx Field/Washington DC

Aug 24 Spooky Nook Sports/Susquehanna

Aug 24 NYC Live at Nassau Veterans Memorial/New York

Aug 25 Pineview Run Auto & Country Club/Central New York

Aug 25 Centre County Public Safety Center/Central Pennsylvania

Sep 8 Pineview Run Auto & Country Club/Central New York

Sep 14 Pocono Raceway/NE Pennsylvania

Sep 15 Xerox Corporation/Finger Lakes

Sep 15 Pittsburgh Int'l Race Complex/Steel Cities

Sep 15 Warminster Community Park/Philadelphia

Sep 15 Splish Splash Water Park/New York

Sep 15 Bader Field/South Jersey

Sep 21 Ebensburg Airport/Allegheny Highlands

Sep 21 FedEx Field/Washington DC

Sep 22 Empire State Auto & Country Club/Mohawk Hudson

Sep 22 Jones Beach State Park/New York

Sep 22 Moore Airfield/New England

Sep 28 FedEx Field/Washington DC

Sep 29 Pittsburgh Int'l Race Complex/Steel Cities

Sep 29 Spooky Nook Sports/Susquehanna

Sep 29 Jones Beach State Park/New York

Sep 29 Centre County Public Safety Center/Central Pennsylvania

Oct 5 Jimmy Stewart Airport-Indiana

County Airport/Allegheny Highlands

Oct 5 Spooky Nook Sports/Susquehanna

Oct 6 Moore Airfield/New England

Oct 6 Warminster Community Park/Philadelphia

Oct 6 Splish Splash Water Park/New York

Oct 12 Lycoming Mall/NE Pennsylvania

Oct 13 Splish Splash Water Park/New York

Oct 13 Regency Furniture Stadium/Washington DC

Oct 13 Bader Field/South Jersey

Oct 19 Mid-State Regional Airport/Central Pennsylvania

Oct 26 Pittsburgh Int'l Race Complex/Steel Cities

Nov 3 Moore Airfield/New England

Nov 3 Bader Field/South Jersey

### SOUTHEAST [sedivacing.org](http://sedivacing.org)

Aug 3 Daytona International Speedway/Central Florida

Aug 4 Bristol Motor Speedway/Eastern Tennessee

Aug 10 Atlanta Motor Speedway/Atlanta

Aug 11 Hunt Army Stagefield/Wiregrass

Aug 11 Dade County High School/Chattanooga

Aug 17 Smokies Stadium/Eastern Tennessee

Aug 17 Spence Field/Dixie

Aug 22 Bristol Motor Speedway/Eastern Tennessee

Aug 24 Freestyle Music Park/South Carolina

Aug 24 NCM Motorsports Park/Tennessee

Sep 7 Michelin North America/South Carolina

Sep 14 Atlanta Motor Speedway/Atlanta

Sep 15 Dade County High School/Chattanooga

Sep 15 James Ward Ag Center/Tennessee

Sep 21 USMC Marine Corps Air Station Cherry Point/North Carolina

Sep 22 DeLand Airport/Central Florida

Sep 22 Spence Field/Dixie

Sep 28 Daytona International Speedway/Central Florida

Oct 5 Atlanta Motor Speedway/Atlanta

Oct 13 Dade County High School/Chattanooga

Oct 19 USMC Marine Corps Air Station Cherry Point/North Carolina

Oct 19 Sebring Int'l Raceway/Central Florida

Oct 20 NCM Motorsports Park/Tennessee

Oct 27 James Ward Ag Center/Tennessee

Nov 3 Spence Field/Dixie

Nov 9 Atlanta Motor Speedway/Atlanta

Nov 17 Dade County High School/Chattanooga

Nov 17 NCM Motorsports Park/Tennessee

Nov 24 Deland Airport/Central Florida

Dec 1 South Georgia Motorsports Park/Dixie

### CENTRAL [cendiv-scca.org](http://cendiv-scca.org)

Aug 4 Whiteside County Airport/Great River

Aug 11 Chicagoland Speedway/Chicago

Aug 17 Sawyer Int'l Airport/Lake Superior

Aug 18 Minnesota College/Land O' Lakes

Aug 25 Iowa National Guard/Great River

Aug 31 Route 66 Raceway/Chicago

Sep 1 Iowa National Guard/Great River

Sep 15 Quad City Downs/Great River

Sep 28 Route 66 Raceway/Chicago

Sep 29 La Crosse Fairgrounds Speedway/Land O' Lakes

Oct 6 Iowa National Guard/Great River

Oct 13 Route 66 Raceway/Chicago

Oct 19 Route 66 Raceway/Chicago

### GREAT LAKES [greatlakes-scca.org](http://greatlakes-scca.org)

Aug 3 Grissom Aeroplex/Indianapolis

Aug 4 City of Eastlake Municipal Parking Lot/Neohio

Aug 11 LFUCG Training Pad/Central Kentucky

Aug 11 Owens Community College/Northwestern Ohio

Aug 16 Grissom Aeroplex/Indianapolis

Aug 16 Oscoda-Wurtsmith Airport/Saginaw Valley

Aug 18 Tire Rack/South Bend

Aug 18 Mid-American Air Center/Southern Indiana

Aug 25 Purdue Fort Wayne/Fort Wayne

Aug 25 Lake County Government Center/Indiana Northwest

Aug 25 Toledo Express Airport/Northwestern Ohio

Aug 25 Walesboro Cummins Test Site/Columbus

Aug 25 LFUCG Training Pad/Central Kentucky

Aug 31 Grissom Aeroplex/Indianapolis

Sep 7 City of Eastlake Municipal Parking Lot/Neohio

Sep 9 Walesboro Cummins Test Site/Columbus

Sep 15 LFUCG Training Pad/Central Kentucky

Sep 15 Indiana State Fairgrounds/Indianapolis

Sep 15 Mid-American Air Center/Southern Indiana

Sep 22 Tire Rack/South Bend

Sep 22 Toledo Express Airport/Northwestern Ohio

Sep 29 LFUCG Training Pad/Central Kentucky

Sep 29 Allen County War Memorial Coliseum/Fort Wayne

Sep 29 City of Eastlake Municipal Parking Lot/Neohio

Sep 29 Walesboro Cummins Test Site/Columbus

Oct 6 Owens Community College/Northwestern Ohio

Oct 6 Whitaker Bank Legends Stadium/Central Kentucky

Oct 6 Indiana State Fairgrounds/Indianapolis

Oct 6 Mid-American Air Center/Southern Indiana

Oct 13 Mid-American Air Center/Southern Indiana

Oct 13 Tire Rack/South Bend

Oct 13 Lake County Government Center/Indiana Northwest

Oct 19 City of Eastlake Municipal Parking Lot/Neohio

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OZ Racing Wheels now available for:  
F2000, F1600, Sports 2000, Spec Miata,  
Bmw, Acura and Honda



primusracingparts.com



**Oct 20** Walesboro Cummins Test Site/  
Columbus  
**Oct 27** Purdue Fort Wayne/Nort Wayne  
**Oct 27** Grissom Aeroplex/Indianapolis  
**Oct 28** Whitaker BankLegends Stadium/  
Central Kentucky  
**Nov 3** Walesboro Cummins  
Test Site/Columbus

## MIDWEST [midiv.org](http://midiv.org)

**Aug 2** Lincoln Airpark/Nebraska  
**Aug 3** Landers Center/Mid South  
**Aug 10** Heartland Motorsports Park/  
Kansas  
**Aug 11** Tanger Lot/Northeast Oklahoma  
**Aug 11** St. Charles Family Arena/St. Louis  
**Aug 17** East Crawford Rec Area/Salina  
Region  
**Aug 17** Metropolitan Community College/  
Kansas City  
**Aug 17** Columbus Air Force Base/  
Mississippi  
**Aug 24** Yoder Autocross Site/Wichita  
**Aug 25** Remington Park/Oklahoma  
**Sep 1** Tanger Lot/Northeast Oklahoma  
**Sep 15** Metropolitan Community College/  
Kansas City  
**Sep 15** Yoder Autocross Site/Wichita  
**Sep 15** Metropolitan Community College  
Blue River Campus/Kansas City  
**Sep 15** Remington Park/Oklahoma  
**Sep 22** St. Charles Family Arena/St. Louis  
**Sep 22** Metropolitan Community College/  
Kansas City  
**Sep 28** Lincoln Airpark/Nebraska  
**Sep 28** Grenada Municipal Airport/  
Mississippi  
**Sep 29** Tanger Lot/Northeast Oklahoma  
**Sep 29** Remington Park/Oklahoma  
**Oct 5** Heartland Motorsports Park/  
Kansas  
**Oct 6** Yoder Autocross Site/Wichita  
**Oct 13** Metropolitan Community College/  
Kansas City  
**Oct 13** Gateway Motorsports Park/St.  
Louis  
**Oct 13** Remington Park/Oklahoma  
**Oct 20** Tanger Lot/Northeast Oklahoma  
**Oct 26** Columbus Air Force Base/  
Mississippi  
**Oct 26** Lincoln Airpark/Nebraska  
**Oct 26** Metropolitan Community College/  
Kansas City  
**Oct 27** Gateway Motorsports Park/St.  
Louis  
**Oct 27** Yoder Autocross Site/Wichita  
**Nov 3** Gateway Motorsports Park/St. Louis  
**Nov 10** Yoder Autocross Site/Wichita

## SOUTHWEST [sowdivscca.org](http://sowdivscca.org)

**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](http://coloradoscca.org)

**Aug 3** Rigby Middle School/Eastern Idaho  
**Aug 4** Front Range Airport/Colorado  
**Aug 10** Utah Motorsports Campus/Utah  
**Aug 17** Pikes Peak Int'l Raceway/  
Continental Divide  
**Aug 24** Yellowstone Drag Strip/  
Yellowstone



## NATIONALS

More than 1,300 competitors will compete at this year's  
Solo National Championships on Sept. 3-6.

**Sep 14** Utah Motorsports Campus/Utah  
**Sep 14** Pine Ridge Mall/Eastern Idaho  
**Sep 15** Metra Park/Yellowstone  
**Aug 24** Rigby Middle School/Eastern  
Idaho  
**Sep 24** Pikes Peak Int'l Raceway/  
Continental Divide  
**Sep 28** Yellowstone Drag Strip/  
Yellowstone  
**Sep 28** Front Range Airport/Colorado  
**Oct 12** McGee Park/Rio Grande

## NORTHERN PACIFIC [norpacscca.org](http://norpacscca.org)

**Aug 3** Expo Idaho/Snake River  
**Aug 3** Jore Manufacturing/Big Sky  
**Aug 3** Marina Municipal Airport/San  
Francisco  
**Aug 25** Marina Municipal Airport/San  
Francisco  
**Aug 31** Jore Manufacturing/Big Sky  
**Sep 7** Expo Idaho/Snake River  
**Oct 5** Expo Idaho/Snake River  
**Oct 6** Marina Municipal Airport/San  
Francisco  
**Oct 12** Jore Manufacturing  
**Oct 19** Expo Idaho/Snake River  
**Oct 20** Buttonwillow Raceway Park/  
Fresno  
**Nov 3** Crows Landing/San Francisco  
**Nov 9-10** Fresno Fairgrounds/San  
Francisco  
**Nov 16** Fresno Fairgrounds/San Francisco

## SOUTHERN PACIFIC

**Aug 4** Aloha Stadium/Hawaii  
**Aug 10** Las Vegas Motor Speedway/  
Las Vegas  
**Aug 18** Aloha Stadium/Hawaii  
**Aug 23** Auto Club Speedway/Cal Club  
**Aug 25** Marana Regional Airport/Arizona  
**Aug 25** Maui Motorsports Park/Hawaii  
**Sep 1** Sam Boyd Stadium/Las Vegas  
**Sep 13** Auto Club Speedway/Cal Club  
**Sep 14** Arizona Motorsports Park/Arizona  
**Sep 15** Aloha Stadium/Hawaii  
**Sep 22** Las Vegas Motor Speedway/  
Las Vegas  
**Sep 22** Marana Regional Airport/Arizona  
**Sep 27** SDCCU Stadium/San Diego  
**Sep 29** Aloha Stadium/Hawaii  
**Sep 29** Maui Motorsports Park/Hawaii  
**Oct 12** Aloha Stadium/Hawaii  
**Oct 12** SDCCU Stadium/San Diego  
**Oct 13** Las Vegas Motor Speedway/Las  
Vegas  
**Oct 13** Arizona Motorsports Park/Arizona  
**Oct 19** Maui Motorsports Park/Hawaii  
**Oct 26** Marana Regional Airport/Arizona  
**Oct 27** Aloha Stadium/Hawaii  
**Oct 27** Maui Motorsports Park/Hawaii  
**Nov 1** SDCCU Stadium/San Diego  
**Nov 2** Arizona Motorsports Park/Arizona  
**Nov 3** Sierra Vista Airport/Arizona  
Border  
**Nov 3** Sam Boyd Stadium/Las Vegas

**Nov 8** Auto Club Speedway/Cal Club  
**Nov 17** Aloha Stadium/Hawaii  
**Nov 17** Marana Regional Airport/Arizona  
**Nov 22** SDCCU Stadium/San Diego  
**Nov 29** California Speedway/Cal Club  
**Dec 1** Arizona Motorsports Park/Arizona  
**Dec 6** California Speedway/Cal Club  
**Dec 8** Las Vegas Motor Speedway/Las  
Vegas  
**Dec 8** Marana Regional Airport/Arizona  
**Dec 15** Aloha Stadium/Hawaii

Find more events near you at  
[www.scca.com/solo](http://www.scca.com/solo)

## ROADRALLY

### NATIONAL

**Oct 12** NC Little Dixie, O'Fallon, Mo./St.  
Louis  
**Oct 13** NT Great River Road Tour,  
O'Fallon, Mo./St Louis  
St. Louis (314) 503-7411

### REGIONAL/DIVISIONAL

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

**Aug 3** New Hampshire Motor Speedway/  
New England  
**Sep 7** Southington Drive In/New England  
**Oct 24** Saratoga Auto  
Museum/New England

#### CENTRAL [cendiv-scca.org](http://cendiv-scca.org)

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

#### MIDWEST [midiv.org](http://midiv.org)

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

#### SOUTHERN PACIFIC

**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](http://www.scca.com/roadrally)

## RALLYCROSS

### DIRTFISH NATIONAL TOUR

2020 schedule to be announced

### DIRTFISH NATIONAL C'SHIP

Sep 20-22 National Balloon Classic, Iowa

## REGIONAL

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

**Aug 10** Pennsylvania Farm Show Complex  
& Expo Center/Susquehanna  
**Aug 25** Summit Point/Washington DC  
**Sep 1** Summit Point/Washington DC  
**Sep 7** Spooky Nook Sports/Susquehanna  
**Sep 15** McDonalds', Flemington, NJ/  
Northern New Jersey  
**Sep 29** Walczyk's Park/Central New York  
**Oct 6** Panthera Training Center/  
Washington DC  
**Oct 13** Panthera Training Center/  
Washington DC  
**Oct 19** Pennsylvania Farm Show Complex  
& Expo Center/Susquehanna  
**Oct 27** Panthera Training Center/  
Washington DC  
**Nov 3** Panthera Training Center/  
Washington DC  
**Nov 9** Spooky Nook Sports/Susquehanna  
**Nov 17** Summit Point/Washington DC  
**Nov 24** Summit Point/Washington DC

### SOUTHEAST [sediv-racing.org](http://sediv-racing.org)

**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](http://cendiv-scca.org)

**Aug 3** William's Farm/Land O' Lakes  
**Aug 18** Southern Iowa Speedway/Iowa  
**Sep 1** Byron Motorsports Park/Milwaukee  
**Sep 7** William's Farm/Land O' Lakes  
**Sep 8** CJ Speedway/Iowa Region  
**Oct 5** William's Farm/Land O' Lakes  
**Oct 6** Southern Iowa Speedway/Iowa  
**Oct 27** Byron Motorsports Park/  
Milwaukee  
**Nov 2** William's Farm/Land O' Lakes  
**Nov 24** Byron Motorsports  
Park/Milwaukee

### GREAT LAKES [greatlakes-scca.org](http://greatlakes-scca.org)

**Oct 6** Gaega County  
Fairgrounds/Neohio

### MIDWEST [midiv.org](http://midiv.org)

**Aug 17** Madison, Ill./St Louis  
**Aug 24** Santa Fe Trail Cycle Park/Kansas  
**Aug 25** I-35 Speedway/Kansas City  
**Sep 1** Howard RallyxSite/Wichita  
**Sep 8** Madison, Ill./St Louis  
**Sep 14** Santa Fe Trail Cycle Park/Kansas  
**Sep 15** I-80 Speedway/Nebraska  
**Sep 29** I-35 Speedway/Kansas City  
**Oct 19-20** Thunder Valley Sand Drags/  
Kansas City  
**Oct 20** I-80 Speedway/Nebraska  
**Oct 27** Madison, Ill./St Louis  
**Nov 2-3** I-35 Speedway/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](http://coloradoscca.org)

**Aug 24** I-76 Speedway/Continental  
Divide  
**Oct 26** Colorado National  
Speedway/Continental Divide

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**SUPER COUPON**

**ZURICH BEATS Snap-on® Blue-Point**

ZURICH ZR13

SAVE \$168

**NOW \$169.99**

Customer Rating  
★★★★★  
ITEM 63806

OBD2 WITH ABS/FixAssist®/SRS

YES	LIVE REAL-TIME ENGINE DATA	YES
YES	FREEZE FRAME DATA	YES
YES	READS OBDII '96 & NEWER COMPATIBLE	YES
YES	BATTERY/ALTERNATOR TEST	YES
YES	OIL LIGHT RESET	YES
YES	BATTERY RESET	YES
YES	ERASE TROUBLE CODES	YES
USA/ASIA/EUR	ABS CODES/DEFINITIONS	USA/ASIA/EUR
USA/ASIA/EUR	AIRBAG CODES/DEFINITIONS	USA/ASIA/EUR
FixAssist®	FIX RECOMMENDATIONS	NO

**\$199.99 PRICE \$338**

Snap-on Blue-Point EECR3A



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\* Snap-on by EECR3A stated specs.

**PITTSBURGH® SUPER COUPON**

Customer Rating  
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**CLICK-TYPE TORQUE WRENCHES**

LIFETIME WARRANTY

• Reversible

DRIVE	ITEM
1/4"	61277/63881/2696/94735
3/8"	61276/63880/807/94892
1/2"	62431/63882/239/94850

COMPARE TO HUSKY \$89.97  
MODEL: H20TWA  
**SAVE 88% \$199.99**

**YOUR CHOICE \$9.99**

Item 239 shown



LIMIT 5 - Coupon valid through 12/6/19\*

**PITTSBURGH® #1 SELLING JACKS IN AMERICA**

**RAPID PUMP® 1.5 TON LIGHTWEIGHT ALUMINUM FLOOR JACK**

• Weighs 34 lbs.

SAVE \$91  
COMPARE TO K TOOL \$151.42  
MODEL: KTB3094  
**NOW \$59.99**  
**\$79.99**

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



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**CENTRAL PNEUMATIC® SUPER COUPON**

**3 GALLON, 100 PSI OIL-FREE AIR COMPRESSORS**

**YOUR CHOICE \$39.99**  
**\$59.99**

HOT DOG ITEM 69269 97080 shown  
PANCAKE ITEM 61615/60637 95275 shown  
• Air delivery: 0.6 CFM @ 90 PSI

COMPARE TO PORTER-CABLE \$98.62  
MODEL: PCPQ2003  
**SAVE 59%**



LIMIT 4 - Coupon valid through 12/6/19\*

**HaulMaster® SUPER COUPON**

**72" x 80" MOVING BLANKET**

Customer Rating  
★★★★★

COMPARE TO BLUE HAWK \$19.99  
MODEL: 77280  
**SAVE 70%**  
**NOW \$5.99**  
**\$8.99**

ITEM 69505/62418/66537 shown



LIMIT 4 - Coupon valid through 12/6/19\*

**SUPER COUPON**

**200 LUMENS LED SUPER BRIGHT FLIP LIGHT**

• Wireless, tool-free and easy installation

Customer Rating  
★★★★★  
**NOW \$2.99**  
**\$4.99**

COMPARE TO PREMIER \$4.99  
MODEL: SW-SWITCH-1224  
**SAVE 40%**

ITEM 64189/64723/63922 shown



LIMIT 4 - Coupon valid through 12/6/19\*

**CHICAGO ELECTRIC® WELDING**

**125 AMP FLUX-CORE WELDER**

Customer Rating  
★★★★★

**NOW \$99.99**  
**\$119.99**

COMPARE TO IRONTON \$179.99  
MODEL: 45433  
**SAVE \$80**

ITEM 63583/63582 shown



LIMIT 4 - Coupon valid through 12/6/19\*

**PITTSBURGH® SUPER COUPON**

**2 PIECE 1500 LB. CAPACITY VEHICLE DOLLIES**

Customer Rating  
★★★★★

COMPARE TO ROUGHNECK \$89.99  
MODEL: 27318  
**SAVE 55%**  
**NOW \$39.99**  
**\$56.99**

ITEM 60343/67338 shown



LIMIT 2 - Coupon valid through 12/6/19\*

**PREDATOR® SUPER COUPON**

**2000 WATT SUPER QUIET INVERTER GENERATOR**

• 12 hour run time  
• 79.7 cc OHV engine, 2.8 HP

**NOW \$449.99**  
**\$499.99**

COMPARE TO HONDA \$1,009  
MODEL: EU2000i  
**SAVE \$559**

ITEM 62523



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**SUPER COUPON**

OVER 5,000 5 STAR REVIEWS

**FREE**

**SUPER BRIGHT LED/SMD WORK LIGHT/FLASHLIGHT**

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

**ALL IN A SINGLE SUPER POWERFUL LIGHT**

COMPARE TO PERFORMANCE TOOL \$13.52  
MODEL: W264

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



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**SUPER COUPON**

**20% OFF**

ANY SINGLE ITEM\*



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**NEW U.S. GENERAL® SUPER COUPON**

**56" x 22" DOUBLE BANK EXTRA DEEP CABINETS**

• Weighs 400 lbs.

**YOUR CHOICE OF COLOR \$649.99**  
**\$799.99**

COMPARE TO SNAP-ON \$3,745  
MODEL: KRAS311FPB0  
**SAVE \$3,095**

Item 64864, 64458, 64165, 56110, 56111, 56112



LIMIT 1 - Coupon valid through 12/6/19\*

**HARDY® SUPER COUPON**

**POWDER-FREE NITRILE GLOVES**

PACK OF 100

• 5 mil thickness

**SAVE 59%**  
**NOW \$5.99**  
**\$7.99**

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



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**PITTSBURGH® SUPER COUPON**

**MULTI-USE TRANSFER PUMP**

Customer Rating  
★★★★★

COMPARE TO SHOP CRAFT \$14.99  
MODEL: 36667  
**SAVE 66%**  
**NOW \$4.99**  
**\$6.99**

ITEM 63144/3878/61364/63591/66418 shown



LIMIT 4 - Coupon valid through 12/6/19\*

**EARTHQUAKE XT® SUPER COUPON**

**20 VOLT LITHIUM CORDLESS EXTREME TORQUE 1/2" IMPACT WRENCH KIT**

• 4.0 amp hour battery

**1200 TORQUE FT. LBS. BOLT BREAKAWAY**  
**SAVE \$484**  
**NOW \$239.99**  
**\$724.85**

COMPARE TO SNAP-ON \$724.85  
MODEL: CT8650PDR, CT88185BK, CT1C720

ITEM 63537/64195/63852 shown



LIMIT 4 - Coupon valid through 12/6/19\*

**PITTSBURGH® SUPER COUPON**

**4" MAGNETIC PARTS HOLDER**

Customer Rating  
★★★★★

**NOW \$1.29**  
**\$2.99**

COMPARE TO TITAN \$5.99  
MODEL: 11194  
**SAVE 78%**

ITEM 62535/90566 shown



LIMIT 5 - Coupon valid through 12/6/19\*

**drillmaster® SUPER COUPON**

**1500 WATT DUAL TEMPERATURE HEAT GUN (572°/1112°)**

Customer Rating  
★★★★★

**NOW \$9.99**  
**\$14.99**

COMPARE TO BLACK+DECKER \$28.06  
MODEL: HG1300  
**SAVE 64%**

ITEM 35776/62340/62546/63104/96289 shown



LIMIT 5 - Coupon valid through 12/6/19\*

**BRAUN® SUPER COUPON**

**390 LUMENS MAGNETIC SLIM BAR LED WORK LIGHT**

Customer Rating  
★★★★★

**NOW \$24.99**  
**\$39.99**

COMPARE TO ASTRO \$55.12  
MODEL: 40SL  
**SAVE 54%**

ITEM 56248/56329/63958 shown



LIMIT 2 - Coupon valid through 12/6/19\*

**PITTSBURGH® SUPER COUPON**

**PNEUMATIC ADJUSTABLE ROLLER SEAT**

• 300 lb. capacity

Customer Rating  
★★★★★  
**NOW \$19.99**  
**\$26.99**

COMPARE TO DURALAST \$69.99  
MODEL: TR6201C  
**SAVE 71%**

ITEM 61160/63456/46319 shown



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## NEW PRODUCTS



### WILWOOD HONDA ROAD RACE BRAKE KIT

Wilwood's championship-proven road racing brake system is now available for the 1990-'05 Integra and Civic models. This system is engineered application-specific for production-based chassis using the factory hydraulics and all-dynamic electronic controls. DynaPro 4R/ST calipers are paired with two-piece, dynamic mount 11.75-inch diameter Spec37 GT competition series directional curved vane rotors. [wilwood.com](http://wilwood.com)



### IDIDIT PRO-FAB MIATA COLUMN

Ididit Performance's newest addition to its Pro-Fab line for 1990-'05 Miata applications gives racers a new way to save weight. Suitable for drag, autocross, road, and off-road racing, the ultra-lightweight column weighs just 2.65lbs. When paired with an Ididit Performance Quick-Release Steering Hub and aftermarket lightweight steering wheel, the 4.05lb combination offers a 16lb weight savings over the 20lb factory column. [ididit.com](http://ididit.com)



### AUTOMOTIVETOUCHUP HELMET PAINT

AutomotiveTouchup allows car owners to paint their helmets to perfectly match their vehicle. With more than 60,000 OE colors and more than 300,000 custom-mixed formulas, AutomotiveTouchup can create any color needed. AutomotiveTouchup is a one-stop shop with affordable prices, the necessary supplies, and aerosol spray cans that achieve professional results. [automotivetouchup.com](http://automotivetouchup.com)

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**PHILIP ROYLE**  
EDITOR, SPORTSCAR MAGAZINE

## SINCE YOU'RE JUST SITTING THERE...

While assembling this very issue, I met up with multi-time autocross National Champion Mark Scroggs to interview him for the cover of our *Who Will Win the Solo National Championships* issue. There, Mark bestowed upon me any and all knowledge about speed, performance, and his journey from being a six-seconds-off-the-pace Regional autocrosser to holding several Solo National Championship titles, a Rookie of the Year award, and a ProSolo JCJ Cup (read all about it starting on pg. 18). But while everything he said fascinated me, it's what happened on my way to the interview that made my head spin.

I conduct most interviews for *SportsCar*'s feature articles via the telephone. Interviews made this way are a tried-and-true, cost-effective, and massively efficient method of communication that I've gotten quite good at through the years (if I do say so myself). More importantly, conducting business via the phone allows my introverted self to remain comfortably enclosed in the safety

of my cubicle. But since I live in Southern California and Mark resides a quick six-hour drive north near San Francisco, I decided to buck convention and hop in my car for a journey into the real world for a face-to-face conversation. And, to make the 12-hour, round-trip drive fly by, I downloaded an audio book.

"I suppose if it rains a little at this year's Solo Nationals...at least it's not the end of the world"

I've mentioned in previous issues of *SportsCar* that one of my guilty pleasures is reading post-apocalyptic novels, so for my jaunt up I-5, I popped in my latest read: *Outland*, by Dennis E. Taylor. Why should you care, you ask? Well, by crazy random happenstance, the book not only takes place primarily in Lincoln, Neb., but it also pays a visit to the hangars at Lincoln Airpark, home to the Tire Rack Solo National Championships.

How can you help but grin when the issue of *SportsCar* you're in the midst of preparing previews the Solo National Championships; you're on your way to interview a three-time autocross SCCA National Champion for that very issue; and then the book you're listening to suddenly heads to the very location where all of this action takes place? What are the chances? Seriously, it was weird.

Now, hopefully, that's the only thing that the book and the 2019 Solo National Championships have in common. After all, *Outland* is about a catastrophic volcanic eruption that essentially kicks into motion the slow and painful destruction of the planet. But given that context, I suppose if it rains a little at this year's Solo Nationals (or a lot, as it proved it can do during last year's championship competition), at least it's not the end of the world.

The *Outland* audio book is a 10-hour, 29-minute listen, so if you're one of the lucky 1,325 heading to the sold-out Solo National Championships this year (and you're into post-apocalyptic reads) perhaps you should check this book out. The bizarreness of it all may just make your head spin, too. 🍷

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### FROM THE ARCHIVES

#### 10 YEARS AGO... SEPTEMBER 2009



- The 54th running of the Chicago Region June Sprints at Road America saw 495 entries.
- It was a double dose of *Who Will Win* action as we attempted to predict the winners of the 2009 Tire Rack Solo National Championships and the National Championship Runoffs.

#### 25 YEARS AGO... SEPTEMBER 1994



- We attempted to predict the 50 potential Solo National Champions.
- Michael Hemsley penned a story on the groundbreaking concept of "tin-tops" in Production-category road racing – an idea some still consider controversial.

#### 50 YEARS AGO... SEPTEMBER 1969



- Tracy Bird covered *The Big Merger*, as the once rival California Sports Car Club became part of the SCCA fold.
- A small group of Texas Region members went south of the boarder to take part in the International de las 24 Horas de Mexico.

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