

# SPORTSCAR



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Rain? Mud? Whatever! Die hard competitors conquer the 2019 DirtFish RallyCross National Championship



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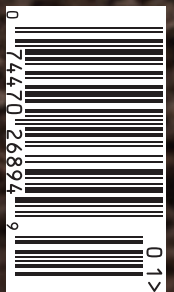


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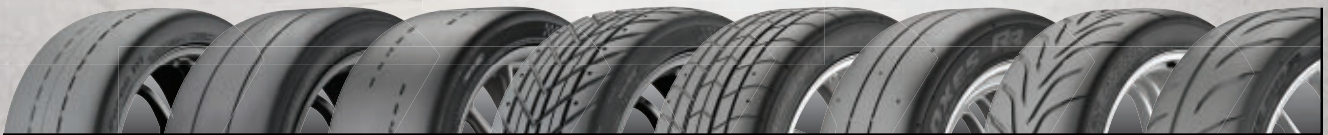
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17 18 19



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15 16 17 18





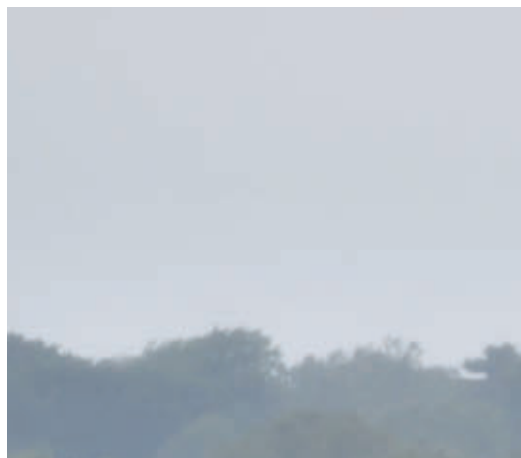
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**MIKE COBB**

PRESIDENT & CEO, SCCA INC.

## SCCA 2020: ONE TEAM. ONE EXPERIENCE

**B**uilding on the success of our Diamond 75th Anniversary year, the SCCA 2020 National Convention, taking place Jan. 16-19 at the South Point Hotel, Casino & Spa in Las Vegas, Nev., will provide a great opportunity for members, Region leaders, and event leadership to continue the pursuit of our collective Mission: Delivering a safe, fun, and exciting motorsports experience for enthusiasts. This year we are focusing on how we can collectively and collaboratively impact member experience, program experience, and leadership experience across 2020 and beyond. In short, we will fuel future SCCA growth by delivering excellence as one team in pursuit of delivering a more unified enthusiast experience. Hence the theme: One Team. One Experience.

As we developed this concept - and the supporting speaker selection and content creation to deliver on the theme - I heard feedback on several occasions that went something like this: "Mike, we don't deliver just one experience in the SCCA. We have to deliver multiple experiences because we have so many program options for our members to choose from." Or: "Mike, nothing against (insert your least favorite SCCA program here), but I don't want more folks doing that. We need them to join the (insert your favorite SCCA program here) experience instead."

Truthfully, I understand some of the "whys" behind these perspectives, but I also think there are at least a couple more "truths" in play here. With regard to the first comment: Yes, we do have multiple program options for current and potential members to engage in across the SCCA, so there is not a singular experience we are tasked with delivering. However, the essential ingredients that consistently drive a positive experience across SCCA Road Racing, Solo, Road Rally, RallyCross, or any SCCA program are more similar than not: Provide a welcoming environment, deliver operational

excellence, and promote fun along with enthusiastic and fair competition while creating a sense of tribe. In other words, SCCA presents an opportunity to belong to a group of friends that "I" enjoy and want to associate with.

As for the second comment, while I understand we would all like more folks to compete with or share experiences with tied to our own chosen passion, the reality is that as a Club, our charge is really not to serve motorsports enthusiasts with only "what we've got." Our real challenge is to deliver an engaging portfolio of enthusiast experiences they cannot get anywhere else. Unique SCCA experiences they just can't live without. Best-in-class experiences delivered by a collaborative team of members, workers, officials, staff, and beyond, all focused on delivering the best and most consistent SCCA experience possible.

In this month's *SportsCar*, we cover at least four very different SCCA programs that appeal to four different enthusiast groups. But at the end of the day, they are tethered together through one "team" to deliver one "experience." Those activities include:

- The 2019 DirtFish SCCA RallyCross National Championship
- The 2019 Tire Rack SCCA Time Trials Nationals Powered by Hagerty
- The first ever SCCA Trek Rally on the infamous Tail of the Dragon
- The 2019 American Road Race of Champions

These events could not be more different in terms of appeal, format, and the car prep required. However, each offered a welcoming environment, delivered operational excellence, and promoted both fair and enthusiastic competition while creating a sense of tribe - to wit: a group of friends many enjoyed and want to associate with. SCCA 2020: One Team. One Experience 📍



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# LATE breaking

## TRANS AM FINALE AT DAYTONA

The final round of the SCCA Pro Racing Trans Am Series presented by Pirelli took place Nov. 16-17 at Daytona International Speedway. In TA, Chris Dyson (RIGHT) had a perfect weekend and took the win. The TA2 win was claimed by Thomas Merrill, while Lee Saunders won SGT and Steven Davison won GT. Find out who won the overall Trans Am titles in the next issue of *SportsCar*.



Zachary Beckoven



Chris Clark

# TIME TRIALS NATIONAL TOUR PREPS FOR BIG YEAR

## ON THE MOVE

(ABOVE) The Time Trials National Tour returns with a nine-stop circuit, visiting some very challenging tracks along the way.

The second year of the Tire Rack SCCA Time Trials National Tour Powered by Hagerty will make nine stops across the country, with the event kicking off in March in California before crossing the country for the first of three Pro-Am weekends where Global Time Attack and SCCA Time Trials will share the track at Road Atlanta.

"We're really excited about the Pro-Am weekends," says Jon Krolewicz, SCCA Time Trials Program Manager. "It will work a lot like an NHRA weekend where the Sportsman

classes run between Top Fuel, Funny Car and Pro Stock rounds allowing participants and spectators alike to get the most value."

The Fourth of July weekend may be the most nostalgic event on the schedule, however, as the tour makes a stop at Thompson Speedway Motorsports Park on the 75th anniversary of the first SCCA competition event, at the same location.

"The first SCCA competition ever held was a Time Trial at Thompson Speedway Motorsports Park in

1945," Krolewicz explains. "It's very special to come back 75 years later to hold a very similar event; to celebrate the longevity of the Club and competition style is remarkable."

The tour culminates at the third annual Tire Rack SCCA Time Trials Nationals Powered by Hagerty, scheduled for Sept. 17-20 at NCM Motorsports Park in Bowling Green, Ky.

The complete 2020 Time Trials National Tour schedule appears in the *Schedule-palooza* section of this issue, on pg. 15. 📍





## SCCA BALLOT RESULTS

The 2019 ballot was an initiative to update SCCA's Bylaws concerning voting. The initiative passed by more than the two-thirds vote required and allows for future official SCCA notifications or communications to be delivered to the membership in either written or electronic media form. Notices may be communicated in person, by U.S. postal mail or other method of delivery, by e-mail or other electronic means, or by publication in *SportsCar* or any other publication routinely provided by the Club to members.

Michael Duval



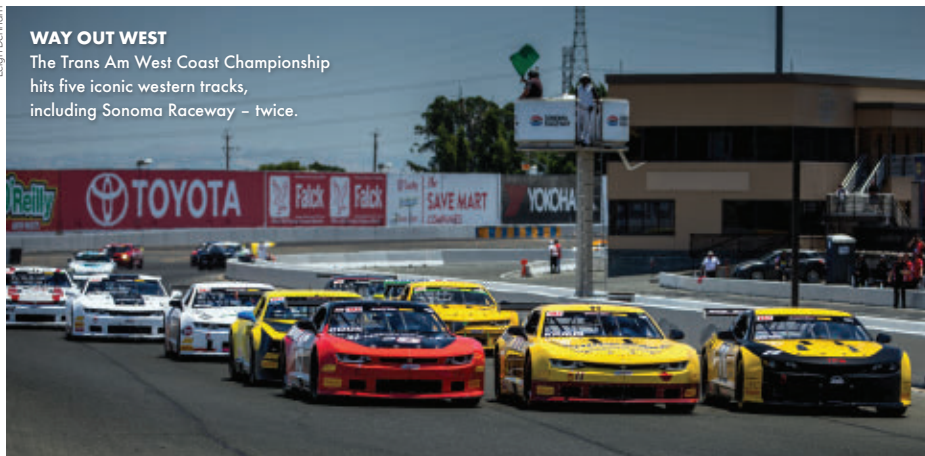
## SCCA ANNOUNCES 2020 HALL OF FAME INDUCTEES

Ten individuals, all who have made significant contributions to the SCCA and the world of motorsports, have been named as the Club's newest Hall of Fame class, adding their names to a list of timeless superstars. The 2020 class, the largest group to be inducted at once into the Hall of Fame since its 2005 inception, includes three married couples and one individual who has now followed his father's path into the SCCA Hall of Fame.

Along with the accomplishments of all previous inductees, the latest Hall of Fame members helped position the building blocks that elevated SCCA's stature in the world of motorsports. This year's honorees are Bill and Jane Goodale, Walt Hansgen, Scott Harvey, Joe Huffaker, Cat Kizer, Bob and Patty Tunnell, and Dave and Sherrie Weitzenhof.

As has become tradition, this year's greats will be formally inducted during the SCCA Hall of Fame and Awards Banquet, which takes place on Saturday, Jan. 18, 2020, and serves as the capstone of the three-day SCCA National Convention in Las Vegas. 📍

Leigh Denham



### WAY OUT WEST

The Trans Am West Coast Championship hits five iconic western tracks, including Sonoma Raceway – twice.

## TRANS AM ANNOUNCES 2020 WEST COAST SCHEDULE

Visiting five of the most iconic tracks in the Western half of the United States, the Trans Am Series presented by Pirelli West Coast Championship returns in 2020 for its fourth season with six events. The Trans Am Series initiated a growth strategy on the West Coast three years ago with the launch of the West Coast Championship. The West Coast Championship hit a

record entry in 2019 with the field growing by 27 percent. Additional growth is anticipated in 2020 with the introduction of the new Xtreme GT class.

"Our paddock has been vocal about where they want to race, and I'm pleased that we'll be able to visit some great tracks and generate more opportunity for the teams next season," says John Claggett, President of the Trans Am Race Company. 📍

### TRANS AM WEST COAST CHAMPIONSHIP 2020 SCHEDULE

DATE	LOCATION
March 14-15	Sonoma Raceway, Calif.
April 4-5	Thunderhill Raceway Park, Calif.
May 1-3	WeatherTech Raceway Laguna Seca, Calif.
July 24-26	Portland International Raceway, Ore.
Aug. 29-30	Sonoma Raceway, Calif.
Nov. 6-8	Circuit of the Americas, Texas

## 2019 SCCA BOARD ELECTION RESULTS

The SCCA has announced results for the SCCA Board of Directors elections conducted in four of SCCA's geographic Areas. Two new Board members were selected, and two incumbents rejoin the Board for another three-year term in office.

Jack Burrows, of Harrisonburg, Va., retains his position as Area 2

Director and Chris Albin, of Maryland Heights, Mo., also retains his title as Area 6 Director. Meanwhile, Charles Dobbs, of Horseheads, N.Y., ran unopposed and is the new Area 10 Director, while Steve Strickland, of Marion, Va., won his bid for the Area 12 Director seat. The 2020 SCCA Board of Directors are as follows: 📍

### AREA DIRECTOR

1	Bob Dowie
2	Jack Burrows
3	Lee Hill
4	Marcus Merideth
5	Peter Jankovskis
6	Chris Albin
7	Dan Helman
8	Arnie Coleman
9	Charlie Davis
10	Charles Dobbs
11	Jason Isley
12	Steve Strickland
13	Jeff Zurschmeide





# LATE broking

## SPORTSCAR

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Jeff Loewe



Rupert Berrington

PHILIP MITCHELL



Rupert Berrington

ALEX PIEHL



Rupert Berrington

JENNIFER BEDELL

## SOLO'S 2019 TRIAD WINNERS

The cones have all been picked up and packed away for the 2019 Tire Rack SCCA Solo season and, now, the year's Solo Triad winners have been named. First, there are two ways to claim a Solo Triad award. The first is for competitors to win one Tire Rack Championship Tour event, one Tire Rack Match Tour date, and a Tire Rack Solo National Championship all in the same class. The other

option is for drivers to claim two Tire Rack Championship Tour wins and a Tire Rack Solo National Championship, also all in the same class. Although events with fewer than three competitors within a class were not counted, ladies were given the opportunity for a qualifying win through the Ladies Index.

For 2019, eight competitors made their mark on the National Solo scene, laying claim to a Solo Triad award. Those drivers are:

Josh Luster (Washington DC Region; A Street), David Marcus (Florida Region; B Street), Mike Leeder (Milwaukee Region; D Street), Philip Mitchell (Detroit Region; H Street), Jennifer Bedell (North Carolina Region; Solo Spec Coupe Ladies), Grant Reeve (New England Region; Super Street R), Alex Piehl (Allegheny Highlands Region; Street Touring Hatch), and Brian Karwan (Washington DC Region; Street Touring Roadster). 📍

## LAST CHANCE: REGISTER FOR THE 2020 SCCA CONVENTION

Registration is open for the 2020 SCCA National Convention, which takes place Jan. 16-19 at South Point Hotel and Casino in Las Vegas, Nev. This year's Convention, themed "One Team. One Experience," will consist of engaging and educational presentations, fun social gatherings, the Club's Annual Meeting, and the SCCA Hall of Fame and Awards Banquet. In addition, an all-day Tire Rack Street Survival Summit will be held on Sunday to focus on the teen driving course and discuss thoughts on the program.

Before the SCCA National Convention officially commences on Thursday evening with the Annual Meeting and Welcome

Party, SCCA will host a free open house on Thursday afternoon, Jan. 16. Open house classroom sessions offer a free opportunity for all SCCA members to be trained and certified in some of the most critical roles needed to execute SCCA events.

Leadership Summit seminars on Friday, Saturday, and Sunday provide SCCA members with opportunities to further develop leadership skills, acquire specific SCCA training, and network with others. In fact, there will be 10 sessions focused on skills to help Club members become better leaders, and more than two dozen classes offering ways to build stronger Regions. No matter how long someone has been an active SCCA



#### JOIN THE TEAM

Share and gain knowledge at the SCCA National Convention.

member, there's a new nugget of knowledge to be gleaned from the National Convention.

Registration for the SCCA National Convention can be found at [scca.com/convention](http://scca.com/convention). Room reservations should be made directly with the South Point Hotel and Casino at [southpointcasino.com](http://southpointcasino.com) or by calling (866) 791-7626. 📍



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## ALAMO REGION JOINS LONE STAR

In order to better support membership and create growth opportunities in the Austin and San Antonio areas of Texas, the SCCA Board of Directors has approved the merging of Alamo Region with that of the Lone Star Region.



Rock Conville



Jeff Loewe



Jeff Loewe

### THE POINTS CHASE

Denny Stripling (SRF3), Chuck Moran (FC), and Christopher Riley Salyer (HP) claimed 2019 Super Tour points titles.

## 2019 SUPER TOUR POINTS CHAMPS CROWNED

The 2019 battle for Hoosier Super Tour points championships across 28 different classes has been decided. After 22 Hoosier Super Tour races at 11 different tracks in 2019, plus the 56th SCCA National Championship Runoffs at VIRginia International Raceway, top series performers have now been identified.

Only the top six regular season finishes counted toward a driver's 2019 points total. Points were also awarded for a seventh and final race,

the Runoffs. The Runoffs had a big impact on several championships this year. In FE, Mark Snyder finished the regular season with a four-point lead on James Libecco. However, Libecco's win at the National Championship was enough to lift him past Mark to claim the Super Tour points championship by only three points. The T4 Super Tour points championship was also impacted by the Runoffs. Going into the final event, Raymond Blethen had a six-point lead on Steve Strickland

and seven points on Nick Leverone. But it was Leverone who emerged victorious at VIR and ultimately earned the T4 Super Tour title by only four points over Blethen.

The battles and close calls continue, with HP, P2, SRF3, FV, SM, and more, coming down to the results at the 2019 Runoffs. In the end, however, 28 racers were crowned with their well-earned Super Tour title. Complete 2019 Hoosier Super Tour points standings can be found at [www.scca.com/supertour](http://www.scca.com/supertour). 📍

## MEMBERSHIP LEADERS

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

### MEMBERSHIP REFERRAL LEADERS FOR OCTOBER 2019

NAME	REF	REGION
Jose De Miguel	22	Puerto Rico
Warren Leach	18	San Diego
Jim Berg	9	Houston
Carol Deborde	9	Reno Region
Kristi Brown	8	Northwest
Daniel Cutrer	8	SW Louisiana
Marco Vazquez	8	San Diego
Justin Batten	7	Tennessee
David Dreezer	7	South Carolina
Jeff Kurtz	7	Houston
Carl Somerton	7	Snake River

1,740 additional members have at least one referral.

### REGION LEADERS

(Category based on 2019 year-end membership)

REGION	GROWTH
<b>JUMBO REGIONS (800+):</b>	
Atlanta	4.1%
Central Florida	3.5%
Houston	2.7%
<b>LARGE REGIONS (401-799):</b>	
Steel Cities	9.9%
Cincinnati	9.3%
Buccaneer	8.9%
<b>MEDIUM REGIONS (200-400):</b>	
Utah	20.1%
Lone Star	14.5%
NE Pennsylvania	6.7%
<b>SMALL REGIONS (&lt;200):</b>	
Puerto Rico	57.1%
Arctic Alaska	38.9%
Eastern Idaho	37.0%

## BOGLE SHOCKS WITH F4 SWEEP AT COTA

In a world record breaking field full of international talent, it was three Americans that topped the podium during the Nov. 1-3 United States Grand Prix for the opening SCCA Pro Racing F4 U.S. Championship powered by Honda round at Circuit of The Americas.

In front of a sellout crowd, Christian Bogle's calm composure and track

awareness during a green-white-checked shootout carried him to his maiden professional racing victory.

Bogle drove cleanly through the field, entering the top-five late in the 10-lap session. Bogle got a great restart for a last-lap shootout between himself, 2019 F4 champion Joshua Car, and Michael d'Orlando. Joshua Car and Michael



Gavin Baker

### DOUBLE UP

Christian Bogle scored his maiden F4 win at COTA, and backed it up the very next day.

d'Orlando diced around every turn, challenging for the point. Watching the action unfold, Bogle gambled with an unconventional strategy - he backed off. Keeping a manageable distance, Bogle

avoided being collateral damage when Car and d'Orlando tangled, allowing Bogle to emerge with the win. Bogle then stood atop the podium once more during the final round of the weekend. 📍

# CHALLENGE YOURSELF



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## ERRATA: 2019 SOLO CUP WINNER

In the November issue of *SportsCar*, we inadvertently printed incorrect information about Solo Cup winner Jim Garry. Garry has been a member of the SCCA since 1980, with his core effort centering on course design. During his time with the Club, he has concentrated on improving Solo course design safety.



Rupert Berrington



Rupert Berrington

### CAM-TASTIC

David Rock immersed from Lincoln, Neb., as the CAM Driver of the Year.

## CAM CHALLENGE: RECAP AND 2020 PREP

The CAM class started in 2014 with one class and simple rules for Pro Touring style muscle car autocross competition. That year there were 24 cars at the Tire Rack Solo National Championships in a CAM Invitational event. In 2018, the CAM Invitational had grown to 100 cars plus a waiting list. In 2019, the decision was made to not have a CAM Invitational because of the uncertainty of the configuration of the site in Lincoln, Neb. for the Solo Nationals. But the idea was hatched that SCCA would try to have a season-long series of six CAM events around the country with the final event being the 2019 Solo Nationals.

Did it work? Prior to the final in Lincoln, there had been 317 different CAM drivers enter the various events. Of that group, 56 drivers had run two or more events going into the Solo Nationals.

At the Solo Nationals, the CAM-T Champion would have

to win in Lincoln to win the CAM Challenge Championship because the points were so close. In the end, Keith Lamming won CAM-T at the Solo Nationals in his 1968 Camaro, claiming the year-long CAM-T points championship. In CAM-C, Randy Atkins led going into the seventh event after winning six National events during the year, including three CAM Challenge events. Randy fell before the Solo Nationals injuring his left knee, but in spite of a pending surgery, he finished 10th to claim the CAM-C title. In CAM-S, David Rock led going into Lincoln, and when the dust settled, Rock survived and was crowned with the 2019 CAM-S championship.

After seven events and over 300 drivers participating in the CAM championship for the CAM Driver of the Year, five points separated Atkins, Lamming, and Rock. But Rock prevailed, winning the CAM Challenge Driver of

the Year trophy and a Kiesel Guitar for winning the title.

The decision has been made that for 2020 SCCA will have a second CAM Challenge Series with events in Crows Landing, Calif., Las Vegas, Nev., Grenada, Mo., Bristol, Tenn., Topeka, Kan., and Peru, Ind., prior to the 2020 Tire Rack Solo Nationals. Drivers will once again be able to use their best two events toward the CAM Championship prior to the finale in Lincoln.

A special thanks goes to series title sponsor Tire Rack; associate sponsors Speedway Motors, Wilwood Brakes, Forgeline Wheels, and Detroit Speed; and event sponsors Mike Maier Inc., Viking Performance, ABC Performance, SPS, UMI Performance, JDP Motorsports, Shirts 101, Evolution Driving Schools, Dusold Designs, and Sticky Motorsports. Once more, the year-end champion will receive a custom Kiesel Guitar. 🎸

**Raleigh Boreen**

## YOUR 2020 COAST-TO-COAST SCHEDULE PALOOZA!

SCCA released so many events dates, that they barely fit on these pages!

With the 2020 competition season quickly approaching, SCCA has released a plethora of event schedules ranging from autocross to SCCA Road Racing to Time Trials and RoadRally. And here they are!

Of note is that several dates were still tentative at the time we printed this issue, and you will find them marked accordingly via the ever-useful asterisk. Also, certain schedules were still unconfirmed while we were assembling this massive list-o-events. On top of that, the dates that appear here are National level events, with Regional 2020 events printing toward the back of the magazine in our *Calendar* section. That said, only a select few 2020 Regional events will appear this month, with the bulk showing up beginning with the February issue.

So mark your calendars, prep your cars, and get ready for another fantastic year of SCCA competition. (By the way, the February issue of *SportsCar* will come accompanied by a 2020 wall calendar with these dates *and more* already penciled in for you!)



## MCCLINTOCK-BERRY AWARD WINNERS

Both Formula Junior A racer Mason Herrick and Formula Junior B racer Olivia Hammac earned the 2019 McClintock-Berry Award. Mason earned the honor for his wins at 2019 Tire Rack Championship Tour events in Mineral Wells and Lincoln, and Olivia accomplished the feat via her wins at the Match and Championship Tours in Bristol and Connecticut. Also, both claimed in-class victories at the 2019 Solo National Championships.

### 2020 U.S. MAJORS TOUR SCHEDULE

#### NORTHEAST CONFERENCE

DATE	LOCATION
April 25-26	Summit Point, W. Va.*
May 9-10	Pittsburgh International Race Complex, Pa.*
May 23-24	Pocono Raceway, Pa.*
Jun 19-21	Watkins Glen International, Pa.
July 11-12	Thompson Speedway, Conn.*
July 17-19	NJMP Thunderbolt, N.J.*

#### NORTHERN CONFERENCE

DATE	LOCATION
May 2-3	Blackhawk Farms Raceway, Ill.
May 16-17	GingerMan Raceway, Mich.
July 11-12	Road America, Wis.
Aug. 22-23	Grattan Raceway, Mich
Aug. 29-30	Brainerd International Raceway, Minn.

#### SOUTHEAST CONFERENCE

DATE	LOCATION
Jan. 3-5	Homestead-Miami Speedway, Fla.
Jan. 10-12	Sebring International Raceway, Fla.
March 20-22	Michelin Raceway Road Atlanta, Ga.
April 10-12	Virginia International Raceway, Va.
June 6-7	Charlotte Motor Speedway, N.C.
June 27-28	Roebeling Road, Ga.

\* Tentative

#### MID-STATES CONFERENCE

DATE	LOCATION
April 4-5	Hallett Motor Racing Circuit, Okla.
April 18-19	Heartland Motorsports Park, Kan.
May 2-3	World Wide Technology Raceway at Gateway, Ill.
May 23-24	Pueblo Motorsports Park, Colo.
July 4-5	High Plains Raceway, Colo.
Aug. 22-23	High Plains Raceway, Colo.

#### SOUTHERN CONFERENCE

DATE	LOCATION
Jan. 25-26	MSR Cresson, Texas
Feb. 8-9	Circuit of the Americas, Texas
April 4-5	Hallett Motor Racing Circuit, Okla.
May 2-3	Eagles Canyon Raceway, Texas
May 23-24	MSR Houston, Texas
Sept. 5-6	MSR Houston, Texas

#### WESTERN CONFERENCE

DATE	LOCATION
Jan. 24-26	Auto Club Speedway, Calif.
Feb. 21-23	Buttonwillow Raceway Park, Calif.
March 21-22	Willow Springs Raceway, Calif.
April 3-5	WeatherTech Raceway Laguna Seca, Calif.
May 16-17	Portland International Raceway, Ore.
May 23-24	Pacific Raceways, Wash.

### 2020 TIRE RACK SCCA PROSOLO SCHEDULE

DATE	LOCATION
March 20-22	zMAX Dragway, Charlotte, N.C.
April 3-5	Auto Club Speedway, Fontana, Calif.
April 24-26	NASA Crows Landing Airport, Crows Landing, Calif.
May 1-3	Grenada Municipal Airport, Grenada, Miss.
May 15-17	FedEx Field, Landover, Md.
May 22-23	Spring Nationals at Lincoln Airpark, Lincoln, Neb.
May 29-31	GrandSport Speedway, Hitchcock, Texas
June 12-14	Grissom Aeroplex, Peru, Ind.*
June 26-28	Heartland Motorsports Park, Topeka, Kan.
July 2-3	Bristol Motor Speedway, Bristol, Tenn.
July 17-19	Former Hampton Lumber Mills, Packwood, Wash.
July 31-Aug. 2	Oscoda-urtsmith Airport, Oscoda Township, Mich.
Sept. 4-6	Tire Rack ProSolo Finale at Lincoln Airpark, Lincoln, Neb.

\* Tentative

### 2020 CAM CHALLENGE SCHEDULE

DATE	LOCATION
March 27-29	Las Vegas Motor Speedway, Las Vegas, Nev.
April 17-19	NASA Crows Landing Airport, Crows Landing, Calif.
May 1-3	Grenada Airport, Grenada, Miss.
June 26-28	Heartland Motorsports Park, Topeka, Kan.
July 2-3	Bristol Motor Speedway, Bristol, Tenn.
Aug. 7-9	Grissom Aeroplex, Peru, Ind.
Sept. 10-11	Lincoln Airpark, Lincoln, Neb.

### 2020 NATIONAL ROADRALLY SCHEDULE

DATE	TYPE / NAME / LOCATION
Feb. 1	National Tour / Driftless Winter Rally / Winona, Minn.
April 25	National Course / Steel Haul / Pittsburgh, Pa.
April 26	National Tour / Laurel Run / Pittsburgh, Pa.
June 6	National Course / Roads Scholar / Madison, Wis.
June 7	National Tour / Roads Scholar / Madison, Wis.
Aug. 29	National Course / Lobster Traps / Frederick, Md.
Aug. 30	Divisional Course / Crab Traps / Frederick, Md.
Sept. 19	National Course / Hoosier Crossroads / Indianapolis, Ind.
Sept. 20	National Tour / Hoosier Byways / Indianapolis, Ind.
Oct. 3	National Course / Oktoberally / Tomah, Wis.
Oct. 4	National Tour / GR8 Purple Cow Rally / Tomah, Wis.
Nov. 13	National Tour / USRRC – Hell and Back / Whitmore Lake, Mich.
Nov. 14	National Tour / USRRC – Pavement Ends / Whitmore Lake, Mich.
Nov. 15	Divisional Course / USRRC – Are You Territorial? / Whitmore Lake, Wis.

### 2020 HOOSIER SUPER TOUR SCHEDULE

DATE	LOCATION/CONFERENCE
Jan. 10-12	Sebring International Raceway, Fla./ Southeast
Feb. 8-9	Circuit of the Americas, Texas/Southern
Feb. 21-23	Buttonwillow Raceway Park, Calif./Western
March 20-22	Michelin Raceway Road Atlanta, Ga./Southeast
April 4-5	Hallett Motor Racing Circuit, Okla./ Mid-States & Southern
April 10-12	Virginia International Raceway, Va.*/ Northeast & Southeast
May 16-17	Portland International Raceway, Ore./Western
June 12-14	Road America, Wis.*/Northern
June 19-21	Watkins Glen International, N.Y./Northeast
July 17-19	Mid-Ohio Sports Car Course, Ohio*/ Northern

\* Tentative

### 2020 TIRE RACK SCCA TIME TRIALS NATIONAL TOUR POWERED BY HAGERTY SCHEDULE

DATE	LOCATION
March 28-29	TBA, Calif.
May 8-9	Road Atlanta, Braselton, Ga.
May 23-24	Carolina Motorsports Park, Kershaw, S.C.
June 6-7	Eagles Canyon Raceway, Decatur, Texas
June 13-14	The Ridge Motorsports Park, Shelton, Wash.
July 3-4	Thompson Speedway Motorsports Park, Thompson, Conn.
July 18-19	GingerMan Raceway, South Haven, Mich.
Aug. 8-9	Nelson Ledges Road Course, Garretttsville, Ohio
Aug. 29-30	New Jersey Motorsports Park, Millville, N.J.
Sept. 17-20	Time Trials Nationals at NCM Motorsports Park, Bowling Green, Ky.

### 2020 TIRE RACK SCCA SOLO CHAMPIONSHIP TOUR

DATE	LOCATION
March 13-15	South Georgia Motorsports Park, Cecil, Ga.
March 27-29	Las Vegas Motor Speedway, Las Vegas, Nev.
April 17-19	NASA Crows Landing Airport, Crows Landing, Calif.
May 24-25	Spring Nationals at Lincoln Airpark, Lincoln, Neb.
June 19-21	Seneca Army Depot Landing Strip, Romulus, N.Y.
July 4-5	Bristol Motor Speedway, Bristol, Tenn.
July 10-12	Former Hampton Lumber Mills, Packwood, Wash.
July 24-26	Grissom Aeroplex, Peru, Ind.
Sept. 7-11	Tire Rack Solo National Championships at Lincoln Airpark, Lincoln, Neb.





## RANDY POBST

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

# ROAD HUGGING WEIGHT?

**H**ave you ever seen someone put weight in their car to improve traction at the racetrack? Did you laugh at them behind their ignorant backs? Long ago, I saw a father-son team with a Fox-body Mustang do just that, in search of reducing wasted power to wheel spin. Way back in the innocent 1960s of great American cruising cars, they'd brag about road-hugging

get loose, slide out the rear end; *spin*, even. Why? Because there is weight transfer forward. Because the rear gets light. Light means less traction, right? We see it clearly on the skidpads I was praising in my November issue column.

Trail braking, a very light brake pedal while turning, moves or keeps your weight forward, and the front sticks better. Experienced racers and even bus drivers, and all who pay attention, know this.

So, here's the quandary: If weight is traction, then why doesn't adding weight to a racecar make it corner faster? Or does it?

I have always worked to make my racecars as light as possible because they seem to go faster that way. At SCCA tech, we carefully weigh cars for fair competition. Too light and you are out. (BTW, I've always felt that was a little harsh. I mean, 15 pounds light on a 2,000lb car and you're disqualified? Hmmm.)

Or my favorite finger drag test: Slide your finger lightly across the table in front of you. Easy, right? Now push down. Harder to slide the finger, isn't it? The weight has given your finger more traction on your lovely new quartz countertop. So,

obviously, let's go bolt some ballast in the car so it will stick better!

In fact, a very nice racecar I drove recently had that very same modification. The setup guy had bolted in 80lbs of lead to get the corner weights balanced. I just shook my head and asked him to please get that anchor out of that fine machine, thinking, "What, are you crazy?"

Until recently, when this conflict emerged among the cobwebs in my mind.

Coaching Sara Edge so much about weight. The light end breaks loose first, because it has less grip. But, but, but... (My favorite scene from *How the Grinch Stole Christmas*, and hope you have a merry one!)

Why are heavier cars slower? One guy said, "Well, you have to accelerate and stop all that weight." Okay, but if weight gives more traction, that should work better. Another said, "Use bigger tires." Well, that doesn't explain why transferring weight improves grip on the same exact car.

There's a fundamental conflict going on here. A war between two forces. It's the vertical downforce load versus the centrifugal horizontal force. Inertia pushes that car

"Have you ever seen someone put weight in their car to improve traction at the racetrack?"

weight. I just Googled up a 1960 Mercury ad touting that very quality. Ridiculous - I always scoff. Don't you?

But weight - no, I mean, *wait*. Do you ever coach driving? What do I always write about weight in this column, dear readers? Say it with me, fast drivers: The primary job of the driver is *weight management*. Because, if you transfer weight forward or back, that end will now stick better, and the other will slide more because it's lighter.

See where I'm going with this? If you suddenly snap off the gas pedal, what happens? Yeah, you can



straight, and the vertical load on the tire contact patch works to make it turn. Eventually, at and beyond the traction limit of the tire, inertia will triumph and straighten out the direction of travel.

Just trail brake more? While it always *helps*, especially compared to getting on the gas (the great error of most drivers in the turn), transferring weight forward doesn't always cause the tire to defeat the inertia and turn *enough*. Solution? Wait. Keep looking toward your apex inside the corner, and keep trail braking, and be patient. As you slow, centrifugal force is reduced, and the downforce on the tire has a better and better chance of pointing you to that apex. Another reason why smooth is fast.

There's a factor at work here that comes with weight, as I recently learned from reading an engineer named Don Alexander, thank you. Adding weight to a tire absolutely does improve grip - to a point. But it's not linear. The 200 pounds you added in the trunk only pays back 150 pounds of grip, and it's less and less as you get close to the all-important limit. You're only getting a certain fraction of the weight as grip, and the more that's added, the less

you get. As we get close to the tire's load capacity, the increase in grip from added weight falls off. That's about when you push off the track in a massive, embarrassing understeer.

There is a magic way, however, to add weight to a tire contact patch and increase grip without adding to the centrifugal force of inertia trying to break that tire's grip on the pavement. Downforce. Wings. Tunnels. Diffusers. Even spoilers. Aerodynamic loads are almost free. They push down harder on the tire without adding to the force trying to send the car off the road. Done with proper balance, they make cars easier to drive and harder to drift. They just stick like glue.

I hate aero downforce because I like drifting - but I also like winning, so if the other racer has this magic trick, then I must have it, too.

So, the issue at work here is a law of physics: weight, which is gravity working on a mass, does add traction, but not enough to carry the additional load. And this is why we can still scoff at the newbie piling sandbags in the back of his Mustang. Funny, I never saw a driver add weight to the front of his front-wheel-drive car for more grip, did you?

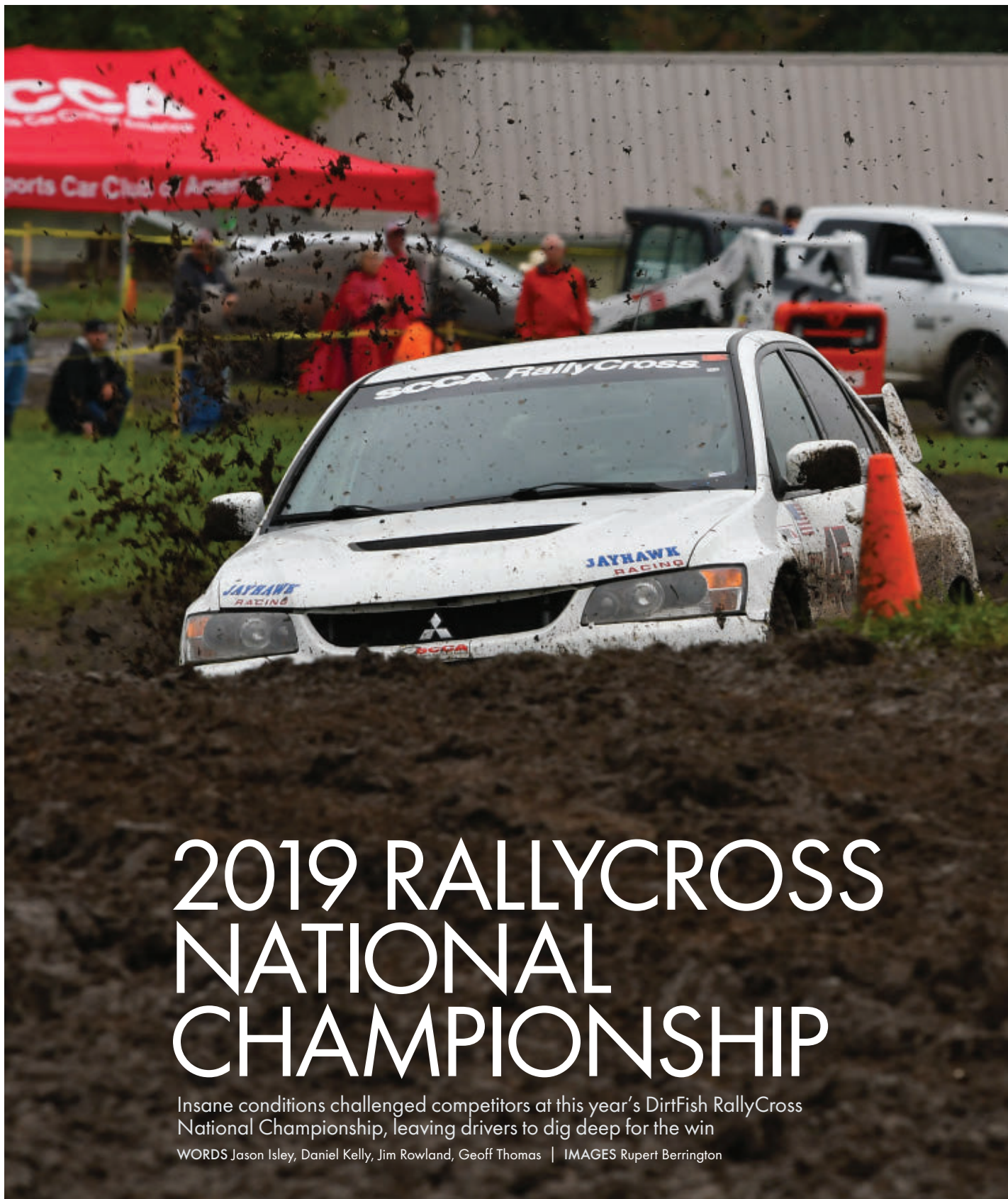
**"The tire to which you added the weight was not overloaded, it was under-loaded. That's why it wasn't gripping like you wanted"**

The laws of physics can certainly muddy up a problem. (Wait! They do exactly that at the drag strips - move weight as forward as possible - but that's another strange world.)

So, keep making your racecars lighter, racers, and they will be faster, according to immutable laws of physics. But, continue moving weight to the end of the car you want to stick better by using your pedals - the brake and throttle - because you're working with *different* laws. As you add weight to one end via the pedal box, you are removing it from the other. A transfer. The tire to which you added the weight was not overloaded, it was under-loaded. That's why it wasn't gripping like you wanted. It needed some load, like your finger sliding across the countertop. And when you added it, the other end got lighter, reducing its traction. All the while, the whole car's weight does not change - only the proportions. All of this exists under one driving law that never changes: smooth is fast. 📍

**WAIT FOR IT**  
(ABOVE) There's more than one way to get around a corner, but the answer is not necessarily aero or ballast - the most important element is the proper use of the pedal box. From smooth power application to the trail braking dance, races are won and lost with your feet.





# 2019 RALLYCROSS NATIONAL CHAMPIONSHIP

Insane conditions challenged competitors at this year's DirtFish RallyCross National Championship, leaving drivers to dig deep for the win

WORDS Jason Isley, Daniel Kelly, Jim Rowland, Geoff Thomas | IMAGES Rupert Berrington



#### ALL OR NOTHING

Competitors at the 2019 DirtFish RallyCross National Championship faced some of the most difficult conditions in the event's history, as challenging courses and traction-robbing mud meant just crossing the finish line was an accomplishment.

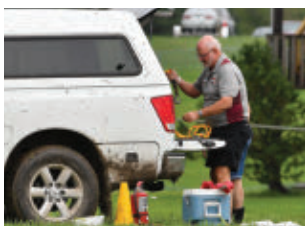
The 13th annual DirtFish SCCA RallyCross National Championship returned to the grassy field of the National Balloon Classic Memorial Balloon Field in Indianola, Iowa, in mid September, where nearly 130 of the nation's best RallyCrossers prepared to face off across nine classes, all vying for the highly coveted title of SCCA National Champion. The vast open spaces of the National Balloon Classic allow for fast, flowing courses, which can challenge even the most seasoned of RallyCrossers - and, as it turned out, "challenge" would be the key word.

The Sept. 20-22, 2019, event included a rather unwelcomed guest in the form of rain - copious amounts of it - joining the event just past the halfway point of Saturday morning's runs. With the relentless pounding of competition cars up and down the hills, the grass soon gave way to mud that was somehow both slick and sticky, bogging some cars down to the point that they needed to be towed off course. For those able to maintain momentum, the choice of racing lines varied greatly, and those who were successful in finding traction made impressive moves in the standings.



### WATCH YOUR STEP

Hardy course workers helped keep the event moving, as no one was going to let Mother Nature win.



### ON THE HOOK

SCCA's Howard Duncan prepared recovery gear, which was used to pull more than one RallyCross car from the muddy abyss.

By Saturday afternoon, the weather had begun to turn for the better, but the now-saturated surface was no more cooperative, resulting in a two-run shootout to close day one. Then the rains returned.

Overnight showers continued into Sunday morning, leaving event officials debating whether the event should even continue. As the option to "call" the event was shopped at the morning drivers' meeting, the proposal

was met with a resounding "no" by attendees. Indeed, these hearty RallyCross competitors were determined to battle on course, come what may.

Like the previous afternoon, competitors would face a pair of runs to improve their position, or try and maintain it, as they took to a broad, sweeping, and grueling course. While some classes still saw the tightest of margins of victory - less than 0.5sec in the

case of Modified Front Wheel Drive - others witnessed huge gaps, as the treacherous mud caught out many competitors.

Plans are already underway for the 2020 DirtFish SCCA RallyCross National Championship, which will include a change of venue, as the event moves to the fields of the legendary Road America in picturesque Elkhart Lake, Wis. But though the track is steeped in SCCA Road Racing history,



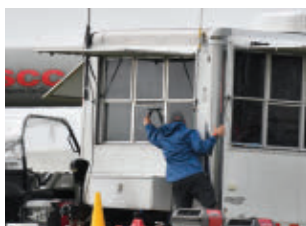
### Stock Front Wheel Drive

Saturday's heavy rains subsided by the time the Stock Front class was headed onto the course, but the damage was already done. The pounding rain had left a soupy, mucky mess on the field, and with the limited tire selection of the Stock category, some cars had a hard time making it around the course. Case in point, a course change was even made halfway through the parade lap due to Christian Jorgensen and Neil Jaycox having their Toyota Corolla wagon towed off course after it became stuck. (Side note: Jorgensen and Jaycox solved their traction problems by moving to Prepared All Wheel Drive in a WRX.)

The nine cars left in the class were an eclectic bunch ranging from R. Abner Perney finishing in ninth position in his 1988 Buick Reatta to Keith Lightfoot finishing in fifth in his 2013 Fiat Abarth. And then there was last year's champion Chang Ho Kim in his 2000 Acura Integra, who really struggled to find traction throughout the event landing him in sixth position.

Kim's co-driver Kim Hapgood, meanwhile, began the event solidly with the second quickest time of the first runs, then knocking a whopping 20 seconds off that time by her third run as course conditions improved, ultimately putting her in second position at the end of the event. Sasa Cerninski in his 1998 Plymouth Neon ended his first run some 14 seconds behind Hapgood and tried, unsuccessfully, to battle his way into second position. Cerninski's final run of the day bested Hapgood by 6.394sec, but it just wasn't enough to overcome his first run's deficit, landing him in third position.

Then there was Will Geyer in his 2001 Volkswagen GTI. Geyer was 14.837sec behind Hapgood on his first run and was playing catch up when he hit two cones on his third run. As course conditions improved on Saturday afternoon and into Sunday, however, he set about whittling away at Hapgood's solid times, ultimately earning himself the title of 2019 SF National Champion, with 12.698sec to spare. —Geoff Thomas



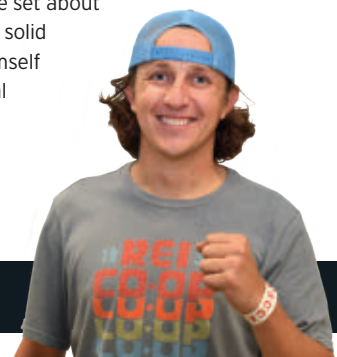
#### ON THE JOB

With rain seemingly coming in sideways, SCCA's Brian Harmer found himself clearing the timing trailer windows.

the facility looks forward with much anticipation to becoming part of the Club's RallyCross history, too, when the event visits in August 2020.

But while August will be upon us before we know it, right now it's time to turn the page and discover exactly how each class champion came to be during the 2019 RallyCross National Championship in Indianola, as written by those who know it best: the competitors.

SF CHAMP  
Will Geyer







### Stock Rear Wheel Drive

The rain began to fall as Stock Rear took to the course for its first runs on Saturday and the ground quickly saturated, which left cars struggling for forward motion. But for some competitors, the battle for an SCCA National Championship title began long before the rain. You see, for Collin Oelkers and his co-driver Jorge Gonzalez, neither had planned to compete in Stock Rear Wheel Drive, but when things took a wrong turn, that's exactly where they ended up. "My co-driver Jorge and I were building a Subaru Legacy for Mod Four," Oelkers explains. "We worked on it every day for the month leading up to the RallyCross National Championship, and then it developed a misfire right before we left - it was only running on two cylinders."

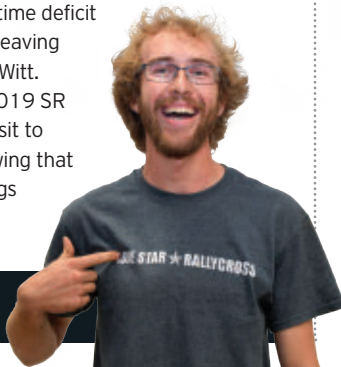
With plan "A" sidelined, Oelkers and Gonzalez were left scrambling. "We just happened to have a Miata sitting in the parking lot," says Oelkers. "It came together really fast. Someone let us borrow the hardtop, and we bought the tires when we got to Iowa."

With the event in motion, Nathan Witt was quick to fire a warning shot to the rest of the field, clicking off an 83.6sec run - a time more than one second clear of the rest of the field. Course conditions deteriorated quickly with the rain, however, and by third runs some cars were moving at a near walking pace in the most bogged-down spots. The exception was Oelkers, who posted a 118.5sec third run, besting the rest of the field's third runs by 13sec and giving him a healthy lead going into the afternoon runs. "I focused on alternative lines and finding as much grip as I could," Oelkers says.

The rain had mostly subsided by the time the Saturday afternoon runs began, offering far improved surface conditions; seeing an opportunity, Oelkers stretched his lead. "It was dry-ish on Saturday afternoon," Oelkers notes. "It was the best course that we had. I went out cautiously, but found it was extremely grippy, so I went as fast as I could for the next run."

On Sunday, Nathan Witt fired off quick initial runs, but his blast of speed would not be enough to overcome the time deficit he found himself in from the day prior, leaving him in third behind his co-driver Jacob Witt.

A 75.6sec final run cemented the 2019 SR title for Oelkers, on what was his first visit to the National Championship event, showing that even when things don't go to plan, things can work out just fine. - **Jason Isley**



SR CHAMP  
**Collin Oelkers**

### Stock All Wheel Drive

The largest class of the weekend, Stock All featured 22 entrants representing half a dozen manufacturers. Notably, this car count even included the 2015 Tesla P90D of Brandon Hurst, making him the first to bring the RallyCross National Championship into the electric age.

The SA class kicked off their competition in relatively dry conditions, and multi-time champion Jan Gerber began to set the group's fastest times in a familiar 2006 Mitsubishi Lancer Evolution. Throughout Saturday, he built a steady lead over Josh Armantrout and his 2016 Ford Focus RS, followed by Gerber's co-driver Steve Ducharme in third.

Torrents of overnight rain presented more challenging conditions for Sunday's course, and the preferred racing line rapidly lost grip as the competition got underway. As a result, the large all-wheel-drive group chewed through the top layer of grass to uncover the far more slippery mud below. Armantrout watched the field struggle through these soupy conditions and mounted a comeback with patient, measured driving. His discipline was rewarded with a first National Championship title over second-place Gerber.

Third-place Sean Heinrich also made deft use of the low grip. His humble 2001 Subaru Legacy "RuSTi" remained in touch with the turbocharged front-runners on Saturday, and he vaulted up the order with some of the fastest runs in class on Sunday. RallyCross newcomer Jason Isley followed in fourth - a multi-time SCCA National Champion in SCCA Autocross and Road Racing, Isley survived the trial-by-mud to add a RallyCross trophy to his shelf. Behind him, Jared Carpenter picked up fifth place in his RallyCross National Championship debut, and Jay Kurth narrowly edged out Ducharme for the sixth and seventh trophy spots, respectively. - **Jim Rowland**



SA CHAMP  
**Josh Armantrout**



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### Prepared Front Wheel Drive

Some say it's better to be lucky than good - but if you can be both, you might find yourself crowned an SCCA National Champion. To wit, as Prepared Front made its way from the grid to the starting line and rain began to fall, Jim Rowland was handed an incredible opportunity as one of the first to run on the "less wet" course. There, he took full advantage of the situation, posting an impressive 47.2sec run, some three seconds clear of the next competitor.

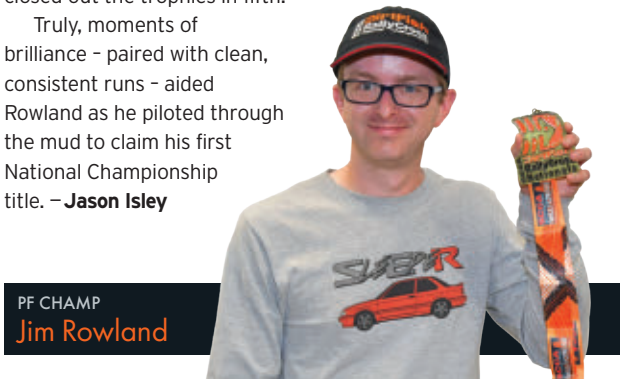
Second runs saw Jake Bucknam put down a flier, actually besting his first run, but with it came a cone. Nevertheless, Bucknam had served notice, and he seemed intent on keeping the pressure on Rowland. A slower, but clean, 58.6sec lap closed out morning runs for Bucknam, which was two seconds better than Rowland's third run. Ladies and gentlemen, we have a race on our hands!

Saturday afternoon runs saw Bucknam closing the then 9sec gap to Rowland in short order, posting the quickest pair of clean runs, moving himself within two seconds of the lead by the end of the day. Robert Seeling, Jon Seaton, Edwin Cunill, and Max Johnson also made the most of their afternoon runs, keeping themselves in the hunt for trophy finishes.

Faced with only two runs on Sunday, Bucknam would need to quickly chip away at Rowland's lead. Unfortunately, for Bucknam, Rowland wasn't going down without a fight, as he opened with a 41.7sec run, setting fast time for the class in the process. On the final runs, Bucknam dropped into the 42s, but it would not be enough, and he was forced to settle for second place.

Farther back, a pair of 44.9sec runs on Sunday secured third place for Seeling, while Seaton drove to a fourth-place finish. Cunill closed out the trophies in fifth.

Truly, moments of brilliance - paired with clean, consistent runs - aided Rowland as he piloted through the mud to claim his first National Championship title. - **Jason Isley**



PF CHAMP  
**Jim Rowland**



### Prepared Rear Wheel Drive

The challenging conditions were a huge factor for all classes, but arguably all rear-drive competitors had to dig deepest for traction in order to maintain any semblance of momentum. And, on that front, in Prepared Rear, it all came down to prep - those equipped with mud tires were rewarded with tripping the finish timer in short order, while those who didn't, suffered.

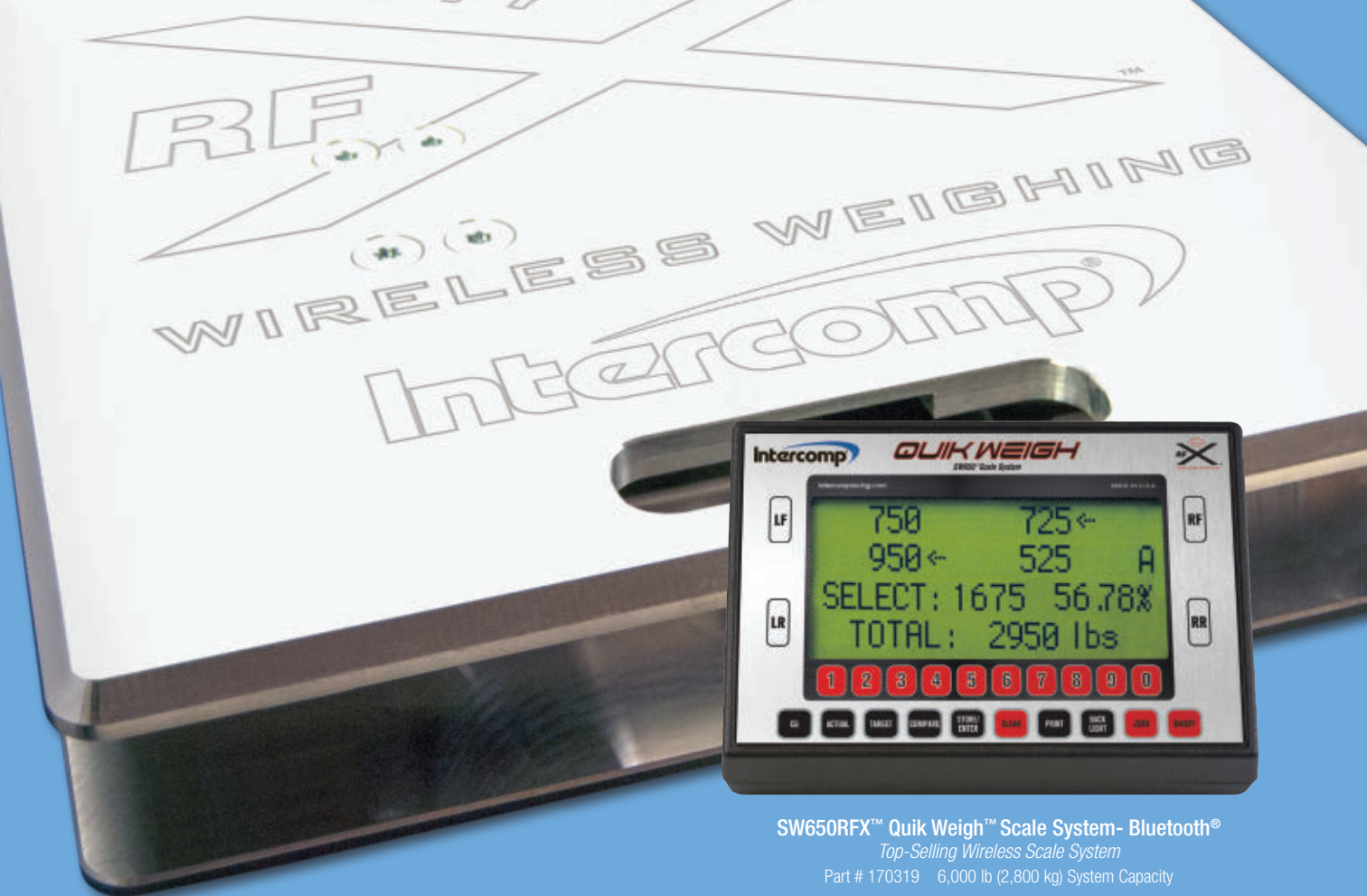
Gonzalo San Miguel hit the course in his 1997 Mazda Miata with a vengeance and took a commanding lead from his first run. He widened the gap with every run, with the first run on Sunday morning being the only exception. But when the mud settled, he claimed the National Championship with a 22.092sec margin of victory.

Behind, Shawn Roberts, piloting his unicorn-themed 2002 Mazda Miata, and Myles Goertz, at the wheel of a 1999 Miata, battled it out for second place. There, Roberts fired first, besting Goertz in the first run by 5.6sec. Goertz shot back, besting the duo's next two runs on Saturday morning's course, although he did claim a cone penalty on both runs. The two continued to swap times, with Goertz more often laying down quicker raw times - he just couldn't seem to stay off of the cones. With two more cones and one 10-second gate penalty, Goertz wrapped the event in third place, trailing Roberts by 12.426sec.

Eileen Bollig and Eric Adams co-drove a 2013 Scion FR-S, with the pair battling it out for the final two trophy positions of fourth and fifth place. Adams drove clean all weekend, not taking a single penalty, while Bollig pushed harder, let it hang out - and paid the price with multiple cone penalties. Ultimately, however, her strategy paid off, and she bested Adams by 4.311sec. - **Geoff Thomas**



PR CHAMP  
**Gonzalo San Miguel**



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## Prepared All Wheel Drive

Christian Jorgensen and Neal Jaycox were late entries into the Prepared All class. In their desperation to compete after being told Jorgensen's Corolla would be disqualified from Stock Front, Jaycox decided to enter his pride and joy 2017 Subaru WRX into this class. Though they were on street tires, the all-wheel drive afforded them enough traction to negotiate the course. But their competing on street tires was a clear illustration of how much of a difference even the smallest vehicle prep can make when traction is at a minimum – in PA this year, those without an aggressive tire were relegated to the back of the pack.

Up front, meanwhile, Mark Hill was ready. Piloting his Mitsubishi Evo, he had a score to settle after last year's championship ran away with the lead. From first runs, Hill began to bank time over his competition, putting more and more time between himself and last year's champion Mark Macoubrie with each of the three Saturday morning runs. Macoubrie fired back besting Hill in both Saturday afternoon runs, but the few tenths he gained wasn't enough to put a dent in the 17.666sec advantage Hill had already accumulated.

On Sunday, Hill continued to widen the gap, ultimately taking the National Championship title with a 20.158sec lead over Macoubrie.

Meanwhile, Macoubrie was facing another battle, as Riley McDowell spent the weekend nipping at his heels, finishing just 2.906sec behind in third position.

Christian Retterer, piloting a classic 1990 Mitsubishi Eclipse GS, rounded out the fourth and final trophy position a distant 65sec behind McDowell. – **Geoff Thomas**



PA CHAMP  
**Mark Hill**



## Modified Front Wheel Drive

The 12-competitor-strong Modified Front class was led early on by past National Champ Bret Hunter and his very recognizable 1990 CRX, while consistent and clean drives from Andy Thomas in a 2003 Toyota Celica and A.J. Hoppe Jr. in a 1989 VW GTI in the Saturday morning session kept them in positions to strike. Try as they might, though, Hunter was just a tick faster in the final two runs of the afternoon as he continued to widen his lead to a sizeable 5.886sec going into the second day of soggy competition. Then, enter Michael Gallant.

Gallant caught everyone's attention on Sunday as he began to blast through the rough course conditions. Gallant had been way off the pace during Saturday's runs, posting times that were well out of trophy contention, but come Sunday, everything seemed to agree with both him and his 2003 GTI.

That Sunday morning, Gallant appeared to be in full attack mode, laying down an incredible 45.2sec run that was not only the fastest of the group, but was more than five seconds clear of most of the frontrunners. In fact, Chris Zanis was the only other competitor able to break into the 40s during that run – the next fastest drivers sat in the 51s.

Gallant's spectacular 45 catapulted him to within striking distance of Hunter, with Hunter now holding a 4.012sec lead over Gallant with one run remaining. Hunter's second, and final, run of the competition was an improvement over his previous pass, but the win was ultimately wrestled out of his hands by a determined Gallant, who laid down a 45sec run that was almost identical to his first pass. With Hunter's high 49, Gallant clinched the class win by a scant 0.458sec. Zanis, meanwhile, was just as plugged in to Sunday's courses as Gallant, and he crossed the line on his final run with a 45.5, which was good enough to secure third with 10.1sec to spare over the final trophy winner, Greg Mercier. – **Daniel Kelly**



MF CHAMP  
**Michael Gallant**



### Modified Rear Wheel Drive

The eight-driver Modified Rear class was a battle of fan favorites spanning four decades of performance cars. Derek Hedburg's knobby-tired 2006 Dodge Charger stirred V8 patriotism with the event's biggest and noisiest dirt rooster tails. Spectators also enjoyed the flair of Leon Drake's Subaru-powered "Porscharu" 914, decked out with a massive hood scoop and vintage Rothmans racing livery - and if forced to predict a winner from the group prior to competition, the rear-engine traction advantage seemed a solid bet.

With showers looming, the logic of rear-engine traction appeared sound, but it was Dan Hipwood who would lead the Saturday morning course in his 1986 Toyota MR2, while past champion Doug Leibman held his 1971 Volkswagen Beetle just a few tenths behind second-place Brianne Corn, driving her wildly potent 1994 Miata.

As the weekend grew soggy, however, the front-engine hopefuls in the class found their stride. Vaughn Micciche, class winner at July's DirtFish Mid-America National Tour, rose through the order to finish third after early mechanical woes in his 1987 Porsche 924 (Micciche had borrowed Ryan Redenbaugh's 1985 Toyota Corolla for the early runs in the hopes of staying in the trophy hunt while a stuck gear selector was repaired in his own car). The adverse weather also suited Peter Dozeman and his 1994 Miata - Dozeman has spent the last few years tuning his driving and setup skills at RallyCross events from Florida to Hawaii. Looking remarkably unhindered by Sunday's soupy course, Dozeman leapfrogged Leibman and Micciche to earn second place.

But the ultimate master of conditions proved to be Dozeman's co-driver and defending Modified Rear National Champion Brianne Corn. Defying the rain, Corn drove the Miata to the lead on Saturday afternoon and defended her National Championship by a commanding 10 seconds. - **Jim Rowland**



MR CHAMP  
**Brianne Corn**



### Modified All Wheel Drive

Modified All had a relatively dry start to the weekend, with Evo X pilot Lothrop Withington IV (colloquially known as LW4) taking the lead following Saturday's morning session, trailed by Jess Moeding just 0.546sec back. Z.B. Lorenc, looking to make up for an early morning cone strike, took full advantage of the afternoon's fast and flowing course to lay down an incredible pair of lap times which quickly put him back in the running. However, LW4 was undaunted by the challenge and matched Lorenc's pace and then some, closing on Saturday with Lorenc 4.717sec behind him in the number two position. The Subie Doctor, Todd Briley, sat in third place.

Sunday morning was MA's first real taste of the slippery slop that had defined the weekend for nearly all RallyCross National Championship competitors - and this lack of grip would cause quite the standings shake-up.

LW4, who had been on an absolute tear the day before, now struggled to maneuver the course, and that turn of events saw him begin to slide down the charts into fifth position following the first set of Sunday runs. Lorenc was certainly out to capitalize on the opportunity, but in his haste, he picked up two cones on his first outing, dropping him back into third, with Briley and Kent Hamilton putting down equally fast, but clean, runs to move ahead.

More than one competitor knew the importance of their final run - for those who had been battling all weekend, this was the moment of truth. And then, as Lorenc crossed the finish line, it became obvious that he'd pulled off a Hail Mary run with an absolutely staggering 44.854sec run, nearly four full seconds faster than anybody else in the class. That run immediately shot Lorenc to the lead for his second National Championship title, covering his deficit plus 1.059sec over Todd Briley, who wrapped the event in second. Hamilton was subsequently demoted to third, followed by Valerie Briley, and Fuller, with LW4 claiming the final trophy position. - **Daniel Kelly**



MA CHAMP  
**Z.B. Lorenc**



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**STOCK FRONT WHEEL DRIVE**

Will Geyer	Volkswagen GTI	527.218
Kim Hapgood	Acura Integra	539.916
Sasa Cerninski	Plymouth Neon	548.111

Warren Elliot (Mini Cooper S); 5. Keith Lightfoot (Fiat Abarth); 6. Chang Ho Kim (Acura Integra); 7. Nik Marchese (Ford Focus ZX3); 8. Jeff Wagenknecht (Toyota Camry); 9. R. Abner Perney (Buick Reatta)

**STOCK REAR WHEEL DRIVE**

Collin Oelkers	Mazda Miata	596.856
Jacob Witt	Mazda Miata	614.705
Nathan Witt	Mazda Miata	640.924
Jorge Gonzalez	Mazda Miata	645.389

James Green (Toyota MR2); 6. Adam Raymer (Mazda Miata); 7. John L. Voegeli (Mazda Miata); 8. Logan Altmyer (Nissan 240SX); 9. Joey Green (Toyota MR2); 10. Brian Ashburn (Ford Thunderbird); 11. Howard Duncan (Mazda Miata); 12. Linda Duncan (Mazda Miata)

**STOCK ALL WHEEL DRIVE**

Josh Armantrout	Ford Focus RS	410.293
Jan Gerber	Mitsubishi Evo IX	415.540
Sean Heinrich	Subaru Legacy	418.312
Jason Isley	Subaru Impreza	427.583
Jared Carpenter	Subaru WRX	434.072
Jay Kurth	Subaru Impreza	434.857
Steve Ducharme	Mitsubishi Lancer Evo	438.423

Noah Quick (Subaru Impreza WRX); 9. Sean Travers (Subaru Impreza); 10. Nathan Schreiter (Audi A3); 11. Greg Little (Subaru Legacy); 12. Chris Endres (Infinity); 13. Rupert Berrington (Subaru WRX); 14. Steven Bright (Audi TT); 15. Andrew Wilharm (Subaru Impreza); 16. Cody Inman (Subaru Impreza WRX); 17. Brian Ogara (Subaru WRX STI); 18. Josue Aleman Montoya (Subaru Impreza WRX); 19. David Gillespie (Infiniti G37x); 20. Corey Gillespie (Infiniti G37x); 21. Brandon Hurst (Tesla P90D); 22. Peter Schaefer (Mitsubishi Lancer Evo)

**PREPARED FRONT WHEEL DRIVE**

Jim Rowland	Nissan Sentra SE-R	372.545
Jake Bucknam	Mini Cooper S	377.198
Robert Seelig	Honda CRX SI	383.439
Jon Seaton	Ford Fiesta ST	395.394
Edwin Cunill	Chevrolet Cobalt SS	397.194

Max Johnson (Mini Cooper S); 7. David Capesius (Dodge SRT4); 8. Harold Denham (Mini Cooper S); 9. Ron Foley (Chevrolet Cobalt SS); 10. Daniel Kelly (Acura RSX Type S); 11. Ian Jennings (Toyota Corolla FX16); 12. Trent McQueen (Acura RSX Type S); 13. Donald Carl (Plymouth Neon); 14. Travis Hinkle (Honda Civic Si); 15. Stephen Hyatt (Mazda 2)

**PREPARED REAR WHEEL DRIVE**

Gonzalo San Miguel	Mazda Miata	415.745
Shawn Roberts	Mazda Miata	437.837
Myles Goertz	Mazda Miata	450.263
Eileen Bollig	Scion FR-S	464.176
Eric Adams	Scion FR-S	468.487

Katie Orgler (Mazda Miata); 7. Austin Dowda (Nissan 350Z); 8. Tyler York (BMW 328is); 9. Harrison Loomis (BMW 328is); 10. William Watson (BMW 318ti); 11. Pedro Buenrostro (Mazdaspeed Miata); 12. Forrest Smith (Mazda Miata); 13. Larry G Smith (Mazda Miata); 14. Jeremiah Hemphill (BMW 318ti); 15. Gilbert Rossignol (Mazdaspeed Miata)

**PREPARED ALL WHEEL DRIVE**

Mark Hill	Mitsubishi Evo IX	358.081
Mark Macoubrie	Subaru WRX STI	378.239
Riley McDowell	Subaru WRX STI	381.145
Christian Retterer	Mitsubishi Eclipse GS	445.714

W. Orion Fairman (Subaru STI); 6. Tristan Koivisto (Subaru Impreza WRX); 7. Mike Coons (Subaru Impreza WRX); 8. Brady Haugo (Subaru Impreza); 9. Trenton Von Holten (Subaru WRX); 10. Christian Jorgensen (Subaru WRX); 11. Neal Jaycox (Subaru WRX); 12. Mike Holzinger (Subaru WRX); 13. Jared Frank (Subaru WRX)

**MODIFIED FRONT WHEEL DRIVE**

Michael Gallant	Volkswagen GTI	325.146
Bret Hunter	Honda CRX	325.604
Chris Zanis	Volkswagen GTI	327.519
Greg Mercier	Volkswagen Rabbit	337.651

Alan Hoppe Jr (Volkswagen GTI); 6. Andy Thomas (Toyota Celica); 7. Alan Hoppe (Volkswagen GTI); 8. Jason Lang (Honda Civic Si); 9. Geoff Thomas (Ford Focus); 10. Pete Bates (Nissan Sentra); 11. Andy Weigel (Honda Civic); 12. Mike Ireland (Honda Accord LX)

**MODIFIED REAR WHEEL DRIVE**

Brianne Corn	Mazda Miata	328.159
Peter Dozeman	Mazda Miata	338.917
Vaughn Micciche	Porsche 924S	348.375

Doug Liberman (Volkswagen Super Beetle); 5. Dan Hipwood (Toyota MR2); 6. Ryan Redenbaugh (Toyota Corolla); 7. Leon Drake (Porsche 914); 8. Derek Hedburg (Dodge Charger)

**MODIFIED ALL WHEEL DRIVE**

Z.B. Lorenc	Subaru Impreza	318.761
Todd Briley	Subaru STi	319.819
Kent Hamilton	Subaru STi	322.206
Valerie Briley	Subaru STi	330.142
Jason Fuller	Subaru Impreza WRX	345.154
L. Withington IV	Mitsubishi EVO X SE	348.452

Eric Less (Subaru WRX); 8. Jess Moeding (Mitsubishi Lancer); 9. Brad Turnbull (Subaru Outback Legacy); 10. Alex Reinkordt (Subaru Legacy); 11. Zachary Sober (Subaru Impreza WRX); 12. Nick Lyle (Subaru Impreza WRX); 13. Dillon Dunphy (Subaru Impreza WRX); 14. Cliff Jette (Subaru WRX); 15. Kevin Schatz (Audi A4); 16. Elmer Wilson (Subaru Impreza WRX); 17. Leonard Kirk (Subaru WRX); 18. Benjamin Hanke (Subaru Impreza Outback); 19. Jonathan Olschewski (Isuzu Impulse RS); 20. Dawn Lively (Subaru WRX)



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# #FUNWITHCARS

The 2019 Tire Rack SCCA Time Trials Nationals powered by Hagerty rocks NCM Motorsports Park for the second straight year

WORDS Jeff Zurschmeide | IMAGES Zachary Rackovan



As the SCCA meme wars raged online with members posting that they wanted to have fun with their cars, 188 drivers converged on NCM Motorsports Park in Bowling Green, Ky., to do exactly that during the 2019 Tire Rack SCCA Time Trials Nationals powered by Hagerty. This wasn't a championship event, either; rather, it was an opportunity for enthusiastic, likeminded Time Trials participants to converge on a fantastic location over the Sept. 27-29 weekend to set fast laps, eat good food, and spend a weekend having fun with friends, both old and new.

This wasn't the first time for the Time Trials Nationals, as the event had launched last year utilizing NCM's same 3.15-mile, 23-turn Grand Full Course; and if the growth and enthusiasm shown this year are any kind of indication, this event could become as well subscribed to as the National Championship Runoffs in just a few short years. Off-track camaraderie, meanwhile, already matches that of the Runoffs and the Tire Rack Solo National Championships.

#### **TRACK LIMITS**

(LEFT) Keegan Stabley pushed his Honda S2000 to the limits, but came up 1.4sec shy of the Prepped 3 class win.



### DRIVING INSIGHT

(RIGHT) Well known professional racer Andy Pilgrim was on hand at the Holley Performance Day to help guide participants around the challenging NCM circuit. (RIGHT, MIDDLE) Time Trials brings a wide range of cars together on the track.



### RACE FOR TIME

A number of road racing cars took part in the Time Trials Nationals. Bowie Gray drove his Mazda RX-8, which he raced in E Production at the 2017 Runoffs, to the Unlimited 2 class win.



### HOLLEY PERFORMANCE DAY

Entrants to the Time Trials Nationals received a special benefit this year: Holley Performance offered SCCA free use of the facility on the Thursday prior to the event for training and practice. So, at no charge, every driver had the chance to show up for a full day of classroom and in-car instruction.

Benjamin Bunk, driver of the No. 4 Subaru BRZ in the Sport 6 class, went to the NCM chalk talk led by World Challenge and Le Mans driver Andy Pilgrim, and found it uniquely valuable. "It changed the way I was looking at the track," Bunk admits. "It confirmed some of the things that I'm seeing in the data and

what I was feeling. If you just watch stuff on the Internet or talk to guys in the paddock, you don't know what to think. But if you ask Andy Pilgrim, he's clearly qualified. Then you hear him saying, 'This is what I do,' and you think, 'I'm going to do that, too.'"

After the classroom session, Bunk adopted some

*"I did exactly what he said, and my section time was a full second faster"*  
**BENJAMIN BUNK**

of Pilgrim's suggestions. "He was driving through Turn 1 just completely differently than I would ever have tried," Bunk explains. "I did exactly

Jeff Zurschmeide



#### FIGHT FOR IT

(LEFT, TOP to BOTTOM) John Laughlin drove his Tesla Model 3 to the win in the nine car Tuner 2 class. Mike Munson brought the oldest car to the event, a 1970 Triumph TR6, and finished just 0.016sec short of the Unlimited 2 win. The Max 2 class featured 13 drivers, but it was Perry Ellwood who drove his Mazda RX-8 to the top spot.

Jeff Zurschmeide



coaching on a simple SCCA Starting Line oval track at the far end of the paddock. Tuner 4 competitor and Solo National Champion John Hunter was one of the instructors.

"Everything we teach you at the Starting Line school applies to track or autocross," Hunter states. "We're working on weight transfer, we're working on vision, that kind of thing. We also have track professionals who will drive your car on track, with you riding shotgun, at probably about a 70- to 80-percent clip. That's designed to show you the line and give you feedback on the feel of your car. It gives you that little bit of extra edge to help make your weekend a little bit better."

the event] when I decided to come," he says. "It was self-explanatory. As luck would have it, a friend of mine, Bowie Gray, also showed up. He's a crazy good driver, and we've had some really good battles in the past."

Gray was glad to see Munson, too, and came to the event for the same reasons. "I've Club raced for a long, long time," Gray says. "The fun with cars idea is what pulled me into giving this a try. The social aspect, the cookouts, the hangout afterward, all of that kind of reminded me of how we did it when we first got started playing with cars."

At the end of the event, Gray and Munson stood first and second in the Unlimited 2 results, with 0.016sec separating their positions.

#### OLD DOGS, NEW TRICKS

Two drivers who came to the Time Trials Nationals from the SCCA Road Racing world are Mike Munson and Bowie Gray. Munson brought his No. 281 1970 Triumph TR-6, the oldest car entered in the event, while Gray brought the No. 113 Mazda RX-8. Both cars were entered in the Unlimited 2 class.

"I've been road racing since 1990," Munson says, "and autocrossing before that in the Atlanta Region. I also ran the Runoffs at Indianapolis [in 2017] in this car."

Munson made a late decision to compete at the Time Trials Nationals. "I was reading the rules a couple of weeks [before

#### ADAPT AND ADOPT

SCCA's Chairman of the Board of Directors, Lee Hill, came to Bowling Green to compete and to observe how the Time Trials Nationals proceeded. He finished sixth in the Sport 6 class in his Scion FR-S and came away convinced of the program's value.

"At this event last year, we had 130 entries," Hill points out. "This year we've got almost 190. When I look around the paddock, what I see is a lot of really fast cars. When you look at all the Camaros and Corvettes and some of the really trick cars that are at the

what he said, and my section time was a full second faster."

Bunk went on to win the Sport 6 class later in the weekend.

As part of Holley Day, event sponsors Apex Pro and Racers360 gave presentations and provided entrants the opportunity to use their products to improve

performance, while Hagerty was on hand to provide damage insurance for cars used on track.

In addition to the chalk talks, event officials offered in-car coaching from professional drivers including pro racing champion Tom O'Gorman, who was also a class-winning competitor. In addition to the track itself, drivers could take





### WHEELS UP

Toni Machi pushed his Sport 3 Honda Civic hard. For his efforts, he picked up second place in the 14 car class.



event, they are not the kind you see at most SCCA events. I think the Time Trials Nationals is bringing in a bunch of people who are not necessarily SCCA's traditional drivers."

To that end, Hill has a message for SCCA Regions with access to racetracks. "What we really need now is for Regions to adapt and adopt," he says. "All it requires is a run group, not a whole race weekend. If you've got a weekend that's not doing well, put in a Time Trials group. You've already got everything you need there. The only thing you have to do is find rental transponders."

### A TESLA ON TRACK

The variety of cars at the Time Trials Nationals ranged from Munson's Triumph to the

very latest in performance options. John Laughlin opted to bring his new Tesla Model 3 Dual Motor Performance to compete in the Tuner 2 class.

"I really wanted to play around with an EV because, at some point, we're all going to be driving EVs," Laughlin says. "This is really the first EV that will make enough laps where you can set good times. It's fast, and it's fun."

Laughlin came to Time Trials from competition venues within and outside of the SCCA. He's a 10-year autocross competitor who is no stranger to other performance driving venues. As such, the car he brought has track mode," he says. "It allows a little bit of slip so you can get a little throttle

steer coming out of corners, allowing a bit of rotation. Then I've got some upgrades from Mountain Pass Performance. I'm running their suspension with coilovers around KW bodies. I'm running Mountain Pass camber arms in the back and their toe link. It's really transformed the car in terms of body roll control."

Laughlin's experience and the Tesla's performance carried the day; he won the Tuner 2 class and was the 15th fastest driver at the event.

### WORKING THE TT NATS

To staff this year's Time Trials Nationals, the call went out for SCCA specialty workers of all kinds. One of those who answered the call was Lee Stanley, who served as

"Each class saw its top finishers stand on the Koni podium amid cheers (and some occasional good-natured heckling)"

grid chief for the weekend. Stanley also worked last year's inaugural Time Trials Nationals and was eager to return.

"The people involved with this program, and this event in particular, have a really good sense of cooperation," Stanley says. "They're just out here to enjoy themselves. Sure there's competition, but the sense of cooperation is more important."

### A LITTLE INSURANCE

Because the run groups at Time Trials Nationals are based



#### IN FOR FUN

(LEFT) Justin Deffenbaugh was outgunned in the Max 2 class, but had fun nonetheless in his wild machine.

(BELOW) The driver's meeting brought competitors together to not only learn the lay of the NCM land, but also to set the tone for the fun weekend ahead.



#### LEADERSHIP

At the end of the event, all participants gathered for a single awards ceremony. Refrigerated beverages were provided, and drivers, crew, workers, and officials shared tables and bench-raced the event as the sun set.

Each class saw its top finishers stand on the Koni podium amid cheers (and some occasional good-natured heckling). Workers and SCCA staff were acknowledged, and the top finisher of the weekend, Chris Ingle, accepted an award of an entry in the 2020 Super Lap Battle, which is sanctioned by SCCA Pro Racing. Ingle drove his No. 170 Dodge Viper to the top time of the weekend and the Unlimited 1 class win.

"I'm most encouraged by the pace at which both the operations team and the participants are learning how to do this event," Heyward Wagner, SCCA's Senior Director of Marketing & Experiential Programs, notes of the event that it is still in its infancy. "I've been really pleased that the community of drivers is ready, willing, and able to work with us as we're figuring it out."

As probably the most visible figure at the event, Wagner is on point for competitor feedback. "The primary thing that we're hearing from the drivers is 'excitement,'" he says. "We have people who are doing their very first track

driving at this event, and we have people who are doing their first track competition. For a lot of people, this is perspective-altering; this is something that didn't feel available prior to now. That's really encouraging for the overall culture."

The Time Trials Nationals will be held at NCM Motorsports Park through the 2027 competition year. Both the track and paddock were chosen for their ability to accommodate the growth inherent in Wagner's vision for the program.

"I think my biggest hope for this event in three to five years is that we managed the growth brilliantly," he concludes. "I think 250 drivers is a realistic number for next year. How do we manage that? How do we make sure everybody gets great track time with more people in the event? Those are the big questions we're going to have to answer. But we're already planning next year's event."

Truly, this year's Time Trials Nationals set a new bar for SCCA's Time Trials program, and competitors are already showing enthusiasm for their return to NCM in 2020. But for now, drivers can bask in the glow of the fantastic weekend at the track this past September.

For more details on SCCA's National Time Trials program, as well as complete event results from the 2019 Time Trials Nationals, head to [timetrials.scca.com](http://timetrials.scca.com). 📍

on driver experience level rather than the competition class, it's possible for two drivers to compete in the same class in the same car. Chris Vanderwolk and Ryan Finch planned to share a car at the Time Trials Nationals, but they didn't expect to share the No. 16 2019 Honda Civic they ended up driving in the Sport 5 class. "My car is the One Lap Camaro 1LE," Vanderwolk explains. "We raise money for VETMotorsports and the SCCA Foundation. It's almost 700hp at the wheels, and well over 600 torque."

But the plan for Vanderwolk and Finch to drive the Camaro didn't last long. "I went out in the rain on Thursday and I clipped the curb," Vanderwolk admits. "It was a quick spin

right into the tire wall. I was insured, so it's at a body shop."

With the Camaro out of action for the weekend, Finch swung into action and offered his new 2019 Civic as an alternate vehicle.

"We got the alignment started at 7 a.m. on Friday morning," Finch says. "We did pads, fluids, got whatever camber we could out of it, and changed the tires the night before. Otherwise, it's stock. The tires are take-offs from the Solo Nationals. I'm still making payments on the car, so I got track insurance for the weekend."

Finch drove his Honda to a second-place finish in Sport 5, and Vanderwolk finished ninth. The Civic made it home undamaged.



# NUMBER ONE

Chattanooga Region hosts SCCA's first Trek, guiding participants through the Tail of the Dragon

WORDS & IMAGES J. Michael Hemsley

**ON THE TAIL**  
The first Trek Rally took place on the iconic Tail of the Dragon.



Search online for the definition of “trek” and you will undoubtedly read this: “Trek: *noun* /trek/ a long arduous journey, especially one made on foot.” SCCA,

meanwhile, has a slightly different definition in the SCCA Trek Rules, which says: “SCCA Treks are non-competitive driving events intended to foster social interaction among





participants. They provide a path to new memberships and increase awareness of the general public to SCCA. Participants follow a pre-determined route using 'convoy

style - follow the car ahead of you' format." SCCA has certainly given "Trek" a new meaning, and it's one that's *way* more fun.

With the invent of the SCCA Trek earlier this year, Chattanooga

Region saw an opportunity and pounced. Regional Executive Beth Cox quickly saw the possibilities: "We're hoping to get some new members for our Region by expanding into

RoadRally. We're already thinking about a gimmick rally for next spring, as well as another Trek, and eventually a TSD rally."

Steve Rogers joined the SCCA just a couple of years





ago, and when he heard that planning for a Trek had begun, he knew the perfect spot to have lunch: the Historic Tapoco Lodge in Robbinsville, N.C. Oh, and the lodge just happens to be only a few miles from the North Carolina side of the infamous winding Tail of the Dragon mountain pass. With 318 corners in 11 miles as you climb US-129 from the Tennessee side up to the North Carolina line at the top, what red-blooded sports car owner doesn't want to drive the Tail of the Dragon?

The Region began planning the first ever SCCA Trek in the spring. Sept. 21 was soon selected as the date, since late summer to early fall weather is typically very nice in Eastern Tennessee and the Blue Ridge mountains. Rogers laid out the route, and the word spread among SCCA members and in a variety of car clubs in the area.

"The event was a great success, with 27 cars signed up," Cox explains. "During the planning for the event, we had said we'd be doing well to get five cars, so the turnout exceeded our wildest expectations."

There were the expected Region members who entered the event, but non-SCCA members came from the Southern British Car Club, a local Corvette club, and even attendees from the monthly local Cars and Coffee event. "We had everything from an old MGA to a Jaguar F-Type, not to mention Corvettes, a 1973 Triumph GT6, a Lotus, Mini Coopers, and a BRZ," Cox notes. Turnout was so good, in fact, that they would have to be divided into three groups, since traffic on the Dragon can be pretty heavy, and the motorcycle riders aren't often very patient when cars are in their way.



#### YARD SALE

Fortunately, none of the participants on the Trek Rally added to the Tree of Shame.

The starting point for the Trek was a mall parking lot in Cleveland, Tenn., north of Chattanooga. The Region provided coffee and donuts for the entrants prior to the driver's meeting. Everyone was given a set of directions, just in case they were somehow separated from their group - and there were a number of warnings about the Tail of the Dragon. The speed limit on the Dragon is 30mph, and the group leaders would keep to that speed. Speeding on the Dragon, which is monitored by both Tennessee and North Carolina state police, will cost \$150. Getting caught crossing the double yellow centerline is even more expensive - Rogers thought the fine was \$500. In a column in the November 2017 issue of *SportsCar*, Randy Pobst offered advice about driving the Dragon,



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### EXCEEDING EXPECTATIONS

The first Trek Rally was a huge success. With a healthy entry count and diverse collection of cars, everyone enjoyed the fantastic daylong journey.

and his main point was not to cross the center line, since it is very hard to see if someone is coming the other way.

One thing to remember is that the coolest roads are seldom where you will start the Trek. And, so it was with this Trek. The route took the group north on US-11 for a number of miles, then there was a nice two-lane that connected with US-411 for more miles north. Outside of the town of Vonore, the group hopped on TN-72,

which was a preview of how much fun would be had during the bulk of the Trek. After nice curves and entertaining elevation changes, the groups turned right onto US-129.

This road is a great sports car road running through hills and valleys, following the Little Tennessee River to the base of the Tail of the Dragon.

After lunch, most of the Trek participants returned via the Cherokee Skyway, which carves through the Blue

*“Turnout was so good, in fact, that they would have to be divided into three groups”*

Ridge Mountains and valleys, reaching a height of one mile. The vistas are wonderful, and drivers passed the highest dam east of the Mississippi River, followed fast running streams, and enjoyed plenty of smooth, curvy roads. Those roads finish at US-411, where

everyone headed south, and then back to their homes.

Participant comments about the Trek were beyond positive; they were effusive. The Trek not only provided an interesting drive, it showcased the social side of the SCCA and the camaraderie that comes with it. Will there be another Trek? As of this writing, that is unknown, but based on the success of the inaugural event, there are a lot of people anxiously awaiting an announcement. 📍



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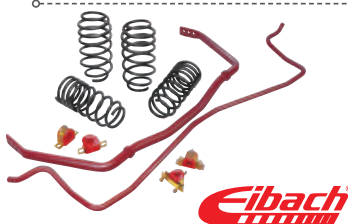


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# GO FOR IT!

The 2019 ARRC at Road Atlanta witnessed astounding nail-biting action, all while celebrating the past and embracing what's to come

WORDS Paul Brewer | IMAGES Clark McInnis

**N**ovember in Georgia means it is time for Atlanta Region's Gran Turismo East American Road Race of Champions at Michelin Raceway Road Atlanta. Yet this year was different. In addition to incredible racing, 2019 marked numerous milestones that needed to be recognized and celebrated - and who can celebrate better than SCCA racers, workers, crew, and fans? Let's dive into the excitement.

It's impressive to note that Atlanta Region now has 70

candles on its birthday cake. That's not to say the Region is resting on the laurels of its past, as with those seven decades has come maturity in its competition programs - and there are no signs that Atlanta Region is slowing down. But that's not the only significant number to celebrate in 2019, as this year also wraps the 75th anniversary of the SCCA and the 50th trip around the sun for Formula F. On the flip side, is the fact that this is the first year of the renaming of

Michelin Raceway Road Atlanta, as well as the SCCA debut of the new Michelin Tower.

The 26th running of ARRC kicked off on Friday, Nov. 1, with a full day of qualifying, and concluded with the Atlantic Pro Cup Series race. This large race group included 10 classes of racecars from T3 and T4, to STU, SRF, SRF3, SM, and various IT classes. The fast T3 Mazda of Daniel Williams grabbed the pole from the usual SRF frontrunners, but the race to watch was a fantastic dice

between a pair of STU Acura drivers. When the dust settled, several of the top finishers were penalized for pit stop violations, so Allen Massey claimed the overall and SRF3 win with Williams taking second and the T3 win. Indeed, the tone had been set for a fantastic ARRC.

Saturday kicked off cold and cloudless - perfect for making horsepower, although perhaps challenging for traction. Group 1 consisted of a large field of 34 cars in seven classes, with the STL Mazda of veteran Danny



Steyn leading the group to the green flag. Steyn was jumped entering Turn 1 on lap one, but he soon passed for the lead and set a new lap record on his way to a seven-second margin of victory. Matt Reppert snagged the EP win with Daniel Williams taking the T3 crown. There was great inter-class racing throughout the field.

Group 2 was determined to provide an answer to the downforce vs. horsepower debate. Road Atlanta is a combination of great twisty bits



#### LAST CHANCE

(TOP) Trevor Degioanni (9) and Matt Reppert (8) had a race-long battle for the Improved Touring S win, with Degioanni grabbing the lead on the last lap to take the win by 0.3sec. (ABOVE) Danny Steyn drove to the win in the 34-car strong Spec Miata class.

and a one-mile straight - so do you want raw power or engineered downforce? Jacek Mucha put his aerodynamic ASR on pole, but Adam Romito was only a tic behind in his Dodge Challenger GT-1 brute force power machine. There was a wave off on lap one followed by a yellow flag as Albert Bozeman oiled the track on the out lap. A quick clean up saw the green wave on lap three, and the Dodge torque resulted in a big lead into Turn 1. Romito continued to build

his lead, but while fans were waiting to see Mucha inch back up, he began to drop back with engine problems instead. When Romito also slowed, third-place qualifier Joseph Freda in his GT-1 Vette grabbed the lead and took the win by four seconds over Elliott Finlayson's GT-2 'Vette. Tyler Maxson, meanwhile, took the GTX win and set a new lap record along the way.

Group three was for Improved Touring racers, and it quickly presented itself as a shootout between Acura and BMW for



**FULL FIELDS**

(FAR LEFT) Elliot Finlayson (59) held off Ricky Sanders for the GT-2 win. (LEFT) Theodore Thorp made quick work of the Improved Touring A field. (BOTTOM LEFT) Group 1 feature Production and Super Touring, with highlights including Danny Steyn (9) and Mike Taylor (39) duking it out for the Super Touring Lite win, as well as Matt Reppert (36) and Robert Garrison (06) battling in E Production.

**WELCOME!****BY JENNY PARADIS,  
ATLANTA REGION CHIEF OF  
TIMING AND SCORING**

Within 24 hours of the finish of the 2018 Petit Le Mans at Road Atlanta, demolition began on the tower that stood on the premises since the track opened in 1970. Eleven months later, management of the renamed Michelin Raceway Road Atlanta stood alongside other dignitaries and officially opened the new tower for business.

Atlanta Region went to work three weeks later at the 2019 American Road Race of Champions. Hauling that first – and only – load of timing equipment into one of the two new elevators was an unforgettable experience. After more than 45 years of trudging up those unforgiving stairs, it was truly a delight.

The building is spacious and well appointed; it's now a major entertainment center with ample amenities. Timing and Scoring as well as Race Control now get a real birds-eye view from the fourth floor, media personnel have a luxury box experience on the second floor, and the rest of the building is full of suites for your corporate viewing pleasure. And overseeing all activities is Bib, the Michelin Man.

As Atlanta Region settles into our new home, we look forward to the races to come, the records to be set, and the happy memories we will make. Join us in the celebration!

the ITS title. Atlanta Region drivers Trevor Degioanni, piloting an Acura, and Matt Reppert, wheeling a BMW, poised themselves for the fight – and they didn't disappoint. At the checker, Degioanni squeaked out the win over Reppert by 0.3sec. Ken Cottrell put his RX-7 into third in class, while Theodore Thorp took top ITA honors in his Acura. Robert Garrison claimed the win in IT7, with Will Perry on top in ITC.

Group 4 was a large 37-car field of open wheelers made up of Formula 500s, Formula Fs, and Club Fords. Simon Sikes took the pole with a healthy two-second margin over Ryan Bjerke, both in FF. When the

green flag fell, Ryan Mayfield in his F5 proved to be the class of the field, jumping to the lead and never looking back. Simon Sikes took the FF win over Derek Ketchie, while Phil Kingham was the CF winner in what proved to be a fantastic preview of the following day's CF feature race.

The ever-popular Miata group of SM, SMSE, and SSM took the stage as Group 5. The top six qualifiers were within one second of each other, so anticipation was high for a barnburner. Pole winner Danny Steyn is often the favorite to win – and he did – but he had to earn it. Steyn and Michael Carter ran nose-to-tail for the

**“Steyn was jumped entering Turn 1 on lap one, but he soon passed for the lead and set a new lap record”**

first 16 laps when Carter pulled a pass at the Turn 10 complex for the lead. Steyn re-passed for the lead the following lap, and Jared Thomas, who had been running third, grabbed second, relegating Carter to third. The dicing for second allowed Steyn to win by a large margin (by Spec Miata standards), crossing the stripe with 1.5sec to spare. Carter snagged a new SM track record, though. Colin Stoddard took the SMSE gold. None of

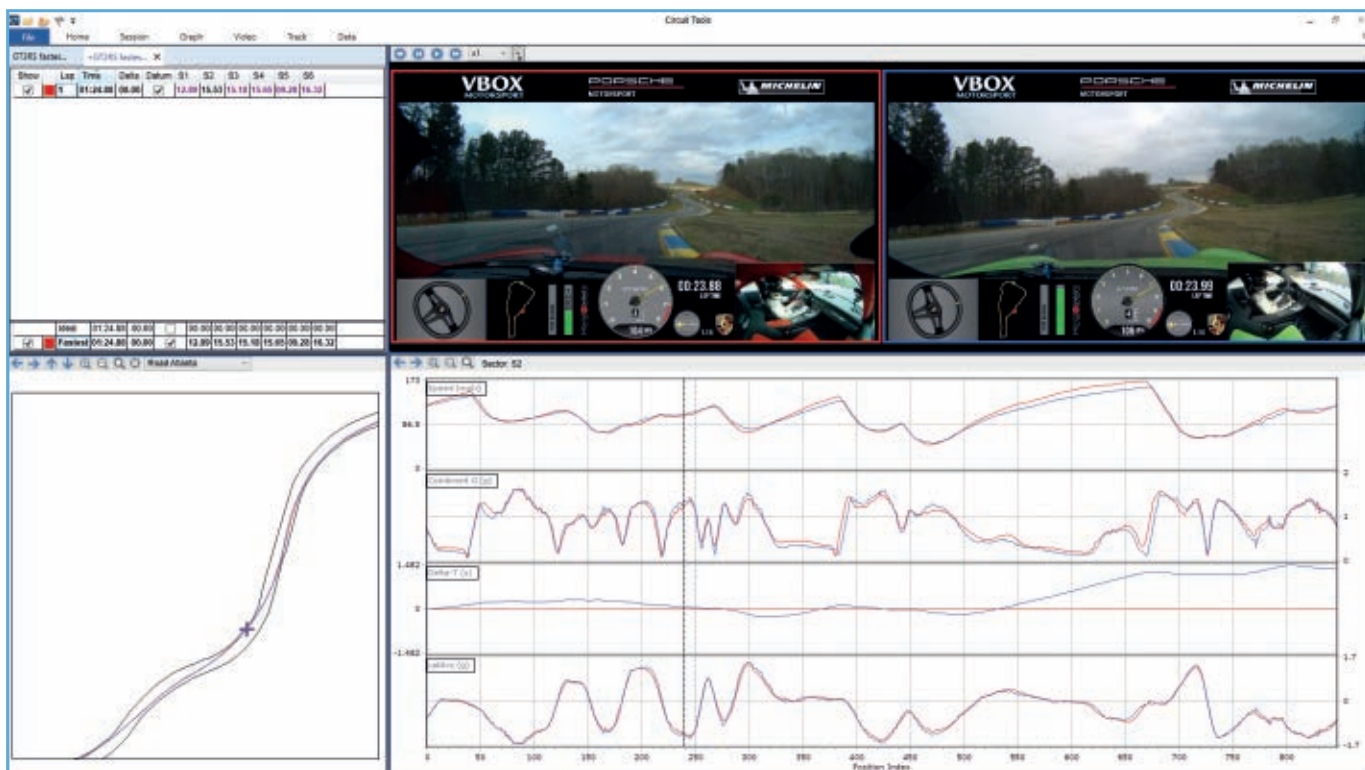


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this is to say anything about the amazing mid-pack dicing that took place during the 34-minute sprint to the checker.

Twelve SRF3s and a lone FV constituted Group 6. Dana Webster was on the pole and led the race from flag to flag, but the rest of the finishing order was contested until the end. Second qualifier Thomas Weir stayed

in place until lap four when he began to fall back, finally exiting the race on lap eight. And, while Matt Gray moved to fourth by lap 10, an attempted pass took him into the wall at Turn 9. It was a hard hit, but it must be said that Gray was OK. Matthew Horst, meanwhile, made a run on the final lap and made it a close run to the checker, with three tenths

of a second separating him and winner Webster. A shout-out goes to competitor Elizabeth Byerly who worked the grid on Saturday morning and then finished eighth in a tough SRF3 field. That is the spirit of the SCCA.

Saturday's final race was Group 7, which was comprised of P1 and a smorgasbord of open-wheel classes. P1 was anticipated

to be a shoot-out between John McAleer and Jean-Luc Liverato, and the faceoff didn't disappoint. McAleer led at the green, but Liverato got by for a brief lead. McAleer snatched the lead back on lap two, staying there to the checker. Shane Prieto lay claim to the FB win after a spirited duel with Glenn Cooper's P1 car. Bill Gillespie won FS, Eric Cruz won



#### OUT FRONT

(CLOCKWISE from LEFT) Ryan Mayfield was the class of the F500 field. Phil Kingham drove to a pair of wins in Club Ford. Tyler Maxson took the GTX win. Shane Prieto dominated the FB class. Elizabeth Byerly went from working grid to winning the 45min Enduro in SRF3 on Sunday.



FE2, Bailey Monette won FE, Douglas Stewart took FC, and Shane Dowis finished first in FM.

Saturday brought the ARRC evening social, which was well attended with good food, great beverages, and fantastic bench racing alongside irreplaceable friends. Certainly, no untruths were spoken, or facts stretched.



Sunday's racing action started with The Luck of the Draw.

This is a handicapped pursuit type 10-lap event where the competitors are sent off one at a time based on their lap times. In theory, they would all cross the finish line in a dead heat.

The five-car field put on a good show. First out was Will Perry in his ITC Honda, and it took four laps for Nick Larossi to grab the lead in his fast STL Miata. Frank Garcia finished second in a T3 Boxster, with Perry third. An interesting format that fans and competitors enjoyed.



#### MAIN EVENT

(MAIN) Dana Webster was in control from the green flag to the checker, handily winning Saturday's 12-car SRF3 race. (ABOVE) John McAleer survived the challenges by Jean-Luc Liverato to win Prototype 1 from the pole.

Next up was the American Pen Company Club Formula F 50th Anniversary Race. Anyone thinking that these older machines wouldn't put on a show was sadly mistaken - in fact, they arguably put on the best race of the weekend. It was an exciting four-car dice with swaps for the lead throughout with the margin at the flag from first to third being a slight 0.8sec. Phil Kingham took the win over Steve Brooks with Dave Harmison completing the podium. Kingham said the key to his win was knowing "the right

## AMERICAN ROAD RACE OF CHAMPIONS

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#### FRIDAY

**GROUP 8 T3:** (3 starters) 1. Daniel Williams 1:39.082; 2. Paul Stanton; 3. Peter Atwater (Mazda); **T4:** (1 starter) 1. Robert Spence 1:42.922; **STU:** (2 starters) 1. Jim Gorman 1:38.288; 2. Skip Woody; **SM:** (18 starters) 1. Danny Steyn 1:42.407; 2. Michael Carter; 3. Charles Mactus; **SMSE:** (1 starter) 1. Bill Rolland 1:50.628; **ITA:** (3 starters) 1. Theodore Thorp (Acura) 1:42.742; 2. Logan Stretch; 3. Darren Arns; **ITS:** (1 starter) 1. Ken Cottrell 1:46.672; **IT7:** (1 starter) 1. Martin Reiter 1:52.172; **ITT:** (1 starter) 1. Paul Brewer 1:52.716; **SRF3:** (3 starters) 1. Allen Massey 1:38.802; 2. Rob Clifton; 3. Elizabeth Byerly; **SRF:** (1 starter) 1. Steven Greenhill 1:39.252

#### SATURDAY

**GROUP 1 STU:** (2 starters) 1. Jim Gorman 1:39.773; 2. Skip Woody; **STL:** (12 starters) 1. Danny Steyn 1:36.237; 2. Mike Taylor; 3. Chuck Hines; **EP:** (6 starters) 1. Matt Reppert 1:39.326; 2. Robert Garrison; 3. Thomas Martin III; **FP:** (2 starters) 1. Bill Waters 1:56.883; 2. Richard P. Anderson; **HP:** (4 starters) 1. Charles Fullgraf 1:50.199; 2. Will Perry; 3. David Kinsey; **T3:** (4 starters) 1. Daniel Williams 1:39.143; 2. Philip Cunningham; 3. Frank Garcia; **T4:** (3 starters) 1. Robert Spence 1:42.505; 2. Thomas Hart; 3. Richard Astacio; **SPU:** (1 starter) 1. Jim Kellogg 1:43.309

**GROUP 2 GT1:** (4 starters) 1. Joseph Freda 1:25.941; 2. Adam Romito; 3. Zachary Monette; **GT2:** (4 starters) 1. Elliot Finlayson 1:28.092; 2. Ricky Sanders; 3. Michael Attaway; **GT3:** (1 starter) 1. Blake Wilson 1:34.683; **GTX:** (1 starter) 1. Tyler Maxson 1:28.111; **GTA:** (2 starters) 1. Mickey Carter 1:31.305; 2. Wayne Heuer; **T1:** (1 starter) 1. Albert Bozeman; **ASR:** (1 starter) 1. Jacek Mucha 1:29.581

**GROUP 3 ITA:** (5 starters) 1. Theodore Thorp 1:44.424; 2. Dick Hancock; 3. Clinton Ritchie II; **ITC:** (1 starter) 1. Will Perry 1:51.741; **ITS:** (6 starters) 1. Trevor Degioanni 1:39.358; 2. Matt Reppert; 3. Ken Cottrell; **IT7:** (4 starters) 1. Robert Garrison 1:48.156; 2. Martin Reiter; 3. Frankie Morales; **ITT:** (1 starter) 1. Paul Brewer 1:56.137

**GROUP 4 F5:** (3 starters) 1. Ryan Mayfield 1:29.497; 2. George Bugg; 3. George Fox; **FF:** (17 starters) 1. Simon Sikes 1:29.867; 2. Derek Ketchie; 3. Ryan Bjerke; **CF:** (15 starters) 1. Phil Kingham 1:34.151; 2. David Harmison; 3. Donald Baggett; **Waiv:** (2 starters) 1. Carl Maier 1:38.910; 2. Mo Maki

**GROUP 5 SM:** (34 starters) 1. Dana Webster 1:42.574; 2. Jared Thomas; 3. Michael Carter; **SMSE:** (3 starters) 1. Colin Stoddard 1:46.163; 2. Frederick Baker; 3. Perry Young

**GROUP 6 SRF3:** (12 starters) 1. Dana Webster 1:36.653; 2. Matthew Horst; 3. Allen Massey; **FV:** (1 starter) 1. James Vaseff 2:05.33

**GROUP 7 P1:** (5 starters) 1. John McAleer 1:20.709; 2. Jean-Luc Liverato; 3. Glenn Cooper; **P2:** (1 starter) 1. Russ McBride 1:33.654; **FB:** (2 starters) 1. Shane Prieto 1:21.862; 2. John Homan; **FC:** (9 starters) 1. Douglas Stewart 1:29.083; 2. Douglas Rocco; 3. Mauro Fauza; **FE2:** (3 starters) 1. Eric Cruz 1:25.826; 2. John Jernigan Jr.; **FE:** (1 starter) 1. Bailey Monette 1:28.174; **FM:** (2 starters) 1. Shane Doles 1:33.461; 2. Court Dowis; **FS:** (2 starters) 1. Bill Gillespie 1:20.839; 2. Jacek Mucha

#### SUNDAY

**GROUP 8 T3:** (3 starters) 1. Tyler Maxson 1:38.633; 2. Daniel Williams; 3. Paul Stanton; **SM:** (6 starters) 1. Peter Atwater 1:44.499; Peter Atwater; 3. Mike McSweeney; **SMX:** (3 starters) 1. Thomas Martin III 1:39.697; 2. William Tally; 3. Adam Gonzalez; **ITA:** (2 starters) 1. Darren Arns 1:47.322; 2. Mark Seiler, Ray Seiler; **ITS:** (1 starter) 1. Zsolt Ferenczy 1:42.169; **SRF3:** (1 starter) 1. Elizabeth Byerly 1:38.832

**GROUP 9 T3:** (3 starters) 1. Tyler Maxson 1:38.476; 2. Frank Garcia; 3. Philip Cunningham; **SM:** (7 starters) 1. Matt Stretch 1:43.891; 2. Charles Habisreutinger; 3. Christian Blevins; **ITA:** (4 starters) 1. Logan Stretch 1:45.651; 2. Roger Fugett, A. Fugett; 3. Clinton Ritchie II; **ITS:** (2 starters) 1. Michael Finn 1:47.823; 2. Mary Ronnie, Paul Ronnie; **STU:** (2 starters) 1. Jim Gorman 1:38.052; 2. Skip Woody; **SRF3:** (3 starters) 1. Keith Roberts, C. Roberts 1:37.145; 2. Steve Clifton, R. Clifton; 3. Elizabeth Byerly

**GROUP 10/11 FF:** (11 starters) 1. Simon Sikes 1:30.202; 2. Derek Ketchie; 3. John Robinson II; **CF:** (13 starters) 1. Phil Kingham 1:33.579; 2. David Harmison; 3. Donald Baggett

**GROUP 10 FF:** (16 starters) 1. Simon Sikes 1:30.124; 2. Derek Ketchie; 3. John Robinson II

**GROUP 11 CF:** (16 starters) 1. Phil Kingham 1:33.256; 2. Steve Brooks; 3. David Harmison

**GROUP 12 STL:** (2 starters) 1. Nick Larossi 1:39.784; 2. Matthew Forbush; **T3:** (2 starters) 1. Frank Garcia 1:46.475; 2. Philip Cunningham; **ITC:** (1 starter) 1. Will Perry 1:52.271



**BOOKENDS**

(FAR LEFT) Allen Massey took the overall and SRF3 win in Friday's Atlantic Pro Cup Series race. (LEFT) Simon Sikes claimed a pair of Formula F wins. (MAIN) Tyler Maxson was out front on Sunday, winning Touring 3 and overall in Group 8.

**TURN 9 ESTATES**

There was another commemoration taking place at the 2019 ARRC. The group of fans known as Turn 9 Estates was celebrating Terry Tibbet's 50th year of attending events at Michelin Raceway Road Atlanta. Terry is known to all as "Nate the Racer," and has been driving from his home in Nashville to the track and camping with his friends Fred, Todd, Kelly, Robert, and others since the inaugural SCCA Regional in August 1970 that preceded the initial Can-Am race.

They picked Turn 9 the old-fashioned way. On an early trip, their 1967 Dodge van overheated at Turn 9, so they pulled it under an oak tree and camped there for the weekend. They have been coming back to that spot ever since.

Unfortunately, this is Nate the Racer's final event, as his eyesight is failing so he won't be able to make the drive from Nashville, and public transport is far too expensive. Several folks have already offered to go get Nate, so many of us hope this isn't his final camping trip at Road Atlanta.

time to be in second, and having a lapped car making Steve lift," he said. Dave Weitzenhof at 77 years young, and a pioneer of the FF class, competed and finished in the top 10.

The American Pen Company Formula F 50th Anniversary Race was up next, and Simon Sikes was the class of the field. Sikes pulled off a dominating win even though his right front suspension broke on the final lap at Turn 3, so his impressive 21-second margin of victory was even more breathtaking when you realize he crossed the line on three wheels. And, to top it off, his race pace was faster than his qualifying time, snagging a new lap record in the process. Derek

Ketchie and John Robinson II completed the podium.

The Atlantic Pro Cup-ECR Series Race took the track next, bringing with it its usual mixture of classes. The surprise was that the winner wasn't an SRF3, but Tyler Maxson in his T3 Miata. The Roberts clan took second overall (first in SRF3), with Jim Gorman claiming third overall and the STU win. Maxson also took the win in the APC 4-minute race within the ECR race.

The final event was the American Pen Company FF/CF 50th Anniversary Race. To no one's surprise, Sikes dominated the race again, winning with a 13-second advantage. Keep an eye on Sikes as he is blindingly

fast. The Club Ford racers put on another great show with Kingham grabbing another win with Dave Harmison second, but Donald Baggett set a new CF lap record while completing the CF podium.

Somehow, the ARRC gets better every year, with competitors getting plenty of track time as well as checkered flag laps for all class winners. Spectators see top competitors from across the USA, and the workers pull it off in seamless fashion. If you haven't already, you should certainly make plans to be at Road Atlanta next November for the 2020 battles at this amazing road racing circuit. 🍷

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# RACING AS ART

For 19-year-old Max Fedler, racing has proven to be a joy on so many levels | **WORDS** James Heine | **MAIN IMAGE** Courtesy Max Fedler



Mark Weber

Like many young SCCA racers, Summit “Max” Fedler has loved motorsports for almost as long as he can recall. Not only because he is from an extended SCCA family that has its roots in Elkhart Lake, Wis., or because he’s been racing karts since the age of 8, but also because racing provides an intense sense of joy and accomplishment that he “finds hard to describe,” he says.

“For however many laps I am driving at any given time, I am freed from the world around me,” he explains. “I am able to focus and be absolutely immersed and engaged in the present moment. It is a beautiful form of self-expression and freedom to me.”

Based on his conversations with other drivers, he is not alone in this assessment, he adds. “The SCCA has taught me that I am not the only one who values this feeling, and that we are all friends at the end of the day.”

Now embarking on his second quarter as a freshman at the University of California, Santa Barbara, where he plans to major in economics, the 19-year-old Rocky Mountain Region member has already established a formidable motorsports resume that includes SKUSA, Rotax, and IKF titles, multiple SCCA U.S. Majors Tour and Hoosier Super Tour wins, multiple World Challenge top-10 Touring Car finishes, and a class win at the 2017 Creventic 24H Series race at the Circuit of the Americas with Vess Energy Motorsports.

That win, along with his inaugural World Challenge race at Road America in 2015 – just before his 16th birthday – are first among the highlights of his career, he says. Not that the latter was an easy intro to pro racing.

First, Max explains, he wanted to make a good impression with everyone, from his family to his team and sponsors. Then it rained during qualifying. “I ended up qualifying second-to-last, or something like that. It was ridiculous,” he recalls. “If I remember correctly, it was a 20- or 22-car field. So, I drove from 20th or 21st to seventh, and I got the Hard Charger Award. That’s when I knew I could do this.”

The motorsports arrangement Max has with his family is straightforward. His parents, David and Annie, provide the T2 BMW M235i he races, but he has to find the money to go racing. To that end, he’s created Max Fedler Racing and styled it as an “experiential events company.” It’s a result, he explains, of the reality that it’s “exceptionally hard” to find partners to help fund his racing efforts.

“Unless you’re like a Rahal at Rahal Letterman Lanigan, it’s hard to just ask people to slap a logo on your car and give you money,” Max says, adding, “because, at a certain point, there’s really no value in just slapping a logo on a car. Even though it might look cool, it probably won’t convince people to stop everything they’re doing and look up your company.”

Rather, Max says, he proposes to potential sponsors that instead, for example, of a traditional company outing, where a company might take staff or clients golfing or to a major sporting event, they consider a weekend visit to a racetrack.

“We present a platform in which they can come to the racetrack and have a VIP experience and have



“The SCCA has taught me that I am not the only one who values this feeling”  
**MAX FEDLER**

that bonding experience with me and the team,” he explains. “For the weekend, it’s their racecar.”

And it’s been working nicely, he adds. “It’s cool to see them get excited about this thing that represents them,” he says, “but they also represent themselves. They feel like they’re part of a team, and that really puts a smile on their face.”

Looking toward 2020, Max describes



#### GOING FOR IT

(LEFT) For Max Fedler, being on track is an opportunity to be fully immersed in an incredible experience. (FAR LEFT) From karts to his Touring 2 BMW, racing has been a lifelong affair that shows no signs of slowing.

#### RACING AS AN ANTIDOTE TO BEING BULLIED

As a middle-school student, Max Fedler recalls he was frequently the target of bullying. He doesn't know the reason, but as an eighth-grader, he "was bullied a ton," he says.

The antidote to that bullying turned out to be racing. "I don't know why I was picked on, [but] that's not the point," he says. "Regardless, it really shook me up. So, as a 14-year old, the only escape from the stuff that was going on at school was karting. I remember there would be weekends where I was so pent up and so angry at myself for having these things I couldn't control, or at other people for making fun of me, that I could hardly stand it. But whenever I'd hop in the kart, it would all just flow away. There would be nothing to focus on but the driving. That's what I love about racing. For the 45 minutes you're out there, nothing else outside of the helmet matters. It simply can't matter. If it starts to matter, you'll crash and get hurt. That's really why I liked racing – it offered me an escape."

Today, Max is well over that phase of his life, he adds. He doesn't get bullied, and he doesn't need an escape – but the satisfaction, joy, and sense of peace offered by racing still exists, and it motivates him.

"It's still nice," he says. "That sensation hasn't left me."

his 2019 efforts, which include double Super Tour T2 victories at Laguna Seca, as a "re-grounding" of his race craft.

"We put a lot of emphasis on me just figuring out what I need to do to drive the car at a winning pace every single time I get in it," he explains. "So, there was a lot of practice – definitely more practicing than racing, which I actually didn't mind. We went back to basics, and I think it really paid off, because now I'm at a position where I really feel like I can step in the car anywhere, at any time, and put the car up top. It was a confidence-booster for sure."

On paper, he adds, it might look like he took things back a notch last year

because he didn't do as many races and he didn't travel as much as he'd done previously, "but we still won four out of six races, and we improved a ton," he says.

So what should we expect to see from Max in the coming year? "I definitely want to keep doing some SCCA Majors," he's quick to note. "The June Sprints and the Runoffs would be incredible races to do. I'd also like to try some GT4 stuff or some GT3 Cup stuff and get my feet wet in the world of GT racing. I've done a lot of testing in GT4, and I think I'm experienced enough to take a GT4 car and be competitive with it. But I still want to get results in the car that I'm driving now, and just clean up in whatever race I run." 📍



# RELATIVITY

Elizabeth Thiel may be SCCA's Race Administration Worker of the Year, but getting there came courtesy of family and friends | **WORDS** James Kearney | **IMAGE** Courtesy Elizabeth Thiel

Somebody famous once said that everything is relative. When we think of our toughest days at the racetrack, we conjure up an image of gritty determination in the face of adversity. But for Finger Lakes Region's Elizabeth Thiel, much of our image of hard days is but a pale shadow of her experience.

Elizabeth was a stage worker for her husband Daniel when he was pro rallying from 1978-'91. She would drive their van, loaded with their young son Danny, tires, car parts, and race fuel to some god-forsaken spot in the woods and await hubby's arrival. Often it was cold; sometimes it was snowing. They ran events like Susquehannock Trail and Press on Regardless in both the U.S. and in her native Canada. Big stuff.

Daniel and his co-driver would arrive in a flurry, jump out, and jack up the car to change tires while Elizabeth siphoned gas from the fuel cans into the car. "We usually had five to 10 minutes to complete the service and then I'd load up the van and head off to the next service point," she says. "In a way, it was like going camping. You met the most wonderful people who would help you in any way they could."

Competing with the likes of John Buffum got to be too much financially, and in the early 1990s the decision was made to go road racing. They live near Rochester, NY, so Watkins Glen was the obvious choice. "By then I knew rallying like the back of my hand, but this was a new situation," she admits.

At first, she helped out with Timing & Scoring as she could bring her young children along with her. After some time, she moved on to



**CONNECTING**  
For Elizabeth Thiel, a lifetime of experience – and a whole lot of family – went into her earning the Race Administration Worker of the Year award. Logistics and planning are an essential part of the Race Administration job, but for Thiel, it's connecting with people that makes the job worthwhile.

Registration where she very much enjoyed meeting the drivers and their families. But, as it turns out, all of her prior racing involvement was to make her ready for her current position as Race Chair, which she has been doing since 2009.

"It was very daunting initially," she reveals. "I had quite a learning curve." Elizabeth says she received tremendous support from every co-worker she approached. She says she feels like she asked everybody everything. Now her role has become almost second nature.

Six months before an event she is already in gear working on her checklists. "First, you need a Race Chair and a Registrar," she says. "As the treasurer for over 12 years, I prepare a budget. Next, the Supplemental Regulations need to be written and approved. We connect with the SCCA National Office to see who will be selected as the Chief Steward. Then we really get going and advertise the event to drivers, and recruit workers. We really pride ourselves on our

hospitality parties, and they require a fair amount of planning in themselves."

Ideally, once an event is underway, Elizabeth can move about and see that everyone has what they need to do their jobs. "I really enjoy connecting people to their interests," she explains. "I think communication is the big key. If people know their duties, they do a good job and enjoy doing it."

Elizabeth is hands-on and is eager to help whenever she can. She obtained her Grid license in 2015 and likes to work there on occasion. "I still do it a bit; it feels good to be so close to the cars. It makes me feel very connected with the racing." She says she has never gotten in any difficult situations. "I can jump pretty fast," she laughs.

Elizabeth says she was bowled over by receiving the Worker of the Year Award for Race Administration at the 2019 National Championship Runoffs. "I was floored, totally surprised, and in tears," she admits. To take the cake, it was her name that was pulled out of a hat to win the Mazda-sponsored prize of an all-expense paid trip for two to attend either the Daytona 24 Hours or the 12 Hours of Sebring.

"I'd like to thank my husband Dan for getting into this mess, and my son Danny for taking over and helping with his dad's car so I can help in other areas," she says. "And I especially want to thank my daughter Anna for all the support and help she gives me. At just 21, Anna was the Race Chair for the past Fun One Regional at the Glen, which was the 55th running of the event, and she is preparing to do it again." 🍷

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# POST RUNOFFS PROCESS

Prior to the 2020 racing season, the CRB and its Advisory Committees are sifting through mountains of data and key member requests | **WORDS** Peter Keane, Chairman, Club Racing Board | **IMAGES** Jeff Loewe

Following the National Championship Runoffs (which took place in 2019 at VIRginia International Raceway in October), the Data Collection Team, Advisory Committees, and Club Racing Board (CRB) face a serious time crunch if they intend to conclude all the necessary SCCA Road Racing business prior to the start of the upcoming

competition season. And they all work hard to ensure they do so.

The Data Collection Team has expanded its Runoffs program to include cars in virtually every class, collecting data during the weeklong Runoffs by attaching AIM Solo data acquisition units to all pertinent vehicles, then sorting and processing those files. Once this massive amount of

data is compiled, the Data Team breaks it down into individual class reports, which are then verified and disseminated to the respective Advisory Committees for review. This review process ultimately results in recommendations being made to the CRB. The process isn't quick; for the Super Touring and Touring classes alone, for example, this review takes



### BY THE NUMBERS

Thanks to the Data Collection Team's work at the Runoffs, the Club Racing Board and its various Advisory Committees have a monstrous collection of data to view. This data will help ensure a competitive balance in diverse classes like that found in Super Touring Lite (LEFT). In GT-Lite (RIGHT), the CRB is looking at a variety of options and unique packages that bring value to the class.

returned to the originating committee for further work or clarification. On occasion, a recommendation may be rejected in its entirety.

Recommendations that are approved are split into two different categories. The first category includes those recommendations that make changes to weight, restrictor, or tire sizes. These changes are sent to *Fastrack* as Technical Bulletins for the membership to view. If the change is in the competitors' favor, they are usually approved for implementation on the coming Jan. 1. If the change has a negative impact on the competitors, the effective date is normally pushed out by three months.

The second category involves recommendations that require a rule change. Due to the implementation of the "rules year," the National SCCA Board of Directors (BoD) seeks to approve all category rule changes before Dec. 31 of the current year. Therefore, the CRB must submit these items for approval before the BoD's December deadline. On occasion, the BoD has allowed an item to be approved at the SCCA National Convention that usually takes place in January. This "exception" is generally seen when the BoD has sought to extend the timeframe for member feedback on a topic.

Outside of these end-of-season adjustments, the CRB has also received several verbal requests to classify limited prep engines in GT-Lite (GTL). The GCR currently permits a few limited-prep engines in GTL, but these allowances have come from existing F Production and H Production engine classifications. Some of the existing GTL limited-prep engines allow OEM fuel injection or carburetor chokes as the method of restriction. Future GTL limited-prep engine requests may be formally submitted with



*"The Data Collection Team has expanded its Runoffs program to include cars in virtually every class"*

both types of fuel delivery for consideration. These new limited-prep requests have been based on an OEM or Touring car class type engine build and approval will be considered on a case-by-case basis. For ease of tech, several engine parameters, as well as dimensions, will be included in the spec line. The committee's goal in adopting these new options will be to create a low-cost engine alternative for GTL participants. It should also be noted that unlike the post-Runoffs adjustments we spoke about earlier, the CRB and the GT Advisory Committee are not working under a competition season deadline for this particular topic.

And finally, the CRB would like to recognize all of the hard work that the Data Team and Advisory Committees do to make SCCA Road Racing a better program. We truly appreciate the time and efforts of all involved, as well as the understanding of their families. The CRB requests any member input that will help improve SCCA Road Racing and, of course, encourages your feedback on the above items via [crbscca.com](http://crbscca.com). 📍

several multi-hour conference calls, many of which take place over the holidays.

Once submitted to the CRB, the CRB then reviews all of the recommendations, often engaging the Advisory Committees in a dialogue to ensure that the recommendations are warranted. Most recommendations are approved without changes, but some are





# THE BIG PICTURE

To truly prepare for the future of SCCA Autocross, the Solo Events Board is forced to answer some really tough questions | **WORDS** Paul Brown | **IMAGES** Perry Bennett

Sometimes I'm fortunate enough to discuss "big picture" topics with important folks for this column - and this is one of those months. But first, disclaimers: The topics mentioned below won't appear in the 2020 Solo Rules. For that matter, given the rules season, 2021 probably won't happen, either. These are "big picture" topics, after all, and require lots

of pondering. Furthermore, what you're about to read is my opinion drawn from a conversation I had with Solo Events Board (SEB) Chairman Bob Davis, and it should also be noted that the SEB is already thinking about the topics we're about to discuss. With that said, let's dive in.

A simple strategic principle that applies to autocross is that as preparation levels

increase, the number of classes should decrease. The logic is that as allowances increase, the base vehicle is less important. One additional variable has to do with the age of the category; a new category often starts with just one class, then gets expanded based on logic and demand.

Example time! SCCA Autocross currently has nine Street classes, five Street Touring



### LOOKING AHEAD

Long-term planning for any activity can be a challenge, and as technology evolves and the types of vehicles and modifications change, it becomes an even more daunting task for the Solo Events Board. (LEFT) As manufacturers like Tesla, which offers over-the-air performance updates controlled by the manufacturer, become more common, autocross classifications turn into a moving target. (RIGHT) It's important to maintain a place for cars with wild modifications, although as those mods increase, the number of required classes often decrease.

Championships participation, Regional participation, and more. It's always great to make use of metrics but, in this case, the only metrics the SEB has available are history (which is arguably of limited value), plus participation at the Solo Nationals.

History brings forth interesting trivia, but does it really matter how many first-generation Lotus Elans were entered in Stock, Street Prepared, and Prepared categories 20 years ago? Does it matter how many people entered the Stock category before it changed to a 200-treadwear limit and became the Street category? You could argue that no, it really doesn't, although it might be worth comparing the general breakdown of participation levels between the various categories to judge overall category and class health. And yes, the implication here is true: The SEB does not have class metrics for Regional competition. I suspect Regional Executives have enough on their plates already, but that sort of information would be awfully useful in overarching strategic discussions.

Next topic: technology. Car tech will always advance. We've gone from carbs to fuel injection, bias tires to radials, and ABS has gone from a serious handicap to a beneficial feature that disqualifies a car from being eligible in certain classes. So far, most traction control systems are not competition friendly, but that, too, will probably change. One aspect of new technology that may soon impact autocross is cars where everything is integrated in such a way that it won't allow for owner-defined modifications. We've gone from all-mechanical engine systems where rules enforcement is relatively easy, to electronic engine controls that were essentially unenforceable; and soon, we may have a world where modifications are impossible to make by the owner, but possible at any time "over the air" by the



"A simple strategic principle that applies to autocross is that as preparation levels increase, the number of classes should decrease"

manufacturer. Case in point, the Model 3 Performance received a significant "over the air" acceleration bump in November.

As I said at the beginning, none of these topics are being considered for immediate action by the SEB, but all are on the radar, plus much more. To that end, the SEB wants your thoughts.

Speaking of offering input to the SEB, that is one thing that has not kept up with technology. There was a time when letters were mailed to the SEB, and each SEB member was mailed a packet with copies of submitted letters. That evolved into having the letters scanned and e-mailed to SEB members, and that progressed to the current system of a web interface at [sebscca.com](http://sebscca.com) that allows letters to be submitted digitally. The future of commenting to the SEB, however, may eventually morph again, as many people want to offer input in different ways, and there's definitely room to develop a better way for the SEB to receive input from the membership.

So for now, put on your thinking cap, ponder some big picture topics, and then head to [sebscca.com](http://sebscca.com) with your thoughts. 📍

classes, seven classes in Street Prepared, three in CAM, three Street Modified classes, five in Prepared, and only two Modified classes for production-based cars. Question: Do these numbers make sense?

As many a Facebook relationship status states: It's complicated. You see, each category needs to consider history, forward vision, Tire Rack Solo National





# DISCONNECTED

When it comes to RallyCross competition, are swaybars a necessity or a hindrance? | **WORDS** Matt Wolfe | **IMAGES** Rupert Berrington

To connect, or disconnect? That is usually the question regarding swaybars in RallyCross. Swaybars are a very cost-effective way to tune your car's handling behavior but finding the right combination for your vehicle and driving style isn't always easy, especially during a RallyCross. Let's dive in and see if we can make things clearer.

Assuming you already know the basics of how a swaybar functions, there are a few basic tech tips specific to RallyCross that we need to tackle. First, should you choose to use a swaybar, inspect your swaybars and the supporting components to ensure they are in good working order. Make sure your swaybars are structurally sound (not bent or broken), the end links aren't loose, and the bushings aren't worn.

Next, assuming you have the option, try to use a hollow swaybar - this is an area you can save weight. Also, don't be afraid to go salvage yard scrounging for

larger or smaller OEM units to experiment with. Most vehicles have multiple swaybar options, offering a very cheap way to tune your chassis to meet course conditions.

So, what happens if you decide to remove one or both swaybars? This is where personal preference and event surface come into play. You should probably have a few events under your belt before you start changing or removing swaybars, as that way you can accurately measure what the net change is. Ideally, if your Region has a test-and-tune day, that would be the best time to experiment with swaybar removal.

Disconnecting a swaybar will result in increased body roll, but it also allows the suspension to work fully independently from one side to another. In doing so, you also gain suspension travel, which is great for bumpy or loose surfaces. The net effect of removing a swaybar will be dependent on several factors, like what your static



spring rate is. As such, cars with very soft springs will not respond as quickly to inputs with one or both swaybars removed.

A real-world example is my Escort GT, which uses OEM replacement, very soft, progressive rate springs. The front swaybar is disconnected, but the 20mm rear swaybar is still in place. I have found that disconnecting the front swaybar dulled steering response, but the car was easier to throttle-steer and it suffered less understeer in low-speed corners. While the car puts down power well on corner exit, I suspect it would do so even better with more front spring in this configuration.

Likewise, two-time SCCA RallyCross National Champion Ryan Miles has also adventured down the swaybar path. "Our MR Porsche 944 seemed like it put down power better with the rear swaybar disconnected," he explains. "We also played with spring rates for a compromise in balance. Our SR Porsche Boxster is bone stock, and we've literally never



#### FINDING TRACTION

(LEFT) The articulation gained by disconnecting the front swaybar on a front-drive car can aid traction. (ABOVE) Starting with a well balanced chassis sometimes means less tuning.

done any chassis tuning. It's basically perfect out of the box. The mid-rear and rear-rear layout seem much more tolerant of having the swaybar on the drive axle. We basically use swaybars to influence the oversteer/understeer balance for surface changes."

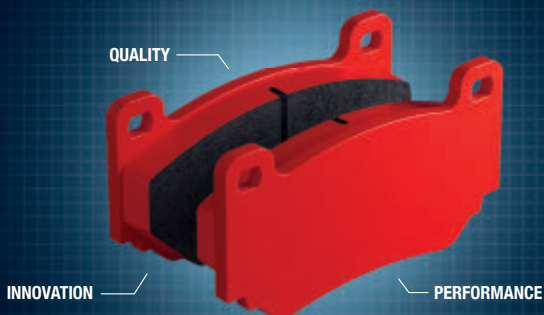
The last part of his advice is quite possibly the most important. The right combination of swaybars and swaybar sizes for your vehicle may vary greatly from event to event. What works on a hard-packed or gravel surface won't necessarily be fast in muddy conditions or snow. It's up to you to understand what handling adjustments your car needs and what changes need to be made in order to achieve them. Swaybars are just one component of that, but they can be an instrumental tool in helping you find the perfect balance, no matter the conditions. 🍷

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**FEED THE FUN**

(LEFT) Adventure awaits those who partake in a RoadRally, and sometimes that involves an unusual breakfast stop. In the case of the ONTO Fall Rally, Spring Creek Barbeque in McKinney, Texas, was that stop. (BELOW) Competitors Bruce Gezon and Bob Morseburg chat with event Rallymaster Liz Watt prior to the rally's morning kickoff.



# AFTER THE FALL

A challenging but fun fall RoadRally gathers competitors in McKinney, Texas | **WORDS** Rick Beattie

An 8:00 a.m. start at the Spring Creek Barbeque does not sound like a typical breakfast, but 18 teams gave it a try in McKinney, Texas, a little north of Dallas, as they gathered for the Oct. 19, 2019, ONTO Fall Rally.

Chairman John Poulos (with Sasha Lanz as assistant Chair) and Rallymaster Liz Watt assembled a six-hour event that took place over the paved roads of Collin County, Texas. The event was sanctioned as an SCCA National GTA RoadRally, but the General Instructions described many things like numbered route instructions, main road determinants, and course following rules that made it more of an untimed National Course Rally.

Bruce Gezon who, with his navigator Bob Morseburg, won first in class and first overall with 131 points, described it as really hard, but nevertheless the best Course rally he had run that year.

There were 74 questions to be answered along the route. Scoring was the opposite of the typical SCCA Course rallies, with two points being awarded for each correct answer and minus five points for every five minutes late. Highest score

wins. Gezon and Morseburg took a little over six hours to complete the event.

Back at the Spring Creek Barbeque, which was used as the endpoint, Watt gave the teams detailed maps of their just-completed route with photos of all the signs and landmarks that showed the correct answers to the 74 questions.

Jerry White who, with Nancy White navigating, took first in their class and second overall with 131 points, explained that Texas Region divides their teams into two classes for experienced folks (Masters for people who don't want any more trophies and General class for those who do), First Timers, and Novices.

White has been involved in RoadRallying since 1969, beginning with the Champaign County Sports Car Club. "The ONTO Fall Rally is one of less than a handful of National Course rallies that I've run and was the only GTA style one of them," says Jerry White. "It was one of the best put together rallies in terms of the traps being easily understood once you either figured them out or had their secret revealed to you at the end. In other words, they were just plain fun.

The success of the event speaks well of Watt and her team. In addition to Chairman Poulos, there was Michelle Poulos as registrar, Lowell Allen for pre-check, John and Phyllis Camp for safety check, and Betty, who helped with scoring and course work.

Watt started rallying when she was in college in the early '60s. She took up Pro Rallying and ran Rustler's Run and Heart of Dixie.

Although roadway photo rallies were - and are still - common to many in the sport, Watt recalls, "One of the first rallies I put on was an aerial photo rally. Had a friend fly me around and I took pictures of intersections. We developed the film in the bathroom, and I printed all the photos. So, you had to identify the intersection and then leave it by the arrow."

With Sasha Lanz's encouragement, Watt got back into rallying about 10 years ago. "I really like the course-following GTA Rallies," she says. "[You] get to have the fun traps without having to drive on time and have the equipment to do it."

Quite a few others have fallen for them too. 🍷

# Apex Performance

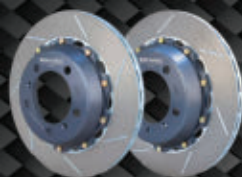
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# A BIG HILL TO CLIMB

The SCCA Archives seek to grow its records of SCCA's amazing hill climbing history

**WORDS** Jeff Jacobs, SCCA Foundation | **IMAGES** SCCA Archives/International Motor Racing Research Center

While the SCCA celebrated its 75th anniversary in 2019, the Pennsylvania Hillclimb Association celebrated its 60th year hosting hillclimb events for its member SCCA Regions in the greater Philadelphia area. Comprised of representatives from the Blue Mountain, Northeast Pennsylvania,

Philadelphia, Susquehanna, South Jersey, and Steel Cities Regions, the PHA still hosts eight hillclimb events a year. Its longest-running hillclimb event can be traced back to the early 1900s in Wilkes-Barre, Pa., where car companies tested their cars on the steeply graded East Northampton Street snaking

up the side of a mountain. What started as mere testing quickly evolved into competition between drivers and manufacturers. Now known as the Giants Despair Hillclimb, the event continues to draw drivers from across the Northeast to challenge their cars and themselves against the mountain.



### CLIMBING HISTORY

Hillclimbs have long been a test of driver and machine, with those events dating back well into the Club's past. The SCCA Archives at the International Motor Racing Research Center include a wealth of hillclimb event history, included well-known events like Pikes Peak, and those long forgotten such as Georgetown, Colo. (LEFT), and Aspen, Colo. (BELOW)

fabulous collection," notes archivist Jenny Ambrose at the International Motor Racing Research Center. "It includes hillclimb programs, route maps, entry lists, photos, and event results."

The current collection includes stunning photos of cars and drivers at hillclimb events in 1953. In one photo, a 1950s era Porsche 356 throws dirt in the area as it charges uphill at the Georgetown, Colo., hillclimb. Another shows "Bullet" Joe Garson charging up Pikes Peak in his Golden Engineering-sponsored Buick V8 champ car. Other photos show drivers and crew preparing relatively stock looking 1953 Jaguar XK120s and similar roadsters of the era for the Aspen, Colo., hillclimb.

Race programs include the 1955 Buffalo Bill Mountain Climb, proclaiming the SCCA national event as being "America's Most Spectacular Test of Sports Cars and Drivers' Skill." According to the race program, SCCA's San Francisco Region sanctioned the 1958 Cobb Mountain Hill Climb with the Sports Cars Unlimited organization.

On the East Coast, the race program for 1959's The Turkey Trot Chimney Rock Hill Climb, records Central Carolina Region's late-fall event featuring a 2.75-mile course to challenge drivers. The SCCA Archives collection also includes course maps with detailed notes on corner station positions, start and finish lines, spectator areas, and emergency equipment locations.

Newsletters, flyers, and events results preserve for future generations the stories of those who competed - sometimes victorious and sometimes not so successful. A flyer for the 1964 Weatherly Hillclimb in Pennsylvania encouraged spectators to come see then-reigning Pennsylvania Hillclimb Champion Al Laquata in his 1964 Sting Ray Corvette and time record holder Oscar Koveleski in his "Ferrari Corvette."

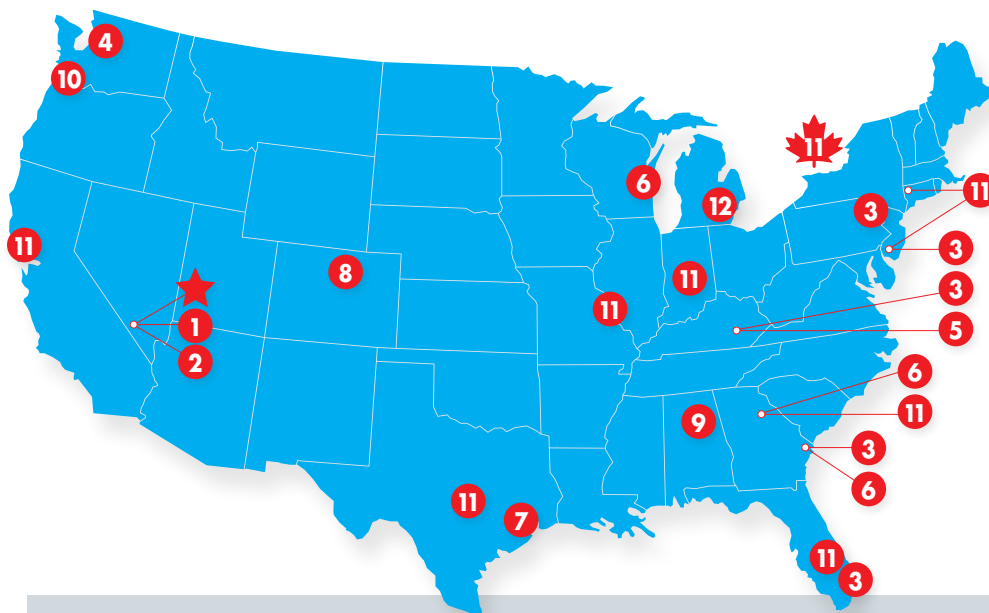


As fascinating as the hillclimb materials are, the collection is also one of the smallest components of the SCCA Archives collection and needs to be expanded to preserve for future generations the history of this unique type of racing event with such a rich history in American motorsports. The SCCA Foundation asks that members who have photos, results, programs, course maps, and other materials in good condition related to hillclimbs in the United States consider donating them to the SCCA Archives collection. You are encouraged to ask about the Archives' need or interest in particular materials by e-mailing the Foundation at [info@sccafoundation.org](mailto:info@sccafoundation.org) or by calling the IMRRC ([www.racingarchives.org](http://www.racingarchives.org)) and speaking with them about the SCCA Archives collection.

Lastly, don't forget to participate in the amazing VIP Garage Tour Sweepstakes fundraiser, which helps support the SCCA Archives preservation work. Donors are entered into a drawing for a four-person tour of Jay Leno's Big Dog Garage in Burbank, Calif., along with four passes to the Petersen Automotive Museum and \$4,000 in cash for travel expenses. Donate today at [www.WinVIPGarageTour.org](http://www.WinVIPGarageTour.org). 🍷

SCCA Regions across the country have long histories of hosting or supporting hillclimb events as a unique challenge to driver and machine. The SCCA Archives contain records of these events mostly covering the early 1950s to the 1970s. "The hillclimb events is a small but





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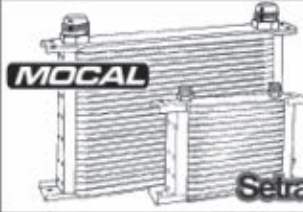

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**2ND GEN MAZDA RX7** > SCCA racing class EP. 2016 and 2017 SARRC champion. Ported 13b motor, EFI and ignition, 5-speed Mazda comp close-ratio gearbox, JRZ three-way adjustable gas shocks, twin-disc clutch, recent fuel cell. Mounted spare rains and dries. Fresh annual March 2019. \$7,995. **(954) 675-8634**



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

**26 TOW VEHICLES | TRAILERS ▼**

**2001 FREIGHT LINER RACE HAULER** > 4 cars • 165k Miles • Awning 50x26 • Price \$95,000. **Contact: Horizonracing@msn.com or (206) 612-1782**

**2014 RAM 3500 DUALY CUMMINS / 24' GOLD RUSH TAG ALUMINUM TRAILER** > 46,500 miles, excellent condition. Available separately. Located in Binghamton, NY. **Contact: Jim Goughary (713) 854-4579 or jgoughary@icloud.com**

**30 OTHER ▼**

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

**30 OTHER ▼**

**MOTORSPORTS VILLAS CONDO** > Elkhart Lake, Wisconsin. A motorsports community 1.5 miles from Road America. Partially completed end unit. Heated, white-boxed, piped for PEX in-floor heat, functioning sprinkler system and more. See at <https://jimmarinangel5.wixsite.com/condo>. \$220,000. **Contact: Jim Marinangel (815) 790-2481**

**PERSONAL CLASSIFIEDS**

50 words 1 x **\$39** +photo **\$64**  
50 words 2 x **\$54** +photo **\$100**  
50 words 3 x **\$73** +photo **\$134**  
50 words 4 x **\$86** +photo **\$164**

**MINIMUM BILLING: \$39**  
**MAXIMUM WORDS: 50**

**DEADLINES FOR PLACEMENT IN UPCOMING ISSUES:**

**MARCH 2020**  
*Safety Issue/Safety Equipment & Apparel Guide*  
**Reserve space by:** January 6  
**Materials due:** January 20  
**Mails:** February 2

**TO PLACE PERSONAL CLASSIFIED:**  
Call (949) 417-6713, or e-mail [classifieds@racer.com](mailto:classifieds@racer.com)

**PERSONAL CLASSIFIED CATEGORIES**

20 COMPETITION | STREET  
25 RALLYCROSS  
26 TOW VEHICLES | TRAILERS  
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28 SERVICES  
29 ENGINES | PARTS  
30 OTHER

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# CALENDAR

SPORTS CAR CLUB OF AMERICA JANUARY 2020  
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU

## MEMBER BENEFITS

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



**Goodyear Tire** is offering SCCA members 30-percent off their Endurance trailer tire line and select commercial truck tires for RVs and transporters.



**Lincoln Electric** is offering a 20- to 40-percent discount on a variety of welding machines and plasma cutters.



**Maxxis Tires** is offering a 15-percent discount off its RC-1 (R-compound), VR-1 (200 UTQG), and R19 (gravel rally) tires from [www.maxxis.com](http://www.maxxis.com)



**Shirts101** offers SCCA members 10-percent off any order of \$50 or more at [www.sccagear.com](http://www.sccagear.com).



Receive 20-percent off published rack rates and earn points toward a free night at all participating **Choice Hotels**.

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)  
**Feb 29-Mar 1** Sebring Int'l Raceway, Fla.  
**Mar 28-29** Michelin Raceway Road Atlanta, Ga.  
**May 1-3** WeatherTech Raceway Laguna Seca, Calif.  
**May 22-25** Lime Rock Park, Conn.  
**May 29-31** Detroit Grand Prix, Mich.  
**Jun 19-21** Indianapolis Motor Speedway, Ind.  
**Jun 26-28** Mid-Ohio Sports Car Course, Ohio  
**Jul 10-12** Brainerd Int'l Raceway, Minn.  
**Aug 6-8** Road America, Wis.  
**Sep 11-13** Watkins Glen Int'l, N.Y.  
**Sep 25-27** VIRginia Int'l Raceway, Va.  
**Nov 6-8** Circuit of the Americas, Texas

### TRANS AM WEST COAST C'SHIP

**Mar 14-15** Sonoma Raceway, Calif.  
**Apr 4-5** Thunderhill Raceway Park, Calif.  
**May 1-3** WeatherTech Raceway Laguna Seca, Calif.  
**Jul 24-26** Portland Int'l Raceway, Ore.  
**Aug 29-30** Sonoma Raceway, Calif.  
**Nov 6-8** Circuit of the Americas, Texas



**FORMULA 4** [f4us championship.com](http://f4us championship.com)  
 2020 schedule to be announced



**FORMULA 3** [f3americas.com](http://f3americas.com)  
 2020 schedule to be announced



### F1600, F2000, AND ATLANTIC CHAMPIONSHIP SERIES

[formularacepromotions.com](http://formularacepromotions.com)  
**Apr 9-11** Road Atlanta, Ga.  
**May 15-17** Barber Motorsports Park, Ala.  
**Jun 19-21** Pittsburgh Int'l Raceway, Pa.  
**Jul 3-5** Mid-Ohio Sports Car Course, Ohio  
**Jul 17-19** VIRginia Int'l Raceway, Va.  
**Aug 21-23** Summit Point Motorsports Park, W. Va.  
**Oct 17-18** Pittsburgh Int'l Raceway, Pa.



**RADICAL CUP**  
[radicalsportscars.com](http://radicalsportscars.com)  
 2020 schedule to be announced



**ROAD RACING**  
 Date Track/Region  
 Phone numbers are for region registrars



**HOOISER SUPER TOUR**  
[scca.com/supertour](http://scca.com/supertour)  
**Jan 10-12** Sebring Int'l Raceway, Fla.  
**Feb 8-9** Circuit of the Americas, Texas  
**Feb 21-23** Buttonwillow Raceway Park, Calif.  
**Mar 20-22** Michelin Raceway Road Atlanta, Ga.  
**Apr 4-5** Hallett Motor Racing Circuit, Okla.  
**Apr 10-12** VIRginia Int'l Raceway, Va.\*  
**May 16-17** Portland Int'l Raceway, Ore.  
**Jun 12-14** Road America, Wis.\*  
**Jun 19-21** Watkins Glen Int'l, N.Y.  
**Jul 17-19** Mid-Ohio Sports Car Course, Ohio\*  
 \* Tentative



**U.S. MAJORS** [sccamajors.com](http://sccamajors.com)  
**NORTHEAST CONFERENCE**  
**Apr 25-26** Summit Point, W. Va.\*  
**May 9-10** Pittsburgh Int'l Race Complex, Pa.\*  
**May 23-24** Pocono Raceway, Pa.\*  
**Jun 19-21** Watkins Glen Int'l, Pa.  
**July 11-12** Thompson Speedway, Conn.\*  
**Jul 17-19** NJMP Thunderbolt, N.J.\*  
 \* Tentative

**NORTHERN CONFERENCE**  
**May 2-3** Blackhawk Farms Raceway, Ill.  
**May 16-17** GingerMan Raceway, Mich  
**Jul 11-12** Road America, Wis.  
**Aug 22-23** Grattan Raceway, Mich.  
**Aug 29-30** Brainerd Int'l Raceway, Minn.

**SOUTHEAST CONFERENCE**  
**Jan 3-5** Homestead-Miami Spdw, Fla.  
**Jan 10-12** Sebring Int'l Raceway, Fla.  
**Mar 20-22** Michelin Raceway Road Atlanta, Ga.  
**Apr 10-12** VIRginia Int'l Raceway, Va.  
**Jun 6-7** Charlotte Motor Speedway, N.C.  
**Jun 27-28** Roebbing Road, Ga.

**MID-STATES CONFERENCE**  
**Apr 4-5** Hallett Motor Racing Circuit, Ark.  
**Apr 18-19** Heartland Motorsports Park, Kan.  
**May 2-3** World Wide Technology Raceway at Gateway, Ill.  
**May 23-24** Pueblo Motorsports Park, Colo.  
**Jul 4-5** High Plains Raceway, Colo.  
**Aug 22-23** High Plains Raceway, Colo.

**SOUTHERN CONFERENCE**  
**Jan 25-26** MSR Cresson, Texas  
**Feb 8-9** Circuit of the Americas, Texas  
**Apr 4-5** Hallett Motor Racing Circuit, Ark.  
**May 2-3** Eagles Canyon Raceway, Texas  
**May 23-24** MSR Houston, Texas  
**Sep 5-6** MSR Houston, Texas

**WESTERN CONFERENCE**  
**Jan 24-26** Auto Club Speedway, Calif.  
**Feb 21-23** Buttonwillow Raceway Park, Calif.  
**Mar 21-22** Willow Springs Raceway, Calif.  
**Apr 3-5** WeatherTech Raceway Laguna Seca, Calif.  
**May 16-17** Portland Int'l Raceway, Ore.  
**May 23-24** Pacific Raceway, Wash.

### SEASON'S BEGINNINGS

On Feb. 29-March 1, Trans Am kicks off its 2020 race season with a stop at Florida's historic Sebring circuit.



Chris Clark

Mark Weiler



### SCCA ROAD RACING

**WHAT** Hoosier Super Tour

**WHEN** Jan. 10-12, 2020

**WHERE** Sebring, Fla.

The 2020 Hoosier Super Tour kicks off early, with its first stop coming at Sebring International Raceway in Southern Florida.

### SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Oct 5-11, 2020 Road America, Wis.

### REGIONAL/DIVISIONAL

**NORTHEAST** nediv.org

2020 schedule to be announced

**SOUTHEAST** sediv racing.com

Feb 7-9 Sebring Int'l Raceway/Central Florida

Feb 15-16 Roebing Road/Buccaneer

Feb 15-16 Homestead-Miami Speedway/Florida

More 2020 events to be announced

**CENTRAL** cendiv-scca.org

2020 schedule to be announced

**GREAT LAKES** greatlakes-scca.org

2020 schedule to be announced

**MIDWEST** midiv.org

2020 schedule to be announced

**SOUTHWEST** sowdivscca.org

2020 schedule to be announced

**ROCKY MOUNTAIN** coloradoscca.org

2020 schedule to be announced

**NORTHERN PACIFIC** norpac-scca.org

2020 schedule to be announced

**SOUTHERN PACIFIC**

2020 schedule to be announced

**REGION DRIVER'S SCHOOLS**

2020 schedules to be announced

### SCCA ACCREDITED SCHOOLS

#### FULL COMPETITION LEVEL

**Allen Berg Racing School**

(888) 722-3220

[allenbergracingschools.com](http://allenbergracingschools.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)

**Simraceway Performance Driving Center**

(800) 733-0345

[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)

#### NOVICE PERMIT / SCHOOL CREDIT AND EVENT CREDIT

**Allen Berg Racing School**

(888) 722-3220

[allenbergracingschools.com](http://allenbergracingschools.com)

**Bertil Roos Racing School**

(800) 722-3669 [racenow.com](http://racenow.com)

[allenbergracingschools.com](http://allenbergracingschools.com)

**BMW of North America**

(888) 345-4269

[bmwperformancecenter.com](http://bmwperformancecenter.com)

**Bob Bondurant School**

(800) 842-7223 [bondurant.com](http://bondurant.com)

**Kaizen Autosport Racing School**

(919) 741-7151 [kaizenautosport.com](http://kaizenautosport.com)

**LevelUp Racing School**

(920) 838-6612

[levelupracingschool.com](http://levelupracingschool.com)

**Lime Rock Driver's Club**

(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)



Jay Bonvulture

### SCCA ROAD RACING

**WHAT** Hoosier Super Tour

**WHEN** Feb. 8-9, 2020

**WHERE** Austin, Texas

Round 2 of the Hoosier Super Tour takes place at the infamous Circuit of the Americas road course in Austin, Texas.

### 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).

**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

[allenbergracingschools.com](http://allenbergracingschools.com)

**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**

(503) 285-4449 [prodrive.net](http://prodrive.net)

**Spring Mountain Advanced Driving School**

(800) 391-6891

[springmountainmotorsports.com](http://springmountainmotorsports.com)

**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

2020 schedules to be announced

#### TIME TRIALS NATIONAL TOUR

Mar 28-29 TBD, Calif.

May 8-9 Michelin Raceway Road

Atlanta, Ga.

May 23-24 Carolina Motorsports Park, S.C.

Jun 6-7 Eagles Canyon Raceway, Texas

Jun 13-14 The Ridge Motorsports Park, Wash.

Jul 3-4 Thompson Speedway

Motorsports Park, Wash.

Jul 18-19 GingerMan Raceway, Mich.

Aug 8-9 Nelson Ledges Road Course, Ohio

Aug 29-30 New Jersey Motorsports

Park, N.J.

Sep 17-20 Time Trials Nationals,

NCM Motorsports Park, K.Y.

#### TRACK NIGHT IN AMERICA

2020 schedule to be announced

#### STREET SURVIVAL SCHOOLS

Feb 9 Aloha Stadium/Hawaii

More 2020 events to be announced

#### SOLO

#### TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

Mar 13-15 South Georgia Motorsports

Park, Ga.

Mar 27-29 Las Vegas Motorspeedway, N.V.

Apr 17-19 NASA Crows Landing Airport, Calif.

May 22-24 Lincoln Airpark, Neb.

Jun 19-21 Seneca Army Depot, N.Y.

Jul 3-5 Bristol Motorspeedway, Tenn.

Jul 10-12 Former Hampton Mills Lumber

Yard, Wash.

Jul 24-26 Grissom Aeroplex, Ind.

#### TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 7-11 Lincoln Airpark, Neb.

#### TIRE RACK® SCCA PROSOLO

Mar 20-22 zMAX Speedway, N.C.

Apr 3-5 Auto Club Speedway, Calif.

Apr 24-26 NASA Crows Landing

Airport, Calif.

May 1-3 Grenada Municipal Airport, Miss.

May 15-17 FedEx Field, Md.

May 22-23 Lincoln Airpark, Neb.



#### OFFICERS

Chairman **LEE HILL**

Vice Chairman **DANIEL HELMAN**

Secretary **ARNIE COLEMAN**

Treasurer **K.J. CHRISTOPHER**

Assistant Treasurer **PETER JANKOVSKIS**

#### SCCA NATIONAL OFFICE

Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

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

#### EXECUTIVE LEADERSHIP

President & CEO

**MICHAEL COBB**

Vice President & Chief Operations Officer

**ERIC PRILL**

Senior Director of Finance

**MINDI PFANNENSTIEL**

Senior Director of Solo and Rally

**HOWARD DUNCAN**

Director of Road Racing

**DEANNA FLANAGAN**

Senior Director, Marketing &

Experiential Programs

**HEYWARD WAGNER**

Director of Region Development

**CHRIS ROBBINS**

#### SCCA PRO RACING

Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

[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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(703) 304-2003; [jburrows@scca.com](mailto:jburrows@scca.com)

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(813) 245-9332; [lhill@scca.com](mailto:lhill@scca.com)

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(314) 223-3850; [calbin@scca.com](mailto:calbin@scca.com)

Area 7: **DAN HELMAN**

(281) 324-6664; [dhelman@scca.com](mailto:dhelman@scca.com)

Area 8: **ARNIE COLEMAN**

(719) 931-8281; [acoleman@scca.com](mailto:acoleman@scca.com)

Area 9: **CHARLIE DAVIS**

(650) 740-7898;



# ANNIVERSARIES

## SCCA MEMBERS CELEBRATING 25-60 YEARS

### 60-YEAR MEMBERS

Charles B. Hill	12/1/1959	Chicago
Robert B. Roose	12/1/1959	Washington DC

### 55-YEAR MEMBERS

James R. Harrison	12/1/1964	Washington DC
Bill Koch	12/1/1964	Ohio Valley
Mary Lou Robson	12/1/1964	San Francisco
Sandra Saucier	12/1/1964	Oklahoma
Charles W. Turner	12/1/1964	Ohio Valley

### 50-YEAR MEMBERS

Rick Estes	12/1/1969	Wichita
Fletcher S. Johnston	12/1/1969	North Carolina
James V. Tucker	12/1/1969	Central Florida

### 45-YEAR MEMBERS

Doug Hill	12/1/1974	San Francisco
Randy Hill	12/1/1974	San Francisco
Wes Holliday	12/1/1974	Ohio Valley
Kelley Huxtable	12/1/1974	Des Moines Valley
William Nehman	12/1/1974	Houston
Jerry Ruckman	12/1/1974	Colorado
James Strohm	12/1/1974	Milwaukee
Mike Swensen	12/1/1974	Lone Star

### 40-YEAR MEMBERS

Blondie Anderson	12/1/1979	Land O'Lakes
Bryan Bartzi	12/1/1979	Mahoning Valley
Thomas W. Bastian	12/1/1979	Arizona
Richard A. Goodrich	12/1/1979	San Francisco
Cindy Lockhart	12/1/1979	Indianapolis
Michael J. McAnulty	12/1/1979	Colorado
Robin Ragaglia	12/1/1979	Central Florida
Robert J. Rivello	12/1/1979	Washington DC
Wallace A. Smith	12/1/1979	San Francisco

### 35-YEAR MEMBERS

Janet S. Brunson	12/26/1984	Mississippi
Addison F. Cage	12/11/1984	Washington DC
Lois Ann Constant	12/26/1984	Detroit
David Cromie	12/28/1984	Mohawk Hudson
David Dix	12/26/1984	Central Pennsylvania
Mark Z. Goodman	12/26/1984	Oregon

Dorian Lynn Hidy	12/12/1984	Central New York
John P. Hurabiell	12/17/1984	San Francisco
Kenneth Kollar	12/3/1984	Chicago
Marge Lift	12/3/1984	Chicago
Charles A. McKinney	12/3/1984	San Francisco
Donald R. Nelson	12/17/1984	Milwaukee
William J. Pilkington	12/11/1984	Northern New Jersey
Janice Qualkinbush	12/28/1984	Kansas City
Mark G. Youngquist	12/28/1984	Land O'Lakes

### 30-YEAR MEMBERS

Jeffrey R. Anderson	12/11/1989	Cal Club
James Alan Bennett	12/22/1989	Kansas City
Jennifer K. Bennett	12/22/1989	Kansas City
Christopher B Branson	12/18/1989	New England
Mara S. Caler	12/18/1989	San Diego
Ron D. Chapman	12/18/1989	San Diego
Charles E. Cottrell	12/22/1989	Guam
Doug Davidson	12/22/1989	Central Florida
Rebecca Jean Edwards	12/8/1989	Cal Club
Chris Giesen	12/13/1989	Milwaukee
James Hardesty	12/18/1989	Western Ohio
Eileen Lindberg	12/22/1989	Detroit
Robert F. McElheny	12/22/1989	Central Florida
Andrew J. Schmidt	12/22/1989	Northwestern Ohio
Kathleen M. Talbot	12/13/1989	Des Moines Valley
David M. Underwood Jr.	12/21/1989	Houston
Charles H. Yeung	12/11/1989	Houston

### 25-YEAR MEMBERS

Amy A.-Rezzetano	12/20/1994	Philadelphia
Thomas W. Baumgartner	12/7/1994	Houston
Debby Chaffin	12/21/1994	Buccaneer
Rick Henschel	12/6/1994	Buccaneer
Barbara Henschel	12/6/1994	Buccaneer
Dan Hodge	12/6/1994	Ohio Valley
Gary Horstkorta	12/8/1994	San Francisco
Philip J. Lasco	12/21/1994	Detroit
Justin D McDermott	12/14/1994	Colorado
Peter C. Morton	12/8/1994	Ohio Valley
Chad Everett Murfin	12/14/1994	South Bend
Fred Snow	12/21/1994	Atlanta

**NORTHERN PACIFIC** [norpacscca.org](http://norpacscca.org)  
2020 schedule to be announced

### SOUTHERN PACIFIC

**Jan 12** Aloha Stadium/Hawaii  
**Jan 26** Aloha Stadium/Hawaii  
**Feb 23** Aloha Stadium/Hawaii  
**Mar 8** Aloha Stadium/Hawaii  
**Mar 29** Aloha Stadium/Hawaii  
**Apr 12** Aloha Stadium/Hawaii

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

## ROADRALLY

### NATIONAL/DIVISIONAL

**Mar 21 NT** Driftless Winter Rally; Winona, Minn.  
**Apr 25 NC** Steel Haul; Pittsburgh, Pa.  
**Apr 26 NT** Laurel Run; Pittsburgh, Pa.  
**Jun 6 NC** Roads Scholar; Madison, Wis.  
**Jun 7 NT** Roads Scamper; Madison, Wis.  
**Aug 29 NC** Lobster Traps; Frederick, Md.  
**Aug 30 DC** Crab Traps; Frederick, Md.  
**Sep 19 NC** Hoosier Crossroads; Indianapolis, Ind.  
**Sep 20 NT** Hoosier Byways; Indianapolis, Ind.  
**Oct 3 NC** Oktoberally; Tomah, Wis.  
**Oct 4 NT** GR8 Purple Cow Rally; Tomah, Wis.  
**Nov 13 NT** USSRC - Hell and Back; Whitmore Lake, Mich.  
**Nov 14 NT** USSRC - Pavement Ends; Whitmore Lake, Mich.  
**Nov 15 DC** USSRC - Are You Territorial?; Whitmore Lake, Wis.

### REGIONAL/DIVISIONAL

**CENTRAL** [cendiv-scca.org](http://cendiv-scca.org)  
**Feb 1** Plaza Inn Hotel, Winona, Minn./Land O' Lakes  
**Apr 5** Hometown USA Community Park, Verona, Wis/Milwaukee

### SOUTHERN PACIFIC

**Feb 22** Bank of America, Mission Hills, Calif./Cal Club  
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

**Au 14-16, 2020** Road America, Wis.

### REGIONAL

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

**Jan 19** Marovec Farms/Iowa  
**Feb 9** Marovec Farms, Iowa

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

**Jan 18** Wind River Tree Farm/Colorado

More 2020 schedules to be announced



Jason Wiley

### SCCA AUTOCROSS

**WHAT** Tire Rack ProSolo  
**WHEN** March 20-22, 2020  
**WHERE** Concord, N.C.

The ProSolo National Series kicks off on the East Coast at zMAX Speedway, then speeds across the country to Southern California.

**May 29-31** GrandSport Speedway, Texas  
**Jun 12-14** Grissom Aeroplex, Ind.

**Jun 26-28** Heartland Motorsports Park, Kan.

**Jul 2-3** Bristol Motor Speedway, Tenn.  
**Jul 17-19** Former Hampton Lumber Mills Packwood, Wash.

**Jul 31-Aug 2** Oscoda-Wurtsmith Airport, Mich.

**Sep 4-6** Lincoln Airpark, Neb.

### CAM CHALLENGE

**Mar 17-29** Las Vegas Motor Speedway, Nev.

**Apr 17-19** NASA Crows Landing Airport, Calif.

**May 1-3** Grenada Airport, Miss.

**Jun 26-28** Heartland Motorsports Park, Kan.

**Jul 2-3** Bristol Motor Speedway, Tenn.

**Aug 7-9** Grissom Aeroplex, Ind.

**Sep 10-11** Lincoln Airpark, Kan.

### STARTING LINE SCHOOLS

2020 schedule to be announced

### REGIONAL

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

2020 schedule to be announced

**SOUTHEAST** [sediv-racing.com](http://sediv-racing.com)

2020 schedule to be announced

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

2020 schedule to be announced

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

2020 schedule to be announced

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

**Mar 22** Tulsa Expo Center Fairgrounds/

Northeast Oklahoma

**Apr 18** Tulsa Expo Center Fairgrounds/

Northeast Oklahoma

**May 3** Tulsa Expo Center Fairgrounds/

Northeast Oklahoma

**Aug 23** Tulsa Expo Center Fairgrounds/

Northeast Oklahoma

**Sep 13** Tulsa Expo Center Fairgrounds/

Northeast Oklahoma

**Nov 8** Tulsa Expo Center

Fairgrounds/Northeast Oklahoma

**SOUTHWEST** [sowdiv-scca.org](http://sowdiv-scca.org)

2020 schedule to be announced

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

**Jan 26** Pikes Peak Int'l Raceway/

Continental Divide

**Mar 28** Pikes Peak Int'l Raceway/

Continental Divide



Dave Green

### GETTING READY

With the DirtFish RallyCross National Championship slated for August, now's the time to prepare for the event.

# HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

1,000+ Stores Nationwide • HarborFreight.com

## NEW U.S. GENERAL

30", 4 DRAWER TECH CARTS

- 12,600 cu. in. of storage
- 580 lb. capacity

Customer Rating  
★★★★★

SAVE \$740

COMPARE TO  
Snap-on  
BLUE-POINT

\$880

MODEL: KRBG107BPC

28561781

LIMIT 1 - Coupon valid through 2/9/20

## BRAUN

5000 LUMEN LED  
HANGING SHOP LIGHT

46-3/8"

SAVE 33%

ITEM 64410

28568370

LIMIT 3 - Coupon valid through 2/9/20

## CENTECH

2/10/50 AMP, 12 VOLT  
BATTERY CHARGER AND  
ENGINE STARTER

Customer Rating  
★★★★★

SAVE 49%

ITEM 60581/3418

60653 shown

28581057

LIMIT 3 - Coupon valid through 2/9/20

## drillmaster

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

Customer Rating  
★★★★★

COMPARE TO  
BLACK+DECKER

\$2806

MODEL: HG1300

ITEM 63104/35776/62340/62546/96289 shown

28607212

LIMIT 5 - Coupon valid through 2/9/20

## PITTSBURGH

LIFETIME WARRANTY 130 PIECE TOOL KIT  
WITH CASE

SAE AND METRIC

Customer Rating  
★★★★★

NOW \$2999

COMPARE TO  
ANVIL

\$6639

MODEL: A137HDS

ITEM 68998/63248/64080/64263/63091 shown

28662596

LIMIT 2 - Coupon valid through 2/9/20

## PITTSBURGH

300 lb. capacity

Customer Rating  
★★★★★

COMPARE TO  
DURALAST

\$6999

MODEL: T66201C

ITEM 61160/63456/46319 shown

28666572

LIMIT 3 - Coupon valid through 2/9/20

## PITTSBURGH

20 OZ. GRAVITY FEED  
AIR SPRAY GUN

Customer Rating  
★★★★★

NOW \$999

COMPARE TO  
HUSKY

\$4998

MODEL: M4840HVS

ITEM 67181/62300/47016 shown

28667398

LIMIT 5 - Coupon valid through 2/9/20

## CENTRAL PNEUMATIC

10 FT. x 17 FT. PORTABLE GARAGE

Customer Rating  
★★★★★

NOW \$16999

COMPARE TO  
SHELTER LOGIC

\$29075

MODEL: T6377

ITEM 62859/63055/62860 shown

28671603

LIMIT 1 - Coupon valid through 2/9/20

## COVERPRO

20 TON SHOP PRESS

Extreme heavy duty  
steel construction

Customer Rating  
★★★★★

NOW \$14499

COMPARE TO  
STRONGWAY

\$37999

MODEL: 46260

ITEM 32879/60603 shown

28659410

LIMIT 1 - Coupon valid through 2/9/20

## CENTRAL MACHINERY

7 FT. 4" x 9 FT. 6"  
ALL PURPOSE/WEATHER  
RESISTANT TARP

Customer Rating  
★★★★★

NOW \$299

COMPARE TO  
BLUE HAWK

\$878

MODEL: 96GX10-Y

ITEM 69115/69121/69129/69137/69249/877 shown

28658365

LIMIT 5 - Coupon valid through 2/9/20

## CENTRAL PNEUMATIC

3 GALLON, 100 PSI OIL-FREE  
AIR COMPRESSORS

Air delivery:  
0.6 CFM @ 90 PSI

Customer Rating  
★★★★★

NOW \$5999

COMPARE TO  
PORTER-CABLE

\$9862

MODEL: PCFPD2003

ITEM 69269

ITEM 61615/60637

95275 shown

28576803

LIMIT 3 - Coupon valid through 2/9/20

## WARRIOR

29 PIECE TITANIUM  
DRILL BIT SET

Customer Rating  
★★★★★

NOW \$1099

COMPARE TO  
DEWALT

\$6814

MODEL: DW1369

ITEM 5889/62281/61637 shown

28569811

LIMIT 2 - Coupon valid through 2/9/20

## WARRIOR

1 TON CAPACITY  
FOLDABLE  
SHOP CRANE

Customer Rating  
★★★★★

NOW \$13999

COMPARE TO  
GOPLUS

\$22999

MODEL: GP-101040150

ITEM 69512

61858 shown

28582592

LIMIT 1 - Coupon valid through 2/9/20

## PITTSBURGH

2000 WATT SUPER QUIET  
INVERTER GENERATOR

12 hour run time

Customer Rating  
★★★★★

NOW \$44999

COMPARE TO  
HONDA

\$1,009

MODEL: EU2000I

ITEM 62523

28633473

LIMIT 1 - Coupon valid through 2/9/20

## PITTSBURGH

300 lb. capacity

Customer Rating  
★★★★★

NOW \$2999

COMPARE TO  
ANVIL

\$6639

MODEL: A137HDS

ITEM 68998/63248/64080/64263/63091 shown

28662596

LIMIT 2 - Coupon valid through 2/9/20

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MODEL: EU2000I

ITEM 62523

28633473

LIMIT 1 - Coupon valid through 2/9/20

## PITTSBURGH



## NEW PRODUCTS



### HYPERFUEL DUAL PUMP FUEL CELL

Hyperfuel Systems 6-, 15-, 20-gallon single pump fuel cells are welded 3.5mm thick aluminum with an anodized black finish. The fuel cell includes in-tank fuel pumps supporting up to 2,000hp, features a 0-90ohm fuel level sender, up to -8 AN feeds, up to -10 AN return line provision, and -8 AN rollover vents.

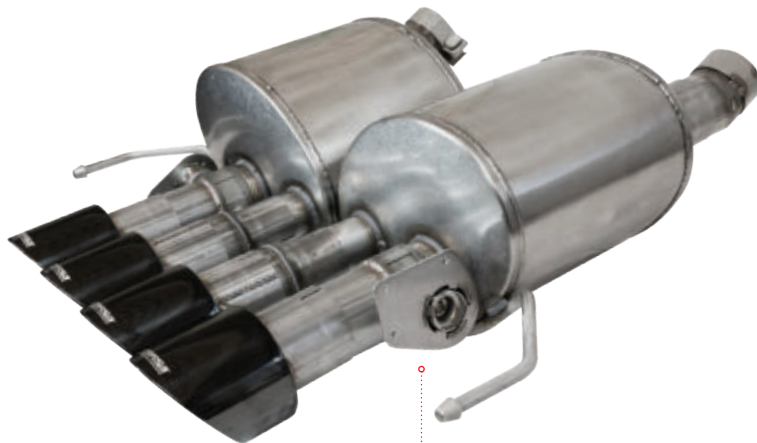
[hyperfuelsystems.com](http://hyperfuelsystems.com)



### LAMIN-X ROLL CAGE PROTECTIVE KIT

Roll cages take a lot of scratching and scuffing abuse from drivers, equipment, tools, harnesses, and camera mounts. The Lamin-X Roll Cage Protective Kit provides an invisible layer of a protective film that applies directly onto the roll tube. This high-strength and high-quality 8 mil thick paint protection film can help keep your roll cage looking like new for years to come.

[lamin-x.com](http://lamin-x.com)



### CORSA PERFORMANCE C7 CORVETTE NPP VALVE CONTROLLED EXHAUST SYSTEM

CORSA Performance has announced the launch of its C7 Corvette NPP Valve Controlled Exhaust System. With over 17dB of volume change between sound modes, "Stealth" and "Track," CORSA Performance No Drone RSC Technology, and a ground up CORSA designed valve assembly, the new C7 NPP exhaust could be the ultimate C7 exhaust system. [corsaperformance.com](http://corsaperformance.com)

# TOP GEAR

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS



### AEM TRU-BOOSTX BOOST CONTROLLER

The AEM Tru-BoostX Boost Controller Gauge delivers all of the features you loved about the original, only now with AEMnet for data logging an internal MAP sensor that can handle boost pressures up to 80psi of boost. The Tru-BoostX Boost Controller gauge delivers digital accuracy but with the simplicity of a manual boost controller. All programming is done using the faceplate buttons, so no laptop is required.

[aemelectronics.com](http://aemelectronics.com)

### DSC SPORT CONTROLLER FOR THE C8 CORVETTE

The DSC Sport Controller could be the easiest, fastest, and best suspension upgrade for your C8 Corvette. The controller, intended for use with the original MRC shocks, replaces the factory suspension control module. The DSC Sport Controller fully and completely interfaces with the factory dash display and controls. Using the DSC Sport tuning software, users have the ability to tune the suspension just like tuning the engine, including full velocity tuning and PTM control.

[dscsport.com](http://dscsport.com)



### CRC SMARTWASHER BENCHTOPPRO

The newest model in the CRC SmartWasher line of parts washers, the BenchtopPRO is a self-contained, bio-remediating parts washer that is as effective as solvent-based parts washers but safer for the user and the environment. It does not use hazardous chemicals and employs a powerful, water-based, degreasing solution to clean parts, along with naturally occurring microorganisms to break down and convert oil, grease, and carbon-based contaminants into water and CO2.

[benchtoppro.com](http://benchtoppro.com)

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

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**PHILIP ROYLE**  
EDITOR, SPORTSCAR MAGAZINE

## BUT WAIT, THERE'S MORE

On page 15 of this issue, we have what we have dubbed a *Schedule-palooza*. You see, while we were assembling this issue of *SportsCar*, reporting on the exciting pinnacle events that brought SCCA's 2019 competition season to a close, the folks at the SCCA National Office were busy looking forward, finalizing the Club's forthcoming events for everything from autocross to road racing to RoadRally and beyond. In the *SportsCar* office, meanwhile, we compiled those schedules until we found ourselves elbow deep in a veritable smörgåsbord of events - or, to put it a different way, we had a certifiable palooza on our hands. Consequently, we stuffed all of those event listings onto a page and named it something ridiculous. Mission, as they say, accomplished.

But does the mission really end there? What compiling our *Schedule-palooza* showed me is that there are a *ton* of National-level SCCA events slated for the coming competition season - and that's not even counting the more than 1,000 Regional events that should start appearing in *SportsCar*'s calendar section beginning next month. There's also more to do than what's

on the page 15 list, especially considering *Schedule-palooza* doesn't include the likes of the DirtFish RallyCross National Championship that takes place Aug. 14-16, 2020, at Road America, or the fact that at the time we printed this issue there were still a handful of

events that had yet to be unveiled (to find those events, head to [scca.com](http://scca.com)).

All of this got me thinking: There's more for me to do. My schedule the last few years has involved road racing for two or three weekends, attending one or two autocrosses, traveling to the SCCA National Convention...and that's about it. Looking at the list of events on page 15, it's obvious that there's so much more the Club offers that I'm missing out on. I'd be crazy to attempt to do it all, but I'll definitely try to hit up a Tire Rack Time Trials National Tour Powered by Hagerty, especially considering one of those events is basically in my backyard. And then there's volunteering - I'm already on my Region's Board of Governors, and I crew for friends whenever possible, but there's more I could do in order to give back to the SCCA and its community.

But for now, it's time to break out your 2020 wall calendar and start scribbling in event dates. Nix that. Next month, the annual SCCA wall calendar will accompany your issue of *SportsCar*, so maybe hold off adding those dates to your calendars for about four weeks. Then it's time to get out there and have fun - after all, fun is the *real* mission of the SCCA. 🚗

 [twitter.com/sportscarmag](https://twitter.com/sportscarmag)

 [facebook.com/sportscarmag](https://facebook.com/sportscarmag)

### FROM THE ARCHIVES

#### 10 YEARS AGO... JANUARY 2010



- The 2009 Pro Racing season marked a return of the Trans Am series after a multi-year hiatus. Tomy Drissi claimed the TA title.
- The RallyCross Nationals celebrated its third year with a visit to Colorado.

#### 25 YEARS AGO... JANUARY 1995



- Scott Pruett captured his fourth straight Trans Am title.
- David Empringham bested Richie Hearn and Greg Ray in the battle for the Toyota Atlantic title.
- The SCCA Convention was set to visit Milwaukee, Wis.

#### 50 YEARS AGO... JANUARY 1970



- Paul Spruell was awarded the SCCA President's Cup at the American Road Race of Champions in Daytona.
- Pirelli shared an inside look at tire testing from its new state-of-the-art research center in Vizzola, Italy.



## Did you know?

Trans Am presented by Pirelli is well-known for the purpose-built racecars of the TA and TA2 classes. But, Trans Am began as a series for production-based cars, and today that legacy is being fulfilled in the SGT and GT classes.

In all there are at least 74\* models of production-based sports cars made between 1995 and 2018 that can find a place to race in Trans Am. Cars that have aged out of other series can still be quite competitive here.

What's more, Trans Am is one of the best values in professional racing making it ideal for current car owners and drivers racing elsewhere to get additional track time in a welcoming and supportive paddock.

If you want to know more, or learn if your car is eligible, get in touch.

>> [tech@gotransam.com](mailto:tech@gotransam.com)

### MARQUES WITH ELIGIBLE MODELS INCLUDE:

Aston Martin	KTM
Audi	Lamborghini
BMW	Maserati
Chevrolet	McLaren
Dodge	Mercedes-AMG
Ferrari	Panoz
Ford	Porsche
Ginetta	Sin

\*model count based on engine configurations





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**MAXXIS®**  
TIRES



## **VICTRA VR-1**

**Extreme Summer Radial**

**UTQG: 200 AA A**

**Tread Depth: 9/32nds**

**Wheel Diameter: 15" – 18"**

**New improved S2  
compound available in  
select sizes\***

**\*visit [Maxxis.com](http://Maxxis.com) for more details**

