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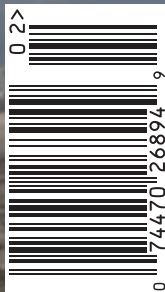
LATE BREAKING
A new path to the
2020 Runoffs

STOP IN TIME
Fast cars need
aggressive pads



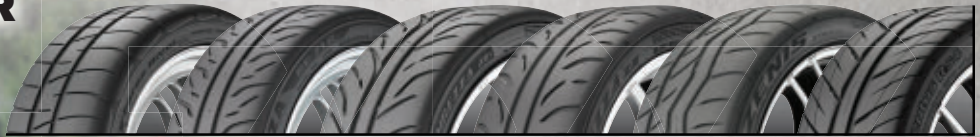
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16 17 18



Sparco Terra SE
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15 16 17 18



Method Rally MR502 VT-Spec 2
bronze, black
15



LP Adventure LP5-15
black, bronze,
matte grey, white
15





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SPORTSCAR

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THE AUDIT BUREAU MEMBER
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COVER PHOTOGRAPHY Gavin Baker







GONE TOO SOON

Five-time SCCA Solo National Champion, 2001 Driver of the Year, and 2006 Solo Cup recipient Paula Baker passed away on Dec. 29, 2019. As a past member of the SCCA National Field Staff, Paula was an invaluable part of SCCA's National Solo Series. As her time with the staff came to a close, she continued to be an integral part of the Tire Rack Solo Nationals as a member of the Chief's Team.

DATE September 2014

LOCATION Lincoln Airport, Neb.

WHAT Tire Rack SCCA Solo National Championships

PHOTOGRAPHER
Rupert Berrington

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MIKE COBB

PRESIDENT & CEO, SCCA INC.

JUST ONE MORE...

"The most certain way to succeed is always to try
just one more time..." -THOMAS EDISON

I travel on behalf of the SCCA a lot. Through this, I get the opportunity to see this great Club in action at events large and small all over the country. Regional events, Divisional events, National events, and so on; and experiences that run the gamut from hillclimbs, RoadRallies and RallyCrosses to Solo, Track Nights, and SCCA Road Racing. I've even worked a corner or two along the way. While I'm always drawn in by the sights, sounds, and the smell of these (I love the smell of 100-plus octane in the morning), the bigger draw for me is about the people involved, the stories behind them, and the passion that fuels them.

The SCCA is famous for fun, safe, and spirited competition, but it's also rich with experiences where individuals have overcome adversity, long odds, or some other kind of challenge to reach the podium or make their mark as a motorsport leader and enthusiast. Across the SCCA journey, one might break down on the way to an event, break down at an event, or face a life event challenge well outside of the competitive arena, but still have the resolve and the support through the SCCA family not only to recover, but also to thrive.

As we head into a new year full of opportunities, this theme resonates with me. Not so much as a driver or a competitor where it is certainly applicable, but more as a leader in this organization and someone just

like you who is committed to doing all I can to help achieve our stated mission of delivering a safe, fun, and exciting motorsports experience for enthusiasts. With this and with Mr. Edison's quote ringing in my mind, what if I - what if we - committed to just one more:

- Smile, welcome, or word of encouragement to that first-timer or novice at their first event.
- Thank you to that volunteer or Region leader who works tirelessly so we can have #funwithcars.
- Invite to someone who we have always intended to bring to the next SCCA event.
- Invite to a veteran to come out and join us in working a corner or driving our car.
- Event where we focus 100 percent serving vs. competing. (It's hard, I know, but it's worth it!)
- Tire Rack Street Survival School, to protect our future drivers, our families, and our future.
- One more Solo. One more Road Race. One more Track Night in America. One more Rally. One more _____.

If the most certain way to succeed is to truly try just one more time, and if we did this collectively across the organization, at the end of the year would it be reasonable to think that these small "just one more" actions might well have added up to something substantial? Perhaps a new member, maybe a new champion, more participation at SCCA events, higher retention - who knows the benefits it could produce? Let's find out! 🎯

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2020 SPEC MX-5 CHALLENGE

The 2020 Spec MX-5 Challenge schedule will include 10 marquee events where drivers can score points toward the 2020 Spec MX-5 Challenge Championship. There will then be an 11th championship event, with additional points, culminating in an expected \$100,000 prize package. Check out specmx-5.com for more information.



ROAD AMERICA RUNOFFS QUALIFICATIONS

The 2020 Summit Racing Equipment SCCA Road Racing season sees a number of changes when it comes to qualifying for the National Championship Runoffs via the U.S. Majors Tour or Hoosier Racing Tire Super Tour, and this is highlighted by the return of a point standings performance criteria, and the requirement to finish multiple races.

While the first step toward qualifying for the Runoffs through the U.S. Majors Tour program is to participate in three separate events, for 2020, the requirement for three race "starts" has been replaced with three U.S. Majors Tour race "finishes." A finish is defined as completing at least half of the laps of the overall race winner.

Also, for 2020, performance

requirements have been reinserted into Runoffs qualifying criteria for the U.S. Majors Tour path. Those receiving an invite to the 2020 Runoffs must place in the top half of their class's Super Tour Points Championship or a U.S. Majors Tour Conference Points Championship by the end of the season. For classes with 20 or fewer participants, Runoffs invitations will be offered

to those finishing in the top 10.

A Divisional Path to Runoffs qualification returns unchanged for the 2020 season. There, competitors must participate in four Runoffs qualifying event weekends in a single Division in the same class, and finish in the top three (or top five if competing in Spec Miata or Spec Racer Ford Gen3) in a Division's Point Standings for



SportsCar Archive

CHECKERED FLAG: HORST KWECH (NOV. 1937-DEC. 2019)

Horst Kwech worked his way up the SCCA Road Racing ranks, racing CenDiv events before claiming the B Sedan title at the 1966 ARRC, and was recognized with SCCA's President's Cup that same year. Kwech is credited with the 1966 and 1970 Under 2-Liter Trans Am title in an Alfa-Romeo. He also raced in a Shelby factory-backed Mustang, F5000, VW Cup Super Vee, and IMSA Camel GT and was a member of the RRDC.



SportsCar Archive



Jeff Loeve

RACE TO THE SHOW

The road to the 2020 Runoffs includes the return of a points-based qualification system.



THE X FACTOR

SCCA's Summit Racing Equipment Road Racing program will see two new classes in 2020, one that combines existing cars into a new class, and the other created to invite a different type of racecar out to SCCA events.

The Club Racing Board (CRB) has created a new Formula X (FX) class intended for winged, open-wheel formula cars of modest power and performance below that of Formula 1000 or Formula Atlantic. Cars falling within Formula X for 2020 include

Formula Mazda, Formula 4, and tubeframe USF2000 vehicles. This change means Formula Mazda will no longer be its own car class at SCCA Road Racing events.

Formula X was designed to include cars built in significant numbers but not quite sufficient enough to populate their own class, as well as those vehicles not constructed to existing SCCA General Competition Rules formulae but which still meet FX class criteria.

According to SCCA CRB Chairman Peter Keane, FX

will be deployed in 2020 at all SCCA Road Racing Regional, U.S. Majors Tour, and Super Tour events, and is a Runoffs-eligible class.

The class added by the CRB for 2020 is named Prototype X (PX) and will also be deployed at all SCCA Road Racing Regional, U.S. Majors Tour, and Super Tour events. Similar to the GTX class created in 2019, PX is open to various prototype vehicles that have been competing in U.S. road racing over the past several years. The PX class, however, will not be eligible for the Runoffs in 2020. 🚫

the class. Divisions may count Regional or U.S. Majors Tour events within a Division toward this criterion. Drivers should check local Division Championship programs for further details.

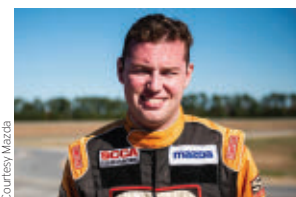
There also remains an SCCA Pro Racing provision for 2020 Runoffs qualification, which is spelled out in the GCR, and returning Runoffs champions will still be able to use their provisional. 🚫

SCCA MEMBER WINS MAZDA ROAD TO 24 SHOOTOUT

Six drivers competed in the Mazda Road to 24 Shootout for \$100,000 to compete in the 2020 Battery Tender Global Mazda MX-5 Cup presented by BFGoodrich. From a deep field of drivers with varying backgrounds in amateur sports car racing, Jared Thomas (RIGHT) was selected as the winner. A

member of SCCA's Columbus Sports Car Club Region and racing Spec Miata since 2017, Thomas is a Senior at Indiana University-Purdue University Indianapolis majoring in Motorsport Engineering and represented his school in 2018 at the 61st Annual Purdue Grand Prix, winning the event.

Thomas will compete in the 2020 Global Mazda MX-5



Courtesy Mazda

Cup in the Soul Red Crystal Global Mazda MX-5 Cup and will contend for the \$75,000 Rookie of the Year title. 🚫

OOPS AGAIN...

An errata in last month's issue incorrectly stated that 2019 Solo Cup winner Jim Garry "has concentrated on improving course design safety." The word "safety" was inadvertently added, and course design has been just one of his areas of effort.



Rupert Berrington



Rick Conville

RUNOFFS CHAMPIONSHIP APPEARANCE FUND

The 2020 SCCA Road Racing season will see the introduction of the Runoffs Appearance Fund - a re-imagined, modern version of the former "tow fund" that existed until 2015. The Runoffs Appearance Fund is a self-funded contingency program that will pay out to Runoffs participants who finish atop a U.S. Majors Tour Conference points championship or in the Hoosier Super Tour point standings.

Beginning with 2020, \$20 from each Majors entry will go toward the fund. At the end of the season, the entire fund will be distributed to drivers based on their finish in one of the six Conference Championships, or the Super Tour point standings prior to the Runoffs. Actual payout amounts will vary based on one-way distance "as the crow flies" from a driver's home address to the Runoffs venue.

The most significant difference from the new Runoffs Appearance Fund and the former tow fund rests in the number of drivers per class eligible for payout. The Runoffs Appearance Fund will pay more drivers for classes that average more entries over the U.S. Majors Tour season, thus providing more support to the classes that contributed more to the fund. 📍

MOMENTUM

The F3 and F4 series carry solid momentum into the 2020 season.



Caevn Baker

F4 AND F3 ANNOUNCE 2020 SCHEDULES

Building on the record-breaking momentum from the 2019 F4 U.S. Championship Powered by Honda, SCCA Pro Racing revealed the schedule for 2020, which will see it run alongside the SCCA Pro Racing F3 Americas Championship Powered by Honda for much of the season.

The calendar will include new and returning venues, kicking off a three-round weekend on the tight turns and intense elevation changes of Road Atlanta on April 9-11. The F4 Championship will join F3 Americas, Formula

Race Promotions, and the Blue Marble Cocktails Radical Cup North America Series for a full weekend of open-wheel racing.

The highlight of the F4 U.S. Championship will be its closing weekend on Oct. 23-25 as it joins the United States Grand Prix at Circuit of the Americas alongside F1. Meanwhile, the standout event for F3 Americas has to be the trip North of the border, as the series visits Canada, making its international street course debut during the Grand Prix de Trois-Rivières in Quebec on Aug. 7-9. 📍

2020 SCCA PRO RACING SCHEDULES

2020 F4 U.S. CHAMPIONSHIP POWERED BY HONDA SCHEDULE

www.f4uschampionship.com

DATE	LOCATION
April 9-11	Michelin Raceway Road Atlanta, Ga.
June 5-7	Circuit of the Americas, Texas
July 17-19	Virginia International Raceway, Va.
July 31-Aug. 2	Barber Motorsports Park, Ala.
Sept. 25-27	Sebring International Raceway, Fla.
Oct. 23-25	United States Grand Prix at Circuit of the Americas, Texas

2020 F3 AMERICAS CHAMPIONSHIP POWERED BY HONDA SCHEDULE

www.f3americas.com

DATE	LOCATION
April 9-11	Michelin Raceway Road Atlanta, Ga.
June 5-7	Circuit of the Americas, Texas
July 17-19	Virginia International Raceway, Va.
July 31-Aug. 2	Barber Motorsports Park, Ala.
Aug. 7-9	Grand Prix de Trois-Rivières, Quebec
Sept. 25-27	Sebring International Raceway, Fla.
Oct. finale	TBD

2020 ROAD RACING CONTINGENCY OFFERINGS

Numerous partners have once again pledged support for 2020 SCCA U.S. Majors Tour and Regional Road Racing competition through contingency sponsorship programs. The group of corporate partners includes automakers, tire manufacturers, brake manufacturers, and other companies that make and sell motorsports-related equipment.

A full rundown of contingency offerings, as well as program registration, can be found at scca.com, but the companies involved in contingency for U.S. Majors Tour weekends include Hawk Performance, Honda Performance Development, Summit Racing Equipment, Ford Performance, Goodyear Tire, Nissan, Pirelli Tire, Hoosier Racing Tire, Carbotech Performance Brakes, G-LOC Brakes, Mazda North American Operations,



Jay Bonvillian

EARN IT

On-track performance can pay.

SCCA Enterprises, Toyota Racing Development. Meanwhile, Hoosier Racing Tire, Mazda, and Toyota also offer select Regional contingency programs. 📍

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SCCA PRO RACING CHAMPS ATTEND FIA PRIZE GIVING

The 2019 season culminated for SCCA Pro Racing F4 U.S. Championship and F3 Americas Championship champions Joshua Car (F4 U.S.) and Dakota Dickerson (F3 Americas) as they were honored at the FIA Prize Giving Ceremony at the Carrousel du Louvre museum in Paris, France, on Dec. 7.



Courtesy SCCA Pro Racing

SOLO RUN

With PS1, the ProSolo format may change slightly, but the level of competition will remain.



Perry Bennett

PROSOLO INTRODUCES PS1

As times change and traditional ProSolo facilities become increasingly rare, a solution was devised to allow the Tire Rack ProSolo National Series to occur at non-traditional locations. The single-course ProSolo (PS1) format has been devised as a way to use a broader range of sites to accompany the traditional dual-course format (PS2) and maintain a full series schedule.

In order to provide product consistency, there are numerous iconic event

elements that will remain intact. First, the "drag start" with a Christmas tree stage will remain, but without a partner on the opposing side. The fast pace of events will also remain as drivers will stay in the staging lane between runs, with three planned runs during each of the traditional three heats: Saturday morning, Saturday afternoon, and Sunday morning. The three traditional Challenge rounds will also conclude PS1 events, but with some procedural changes.

With only one course to manage, the average PS1 course will be approximately 40- to 50-seconds long, with a 175- to 250-foot long straight at the start. Each heat is planned to offer three runs for each driver with approximately eight to 10 cars in the staging lane at the same time. The best run from each of two heats will be added together to determine finishing positions within each class.

Unlike a traditional ProSolo, the grid will be laid out like an SCCA Championship Tour, except drivers will not return to grid following each run. Cars with a second driver would still return to grid.

During challenges, dial-ins will be determined in the same fashion as a traditional ProSolo, but they'll be applied at the finish rather than the start, with the time delta announced as drivers come to the starting line and after they finish. All Challenge drivers will be offered a warm-up run immediately prior to the start of their challenge. Pairings will be determined as always, but each round will feature a single run from each driver. 📍

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

MEMBERSHIP REFERRAL LEADERS FOR NOVEMBER 2019

NAME	REF	REGION
Jose de Miguel	22	Puerto Rico
Warren Leach	18	San Diego
Jim Berg	9	Houston
Carol Deborde	9	Reno
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
Carol Somerton	7	Snake River

1,790 additional members have at least one referral.

REGION LEADERS

(Category based on 2018 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Houston	4.0%
Central Florida	4.0%
Atlanta	3.8%
LARGE REGIONS (401-799):	
Cincinnati	10.2%
Buccaneer	10.1%
Steel Cities	8.7%
MEDIUM REGIONS (200-400):	
Utah	28.8%
Lone Star	15.9%
NE Pennsylvania	6.4%
SMALL REGIONS (<200):	
Puerto Rico	53.6%
Arctic Alaska	40.0%
Eastern Idaho	37.0%

CHECKERED FLAG: BILL SIMPSON

Bill Simpson spent time behind the wheel drag racing, racing formula cars with SCCA, and even in the Indianapolis 500, but it was his work away from the track that Simpson is best known for. A member of both the Motorsports Hall of Fame and SEMA Hall of Fame, Simpson was known throughout the motorsports industry for his safety innovations that helped to transform auto racing.

Drawing from his personal experiences, Simpson founded Simpson Safety Products and developed a wide range of products that are credited with reducing the injury and fatality rates throughout motorsports. Simpson's production of Nomex driving suits in the 1960s could be noted as one of the most significant points in his career.

Simpson passed away on Dec. 16, 2019, at the age of 79. 📍



Pierce Williams / LAT Images

VISIONARY

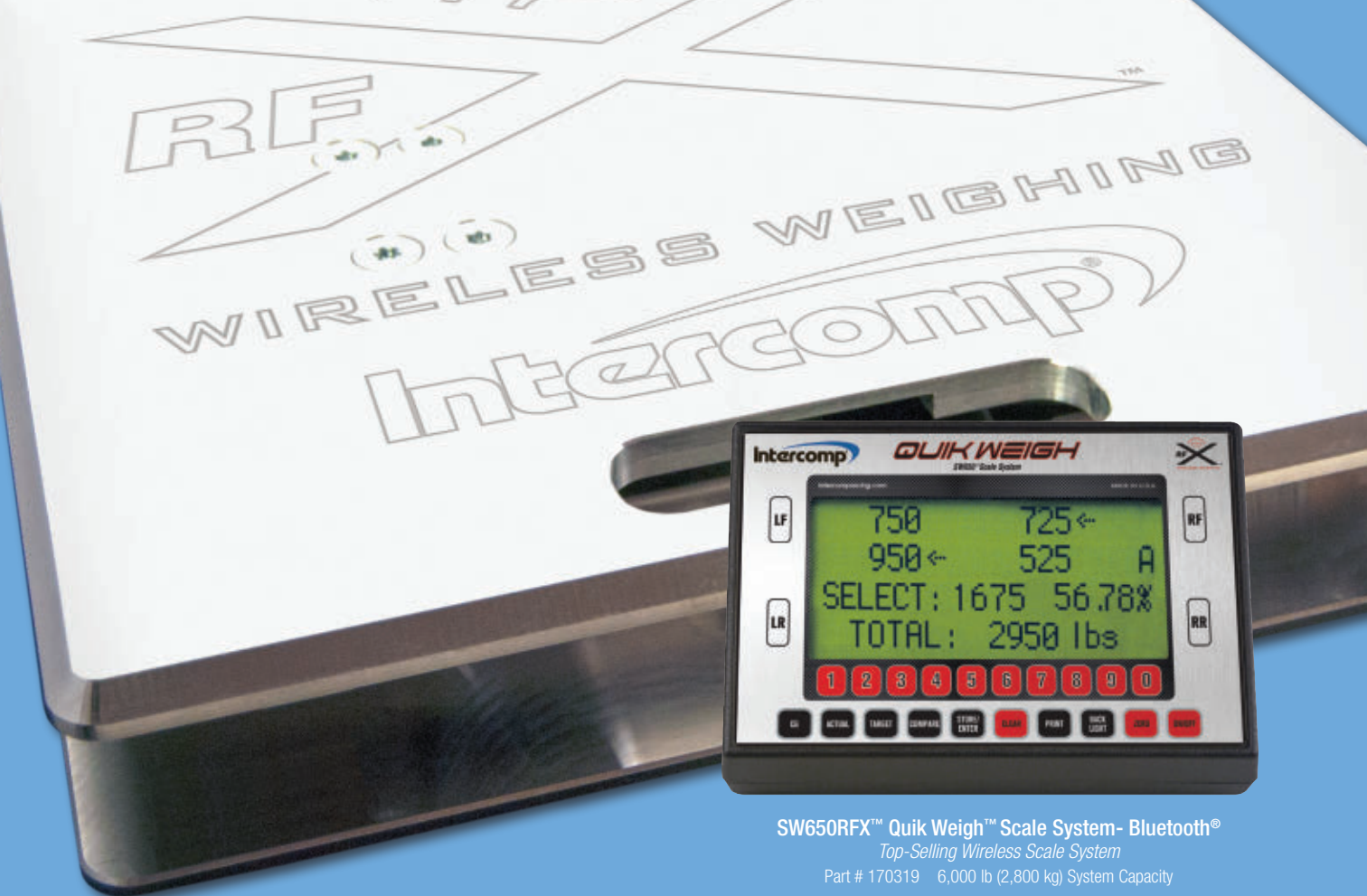
Bill Simpson pioneered and transformed motorsports safety throughout his career.



Perry Bennett

SPRING FORWARD

Due to a limited supply of springs for vehicles equipped with transverse leaf springs, such as the Chevy Corvette, Super Street Prepared rule 15.8.M has been modified to allow for alternative springs: "For cars originally equipped with transverse leaf springs: spring type may be changed to a coil spring."



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2 A.M. DRIFTING

As you know, outside of the racecar I can be quite absentminded, especially under stress and with a lack of sleep. Read on.

A couple of years ago, I found trouble as part of a project for a motorcycle story involving my rider-slash-writer friend John L. Stein and my young, pretty, and platonic car-slash-motorcycle buddy known as @GearHeadGirl69 (check them out online). There's a splendid video by Seth DeDoes and John called "Vintage Tour Cross" that chronicles the adventure on the *Motorcycle Classics* magazine website.

The three of us rode early 1970s enduro bikes more than 350 miles to a vintage motocross and raced them - at least, we tried to. The constabulary entanglements started with the load-up after the mostly successful and partly miraculous motos, as John labored over cramming four people, three bikes, cameras, tools, tents, suitcases, and sleeping bags into one four-door Ford pickup. GHG69 politely asked, "What about my luggage?"

"What do you mean, isn't it in the pile?" I quizzically replied. "No," she

said bluntly. "You told me to leave it in Santa Barbara to save space. And let me remind you that I fly home from San Francisco in the morning." Look of astonishment. What was I thinking? Well, I wasn't. In my shock, I did not say, "How could you let me be stupid enough to tell you to do that?"

I actually enjoy crisis travel emergencies, and soon realized the only possible solution - and that's how we ended up at the airport in our bike gear bailing from the Ford. So, here's the mission, should we decide to accept it, which we did. GHG69 absolutely needed stuff in that bag when she arrived home the next day. Monterey-Santa Barbara Suitcase-San Francisco, 548 miles. It's almost 9 p.m. The flight leaves at 10 a.m. tomorrow. With a 55mph moving average, it works.

Let's roll.

I politely ask the nice lady at the rental car counter if we might get something interesting, in spite of our compact car reservation, because, why not? I keep it quiet as I lead GHG69 to the lot, for - a Camaro convertible. Oh, yeah! V6 and 335hp. Alpha platform. Rear-wheel drive.

We drop the top, of course, with one-button ease, and it's glorious for about 30 minutes. It gets cold in Monterey at night - brrrrr! GHG69 drops a *cuppa* coffee and then *two* Red Bulls (millenials and stimulants, *geeeeeez*), and I drop to sleep from motocross exhaustion. Two hours later we swap at an all-night MacDonald's for my caffeine injection, and I know a short cut off the 101 at Los Olivos.

Where Route 154 intersects 217 there's a new roundabout that catches my rear-wheel-drive rental car attention. It's like the middle of nowhere, and I crack, "Man, we could drift the crap outta this!" But we're on a mission, and there's light traffic, so we push on.

Later, we've got the precious cargo, and we're coming back through, and now it's 2 a.m. No traffic, no nothin' - just us, our rear-wheel-drive Camaro, and 335hp. GHG69 is at the wheel again, and she just drives through like a good citizen. I chide, "C'mon, you're wasting a perfectly good skid pad, and it's 2 a.m." Clearly the smarter of us two, she immediately pulls over,



saying, "Put your money where your mouth is, Mr. Big Time."

Well, we haven't seen a car for miles. So, I'm in. The first two laps are a little sloppy, but lap three is utter *drift-fecion*. GHG69 is cheering and I mutter, "Let's get the h*ll outta here!" We escape down hwy 154 at legal speeds.

About eight minutes later, just when we figure we pulled it off, the whole world lights up behind us and my heart falls to my feet. Busted. This is gonna be big. Pull to shoulder, interior light on, license out, "Yes, Mr. Officer?"

"What do you think you're doing tearing up my roads?" the sheriff's deputy asks. "Honestly, officer, just screwing around, sorry," I admit, beyond sheepish, throwing myself upon the mercy of the roadside court. He shakes his head, then squints, and shines the flashlight right into my face. "How *old* are you, anyway?" (Dang that Florida autocross sun damage).

"Sixty-one, Officer," I reply, old enough to know better. He heads back to his cruiser to check us out. He returns with his partner at the passenger window, and GHG69 rolls it down. Light in her face, he poses

incredulously, "And who are *you*?" Well, she's half my age, but looks and seems a third, and she pipes up cheerfully with the whole story. "We were racing dirt bikes in Hollister and I left my suitcase in Santa Barbara and we're heading for the airport in San Fran and he's a pro driver who just set the lap record at Willow Springs and so while it may not have been right, he wasn't out of control." The officer runs his flashlight down her leathers to her very muddy boots and back up to the white Lucas Oil flag she's wearing as a cape; and rolls his eyes. I wait for the 'cuffs.

Next is a stern lecture about dangerous driving, followed by the surprisingly honest fact that they did not see the actual perpetration. They just *heard* it (it's very quiet in Central California at 2 a.m.). And then followed the *smell*. Oops. "Yes, so sorry, officers."

Then they hand back my highly threatened-species license. "No more wild driving around Santa Ynez out of you. Drive carefully. Good night."

"No, officer. Yes, officer. *Thanks you, officer.*"

My heart springs back up, all the way to my throat this time. I almost choke up. They *coulda* ruined my life, and for good reason, but something about the old guy and the young cutie and 2 a.m. and a desperate all-nighter and no eye-witness and good humor and a generous spirit caused them to send us on our way, with my eternal gratitude.

They follow us at 54mph for a few minutes, while GHG69 begins to cackle and chortle and spit doubled over, while I shoot back, "Shut up! Shut Up! Act normal. Hush, hush!"

Then they turn off to continue their watching and protecting, and I thank them for their service, and for their kindness that dark, silent night. It certainly was like Christmas. GearHeadGirl69 again let loose with maniacal, bellowing laughter of relief that lasts for a solid 30 minutes.

This episode cut into our target 55mph average, as did Bay Area Monday morning rush hour, but the warm sun came back around, so we dropped the top and took the 880 freeway. And, yes, she made the flight home with not a minute to spare. ☺

BIG TIME

No matter your age or presumed level of maturity, in a moment of weakness it's possible to make a poor decision. Hopefully you come out a bit wiser on the other side.

BEING *the* BEST

Intense battles built to an astounding
2019 season-ending crescendo for the
top SCCA Pro Racing Trans Am titles

WORDS Jeff Zurschmeide | IMAGES Chris Clark



TOP DOGS

(LEFT) It takes grit and determination to claim the coveted hardware in the SCCA Pro Racing Trans Am Series. (BELOW) Lime Rock Park is a challenging circuit, so much so that it broke TA2 competitor Marc Miller's podium streak.



The SCCA Pro Racing Trans Am Series presented by Pirelli wrapped its 2019 season in mid-November, with the yearlong competition seeing an amazing 138 drivers score Trans Am points over 11 rounds of racing, spanning the U.S. from Sebring International Raceway to WeatherTech Raceway Laguna Seca. And, while the season was in many ways like those in years past, with numerous familiar names rising to the top during the thrilling weekends, the journey to final-round checker lived up to this historic series' reputation.

Four classes constitute the Trans Am Series, with TA being the huge displacement, insane horsepower big gun. This heavy hitter class saw an impressive 31 drivers score TA class points over the 11 rounds, while the thrilling and intensely popular TA2 class had one of its best years ever, with 66 drivers scoring points in at least one of the 13 races in the TA2 season schedule.

New for 2019, the TA3 and TA4 classes exchanged their names for the far more exciting sounding GT and Super GT monikers. The cars and drivers were familiar, but the new names brought a well-deserved respect to the production-based classes of the Trans Am series. While these classes are still building their reputations, its notable that some 20 drivers finished at least one SGT race, and seven tested the waters in GT.

But be it TA, TA2, GT, or SGT, every Trans Am Series overall season championship represents an extreme commitment to professional racing, as well as a level of performance and consistency to make it through a trying series that spans nine months of the year and the breadth of North America. Every driver in the series has a story, as well as a reason for working toward one of Trans Am's coveted championship trophies. What follows are those stories from this year's champions... 📍



TA: ERNIE FRANCIS JR. MAKES IT THREE

The 2019 Trans Am series finished with a bang as Chris Dyson won the season finale at Daytona International Speedway, claiming his seventh podium of the season – but that strong finish wasn’t enough to wrest the title away from three-time TA class champion Ernie Francis Jr. When the final race was tallied, just 15 points – the amount awarded for an 11th place finish – separated Francis and Dyson. Amy Ruman, herself

the champion in 2015 and 2016, finished third this year.

“The championship definitely came down closer than we thought it was going to,” Francis says. “We were really hoping for the win there at COTA, which was the race before Daytona, but we had a power steering failure there. That took us out of the lead when we had about a 10-second gap over everybody else. That definitely made the points closer going into Daytona.

We knew that we should be able to lock it up as long as we finished 12th or better.

“Once we qualified at Daytona, we were second, right behind Chris, and that gave us more of a buffer,” Francis explains. “We only had to finish better than 14th, and there were only 14 starters, so at that point we knew once we started the race, we were good to go, locking up the championship. Then you can just

play around and fight for a win.”

Dyson, meanwhile, finished the TA class second overall in just his second season with the Trans Am series, claiming three wins during the season. “I think in general terms, we had a fast car just about every weekend,” Dyson says. “We were consistently more competitive in our second season. From a personal standpoint, I felt like it was one of the strongest seasons I’ve ever had.”



FAMILIAR FACES

(LEFT) Ernie Francis Jr.'s TA-class Mustang is a familiar site to Trans Am fans, especially considering he's often leading the pack. (BELOW) Francis Jr.'s competition in 2019 included the likes of pro racing stalwarts Chris Dyson (left) and Tomy Drissi (right). In the end, Francis Jr.'s championship run came down to a close points battle with Dyson.



us out of races that we would have won. We really tried to turn it around. Then, in the middle part of the season, starting with Laguna, we were getting there."

Francis took his first victory of the year at Laguna Seca and then followed that up with second place behind Dyson at Lime Rock.

"Then we ended up winning the next couple of rounds at Mid-Ohio, Road America, and Watkins Glen," Francis recalls. "So that kind of helped turn around the rest of the season for us."

Dyson ran a strong season, missing the podium just three times throughout the year. "I guess if I had to look back on it, I probably would have tried to take some of the warning signals I was getting from the car at Road America," Dyson muses. "That was one of the more costly races for us. We had a brake failure, and I don't

know if there was anything I could've done differently."

Both drivers plan to return for the 2020 season to race each other again. "With the championship, you always look at what could be better and how you can improve for the next year," Dyson says. "I think from our standpoint, the mechanical reliability issues kept us from winning the championship. I think on speed, we had it good. It's unfortunate because we just had too many problems in 2019. The races that we ran trouble free, we won. I'm grateful to the team, who put in a tremendous effort, and congrats to Ernie and the Breathless team for keeping us honest the whole year and for running a great championship."

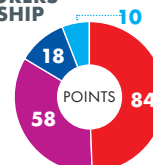
"For sure, we'll be back out for another year," Francis agrees. 🍷



TA BY THE NUMBERS

MANUFACTURERS' CHAMPIONSHIP

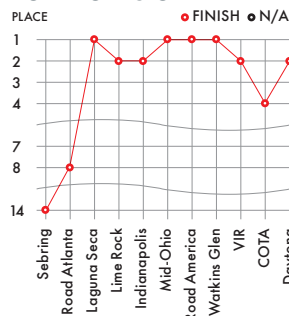
Ford
Chevrolet
Dodge
Cadillac



DRIVERS' CHAMPIONSHIP (top 5)

Ernie Francis Jr.	316 (points)
Chris Dyson	301
Amy Ruman	232
Kerry Hiitt	194
Tomy Drissi	192

ERNIE FRANCIS JR.'S ROAD TO VICTORY



Both Francis and Dyson struggled with reliability during the 2019 season. One benefit of Trans Am's long schedule, however, is the ability to recover from a bad finish, or even several problems.

"We had a lot of DNFs at the beginning of the season," Francis points out. "We had an oil line failure at Sebring, we had a brake light fail at Road Atlanta. Just a lot of weird mechanical and odd issues take



TA2: A TRANS AM THRILL RIDE

Trans Am's TA2 class runs all of the same races as the TA class cars but adds an incredible doubleheader at the Detroit Grand Prix to make for a 13-race season. Marc Miller claimed the championship this year, besting last year's champion Rafa Matos, who wrapped the season in third. Second place went to Dillon Machavern, who finished second in the points despite never winning a race. Matos and Miller won four races each, meaning the season championship ultimately came down to consistency.

"Rafa and I had been wheel-to-wheel since 2018," Miller says. "He's been the guy to beat. He's a pro driver, so for this year we knew that it was either him or me. We were basically one and two in practice, back and forth in either direction. In qualifying, it seemed to be the same way.

"I was proud to be able to go head to head with him, and beat him several times," Miller continues. "We also had more of the other drivers like Scott Lagasse and Dillon Machavern and Tony Ave. When

those guys came in and they had their really good races, it always made it more interesting because now you've got five or six cars fighting for it."

For Miller, this championship is especially sweet because it was a long time coming. "My first foray into Trans Am actually started in 2016 at the Detroit Grand Prix," Miller recalls. It was an exhibition race that year. I was coaching another driver and it turned into an opportunity to fill another car. I took the opportunity there and finished second at that race. Fast

forward a year and a half, and we ran a partial season in 2018. We kicked it off with my first race at Sebring and won that race. I never really got the same level of results we wanted in the other four or five races I did that year, but we were always competitive. We had a great pace, but it wasn't a full effort."

Coming back to the series for 2019, Miller was focused on his goal. "Over the off-season in 2018, I said if we're going to actually do this, then it needs to be not just a race-by-race thing," Miller explains. "We need to



STELLAR YEAR

Marc Miller's strong year in TA2 included eight podium finishes out of 13 races, with two of his four victories coming at VIRginia International Raceway (LEFT) and Indianapolis Motor Speedway (BELOW).



actually go for the championship and put our best foot forward and put the proper car on the track. And we did that. We came out of the gate swinging, with podiums at every race."

Miller worked with his Dodge Challenger, putting in the engineering effort to make the car perform the way he wanted. "We knew the drawbacks of the Dodge bodywork and the limitations that the heavier engine has, and the handling of the car," Miller says. "We just systematically reengineered the car race by race to get it to where it needed

to be. And by midseason, we made it the car to beat."

Miller took second in the first three events of the year but hit a rough patch at Laguna Seca and Detroit. He scored his first victory at Indianapolis, then followed that with a win at Mid-Ohio and a second victory at Road America. After a disappointing ninth place at Watkins Glen, Miller came back strong with wins at VIRginia International Raceway and COTA to secure the TA2 championship.

"We actually hit our stride at Detroit, but just had bad luck," says Miller. "We really had, I think, a car that could have won the Detroit race on Sunday, but I spun on the opening lap, went all the way back to last, and climbed back up to the top four only to have a brake failure. It wasn't even a real failure; it was just a bleeder screw came loose from the heat. We lost rear brake pressure."

Even with the brake issue, the team knew they had the car dialed in. "The good news from Detroit was we used that opportunity to figure out what we could change for Indy," Miller says. "We just kept what we liked from that Sunday and went into Indy and then Mid-Ohio with a car that was very, very strong."

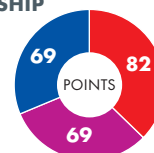
Looking back over the year, Miller is pleased with his performance and the results. "It's been a battle all year," he muses, "which made it really nice to cap it off at COTA with a pole position and a race win. I wouldn't call it dominating by any means, because there was always pressure, but it was a mistake-free race, and probably one of the better wheel-to-wheel races I've had with Scott Lagasse all year. It was such a clean and hard-fought battle. After the race I told him, that's what Trans Am racing should be like. That was so much fun." 🏆



TA2 BY THE NUMBERS

MANUFACTURERS' CHAMPIONSHIP

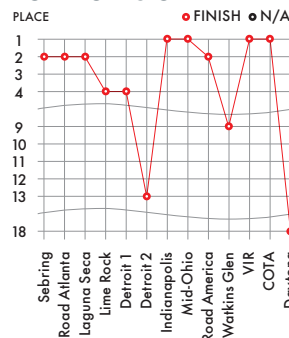
Chevrolet
Dodge
Ford



DRIVERS' CHAMPIONSHIP (top 5)

Marc Miller	340 (points)
Dillon Machavern	249
Rafa Matos	241
Scott Lagasse Jr.	230
Lawless Alan	227

MARC MILLER'S ROAD TO VICTORY





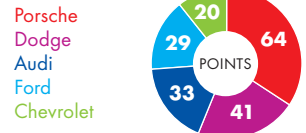
FANTASTIC RUN

Mark Boden was no stranger to the SGT podium, with his top performances of 2019 coming at Lime Rock Park (LEFT) and Mid-Ohio (BOTTOM LEFT).

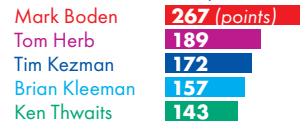


SGT BY THE NUMBERS

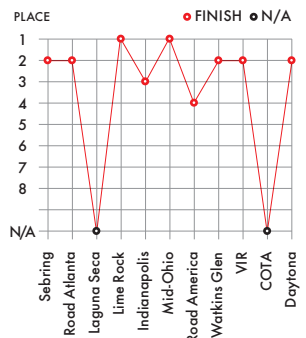
MANUFACTURERS' CHAMPIONSHIP



DRIVERS' CHAMPIONSHIP (top 5)



MARK BODEN'S ROAD TO VICTORY



SUPER GT: CONSISTENCY WINS



In the 11 races on the 2019 Trans Am Super GT calendar, seven drivers scored wins. Third-place finisher Tim Kezman scored the most victories with top finishes at Indianapolis, Road America, and VIRginia, besting the two wins at Lime Rock and Mid-Ohio chalked up by the SGT season champion Mark Boden. Second-place finisher Tom Herb, meanwhile, scored no wins at all. It's odd how racing works out.

But while it's strange, it's also exactly right. A season like that found in the 2019 SGT championship is proof of a hard-fought championship, where showing up and driving consistently counts for more than racking up a big lead at a few events - but that doesn't mean you can cruise by. Boden placed

his Porsche 991 GT3 Cup car on the podium at eight of the nine races he attended, and that made all the difference in the world.

Boden's Trans Am superpower seems to be overcoming poor qualifying positions. He climbed from seventh place to third at Indianapolis, and from fifth to second at Watkins Glen.

"I didn't qualify at Indy because I had a friend's wedding but I was able to move up nicely," Boden reveals. "The Glen was pretty tough. My teammate crashed right in front of me, so that kind of blew our qualifying opportunity. Working our way up and getting into contention was a great way to come back from that."

The Super GT class is chock full of diverse cars, with each making lap times in different ways. "It's been a bit of an odd season with a lot of different types of competitors," Boden says. "From FIA GT3 cars to Vipers and having cars like the Mustangs that have been trying to come in and be competitive. All of them have made it very interesting from a racing standpoint. We've been

working within the Balance of Performance rules and trying to ensure our competitiveness while maintaining what we really always want, which is good racing."

Like most professional racing series, Trans Am continually adjusts each car's performance potential throughout the year to stop a team from gaining too much advantage over the competition.

"As the season has gone on, we've seen better balancing, better understanding," Boden notes. "Some of the cars like the Vipers are just hugely all muscle, but our cars tend to have better tire longevity. Then we're so good on the brakes that they become our real advantage."

Boden is hopeful that the Super GT, GT, and the upcoming 2020 XGT class, will one day be popular enough to have their own combined race group at Trans Am events. "I think it'd be great if they can figure out how to give XGT, SGT, and GT their own race," Boden says. "It can be phenomenal and something that we'd really enjoy. I've loved running Trans Am." 🏁

2019
Trans Am
TA2
DRIVER & TEAM
CHAMPIONS



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THE ONE TO BEAT

Steve Davison piloted his GT-class Aston Martin Vantage (LEFT) to five wins out of six appearances, leaving him tasting the champagne (BOTTOM LEFT) on multiple occasions.



GT: A DEVELOPING CLASS



Trans Am GT showcases production-based cars. Most competitors choose American cars like the Camaro, Corvette, Mustang, and Challenger, but the class also includes European models such as the Aston Martin Vantage, Maserati MC Trofeo, and the BMW M3. Steve Davison took the championship this year driving a Vantage and

winning five of the six races he entered, and then taking second place in the sixth.

"Without doubt, I'm having a ball," Davison laughs. "I think an excellent way to describe the Aston Martin is that it's the ideal gentleman's racecar. Although it's a Prodrive custom-built GT4, it has a lot more neutrality in its handling than you would expect. The advantage of that for gentleman drivers such as myself, is that it doesn't require finely honed skills. You need a car that's pretty neutral and has familiarities with a street car."

Davison is quick to credit his team for his championship performance. "The team delivered the individual

championship to me, not the other way around," he says.

"Automatic Racing, they're meticulous, they're very familiar with the car, and they have tremendous integrity in their product that they deliver for me each and every weekend. They managed to get me started at every race."

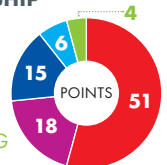
Although the GT class is the smallest of the Trans Am fields, Davison points out that races don't win themselves. "If you're going to contend for a championship, reliability is really important," he insists. "It's impossible to pick up points unless you start and finish a race."

Davison plans to be back for next year's Trans Am series, and he's thinking about moving to a faster class. "It's a question of whether to run it in GT or Super GT, depending on the specifics of the class," he says. "I spent a lot of time working on race craft this year. I think that's been the biggest growth for me. I think Trans Am is an excellent place to do that because of the high level of the other drivers." 🏆

GT BY THE NUMBERS

MANUFACTURERS' CHAMPIONSHIP

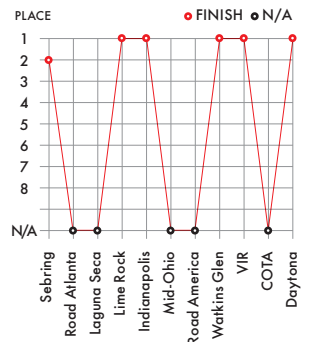
Aston Martin
Maserati
Ford
Chevrolet
Mercedes AMG



DRIVERS' CHAMPIONSHIP (top 5)

Steve Davison **204 (points)**
Jeff Courtney **70**
Larry Funk **35**
Joe Bogetich **29**
Mark Ramsey **29**

STEVE DAVISON'S ROAD TO VICTORY



THE VALUE OF A COACH

Terry Earwood has been the driver development manager for the Trans Am series since 2016. GT class champion Steve Davison singled out Earwood for particular thanks this year.

"I have to give a shout-out to Terry," Davison says. "For three years now, I've been in the Driver Development Program, and I think that Terry Earwood is one of the best unsung heroes in the Trans Am program. I started in Skip Barber with him, and so the fact that he's still watching over my shoulder and really helping me with the race craft has been a tremendous reason why I've pretty much finished all of the races."



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Leigh Denham

GOLD RUSH

Trans Am's West Coast Championship was filled with dominant performances. Simon Gregg (LEFT) scored three wins with two additional podiums in TA, Brad McAllister (BELOW) claimed four TA2 wins, Carl Rydquist (BOTTOM LEFT) won every SGT race he entered, and Roger Eagleton (BOTTOM RIGHT) never finished a GT race worse than second.



Leigh Denham

TRANS AM'S WEST COAST CHAMPS

Because most Trans Am races are held at Midwest or East Coast tracks, drivers on the West Coast received a competition schedule of their own, with 2019 being the third year of the Trans Am West Coast Championship. The 2019 West Coast Championship shared two events, Laguna Seca and COTA, with the overall championship, but even through they raced alongside the regular series at two events, West Coast championship racers received their own prestigious title.

Simon Gregg took the TA class championship in the west, as well as finishing sixth in the national championship. It's an impressive feat, and one he plans to repeat in 2020.

"It was good to raise hell out on the West Coast because I hadn't been out on those tracks in a few years," says Gregg, who actually calls Florida home. "I enjoyed hanging out in Carmel, walking around there and paddocking next to Greg Pickett. I'm signed up for all of the 2020 races. We're talking about 18 races total."



Leigh Denham

Brad McAllister claimed the TA2 West Coast championship. McAllister won four of the six western series races in his Mustang. "We closed out well with wins at Portland and COTA," McAllister says. "COTA was with the whole national gang. We had 33 cars out there, so it was a great event. We just went out to win races and have fun. We're looking forward to 2020 and doing the same thing."

Carl Rydquist took the Super GT title for the West Coast series, winning at Sonoma and Circuit of the Americas. "We were looking at this mostly as a way of getting to know the Trans Am series and see where we stacked up, but we're planning to run the full West Coast Championship next year," Rydquist says.

The West Coast GT champion is Roger Eagleton. Eagleton attended



Seán DeBorja

five of the six series races, winning once at the season opener at Thunderhill. "We wanted to use the platform that we already have, which is a Spec Mustang," Eagleton explains. "Thankfully, Trans Am showed up on our radar. Looking at the rules and talking to the officials, we figured out that we could easily, with a few minor modifications, run the Spec Mustang in the GT class on the West Coast. For those people who like to tinker and experiment, it's kind of a cool place to go because you're not going to get yourself thrown out of the class if you push things too far."

All of these champions were united in praise for the Trans Am West Coast series, both for its own competition scene and as a part of the larger national series. "I do not understand why more people aren't running, because

it's an absolutely amazing four months," Rydquist says. "You can come out with a fairly small crew that's good at building a car and you can race. Also, I think the media package around SCCA is just phenomenal, and usually you see a larger crowd of people come to watch the races."

Eagleton agrees, and emphasizes the grassroots nature of the series. "In Trans Am you can still race the car that you built, tow it on the back of the flatbed trailer, and have a crew of one or two people, and you could end up on the podium at a pro-level series," he says. 📍

2020'S ALREADY HERE

The Trans Am series has already announced its 2020 schedule, adding an event at Brainerd International Raceway in July and dropping Daytona International Speedway from the schedule. The season begins at Sebring on Feb. 29 and will end at COTA on Nov. 8, bringing the West Coast and national series' together for the season finale. For more information, visit gotransam.com.



2020



TA TA2 XGT SGT GT

Trans Am by Pirelli National Championship

Feb. 29-Mar. 1 // **Sebring International Raceway**

March 28-29 // **Michelin Raceway Road Atlanta**

May 1-3 // **WeatherTech Raceway Laguna Seca**

May 22-25 // **Lime Rock Park**

May 29-31 // **Detroit Grand Prix (TA2 only)**

June 19-21 // **Indianapolis Motor Speedway**

June 26-28 // **Mid-Ohio Sports Car Course**

July 10-12 // **Brainerd International Raceway**

Aug. 6-8 // **Road America**

Sept. 11-13 // **Watkins Glen International**

Sept. 25-27 // **Virginia International Raceway**

Nov. 6-8 // **Circuit of The Americas**

Trans Am by Pirelli West Coast Championship

March 14-15 // **Sonoma Raceway**

April 4-5 // **Thunderhill Raceway Park**

May 1-3 // **WeatherTech Raceway Laguna Seca**

July 24-26 // **Portland International Raceway**

Aug. 29-30 // **Sonoma Raceway**

Nov. 6-8 // **Circuit of The Americas**

STANDARD SCHEDULE



CONSISTENCY IS KING

Joshua Car has rocketed from karts to become the 2019 SCCA Pro Racing F4 U.S. Champion

WORDS Jason Isley | IMAGES Gavin Baker



Like many competitors in the SCCA Pro Racing Formula 4 United States Championship Powered by Honda, the journey for Joshua Car began with karts, where he recorded both SKUSA

SuperNationals and Australian Kart Championship in 2017. From there, Car shifted gears to the F4 U.S. Championship in 2018, which saw him collect two wins on his way to a fourth-place finish in the championship

standings. That year, he was only getting warmed up.

As the 2019 season got underway, Car would prove that consistency is key to winning a professional racing title, as he proceeded to stand on the

podium in all but three rounds of a 17-race series. The F4 U.S. Championship opened its 2019 season at Michelin Raceway Road Atlanta, where rains washed out qualifying, leaving cars lined up by the

**HITTING THE MARKS**

After a fourth-place finish in his F4 U.S. Championship debut in 2018, Joshua Car went on to claim the 2019 title.

previous day's practice times. Car dominated the practice sessions and would start the first race of the year on the pole.

For Car, Road Atlanta planted a solid foundation for his title chase, as he posted a

pair of third-place finishes in the first two races and closed out the weekend with the win. "It was awesome to make great overtakes and fight hard for the win," Car said of the race. "I believe we were

the quickest all week, but just didn't have a clean enough weekend to take more points."

The series next moved on to Pittsburg International Race Complex, which rewarded Car with a second-place finish

in Round 4, a third in Round 5, with his fourth career win coming in Round 6.

The next stop was the rolling hills of VIRginia International Raceway, where 22 drivers would go wheel-to-wheel around



the challenging circuit. Car got his weekend off to a great start, winning Round 7 after starting fifth on the grid. “The slipstream is crazy at this track,” Car noted. “We have three huge straights where we are in sixth gear for around 300 meters on each straight, but once you get behind another car, especially if they don’t have anyone in front of them, you gain about five to seven kilometers per hour, and it makes a huge difference. It can play into your favor, but it can also be a hindrance if you’re the one in front.”

A pair of runner-up finishes closed out the trip to VIR for Car, who was at that point edging ever closer to the F4 title.

A trip to the famed Mid-Ohio Sports Car Course to run alongside the NASCAR Xfinity series was next on the F4 U.S. Championship schedule, with

this venue always providing for intense racing. Kiko Porto, who would go on to claim second in the 2019 F4 Drivers’ Championship, opened the Mid-Ohio weekend with a win, besting Car by an unbelievably scant 0.2sec at the line.

FOCUS

(ABOVE) From the opening weekend of the 2019 F4 U.S. Championship, Joshua Car was standing solid in the points. He then kept his focus on consistent performances throughout the season. (BELOW) That focus paid off with numerous podium finishes and post-race interviews.

The second race of the weekend, Round 11 for the season, saw Car claw his way from seventh on the grid to take the win. “It is the sort of race that you train for,” Car said of the race. “This race was just epic, and the best race I’ve ever driven. We had to be so accurate with the car. Mid-Ohio is a real driver’s track and you get to use all of your skills.”

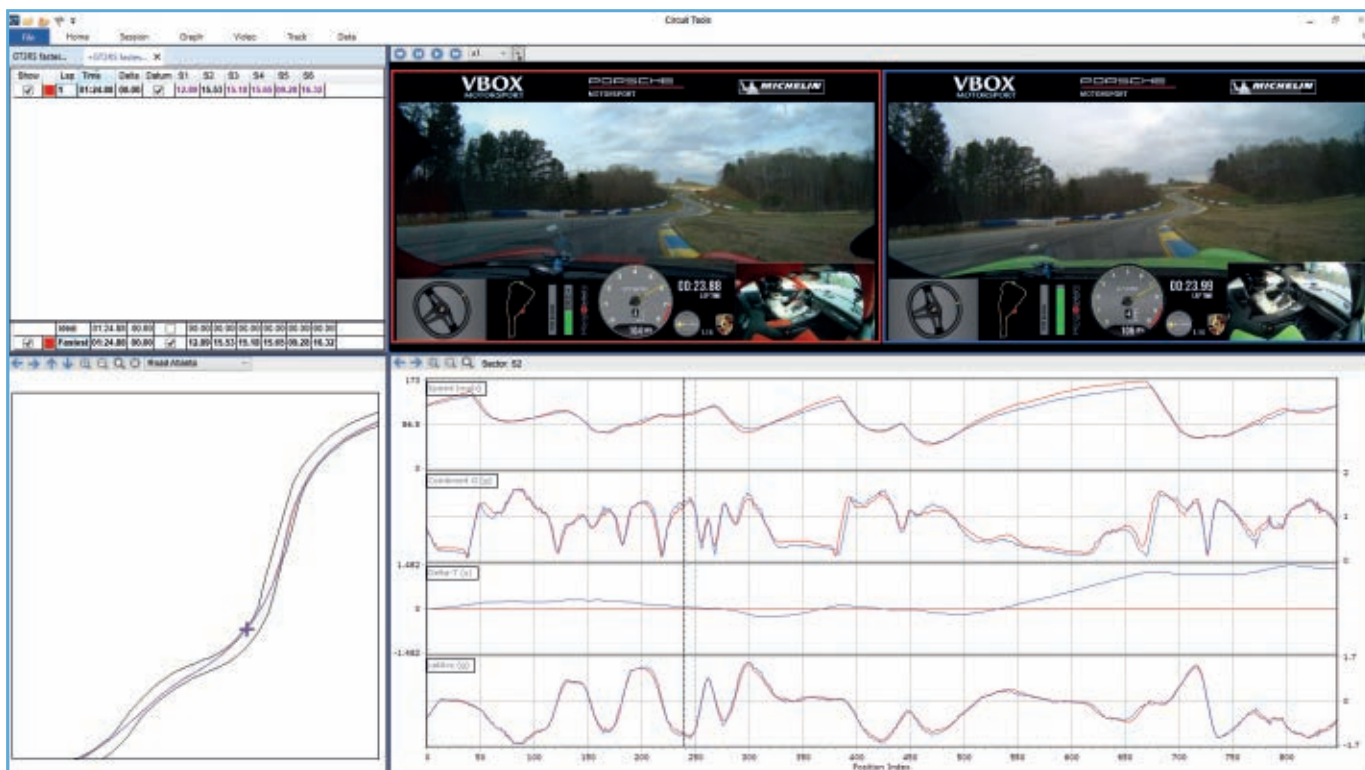
The weekend would come to a close with yet another win by Car, as an action-packed and caution-filled Round 12 ended behind the Honda Civic Type R pace car. “I was running out of ideas to keep Nicky [Hays] and Christian [Brooks] behind me,” Car admitted of that race. “We managed to hold on for the last two laps. The whole race was crazy, everyone was all over me at every turn. I had to make smart decisions and was



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

With **VBOX**, this video is automatically synchronized with data, able to be compared side by side to a GPS position, allowing drivers to quickly and expediently coach themselves, towards better performance in less time."

Peter Krause, Professional Racing Coach,
Virginia International Raceway.



Professional racing drivers share their experience on
advanced circuit driving techniques in our FREE eBook:
vboxmotorsport.co.uk/ebook

vboxmotorsport.co.uk





finally able to pull away there at the end. I hope we put on a good show for everyone."

The penultimate stop of the 2019 F4 U.S. Championship found the series at Sebring International Raceway, a weekend in which Car could theoretically clinch the title.

Jose Blanco started Round 13 from the pole but immediately had an issue, a restart ensued, and Car capitalized with a jump to the lead. But then Blanco battled

back, took the win, and relegated Car to second place, temporarily denying his grasp for the title.

Before the start of Round 14, the typically sunny Florida weather took a turn and a heavy-but-quick shower saturated the track. With the wet weather appearing to be behind them, the field took the green on dry Hankook slicks - but the rain returned, making the notoriously bumpy track even more of a challenge. Brooks survived the treacherous conditions to score



CLINCHED IT

(LEFT) Joshua Car will move onto the F3 Americas Championship in 2020, where he hopes to claim his second SCCA Pro Racing title. (BOTTOM LEFT) As Car left Mid-Ohio's triple-header F3 race weekend, he had a solid championship points lead. (RIGHT) Car concluded the Pittsburgh International Race Complex triple-header weekend with a victory, ultimately setting the tone for the remainder of his season as he ran to the 2019 F4 U.S. Championship title.

"My wonderful team Crosslink/Kiwi Motorsport deserves it as much as me for all the hard work they have done"

Once again, the F4 series closed its season at the Circuit of the Americas, joining the F1 USGP, and a record 37 F4 drivers took part in final weekend of 2019. But with the F4 Drivers' Championship already secured, the weekend turned into an excellent opportunity for the competitors to shine on an international stage.

The COTA weekend would belong to Christian Bogle, who would own the top step of the podium in both Rounds, but a pair of runner-up finishes for Brooks was enough for him to secure third in season points behind Porto.

While the COTA weekend may not have gone the way Car had envisioned, he did take the opportunity to announce his plans for the 2020 race season, as he progresses to the SCCA Pro Racing F3 Americas Championship Powered by Honda. Car now hopes to follow in the footsteps of former F4 champions Kyle Kirkwood and Dakota Dickerson, who moved from F4 to then claim F3 titles. "I am super excited to enter F3 Americas next season," said Car. "I've been extremely fortunate to receive all these opportunities from Patrick Flynn and the Crosslink team from

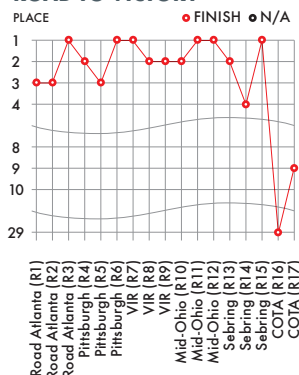


go-karts to F4 and now F3. This is a dream come true to me."

And, if winning a pro series isn't enough, SCCA Pro Racing's F4 and F3 champions have the enviable opportunity to be recognized during the FIA Prize Giving ceremony, the annual gala that sees champions from every major branch of international motorsport gather together to receive their official FIA awards. This year, the star-studded event took place at the Louvre museum in Paris. "I had the best experience at the FIA Prize Giving," said Car. "To be able to see and interact with some of the highest personalities in motorsport was thrilling and a dream for me. It was great to see my idols like Lewis Hamilton and Fernando Alonso in person." 🏆

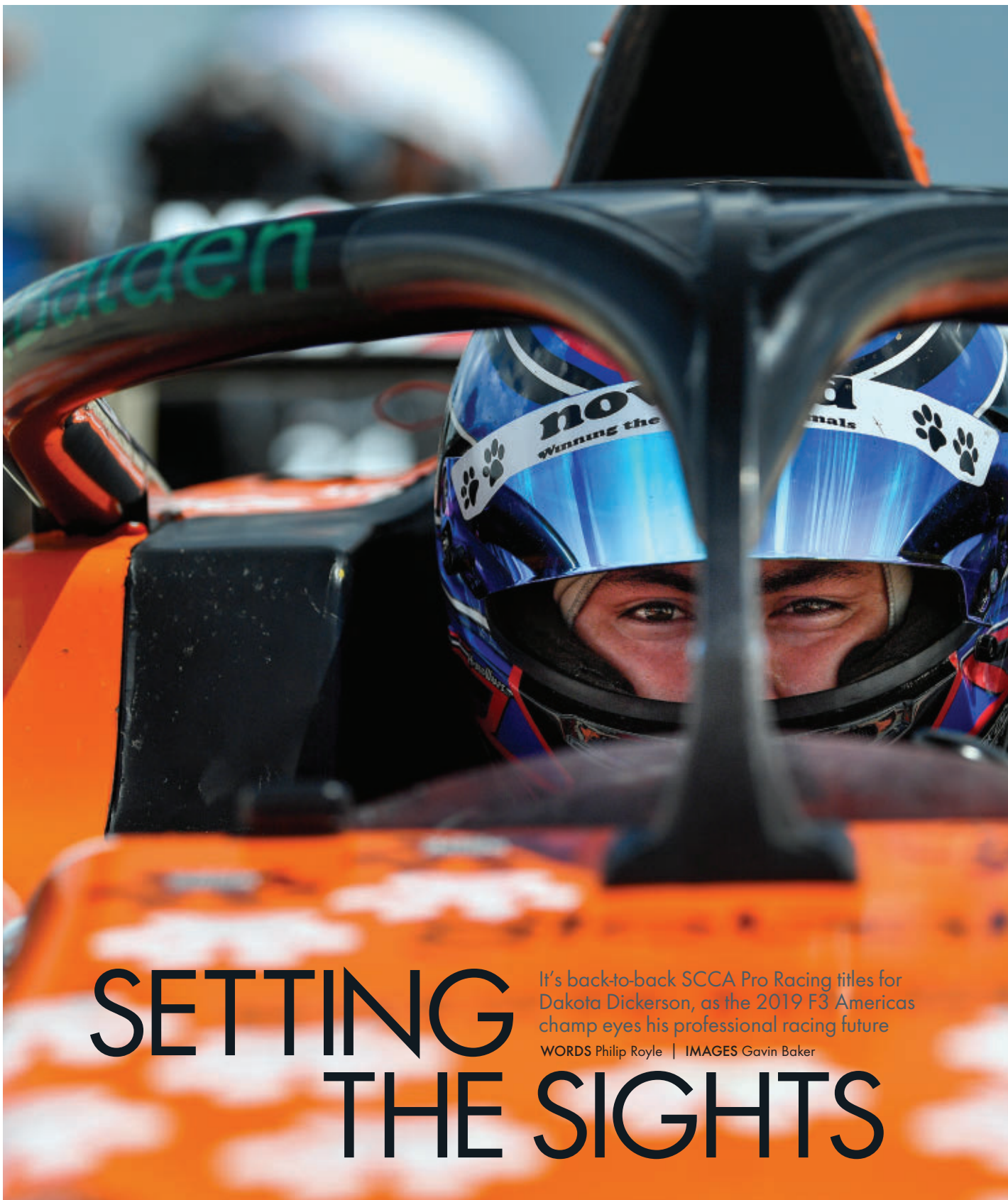
F4 BY THE NUMBERS**DRIVERS' CHAMPIONSHIP** (top 5)

Joshua Car	299 (points)
Kiko Brooks	220
Christian Brooks	209
Jose Blanco	158
Arthur Leist	154

JOSHUA CAR'S ROAD TO VICTORY

his second win on the season, and Car finished off of the podium for the first time in 2019.

The Sebring weekend closed out in spectacular fashion, with Car making the move to the lead on the third lap and never looking back. With that win, Car secured the championship title and the \$235,000 scholarship, which will aid him during the next step of his professional racing career. "I can't believe it," Car said. "It feels so great to win the championship.



SETTING THE SIGHTS

It's back-to-back SCCA Pro Racing titles for Dakota Dickerson, as the 2019 F3 Americas champ eyes his professional racing future

WORDS Philip Royle | IMAGES Gavin Baker



HEADS UP

Dakota Dickerson got comfortable very quickly behind the wheel of his Honda-powered F3 Americas Ligier (LEFT), wrapping 11 of F3 America's 16 rounds with trips to the podium (BELOW).

"My family was big into racing," 22-year-old Dakota Dickerson explains, then he casually drops the next line like it describes everyone's grandmother: "My grandma raced go-karts when she was younger and was a big IndyCar fan." As it turns out, motorsports was a family affair. "My dad was always at the racetrack watching Trans Am and Can-Am out at Riverside International Raceway," he explains. Dickerson's turn at the track came when he was 6 - and since then he's proven himself a force to be reckoned with.

We last spoke to Dickerson in 2018 after he'd wrapped up the 2018 SCCA Pro Racing F4 U.S. Championship Powered by Honda Drivers' Championship. Back then, his plans were to utilize the F4 U.S. scholarship to run a season in SCCA Pro Racing F3 Americas Powered by Honda. Which he did, *and* he won. But really, having a fantastic racing season is becoming business as usual for this talented racer.

Following Dickerson's successful stint in karts that began at age 6, he moved to Spec Miata when he was 14, hitting Southern California racetracks with his dad. He moved to Skip Barber in 2014 where he finished second in the Skip Barber Karts to Cars Scholarship Shoot. The following year he jetted to Europe as part



"Going into my first F3 race of 2019, I had pretty high expectations, and we were able to match it"
DAKOTA DICKERSON

of the Team USA Scholarship, and he followed that by winning Rookie of the Year honors in the USF2000 series in 2016. In 2017, he ran a half season in USF2000, using the other half to test the F4 U.S. Championship waters. In 2018, as we know, he won F4. Then in 2019, he became the F3 Americas Drivers' Champion, scoring 11 podium finishes in 16 races, with that count including five wins. Easy, right?

At this point, it should be noted that none of Dickerson's success has come by accident. Dickerson's signing with Global Racing Group for his F3 Americas season was a calculated move. "They competed the year prior, so I knew they had a bit of experience with the car," Dickerson says. In truth, Global had scored a combined

COOL AND COLLECTED

(RIGHT) Be it on the track or off, Dakota Dickerson is constantly thinking ahead. (BELOW) With the F3 America's title firmly in hand, Dickerson entered the final weekend of the series at Sebring with no pressure. There, he claimed a pair of second-place finishes.



27 podiums in the 2018 F3 Americas season, with one of their drivers finishing second in the overall points. With this partnership, Dickerson had set things in motion for a solid 2019 F3 Americas performance.

From day one in F3 Americas, the goal, Dickerson explains, was to win the overall title. "You look at what Kyle Kirkwood did, going from being the F4 U.S. champion in 2017 to an F3 Americas title in 2018, winning back-to-back championships. I definitely thought it could be possible. So, we were working hard to do that.

"Going into my first F3 race of 2019, I had pretty high expectations, and we were able to match it by coming in second and first at Barber," he explains. "From there, I got a little bit more confidence behind me, as well as a bit of momentum."

The overall F3 Americas championship title comes with a substantial scholarship package, which includes a Ligier Automotive scholarship to compete in the 2020 IMSA P3 Prototype Challenge, \$50,000 in cash from Red Line Synthetic Oil and Phillip's 66 to use on 2020 racing expenses, a \$25,000 cash prize from SCCA Pro Racing, a co-branded racing suit kit from Sabelt, and a merchandise line and driver branding package from Druck.

In similar fashion to past successes, Dickerson was quick to plan ahead. In fact, he was prepping for what's to

come long before he won the F3 Americas title. "I have already done three races in Prototype Challenge with MLT Motorsports," Dickerson says of his transition to the IMSA LMP3 class. "We did a race back in May at Mid-Ohio - that was our first time working together as a team. We ended up winning that race. Then we [raced at CTMP], and we got fourth there. Then we were running about fourth at Road Atlanta before getting hit and ultimately ending up in the wall; that one wasn't a great way to end the season, but it was still a lot of fun."

As you would expect, Dickerson will be continuing with the same experienced team of MLT Motorsports in the coming season. "We've got a pretty good program," he says.

Ironically, Dickerson notes that stepping from the F4 Ligier racecar to the more powerful Honda-powered F3 car was more of a challenge than what he's facing as he heads into 2020.

"The difference between F4 and F3 is everything gets much bigger and much faster - there's a lot more aero and a lot more power," he says. "The F3 car is also a little bit heavier, so you have to take that into consideration. Ultimately, the jump up from an F4 car to F3 is big, but it's a step that's necessary because the change is what you're going to experience if you want to keep moving up.



"The difference between F4 and F3 is everything gets much bigger and much faster"
DAKOTA DICKERSON

"The jump from F3 to LMP3 was actually super seamless because the cars are quite similar," Dickerson explains. "The Ligier JS P3 has a bit more power, a bit more aero, and it weighs a bit more [than the F3 racecar], so in that sense it's kind of similar to the jump from F4 to F3, but you've already experienced so much aero and power in the F3 car that going into the LMP3 is not that big of a deal in terms of driving style."

The hardest thing with moving to the LMP3 car,

Dickerson points out, is that the driver is now enclosed within the car. "Your field of view is much smaller," he says, adding, "and then it's also a right-hand-drive car instead of a center seat, so where you're positioning the car is a little bit awkward just because of the muscle memory of sitting in the center of the car.

"The way that you actually drive the F3 car and the LMP3 is not that much different," his explanation continues. "The F3 car is about 500 or 600 pounds lighter than the LMP3, so it's a little bit more nimble in the cornering, and the braking zones are a little bit more compressed. But the style, your brake traces, the way that you manage the throttle, it's all pretty comparable."

**NOT BAD**

One of Dakota Dickerson's worst F3 race weekends of 2019 came at VIR, but even then, he scored no worse than fourth during that triple header.

As for the power, the turbocharged Honda motor in the F3 formula car features different characteristics when compared to the LMP3 Ligier's naturally aspirated V8, but Dickerson says he adapts just fine.

"I feel like the F3 Americas season was almost preparing me for LMP3," Dickerson concludes.

While joining the ranks of IMSA's Prototype Challenge is arguably the largest benefit of winning the F3 Americas Drivers' Championship, one fascinating side benefit is that the F3 winner also becomes a Ligier Automotive development driver. To that end, Dickerson recently spent time testing Ligier's latest offering, the JS2 R. This racecar is the next



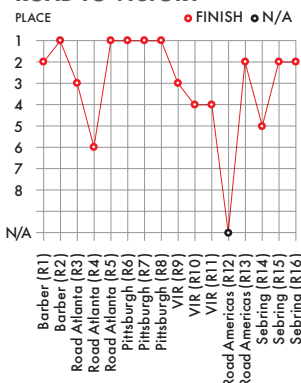
generation of Ligier's JS2, which finished on the Le Mans 24 Hours podium in 1975. However, the JS2 R utilizes a tube-frame chassis underneath a fiberglass body, making it every bit a racecar, and one that Dickerson felt right at home in. His job was to assist in dialing in the car prior to it entering the 2020 SCCA Pro Racing Trans Am Series in both the GT and Super GT classes.

"I'm super fortunate to be able to work with Ligier," Dickerson quickly adds. "I feel lucky to be able to work with them."

It's hard to determine how much of Dickerson's ultimate racing goal has been subconsciously dictated by his upbringing, but his dream is to race in the IndyCar series - truly bringing this story full circle with his grandmother, karts, and her IndyCar fandom. Perhaps one day Dickerson will make it to IndyCar, and maybe he'll even take the green flag at the Indy 500. It would be a dream come true, for sure. But no matter the outcome, Dickerson has to the goal firmly in his sights, and he's going to do everything in his power to make it happen. 🍷

F3 BY THE NUMBERS**DRIVERS' CHAMPIONSHIP (top 5)**

Dakota Dickerson	269 (points)
Benjamin Pedersen	221
Mathias Soler Obel	161
Jacob Abel	155
James Roe Jr.	147

DAKOTA DICKERSON'S ROAD TO VICTORY

SCCA celebrated its 75th birthday in 2019, with the Club highlighting its three-quarter century history and its evolution as a sports car racing organization. Since 1944, SCCA has brought racing to the masses, ultimately defining a generation of motorsports in America. But SCCA's influence was more than a stateside phenomenon; rather, the world took notice, with much of that history being written thanks to SCCA's entrance into the world of professional racing.

SCCA Pro Racing began during a tumultuous time in the SCCA during the late 1950s. It was a time when racers like Dan Gurney wanted to race in Europe but found they could be suspended from SCCA events back home due to the SCCA not allowing its drivers to race professionally. Despite the professional racing cash prizes being only modest, the concept of winning money violated SCCA's purely amateur status rules.



WORDS Jeff Zurschmeide
MAIN IMAGE Tom Schultz



SCCA Pro Racing's 60-year history is winding, thrilling, and often unbelievable, but its effect on the world of motorsports is as plain as day



THE PLACE TO RACE

(MAIN) Skip Barber raced in pinnacle series around the world, including SCCA Pro Racing's legendary Formula 5000. (BOTTOM LEFT) Series like SCCA Pro's VW Cup opened the racing door for many up-and-comers.



As early as 1958, Gurney wrote to the SCCA arguing for the Club to embrace professional racing. Gurney said, "I find it hard to believe that I deserve to be punished after going to Europe to try and learn a little bit about the kind of racing that we have idolized here in this country for years. Someday the experience I gained through all of this 'successful season' will help me in my attempt to represent the USA in Europe. I eventually hope to be able to compete on an international scale with American cars on an American team. I do

not have money behind me, just the desire and the will to win."

It was a tough decision, and SCCA's leadership considered the ramifications of professional involvement carefully. By 1960, the SCCA Board of Governors had announced, "Members who participate in events, unless specifically exempted by the Board of Governors, at which prize money, travel expense, appearance money, etc., or any other valuable remuneration is offered or given to participants shall immediately forfeit their membership privilege."

Developments in the 1960s changed SCCA's attitude, and the result was a dynasty of legendary racing series held under the SCCA banner. The Club went from a few wealthy guys playing with their sports cars on weekends to one of the major players in auto racing.

BEING PUSHED IN

At the same time that SCCA was considering how to deal with professional drivers, the venerable United States Automobile Club (USAC) decided to get into sports

car racing. With the strength of the Indianapolis 500 and nationwide participation at oval tracks behind them, USAC made a play for SCCA's core business. SCCA responded by providing a professional series for drivers who wanted to step up: The United States Road Racing Championship. It worked. USAC went back to its roots and SCCA all but owned both professional and amateur sports car racing in the United States.

What followed is well known. The USRRC grew into the wild, unlimited Can-Am series. Then



Mark Weber

WORLD STAGE

(LEFT) SCCA Pro Racing's World Challenge series has seen numerous memorable moments, like in 1996 when Doc Bundy raced a Lotus Esprit at the Grand Prix of Minnesota. (BELOW) The 1960s saw SCCA racers enter the world stage, as illustrated by this photo from the May 1963 F1 drivers' briefing, where Jim Hall and Dan Gurney stood alongside the likes of racing great Bruce McLaren.

The success of SCCA Pro Racing in this period rocked the Club. SCCA Pro offered an opportunity for local SCCA drivers and officials to take their careers into big-time professional racing. Staffing professional events also helped SCCA race officials gain world-recognized credibility as experts in race management. In the midst of this success, SCCA suffered a split over a proposed merger with USAC and the Club's President, John Bishop, departed to form IMSA specifically to sanction professional racing.

RIDING HIGH

In the 1980s, profits from SCCA Pro Racing continued to help fund the SCCA. Trans Am changed from its original stock chassis formula to a tube-frame series. Going to a silhouette formula reduced and equalized costs for teams. That change enticed automakers to come in and support the series again. Ford, Lincoln-Mercury, Chevrolet, Pontiac, and Dodge all battled each other on Sundays to sell cars on Monday. Manufacturer involvement help make Trans Am even more attractive to promoters and sponsors.

SCCA Pro Racing was also instrumental in the development of street races as civic events, and in the creation of production car series including the VW Scirocco Cup, RaceTruck Challenge, and Corvette



Reiner Schlegelmich / LAT Images



Steven Schmalzel

"SCCA Pro Racing was also instrumental in the development of street races as civic events"

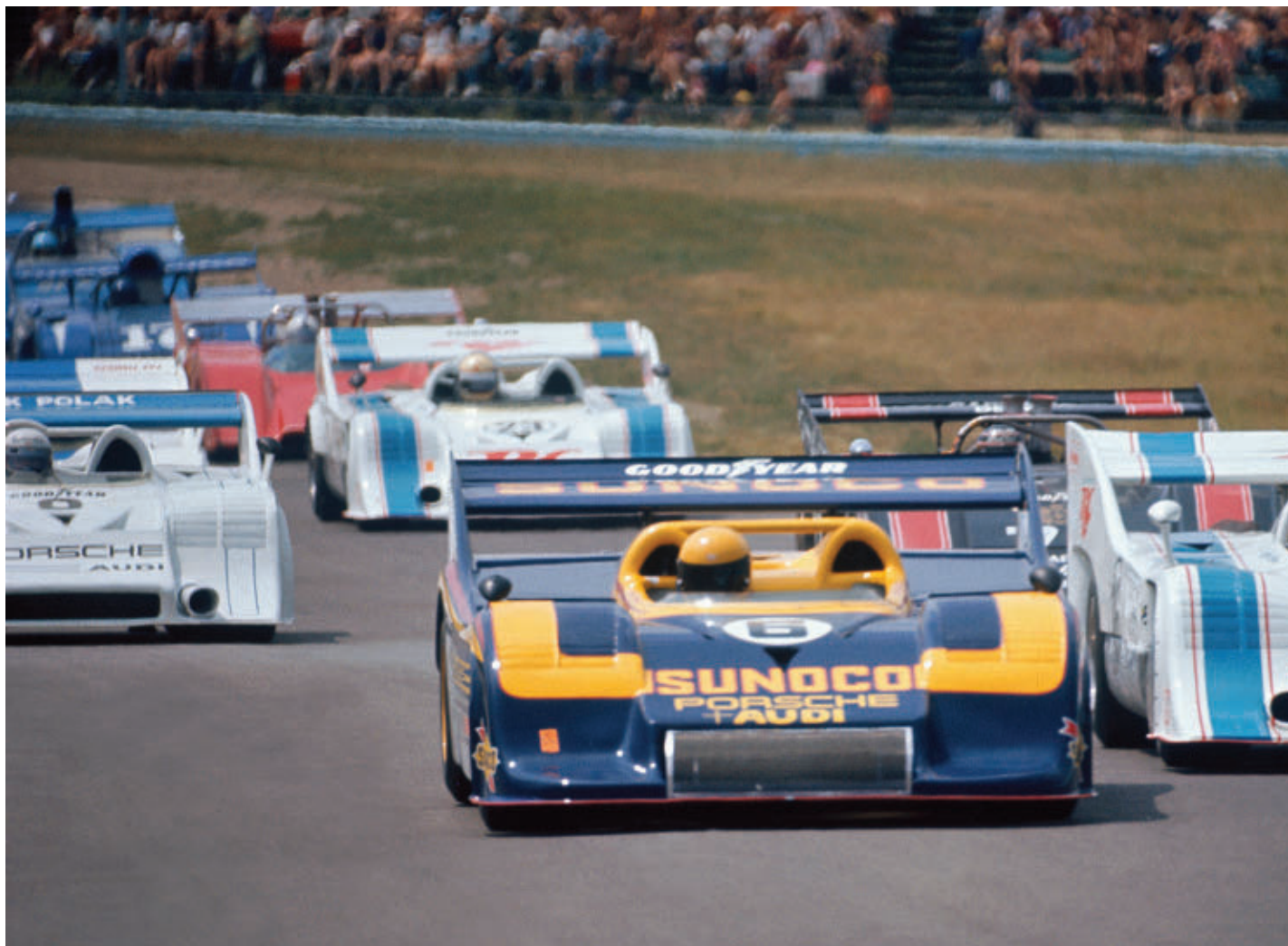
SOMETHING DIFFERENT

(ABOVE) SCCA Pro Racing has never been shy to break from convention, as it did with the RaceTruck Challenge, which ran from 1987-'91.

SCCA established the Trans-American Sedan Championship as a two-class series for Grand Touring cars. Essentially, cars that competed in SCCA Club Racing's A and B Sedan groups were eligible for Trans Am. This series wrote a new chapter in the history books that continues to this day. Drivers like Bob Bondurant, Roger Penske, Skip Barber, Mark Donohue, and Jim Hall built their careers in SCCA Pro Racing series. By the mid-1970s, SCCA Pro Racing was leading the world and putting money in the bank for the Club.

Challenge. SCCA Pro Racing also sanctioned the Playboy United States Endurance Cup, which became the Escort Endurance Championship and later transitioned into Pirelli World Challenge and SRO America. SCCA Pro Racing even sanctioned the very first year of the Championship Auto Racing Teams (CART) open wheel series, among many others over the years.

In the 1980s, SCCA Pro Racing commanded sanction fees of up to \$100,000 from promoters to bring their show to a racing program. Staffing these important events brought even more money to SCCA Regions and to SCCA nationally. Sponsors also saw the value in Pro Racing in that era. Tide laundry detergent was an original sponsor of the Trans Am series. Bendix and Shell Oil also sponsored SCCA Pro Racing at different times.



A SPINOFF

By the early 1990s, SCCA Pro Racing and SCCA Club Racing had diverged to become very different organizations with varying measures of success. SCCA Club Racing was participation-based, while SCCA Pro Racing was focused on making a profit.

At then-SCCA President Nick Craw's direction, SCCA Pro Racing was spun off into a separate for-profit corporation, wholly owned by SCCA Inc. as a subsidiary. At the time, SCCA Pro Racing was earning considerable profits and the move was considered necessary

"Through it all, SCCA Pro Racing has survived, and part of that is thanks to the SCCA's ability to adapt"

to protect the Club's not-for-profit, tax-exempt status. SCCA Pro Racing was reestablished as a taxable company, with its own management structure ultimately reporting to the SCCA Inc. Board of Directors.

The two entities were created to work in symbiosis. While SCCA Club Racing provides a ladder for interested drivers, officials, and workers

to gain access to the world of professional racing, SCCA Pro Racing is designed to feed money back to the Club. The idea was to relieve some of the pressure on SCCA Club activities to earn a profit. Also, SCCA Pro Racing allows drivers, officials, and workers to continue working in SCCA-branded events rather than having to move to other organizations to achieve their career development goals.

THINGS CHANGE AS THEY STAY THE SAME

Today, SCCA Pro Racing is no longer in the enviable position it enjoyed 30 to 40

years ago. Competition from other sanctioning bodies and the changing economics of racing have made profitable professional race management a challenge. Simply put, there are more organizations competing for fewer venues with less sponsors offering decreasing amounts of money. And, with the proliferation and increasing ubiquity of easily achievable thrilling activities, it's harder to get eyes on those racing series in order to attract the needed sponsors to make the events viable. In fact, many race series that would have enjoyed TV coverage less than three



LAT Images

CLOSE QUARTERS

SCCA Pro Racing has supplied the world with amazing racing and rule-breaking innovation. From the nearly unlimited ruleset of Can-Am in the 1970s that saw the likes of Mark Donohue go wheel-to-wheel with George Follmer (LEFT) to Chaparral's famed 2J "sucker car" (BOTTOM LEFT) to Audi dominating the Trans Am series in the 1980s thanks to the help of famed racers Hans Stuck, Walter Rohrl, and Hurley Haywood (BELOW), it was SCCA that dominated the professional racing conversation. SCCA Pro Racing also helped launch numerous pro careers and teams via its intensely-competitive World Challenge series (BOTTOM RIGHT).

Courtesy/Audi



LAT Images



Mark Weber

decades ago now have to utilize self-produced web content.

Here's an example: When SCCA Pro Racing sanctioned the World Challenge series, Speedvision was excited to be the title sponsor, and also televised the Trans Am series as part of the sponsorship

agreement. The combination made both series attractive to race sponsors and teams, and Speedvision could profit presumably through selling advertising spots during those broadcasts. That kind of television race coverage is rare today. The

economics of promoters has also shifted - where the race organizers used to pay appearance money for a professional series, they now charge the series fees for track time at their events.

Through it all, SCCA Pro Racing has survived, and part

of that is thanks to the SCCA's ability to adapt. SCCA Pro Racing currently excels in race management, and the support of SCCA-trained race workers is the backbone of sports car racing in North America, still allowing racers and workers alike a chance to dip their toes in the glamorous world of professional racing while still proudly wearing the SCCA logo that now means so much throughout the world. Yes, today may not be what we remember professional racing of years past to be, but it's that professional racing that helped build the SCCA into what we love today. 📍



SLOWING EVOLUTION

As performance cars continue to get faster, brake manufacturers rush to keep control | WORDS Jason Isley | IMAGE Rick Corwine

Year after year, auto manufacturers are offering production-based cars that are more powerful and capable than ever, ultimately resulting in even faster racecars. While on the surface this appears fantastic, safety quickly becomes a concern. After all,

these new, fast cars are often also heavier than ever. Luckily, as the performance envelope increases, the aftermarket is also working hard to respond.

Practically off the showroom floor, many of today's automobiles can rival the lap times of legends of the past. Need proof? Since the SCCA

National Championship Runoffs is heading to Road America in 2020, let's compare lap times from different racing eras. When the Trans Am series visited the legendary circuit in 1970, Mark Donohue posted a 2:33.000 lap time on his way to the win. When the Runoffs first visited the track in 2009, a Touring 2 race record

lap of 2:32.155sec was set, and when the Runoffs left the venue in 2013, T2 was boasting a 2:24.128 race record.

One of the most challenging aspects of controlling these increasingly fast cars is that of trying to get them to slow quickly and consistently. Seeing a need, Hawk Performance, the



official brake product of the SCCA, went to work on the next generation of its performance brake pad. "The Hawk DTC-70 has been a great pad up until recently, but the cars are just getting so much faster," explains Edwin Mangune of Hawk Performance. "They are being driven so much faster

and it's really demanding on the brakes. We saw that, so we developed a new pad which became the DTC-80."

It was important to Hawk Performance to be able to gain another level of performance, but it couldn't come at the cost of control. "We wanted a compound

MAKE A MOVE

Today's factory hot rods can be very demanding on brakes, especially at tracks as trying as Road America. When you find yourself in a battle as tight as the 2013 Touring 2 Runoffs race (LEFT), you need your brakes to work every time.

that offered more than the DTC-70 compound offered; we needed more torque and a higher temperature pad," he said. "The DTC-80 became exactly what we wanted. It offers more stopping power, more braking force than the DTC-70, and it's more durable. It's able to take higher pad and rotor temperatures."

Developing a product that works across a wide range of applications is a top priority for any brake pad manufacturer, and this applied to DTC-80 as well. "On SCCA Production-category cars, the DTC-70 has been popular. They have engine tune mods, yet the brakes are mostly stock - but they are really putting a task on those brakes," says Mangune. "Going from those types of grassroots cars all the way to GT-1 cars, Trans Am cars, they love DTC-80s."

It should also be noted that even if you believe you have already optimized your racecar's brake setup, you should always test new options as they become available. You see, new pads have different personalities, and those traits can ultimately change your driving style or car's setup to make it faster. "People who are good on the brakes, and can modulate them well, will like that high torque [of the DTC-80], since it can be used to be on the brakes for a shorter duration." 🚗

PREP YOUR PADS

Seeking optimal performance from your brakes? Bedding them in is where it starts. The process for bedding a pad for the racetrack is pretty simple, but insufficient heat can yield poor results. "The pad transfer is key," says Edwin Mangune of Hawk Performance. "Having the transfer layer on the rotor gives you two like-materials working together, which gives you the best braking."

A track brake pad needs enough heat to effectively create a transfer layer, but don't heat them to the point of fade during the bedding-in process. "As long as the pad can handle the temperature, which typically a race pad will, it's okay," says Mangune. "On our entry-level [race] pads, the temperature can be anywhere from zero to 1,000 degrees F, and then we have pads that will start from 400 degrees and go to 1,800 degrees F. It really depends on the pad."

If you treat new pads like a fresh set of tires on the track, you are headed in the right direction: a reasonable out lap followed by a few progressively faster laps should get everything hot enough. "Slowly bring the pads up to temperature," says Mangune. "Our DTC-80 is a high-torque, high-temperature pad; to bed those pads in, you want to get them to around 750 degrees F. After about four good laps, going a little harder each lap, they should have enough temperature. Let the car sit for 20 minutes so the pads can cool down. Then it's ready to go."



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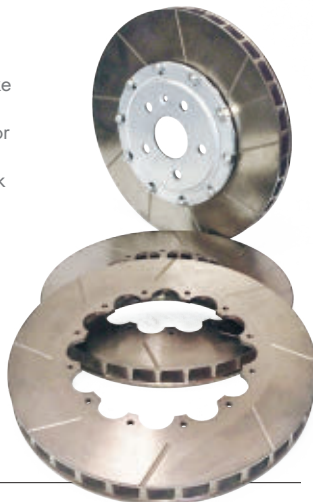
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The newest addition to Wilwood's line of road racing brake systems now includes the 1996-'99 BMW E36 M3. This brake kit is engineered application-specific and uses a snap-ring attachment system to mount the rotor to the hat. The complete kit combines an Aerolite six-piston caliper with a 14-inch diameter lug-drive rotor assembly and BP-30 compound SmartPads.

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Wilwood's championship-proven road racing brake system is now available for the 1990-2005 Integra and Civic models with factory 262mm disc spindles. Engineered application specific, this kit combines DynaPro four piston calipers with 11.75-inch diameter rotors and BP-30 compound SmartPads to deliver high-torque stopping power for extreme on-track competition.

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CHASING A DREAM

Ryan Donaghy is happy to have spent more than half of his 20 years engrossed in motorsports

WORDS James Heine | **MAIN IMAGE** Travis Trussell

Ryan Donaghy is straightforward about how his SCCA racing career began. “My father [Frank] worked for Ferrari North America from 1984-’93 and served as a technical instructor,” he explains. “My mother [Donna] and father met while working at Ferrari, where my mother worked as a secretary. They married in 1994, and I was born six years later. Cars and racing are literally the reason I am here today.”

Well, it’s a bit more complicated than that, of course, but Ryan’s thumbnail explanation serves as a good introduction to the enthusiastic soon-to-be 20-year-old Philadelphia Region member and Formula Vee racer.

A 2018 graduate of Father Judge High School in Philadelphia and a security officer at the Philadelphia Protestant Home (he works nights), Ryan reports he has been around cars, and working on cars, since age 6 and “continuously” since age 10, joining the SCCA in 2017 before he graduated from high school.

“I was introduced to racing at a very young age,” he explains. “My father is an avid NASCAR fan, and I clearly recall cheering at the television, wanting Tony Stewart and Dale Earnhardt Jr. to win the race. I joined the SCCA because my father also used to race in SCCA. He competed in Solo from 1980-’83.”

Ryan acquired his Formula Vee, a Caracal D modified by 1995 Runoffs winner Jon Adams, from the family of the late Ken Winters. The car “had sat for about 25 years,” Ryan notes, but it was “really nice, and I just happened to find it.”

He acquired the car in time for the 2019 season, gave the now-resurrected FV a thorough going-over, and made his SCCA, and FV Challenge Cup, debut in the rain at Watkins Glen on May 11-12.

Because of the history of the track, and

because of the motorsport legends who have raced and won there, “it was almost like an out-of-body experience,” Ryan recalls, adding that it was made all the more surreal because of Sunday’s switch from balmy spring weather on Friday and Saturday to 40 degrees and incessant rain on Sunday. “It poured all day,” he says.

Although Ryan’s Donaghy Racing Team is first and foremost a family run and family financed operation, fellow competitors have welcomed his entry into FV racing. Yes, on-track, the racing is close and hard, but off the track, “The camaraderie between drivers is something I’ve never seen before. And I wasn’t expecting it,” he says. “I expected that everybody kind of did their own thing, and that was it. But I heard somebody describe Formula Vee as, you know, you can go anywhere across the country and speak about racing with Formula Vee guys and it’s the same family, a different ZIP code but the same family. It’s probably my favorite thing about off-track with Formula Vee.”

Does he enjoy the new friendships he’s made? Absolutely, Ryan says. “I am blessed to have been put in a situation with unselfish individuals who are always willing to help the new guy succeed. Also, through the SCCA, I have learned that racing is so much more than just a sport – it’s a lifestyle. The camaraderie that we display in the paddock and on track are invaluable lessons to take into everyday life.”

Close to home, Ryan notes that fellow Philadelphia Region FV racer Dean Curtis has been particularly helpful. “He was actually the first person I spoke to about Formula Vee. I spoke to him before I bought my car, and even before I started racing. He invited me to his



Courtesy Donaghy Racing Team

WORKING FOR IT

(TOP) While Ryan Donaghy only has a limited amount of time behind the wheel of his Formula Vee, he is learning quickly and hopes to make it to the Runoffs one day. (ABOVE) Donaghy (right) also likes to give back, and his support of cancer awareness is just one of the causes he gives his time to.



"The camaraderie between drivers is something I've never seen before. And I wasn't expecting it"
RYAN DONAGHY

house and let me sit in his car and told me a bunch of stuff about it. Everybody's been extremely helpful, but collectively, he's been the biggest help, from technical advice to driving tips to maintenance. He's been a huge help in getting started."

As for plans this year, he hopes he can apply the things he's learned in 2019 to his 2020 efforts, Ryan says. "Now that we have a season under our belt and we know more of what we're doing, we hope to be at least toward - if not at - the front of the field, hopefully a front of the mid-pack runner, and as the season progresses, working our way closer to the front."

Might the Runoffs be a possibility? Maybe, Ryan says. But surveying his second

season of racing, and where he's at right now as a driver, that would be a "big, big deal," he says. "I wouldn't rule it out if we have a successful season this year."

Which, incidentally, is a distinct possibility. "He is such a good kid," Ray Carmody, Challenge Cup board member and longtime promoter of the series, says about Ryan. "He works hard at it, and he is so passionate about his racing. He puts his whole heart and soul into it."

As for advice to other young people interested in racing: "Work harder than the person next to you," Ryan says, "whether that's on the track or off of it. Also, have a dream, but also have goals within that dream. Take a leap of faith, and believe you can accomplish your dream, even when everyone believes you can't."

And, lastly, he adds, "Never give up, eventually things will work themselves out. You just have to believe that they will." ●

RACING WITH A PURPOSE

Like other racers, Ryan Donaghy enjoys his motorsports career. Absolutely. But also, he races with others in mind, particularly those who suffer from cancer, as well as those who work daily to find cures to the disease in all of its manifestations.

"Something that's important to me is being able to support cancer patients," he says. "I have two close family members who are breast cancer survivors, and also a dear friend who recently succumbed to leukemia. Cancer is such a horrible disease, and just being able to go to a hospital and spend a few minutes talking with patients is my idea of a great day."

Through his racing, Ryan also supports A Lift for a Vet, an outreach of Philadelphia's Local 5 of the International Union of Elevator Constructors. Local 5 provides stair lifts and chair lifts to disabled veterans. "I'm pleased that every time I get behind the wheel, I can support such efforts," Ryan says.

KEEPING BUSY

Terry Roberts is the definition of busy, but that didn't stop this New England Region member from winning a Worker of the Year award

WORDS James Kearney | **IMAGE** Philip Royle

Terry Roberts is one of those people who is so busy in retirement you wonder how she got by working full time. She and her husband have lived in Farmington, Conn., since 1970, and to say that she is active in her community is an understatement. Her long career in social services began as a special education teacher, but she soon went into administration where she spent the predominant part of her career. Personal interaction has always been a mainstay of her mission and she feels that working Registration at SCCA events is but another use of her highly developed skill set. Now officially retired, she is an adjunct faculty for UConn School of Medicine where she works with first year medical students instructing them in techniques to use to interview patients in an effective and efficient manner. Terry also is involved in the leadership of two local cultural associations as well as volunteering at the library and contributing time with a pro-bono consulting group for non-for-profit agencies.

Terry has been an SCCA member since 1991 - her husband, Peter, was a flagger and she didn't want to sit home. Deciding that flagging was not her cup of tea, she took a crack at Timing & Scoring, but Registration suited her to a tee. "I enjoy the relationship you have with the drivers," she admits. "I want to take care of everything for them so the only thing they need to worry about is the driving. I've always liked the personal interaction piece and I also enjoy setting things up so we can do our work efficiently."

Her can-do attitude and skill set resulted in an ever-increasing set of responsibilities in the SCCA. She was



NONSTOP
Terry Roberts (left) hasn't let retirement slow her down one bit. In fact, she was so busy with friends at the 2019 Worker of the Year presentation that she nearly missed SCCA's Deanna Flanagan (right) announce her name for the Registration award.

Chief of Registration for Northern New Jersey Region and the Divisional Administrator of the Northeast Division for about a decade. Terry was in on the ground floor of computerized registration, working at first with a homegrown system created by New England Region, which was gradually adopted by neighboring SCCA Regions. Over time, proprietary systems came into play until just about all involved have opted for MotorsportsReg.

Terry doesn't shrink from a challenge. She was at the helm of Registration for the Runoffs both at Laguna Seca in 2014 and at Daytona International Speedway in 2015. "There was a lot to stay on top of at both venues," she notes. "We had so much to learn about both settings and how to go 'on the road.' Dennis Dean was a wonderful leader for us in both situations.

"Of course, I was happy to pass the torch on to the next person," she chuckles.

The Runoffs are an annual pilgrimage for her. "I've attended every Runoffs since 2006 at Heartland Park," she says. "My husband and I have had such a wonderful time making new friends or reconnecting with past friends. A number of us rented a house this past year. We had folks from California, Minnesota, Florida, and both North and South Carolina with us."

Racers are always in a hurry, and part of the job is staying friendly and upbeat while the customer is perhaps less than clear. "A person may identify themselves as a worker. We then must figure out if this is a crew with a driver or a volunteer. Then, they may not have the driver's name at hand. It can feel like solving a riddle," she laughs.

Terry can't predict the future, but she foresees the day not too far off when a barcode on a license is going to take care of all matters at Registration. "Look at how far we have come with the online registration process," she says. "For the great majority of events across the country, long lines are no longer an issue."

She admits that she wasn't really paying attention to SCCA's Director of Road Racing Deanna Flanagan during the worker party at the 2019 Runoffs when the Worker of the Year awards were presented - then she heard her name called as the 2019 Registration Worker of the Year. "I cried and then everyone wanted to talk with me as I tried to call my husband who hadn't come to the Runoffs," she recalls. "I've made so many good friends through the Club. We all support one another. It is such an honor to be awarded the Worker of the Year by your fellow volunteers." 🍷



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BUILDING ON SUCCESS

From the SOM to COA and SCCA Road Racing class improvements, the coming year is certainly not a copy of the past | WORDS Peter Keane, Chairman, Club Racing Board | MAIN IMAGE Jeff Loewe

There are a number of changes planned for the 2020 SCCA Road Racing season, not only to car classes but also to the powers and procedures of the Stewards of the Meeting (SOM) and the Court of Appeals (COA). Some of these changes are quite exciting, too, as they allow for more members to become involved and give back to the Club.

The first change adds the option of an alternate SOM model when there are a limited number of stewards available at an event. The Chairman of the SOM, in agreement with the Chief Steward/Race Director, may appoint experienced drivers as temporary stewards, with the selected drivers being knowledgeable of the General Competition Rules (GCR) and willing to participate as members of the SOM. The Chairman shall ensure that the SOM court follows the appropriate GCR process when hearing protests or requests for action.

The next related change gives the COA the ability to order a rehearing of an SOM action by a new first court. The COA may

request the Chairman of the Stewards Program to appoint a new SOM made up of Executive Stewards and a driver representative from outside of the Division from which the appeal originated. This new SOM would then rehear and rule upon the original action. The decision of the new SOM court would be appealable per the GCR.

Both adjustments, which were presented by the Executive Stewards, should enhance the ability of the SOM and COA to fairly adjudicate protests and infractions.

The 2020 GCR now requires all cars have an active rain light (not just Formula and Sports Racing cars as before). The rule allows light assemblies to perform both rain and brake light functions provided they have two distinct illumination levels.

There have also been adjustments made to SCCA Road Racing classes. The Club Racing Board (CRB) has created a new Formula X class and moved Formula Mazda into that class. The Formula X class is intended for winged, open-wheel formula



Jay Bonvouloir

cars of modest power and performance (i.e.: sub Formula 1000 and Formula Atlantic). The class is to include cars which are built in significant numbers, but not sufficient enough to populate its own class; as well as those which may not be constructed to existing class formulas within the GCR but meet the class criteria. The class may also include cars that have been built to a recognized SCCA formula but are not running in sufficient numbers to warrant their own class. The cars that are currently slated for eligibility within Formula X are Formula Mazda, Formula 4, and tube-frame USF2000 cars. Additional cars (sub classes) will be




A NEW FORMULA

The new Formula X class will encompass cars from spec classes like Formula Mazda (ABOVE) and F4. (LEFT) F1000 and Formula Atlantic will also be combined into a single class for 2020.

considered upon petition to the Formula and Sports Racing Advisory Committee. Formula X is eligible at all Regional, U.S. Majors Tour, and Hoosier Super Tour events and will be Runoffs eligible for 2020.

The CRB has also added a Prototype X class that will be eligible to compete at all Regional, U.S. Majors Tour, and Hoosier Super Tour events, but will not compete at the Runoffs, similar to the GTX class. The concept of the Prototype X class is to allow the competition of prototype vehicles that competed in road racing in the United States. The PX class may be subject to periodic balance of performance changes.

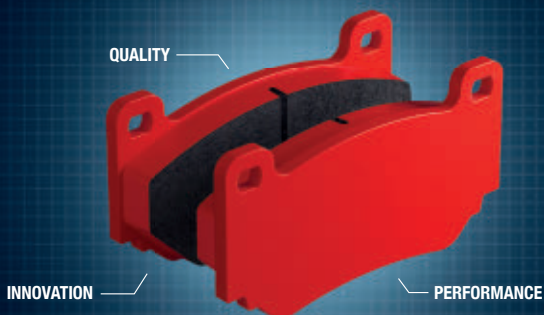
Keep in mind, what you have just read only highlights these topics, so if any of this piques your interest, then you'll want to dig more – and the place for that is scca.com. The GCR offers a wealth of information from SOM and COA information to racing class structures and can be downloaded via the “Rules” link on the “Road Racing” page of scca.com. 

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LAUNCHING INTO PROSOLO 2020

The 2020 ProSolo season is shaping up to be, well, a different shape | **WORDS** Paul Brown | **IMAGES** Perry Bennett



Making fundamental changes to a successful program would be foolish, so to that end, the 2020 Tire Rack ProSolo National Series will retain much of its familiarity with years past. Similar to what ProSolo competitors have experienced over the last few years, the coming season will see mostly evolutionary changes to the rules, although there will be one very notable change in event format. You see, with event site limitations looming, the series is going to witness a bit of a revolutionary format at a handful of events in the 12-event, regular-season series, with many ProSolos moving to a single course format.

Single course ProSolos were held a few years back, and lessons from that are being rolled into a new PS1 rule set, with the goal of better maintaining the ProSolo experience at sites that can't support a traditional mirrored course setup due to size or shape limitations. This year's schedule includes trips to Bristol, which is large enough for dual courses, but limitations

due to shape and light poles argue that a great single course could be preferable to a compromised traditional setup. Grissom, meanwhile, is simply too narrow, and surface deterioration at FedEx Field has restricted it to single course events. The viability of a ProSolo at GrandSport Speedway in Hitchcock, Texas, in May was up in the air at the time of this article, but the idea of a PS1 event on a road course certainly seems viable for the future.

The other ProSolo rules changes have to do with classes. As has always been the promise, a class can graduate out of the Indexed world. Entry levels in G Street last year were high enough to accomplish that. G Street will join AS, BS, CS, ES, SSC, STR, STX, and STS as standalone classes. Frequent bumping in 2019 and no obvious reason to expect a change in 2020 has relegated SS, HS, SSR, STU, and L4 to various combined Indexed classes.

After many years of struggling with trying to balance classes with a mix of two-wheel-

LOOKING AHEAD

The ProSolo season should not see significant changes for the majority of events (BELOW), but due to site restrictions, a number of venues will utilize the new PS1 format (LEFT).



"Single course ProSolos were held a few years back, and lessons from that are being rolled into a new PS1 rule set"

drive and all-wheel-drive vehicles, the latter are numerous enough to earn their own Indexed class. While that may not necessarily cause all-wheel-drive competitors to dance in the streets, most of their two-wheel-drive competitors will consider this to be good news. As always, Indexed classes are formed with considerations starting with tire choice, size, power, and weight, with a hope of reasonably consistent turnouts throughout the country. That said, there is no perfect answer, but this should be a step toward a better answer.

The Indexed classes will include the following:

- L1: all vehicles from Street Prepared, Street Modified, Prepared, and Modified categories. In other words, anything on race tires
- L2: all Street category vehicles (not including SSR)
- L3: all Street Touring and SSC vehicles
- R1: all Modified category vehicles, including KM
- R2: all Prepared category vehicles
- CAM: all CAM category vehicles
- S1: two-wheel-drive vehicles from SSM, SM, SMF, BSP, CSP, DSP, and FSP
- S2: two-wheel-drive vehicles from SSP, ASP, SSR, and ESP
- S3: two-wheel-drive vehicles from SS, STU, and FS
- S4: all-wheel-drive vehicles from SSM, SM, ASP, ESP, SS, STU, STH, BS, and DS
- S5: two-wheel-drive vehicles from DS, STH, and HS
- FJA, FJB: will continue as non-Challenge eligible classes

As always, this column is *far* from official. Please refer to the official SCCA ProSolo Rulebook when it's published on scca.com/prosolo for the final rules and details. 📍

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**FORWARD MOTION**

(LEFT) A limited slip differential helps turn power into motion, which is essential when the surface is lacking grip. (BELOW) There are a number of different types of limited slip differentials, and many of them are tunable.

WHAT'S THE DIFF?

Before we dive into RallyCross tuning tips, you'll first need an understanding of differentials – so here it is

WORDS Matt Wolfe | **MAIN IMAGE** Dave Green

With the wide variety of limited-slip differentials available for most popular RallyCross vehicles, selecting the diff that's right for your application and driving style can be difficult. Luckily, we're here to help – or at least clarify things. To that end, this month we're going to cover the various types of differentials and how they operate, and next month we'll be back to cover what vehicles come with factory LSDs and what type of LSD may be the best choice for your particular application.

A differential's basic job is to allow one drive wheel to rotate faster or slower than the other while turning. When a vehicle turns, the outside wheel is making a larger arc than the other and thus traveling a longer distance, so it must rotate faster. This is what an "open" differential allows under all circumstances. This is great for initial turn-in, especially when no torque is being applied, but not so much when you're applying torque to accelerate. In contrast, a locking or limited-slip differential limits the difference in speed between the output shafts (your axles), and by proxy, the differences in wheel speed.

There are three different types of LSDs in terms of operation. They include 1-way, 2-way, and 1.5-way units. A 2-way differential will limit wheel speed differences under acceleration and deceleration. A 1-way differential will only do so on acceleration or deceleration. A 1.5-way differential limits differences in wheel speed under both conditions like a 2-way, but at different rates.

In addition to the types of LSDs, there are numerous different styles of LSD. Some of the common styles include clutch or cone types, helical gear (like the Torsen), viscous, electronic, and fully locked or welded differentials.

A clutch or cone LSD uses a stack of clutch discs to limit wheel slip. The more the clutch stack is compressed, the more "locked" the wheels become. By contrast, gear-driven or mechanical LSDs utilize worm or spur gears. As torque is applied to the gears, they are pushed against the walls of the differential housing, creating friction, which in turn limits differences in wheel speeds. A viscous LSD operates using friction generated by discs suspended in a fluid. As the wheels



Sean Rice

change speeds in relation to one another, the discs will be pressed together with the fluid between them. The friction generated by this is what provides the locking action.

An electronic LSD, or "E-Locker," typically utilizes an internal construction similar to an open differential combined with a clutch pack. The clamping force of the clutch is then electronically engaged or disengaged based on surface conditions and/or a preset value. Some systems allow the user to control and adjust the differential's limiting torque, like in Subaru's DCCD system.

Finally, a fully locked or "welded" differential allows no difference in wheel speed between the output shafts. If you ever hear or read a reference to a "welded differential," this means the spider gears inside of the differential have been welded together so they can no longer spin, thereby locking them in place, which forces both wheels to spin at the same speed.

And, with that basic grasp of the topic, next month we'll help you make the right selection for your car and driving style because, well, differentials aren't cheap, so you'll want to do it right the first time. 📍

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FACING THE CHALLENGE

With the 2020 RoadRally season nearing, it's time to start planning for the busy – and challenging – season ahead | **WORDS** Rick Beattie | **IMAGE** Scott Harvey

Having your name on an SCCA National RoadRally trophy is quite an achievement but a listing in the National Championship appendixes to the RoadRally Rules (the RRRs) means a great deal more. Starting with the overall winners Joseph and Celia Bechtel in 1958, nine pages of small type list the winners in various combinations of the National RoadRally types and classes used over the years.

As we all start to think about getting the car together with the pile of rally equipment on the top shelf ready for 2020, the National winners of 2019 give us something to aim toward.

In the National Course Rally Series, Class E was won by Steve Gaddy with a perfect score of 100 points, Class L by Karl E. Broberg and Jeanne M. English with a perfect score of 100 points each, and Class S by James C. (Jim) Wakeman Sr. with a score of 98 points.

In the National Tour Rally Series, Class E was won by Robert T. (Rob) Moran with 94 points, Class L by Karl E. Broberg and Jeanne M. English with 48 points each and Class S by J Toney with 66 points.

While the Course and Tour Championships are separated into E, L and S class based on equipment, the GTA Championship is a single class, and this year it was won by R. Bruce Gezon and C. Robert (Bob) Morseburg with 50 points each.

With a total of 363 cars forming the National Manufacturers' Championship, Subaru took first place with 191 points earned by the 51 cars entered.

If you are looking for a place to add your name in the long history of SCCA RoadRally, the National Events Committee (NEC) has put together a list of RoadRallies for the 2020 season.

The events are a combination of National Course Rallies (NCR), National Tour Rallies (NTR), Divisional Course Rallies (DCR), and Divisional Tour Rallies (DTR)

This year, at least 20 events from seven Regions are on the list. The year typically starts with Detroit Region and Scott Harvey Jr. presenting the Son of Sno* Drift Divisional Tour rally and culminates this year with Detroit Region hosting the United States RoadRally Challenge (USRRC) from Nov. 13-15.

Detroit Region did a great job putting together the 2012 USRRC, and anyone who enjoys the sport can expect the same level of excitement and challenge for this year's event.

This year there are National Tour Rallies scheduled for Friday and Saturday concluding on Sunday with a Divisional Course Rally. It should be an enjoyable weekend – and it would certainly be a great achievement to have your name on a trophy from there. 📍

2020 SCCA NATIONAL ROADRALLY CALENDAR

DATE	TYPE; NAME; REGION
Jan. 11	DTR; Son of Sno* Drift; Detroit
Feb. 22	DTR; Cal Club Inaugural; Cal Club
Feb. 21	NTR; Driftless Challenge Winter Rally; Land O' Lakes
Apr. 18	DTR; Twilight Tour; Detroit
Apr. 25	NCR; Steel Haul; Steel Cities
Apr. 26	NTR; Laurel Run; Steel Cities
June 6	NCR; Roads Scholar; Milwaukee
June 7	NTR; Roads Scamper; Milwaukee
July 25	DTR; Lazy Daze; Detroit
Aug. 29	NCR; Lobster Traps Silver Anniversary; Washington DC
Aug. 30	DCR; Crab Traps; Washington DC
Sept. 12	DTR; Press On Regardless; Detroit
Sept. 19	NCR; Hoosier Crossroads; Indianapolis
Sept. 20	NTR; Hoosier Byways; Indianapolis
Oct. 3	DTR; Claire Color Tour; Detroit
Oct. 3	NCR; Oktoberally; Land O' Lakes
Oct. 4	NTR; GR8 Purple Cow Rally; Land O' Lakes
Nov. 13	NTR; USRRC – Hell and Back; Detroit
Nov. 14	NTR; USRRC – Pavement Ends; Detroit
Nov. 15	DCR; USRRC – Are You Territorial; Detroit

This listing is far from definitive. More events can be found at scca.com/roadrally.

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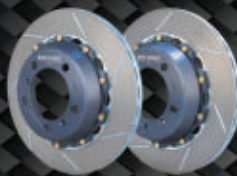
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HISTORY IN THE MAKING

The SCCA Archives is not just what happened decades ago, it's what your Region is doing right now

WORDS Jeff Jacobs, Vice Chairman, SCCA Foundation | **MAIN IMAGE** Jeff Jacobs



FILLING GAPS

The IMRRC staff has found that while the SCCA Archives contain many older Region records (TOP RIGHT), modern reports are not always being archived.

Do your New Year's resolutions include goals related to the SCCA? Maybe you've resolved to improve your lap times by focusing on a particular skill. Maybe you've got a "bucket list" track where you've always wanted to flag. Is this the year you're determined to try RallyCross for the first time? Perhaps you've resolved to get more engaged by volunteering in a leadership role with your Region. Some of you, meanwhile, may have a resolution to "do something" about that collection of old race documents, Region newsletters, or Runoffs programs that continue to gather dust the corner. Luckily, the SCCA Foundation may be able to help you achieve that last resolution.

Over the past two years, this column has highlighted many aspects of the contents contained within the SCCA Archives. Region publications, race programs, member license applications, and all sorts of events from

"I'd like to have more Regions help us fill in gaps in our holdings and keep the Archives current"
JENNY AMBROSE

decades ago have been featured. Hopefully these articles have helped raise awareness of and appreciation for the incredible collection of history in the SCCA Archives.

But it's equally important that we think about how we continue to build the collection with more recent materials. As our means of communications have moved from paper to digital formats, the methods of archiving history must evolve if we are to preserve a record for future generations. And, without someone actively soliciting new materials for the collection, the Club's official archive has a noticeable gap - for example, in Region publications - as you progress from the late 1980s through today.

Fortunately, some Regions have already started the process of bringing the SCCA Archives collection up to date, reports Jenny Ambrose, Head Archivist at the International Motor Racing Research Center in Watkins Glen. "In December, I received digital copies of newsletters from several [SCCA] Regions," says Ambrose. "Some are scanned versions of early paper newsletters and some are PDF files of newer born-digital newsletters." Ambrose provides these materials to the SCCA Archives Technicians to incorporate into the digital catalogue they've been creating from the older materials.

Ambrose welcomes Regions to add her e-mail address (jenny@racingarchives.org) to their current digital newsletter distributions so the SCCA Archives can continue to grow as history is made. "It's been a great way to build on our excellent collection of Regional newsletters," she says. "I'd like to have more Regions help us fill in gaps in our holdings and keep the Archives current."

That interest in more recent materials may also apply to that stack of race results, race programs, or Region newsletters that you might have taking up space in the spare bedroom from your days as a Race Chair or Region leader. It could apply to photo albums and other memorabilia that you just don't know what to do with but have hesitated to throw out. Ambrose encourages you to e-mail or call the IMRRC to describe what materials you have so the SCCA Archives Technicians can determine if it fills a gap in the existing records. If the materials are needed, they'll give you instructions on how to send them.

Having just celebrated the 75th anniversary of the SCCA, let's make sure we are being mindful of preserving the history we are making today so it is available for those to look back on during the SCCA's 100th anniversary - and beyond. 📍



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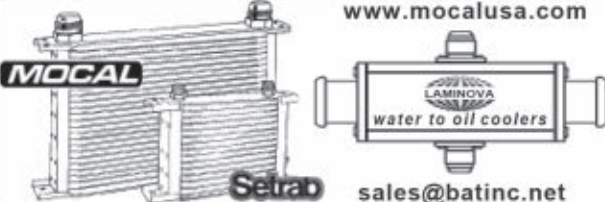
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Apr 9-11 Michelin Raceway Road Atlanta, Ga.
Jun 5-7 Circuit of the Americas, Texas
Jul 17-19 VIRginia Int'l Raceway, Va.
Jul 31-Aug 2 Barber Motorsports Park, Ala.
Sep 25-27 Sebring Int'l Raceway, Fla.
Oct 23-25 Circuit of the Americas, Texas



FORMULA 3 f3americas.com
Apr 9-11 Michelin Raceway Road Atlanta, Ga.
Jun 5-7 Circuit of the Americas, Texas
Jul 17-19 VIRginia Int'l Raceway, Va.
Jul 31-Aug 2 Barber Motorsports Park, Ala.
Aug 7-9 Grand Prix de Trois-Rivieres, Canada
Sep 25-27 Sebring Int'l Raceway, Fla.
Finale TBD



F1600, F2000, AND ATLANTIC CHAMPIONSHIP SERIES
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
Apr 9-11 Michelin Raceway Road Atlanta, Ga.
May 28-30 TBD
Jun 18-21 TBD
Jul 31-Aug 2 Barber Motorsports Park, Ala.
Sep 25-27 TBD
Nov 12-14 Circuit of the Americas, Texas



SCCA PRO RACING

WHAT F4 U.S. Championship
WHEN April 9-10, 2020
WHERE Braselton, Ga.

The F4 U.S. Championship, along with F3 Americas, kicks off the 2020 season with a trip to Michelin Raceway Road Atlanta.

ROAD RACING



Date Track/Region
Phone numbers are for region registrars



HOOSIER SUPER TOUR
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



U.S. MAJORS sccamajors.com
NORTHEAST CONFERENCE
Apr 10-12 VIRginia Int'l Raceway, Va.
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.

NORTHERN CONFERENCE
May 2-3 Blackhawk Farms Raceway, Ill.
May 16-17 GingerMan Raceway, Mich.
Jun 12-14 Road America, Wis.
Jul 11-12 Road America, Wis.
Jul 17-19 Mid-Ohio Sports Car Course, Ohio

Aug 22-23 Grattan Raceway, Mich.
Aug 29-30 Brainerd Int'l Raceway, Minn.

SOUTHEAST CONFERENCE

Jan 3-5 Homestead-Miami Spdwy, 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 Roebeling 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.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Oct 5-11, 2020 Road America, Wis.

REGIONAL/DIVISIONAL

NORTHEAST nediv.org

May 22-23 Palmer Motorsports Park/ New England
May 23-24 New Hampshire Motor Speedway/New England
Jun 12-14 Lime Rock Park/New England
Jul 4-5 Watkins Glen Int'l/Glen
Aug 8-9 New Hampshire Motor Speedway/New England
Aug 29-30 Pittsburgh Int'l Race Complex/Steel Cities
Sep 12-13 Palmer Motorsports Park/ New England
Sep 26-27 Watkins Glen Int'l/Finger Lakes
Oct 2-4 Thompson Speedway/ New England

SOUTHEAST sediv racing.com

Feb 7-9 #v Sebring Int'l Raceway/ Central Florida
Feb 15-16 Homestead-Miami Speedway/ Florida
Feb 15-16 Roebeling Road/Buccaneer
Feb 15-16 # Homestead Miami Speedway/Florida
Mar 14-15 VIRginia Int'l Raceway/North Carolina
Mar 28-29 #v Palm Beach Int'l Raceway/Florida
Apr 18-19 Homestead-Miami Speedway/ Florida
Apr 25-26 Sebring Int'l Raceway/ Central Florida
Apr 25-26 Roebeling Road/Buccaneer
May 9-10 VIRginia Int'l Raceway/North Carolina
May 16-17 Palm Beach Int'l Raceway/ Florida
Jun 5-7 v Sebring Int'l Raceway/Central Florida
Jun 5-7 # Daytona Int'l Speedway/Central Florida

Jay Bonavolour

A SUPER TOUR

The second weekend of the Hoosier Super Tour hits Circuit of the Americas in Austin, Texas, on Feb. 8-9.



Jul 18-19 Sebring Int'l Raceway/Central Florida

Jul 25-26 Road Atlanta/Atlanta

Jul 31-Aug 2 Daytona Int'l Speedway/Central Florida

Aug 15-16 v Roebeling Road/Buccaneer

Aug 29-30 Barber Motorsports Park/Alabama, Tennessee Valley

Sep 4-6 #v Sebring Int'l Raceway/Central Florida

Sep 19-20 # Homestead-Miami Speedway/Florida

Sep 26-27 Roebeling Road/SEDIV

Oct 2-4 # Daytona Int'l Speedway/Central Florida

Oct 10-11 VIRginial Int'l Raceway/North Carolina

Oct 16-18 v Sebring Int'l Raceway/Central Florida

Nov 6-8 Road Atlanta/Atlanta

Nov 7-8 v Palm Beach Int'l Raceway/Florida

Nov 14-15 Roebeling Road/Buccaneer

Nov 27-29 Sebring Int'l Raceway/Central Florida

CENTRAL cendiv-scca.org

May 23-24 Brainerd Int'l Raceway/Land O' Lakes

Jun 27-28 Blackhawk Farms Raceway/Milwaukee

Jul 11-12 Brainerd Int'l Raceway/Land O' Lakes

Jul 18-19 Blackhawk Farms Raceway/Chicago

Aug 15-16 Road America/Chicago

Sep 19-20 Autobahn Circuit Joliet/Chicago

GREAT LAKES greatlakes-scca.org

May 9-10 # Gingerman Raceway/South Bend

Jun 20-21 Grattan Raceway/Western Michigan

Jun 27-28 Waterford Hills/Detroit

Jul 25-26 # Gingerman Raceway/South Bend

Aug 8-9 Mid-Ohio Sports Car Course/Cincinnati

Sep 5-6 Mid-Ohio Sports Car Course/Ohio Valley

Oct 17-18 Mid-Ohio Sports Car Course/Ohio Valley

MIDWEST midiv.org

2020 schedule to be announced

SOUTHWEST sowdivscca.org

Sep 18-20 MotorSport Ranch Cresson/Texas

Nov 7-8 Eagles Canyon Raceway/Texas

ROCKY MOUNTAIN coloradoscca.org

May 1-2 La Junta Raceway/Colorado

Jul 18-19 Pueblo Motorsports Park/Central Divide

Sep 26-27 La Junta Raceway/Colorado

NORTHERN PACIFIC norpac-scca.org

Feb 1-2 Sonoma Raceway/San Francisco

Mar 14-15 Thunderhill Raceway Park/San Francisco

Mar 28-29 v Portland Int'l Raceway/Oregon

May 23-24 Thunderhill Raceway Park/San Francisco

Jun 6-7 Thunderhill Raceway Park/San Francisco

Jun 6-7 Ridge Motorsports Park/Oregon

Jun 6-7 Laguna Seca/San Francisco

Jun 26-28 Sonoma Raceway/San Francisco

Jul 31-Aug 2 Laguna Seca, San Francisco

Aug 7-8 v Portland Int'l Raceway/Oregon

Aug 29-30 Laguna Seca/San Francisco

Sep 19-20 v Portland Int'l Raceway/Oregon

SOUTHERN PACIFIC

May 2-3 # Buttonwillow Raceway Park/Cal Club

Sep 19-20 Buttonwillow Raceway Park/Cal Club

Nov 14-15 Auto Club Speedway/Cal Club

REGION DRIVER'S SCHOOLS

NORTHEAST nediv.org

Apr 10-12 Thompson Speedway/New England

SOUTHEAST sediv-racing.com

Feb 15-16 Roebeling Road/Buccaneer

Apr 25-26 Sebring Int'l Raceway/Central Florida

Jul 18-19 Sebring Int'l Raceway/Central Florida

CENTRAL cendiv-scca.org

Apr 18-19 Blackhawk Farms Raceway/Chicago

SOUTHWEST sowdivscca.org

Sep 18-20 MotorSport Ranch Cresson/Texas

ROCKY MOUNTAIN coloradoscca.org

May 1-2 La Junta Raceway/Colorado

NORTHERN PACIFIC norpac-scca.org

Feb 14-15 Thunderhill Raceway Park/San Francisco

SOUTHERN PACIFIC

Oct 24-25 Buttonwillow Raceway Park/Cal Club

SCCA ACCREDITED SCHOOLS

FULL COMPETITION LEVEL

Allen Berg Racing School

(888) 722-3220

allenberg-racingschools.com

AMG Driving Academy

(888) 604-1766 amgacademy.com

Bertil Roos Racing School

(800) 511-7606 racenow.com

BIR Performance Driving School

(866) 511-7606 birperformance.com

Bob Bondurant School

(800) 842-7223 bondurant.com

Lucas Oil School of Racing

(561) 200-7223 lucas-raceschool.com

MSR Houston

(281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Porsche Sport Driving School

(888) 204-7474 porschedriving.com

Simraceway Performance Driving Center

(800) 733-0345

simracewaydrivingschool.com

Skip Barber Racing School

(866) 932-1949 skipbarber.com

Spring Mountain Advanced Driving School

(800) 391-6891

springmountainmotorsports.com



D.E. Baer

SCCA ROAD RACING

WHAT Hoosier Super Tour

WHEN Feb. 21-23, 2020

WHERE Buttonwillow, Calif.

The Hoosier Super Tour is packed with action in February, as the series thunders into Buttonwillow Raceway Park.

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 = TrackSprint

v = Vintage

Contact information for registrars and event organizers available at scca.com. For changes, e-mail sanction@scca.com.

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Secretary **ARNIE COLEMAN**

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Main: (785) 357-7222

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www.scca.com

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



Mark Webster

SCCA ROAD RACING

WHAT Regional racing
WHEN Feb. 7-9, 2020
WHERE Sebring, Fla.
Central Florida Region will host a thrilling weekend at Sebring Int'l Raceway, featuring Club Racing, vintage racers, and an enduro.

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

Allen Berg Racing School
(888) 722-3220
allenbergracingschools.com
Bertil Roos Racing School
(800) 722-3669 racenow.com
allenbergracingschools.com
BMW of North America
(888) 345-4269
bmwperformancecenter.com
Bob Bondurant School
(800) 842-7223 bondurant.com
Kaizen Autosport Racing School
(919) 741-7151 kaizenautosport.com
LevelUp Racing School
(920) 838-6612
levelupracingschool.com
Lime Rock Driver's Club
(860) 435-5000 limerockclub.com
Lucas Oil School of Racing
(561) 200-7223 lucasraceschool.com
Pettiford's Go 4 It Racing Schools
(303) 666-4113 go4itservices.com
Primal Racing School
(770) 573-1010 primal.racing
Pro Drive Racing School
(503) 285-4449 prodrive.net
ProFormance Racing School
(253) 630-5130
proformanceracingschool.com
Simraceway Performance Driving Center
(800) 733-0345
simracewaydrivingschool.com
Skip Barber Racing School
(866) 932-1949 skipbarber.com

NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School
(888) 722-3220
allenbergracingschools.com
Danny McKeever's Fast Lane Racing School
(888) 948-4888 raceschool.com
EXR - Exotics Racing Series
(702) 802-5662 exrseries.com
Pro Drive Racing School
(503) 285-4449 prodrive.net
Spring Mountain Advanced Driving School
(800) 391-6891
springmountainmotorsports.com
Thompson Speedway Motorsports Park
(877) 226-7223 theracingschool.com
Waterford Hills Road Racing Inc.
(248) 623-0070 waterfordhills.com

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

SOUTHEAST sedivracingschool.com
Feb 7 Sebring Int'l Raceway/
Central Florida
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
Apr 26 Air Force Research Laboratory/
Central New York
Oct 4 Air Force Research Laboratory/
Central New York
Nov 21 Pacific Raceways/Northwest
More 2020 events to be announced

▼ LAUNCH INTO PROSOLO

The 2020 Tire Rack ProSolo National Series offers a coast-to-coast challenge showcasing unique thrills and chills.

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.
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

2020 schedule to be announced

SOUTHEAST sedivracingschool.com

2020 schedule 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

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 sowdivscca.org

Feb 1 Waldron Naval Air Field/South
Texas Border
Mar 7 Waldron Naval Air Field/South
Texas Border
Apr 4 Waldron Naval Air Field/South
Texas Border
May 9 Waldron Naval Air Field/South
Texas Border
Jun 6 Waldron Naval Air Field/South
Texas Border
Jul 11 Waldron Naval Air Field/South
Texas Border
Aug 1 Waldron Naval Air Field/South
Texas Border
Sep 12 Waldron Naval Air Field/South
Texas Border
Oct 3 Waldron Naval Air Field/South
Texas Border
Nov 7 Waldron Naval Air Field/South
Texas Border
Dec 5 Waldron Naval Air Field/
South Texas Border

ROCKY MOUNTAIN coloradoscca.org

Jan 26 Pikes Peak Int'l Raceway/
Continental Divide
Feb 15 Western Playland Parking Lot/
Pan american
Feb 16 Front Range Airport/Colorado
Mar 28 Pikes Peak Int'l Raceway/
Continental Divide

NORTHERN PACIFIC norpacscca.org

2020 schedule to be announced

SOUTHERN PACIFIC

Jan 12 Aloha Stadium/Hawaii
Jan 26 Aloha Stadium/Hawaii
Feb 2 Sierra Vista Airport/Arizona Border
Feb 15 Arizona Motorsports Park/Arizona
Feb 23 Aloha Stadium/Hawaii
Mar 1 Sierra Vista Airport/Arizona Border
Mar 8 Aloha Stadium/Hawaii
Mar 14 Arizona Motorsports Park/Arizona
Mar 29 Aloha Stadium/Hawaii
Apr 12 Aloha Stadium/Hawaii
Apr 19 Vidinha Stadium/Hawaii
Apr 19 Arizona Motorsports Park/Arizona
May 17 Vidinha Stadium/Hawaii
Jun 21 Vidinha Stadium/Hawaii
Jul 19 Vidinha Stadium/Hawaii
Aug 16 Vidinha Stadium/Hawaii
Sep 20 Arizona Motorsports Park/Arizona
Oct 10 Vidinha Stadium/Hawaii
Oct 17 Arizona Motorsports Park/Arizona
Nov 14 Arizona Motorsports Park/Arizona
Dec 19 Arizona Motorsports Park/Arizona

Find more events near you at
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 USRRC - Hell and Back;
Whitmore Lake, Mich.
Nov 14 NT USRRC - Pavement Ends;
Whitmore Lake, Mich.
Nov. 15 DC USRRC - Are You
Territorial?; Whitmore Lake, Wis.



Jason Isley



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- Stylish Modern Euro Design
- 180° Floating Arm Gussets
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- Knit Stretch Panels on Side Add Flexibility
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- Available in Sizes SM – 3XL



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All are SA2015 Rated



Outseam Gloves

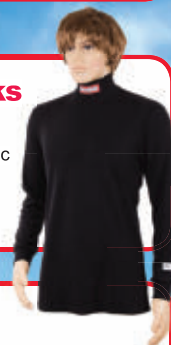
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- Superior Moisture Wicking Properties
- Soft and Supple Knit Fabric Dries Quickly
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ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

Philip J. Jaugh 1/1/1955 Life Members

60-YEAR MEMBERS

George W. Barber Jr. 1/1/1960 Alabama
Robert Cunningham 1/1/1960 New England
Robert A. Fox 1/1/1960 San Francisco
Lester R. Walter 1/1/1960 Steel Cities

55-YEAR MEMBERS

John R. Faul 1/1/1965 San Francisco
J. Mac Henderson 1/1/1965 S West Virginia
Charles A. Hollis 1/1/1965 Central Florida
Bill Schley 1/1/1965 Milwaukee
Harry Somerfield 1/1/1965 San Francisco

50-YEAR MEMBERS

Jack Beck 1/1/1970 Nebraska
George J. Bloeser 1/12/1970 Philadelphia
Charles Fred Clark 1/1/1970 Buccaneer
Kevin Doyle 1/1/1970 New England
William M. Fralick 1/1/1970 New England
Joseph Freeman 1/1/1970 New England
Roger A. Heyl 1/1/1970 San Francisco
Barry Kaplan 1/1/1970 Steel Cities
Michael A. Kowalski 1/1/1970 Rio Grande
Paul Regula 1/1/1970 Detroit

45-YEAR MEMBERS

Peter Hylton 1/1/1975 Indianapolis
L. Chuck Allard 1/1/1975 Washington DC
Mike Burke 1/1/1975 South Carolina
Vicki Capel 1/1/1975 New England
Gordon E. Ensing 1/1/1975 Western Michigan
Robert P. Eyrich 1/1/1975 Blackhawk Valley
Robert Goddard 1/1/1975 San Francisco
Stephen Grant 1/1/1975 San Francisco
Carla M. Heath 1/1/1975 Washington DC
Sherri Jones 1/1/1975 Texas
Robert S. Kilburn 1/1/1975 Arizona
William R. Lessig 1/1/1975 Washington DC
Carolyn J. Metz 1/1/1975 Columbus Sports Car Club
Jon Miller 1/1/1975 Des Moines Valley
Margaret Mitchell 1/1/1975 Florida
Patty Norlin 1/1/1975 Oregon
Reinhard Riedel 1/1/1975 San Francisco
Roberta Ross 1/1/1975 Cincinnati
Christopher S. Spencer 1/1/1975 San Francisco
Talbot Neal Teboe 1/1/1975 Chicago
Robert G. Valentini 1/1/1975 San Francisco
Thomas W. Wedel 1/1/1975 Houston
Elwyn Wenzel 1/1/1975 Blackhawk Valley
Hal E. Whipple 1/1/1975 San Francisco

40-YEAR MEMBERS

Fred Albright 1/1/1980 Western Ohio
Dorothy Becker 1/1/1980 San Francisco
Dennis Croxell 1/1/1980 Des Moines Valley
Geneen Cummings 1/1/1980 San Francisco
Jan Edwards 1/1/1980 Cal Club
Lyle B. Fisher 1/1/1980 Kansas City
Steve Hayward 1/1/1980 Finger Lakes
Butch Kummer 1/1/1980 Buccaneer
James A. Lepetich 1/1/1980 San Francisco
James Kelly Locke 1/1/1980 Steel Cities
Marvin W. Maize 1/1/1980 Las Vegas
Tyrone M. Noles 1/1/1980 Western New York
Grayden L. Obenour 1/1/1980 South Bend
Ginny Pettigrew 1/1/1980 New England
Robert Rebmann 1/1/1980 Utah
James A. Richley 1/1/1980 San Francisco
Michael D. Rogers 1/1/1980 Southwest Louisiana
Mike Signore 1/1/1980 Philadelphia

35-YEAR MEMBERS

Robert Ablard 1/9/1985 Milwaukee
David C. Arron 1/22/1985 South Jersey
Eric G. Bertagnoli 1/17/1985 Chicago
William C. Douglas 1/22/1985 Milwaukee
Michael F. Feno 1/7/1985 Northern New Jersey
John E. Gauch 1/28/1985 Cincinnati
Phil Gumpert 1/7/1985 St Louis
Maynard K. Knapp 1/22/1985 Colorado
R. David Lansing 1/31/1985 Arizona
Charles E. Larouere 1/28/1985 Steel Cities
Judy L. Laurenzi 1/21/1985 Western New York
Kenneth C. Loerch 1/17/1985 St Louis

Michael S. Marshall 1/16/1985 Cal Club
Donald E. McLaughlin 1/31/1985 Susquehanna
Jay R. Miller 1/9/1985 North Carolina
Thomas A. Panaggio 1/17/1985 Central Florida
Edward Petty 1/23/1985 Buccaneer
Donald K. Robertson 1/29/1985 Buccaneer
Joseph F. Ruggiero Jr. 1/16/1985 New York
Michael Streets 1/31/1985 San Francisco
Gary Tucker 1/29/1985 Milwaukee
Kurt A. Weiss 1/17/1985 Mohawk Hudson

30-YEAR MEMBERS

Guy Ankeny 1/17/1990 Cal Club
Linda Calkins 1/15/1990 Texas
Scott R. Carter 1/15/1990 San Francisco
Robert J. Connors 1/11/1990 San Francisco
Jack C. Crone 1/25/1990 Cal Club
Mark S. Decker 1/17/1990 New England
J.P. Derouin 1/9/1990 Oregon
Kyle Driver 1/11/1990 Oregon
Robert E. Eubanks 1/11/1990 Buccaneer
James A. Foreman 1/10/1990 Detroit
John G. Glowaski 1/30/1990 Land O' Lakes
Lucinda Glowaski 1/30/1990 Land O' Lakes
David F. Heinrich 1/15/1990 Buccaneer
Kirk Horita 1/23/1990 Hawaii
Elizabeth Ann Hunt 1/15/1990 Washington DC
Kim R. Kemper 1/30/1990 Arizona
John R. Kreutzer 1/30/1990 Chicago
Jim H. Kritzier 1/10/1990 Houston
William Leitner 1/15/1990 New England
George Levien 1/30/1990 Florida
Sandy Luney 1/25/1990 North Carolina
Pego Mack 1/31/1990 New England
Mark Madarash 1/30/1990 Texas
David L. Miller 1/31/1990 Fort Wayne
Mark E. Peller 1/15/1990 Cal Club
Beth Alane Perry 1/25/1990 Finger Lakes
Lois Petersen 1/10/1990 Arizona
Mark Peyser 1/23/1990 New England
Timothy Patrick Rogers 1/19/1990 Atlanta
Selin L. Rollan 1/11/1990 Florida
Linda W. Shelton 1/17/1990 Utah
Charles W. Shelton 1/17/1990 Utah
Stewart Tabak 1/15/1990 San Francisco
Kevin P. Trobaugh 1/10/1990 St Louis

25-YEAR MEMBERS

Wes Allen 1/25/1995 Central Kentucky
Anna C. Blackburn 1/5/1995 North Carolina
Gwen Daniels 1/3/1995 Washington DC
Bruce Dover 1/25/1995 North Carolina
Sarah Fuller 1/10/1995 Florida
Norman Fuller 1/10/1995 Florida
Nicholas J. Galuardi 1/17/1995 New England
Joseph Glover 1/5/1995 Neohio
Anne Gorrick 1/17/1995 New York
Todd Harris 1/19/1995 Oregon
Russell Holdren 1/12/1995 Florida
Greg T. Ira 1/31/1995 Florida
Kelly Lee 1/31/1995 South Carolina
James Lee 1/31/1995 South Carolina
Robert H. Lewis 1/31/1995 Dixie
Erin Meredith MacArthur 1/23/1995 New England
Iain Mannix 1/26/1995 Colorado
Bryce A. Merideth 1/9/1995 Central Florida
Ted Migchelbrink 1/31/1995 Buccaneer
Jason Nolan 1/10/1995 New England
Ron Offutt 1/17/1995 Buccaneer
Pat R. Oppel 1/17/1995 Central Florida
Gail Perry 1/19/1995 Chattanooga
Chris Riley 1/10/1995 New England
Jon Sacks 1/4/1995 Colorado
Catherine Sacks 1/4/1995 Colorado
Robert F. Smart 1/25/1995 Mohawk Hudson
Evelyn C. Solanas 1/31/1995 San Francisco
Elise Tollefsen 1/9/1995 New England
Alex Tollefsen 1/9/1995 New England
Alison Turpin 1/17/1995 New England
Elizabeth Valley 1/9/1995 New England
Charles L. Van Nostrand 1/19/1995 Washington DC
Sonya Ver Mulm 1/5/1995 Des Moines Valley
Kevin Wallace 1/19/1995 Milwaukee
John Wharton 1/12/1995 Central Florida
Courtland H. Wilson 1/31/1995 Washington DC
Karen H. Yeattes 1/10/1995 North Carolina



Philip Royce

ROADRALLY

WHAT National RoadRally
WHEN March to November
WHERE Everywhere

This year's National RoadRally series is a full one, with events being hosted nearly year round.

REGIONAL/DIVISIONAL

CENTRAL 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 7 Bank of America, Mission Hills, Calif./Cal Club

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

Mar 6 Bank of America, Mission Hills, Calif./Cal Club

Apr 3 Bank of America, Mission Hills, Calif./Cal Club

May 1 Bank of America, Mission Hills, Calif./Cal Club

Jun 5 Bank of America, Mission Hills, Calif./Cal Club

Find more events near you at
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

NORTHEAST nediv.org

Feb 7-8 Perry's Park/Finger Lakes
Feb 22 Perry's Park/Finger Lakes

CENTRAL cendiv-scca.org

Jan 19 Marovec Farms/Iowa

Feb 1 Lake Neshonoc/Land O' Lakes

Feb 8 Lake Neshonoc/Land O' Lakes

Feb 9 Marovec Farms, Iowa

Feb 15 Lake Neshonoc/Land O' Lakes

Feb 22 Lake Neshonoc/Land O' Lakes

ROCKY MOUNTAIN coloradoscca.org

Jan 18 Wind River Tree Farm/Colorado

More 2020 schedules to be announced



Dave Green

RALLYCROSS

WHAT Regional RallyCross
WHEN Feb. 7-8, 2020
WHERE Leicester, N.Y.

Finger Lakes Region hosts a couple of RallyCrosses in February, all at Perry's Park.

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U.S. GENERAL **SUPER COUPON**

56" x 22" DOUBLE BANK EXTRA DEEP CABINETS



- 21,500 cu. in. of storage
- 4400 lb. capacity
- Weighs 383 lbs.



83186558

Customer Rating
★★★★★

YOUR CHOICE OF 6 COLORS
\$659⁹⁹

\$779⁹⁹

SAVE \$3,085

COMPARE TO \$3,745
SNAP-ON MODEL: KRA5311FP80

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

HaulMaster **SUPER COUPON**



72" x 80" MOVING BLANKET

Customer Rating
★★★★★

COMPARE TO BLUE HAWK \$19⁹⁹

ITEM 69505/62418/66537 shown



83190645

McGRAW **SUPER COUPON**

8 GALLON, 150 PSI OIL-FREE AIR COMPRESSOR

- Air delivery: 4.1 SCFM @ 90 PSI



ITEM 56269/64294 shown



83205455

WARRIOR **SUPER COUPON**



29 PIECE TITANIUM DRILL BIT SET

Customer Rating
★★★★★

COMPARE TO DEWALT \$68¹⁴

ITEM 5889/62281/61637 shown



83216714

EARTHQUAKE XT **SUPER COUPON**

12V LITHIUM-ION 3/8" EXTREME TORQUE RATCHET KIT

Customer Rating
★★★★★

NOW \$99⁹⁹

\$129⁹⁹

ITEM 64196/56660/63538 shown

COMPARE TO \$245⁹⁵ SAVE \$145
SNAP-ON MODEL: CTR761CDB



83224434

drillmaster **SUPER COUPON**



KRAUSE & BECKER **SUPER COUPON**

AIRLESS PAINT SPRAYER KIT

Customer Rating
★★★★★



ITEM 62915/60600 shown



83218764

PITTSBURGH **SUPER COUPON**

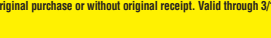
2 TON CAPACITY FOLDABLE SHOP CRANE

Customer Rating
★★★★★



COMPARE TO BIG RED \$299⁹⁹

ITEM 60388/69514 shown



83219717

SUPER COUPON
FREE
WITH ANY PURCHASE

OVER 5,000 5 STAR REVIEWS

★★★★★

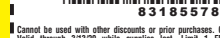
SUPER BRIGHT LED/SMD WORK LIGHT/FLASHLIGHT

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

ALL IN A SINGLE SUPER POWERFUL LIGHT

COMPARE TO PERFORMANCE \$135² TOOL

MODEL: W2364



83185578

BRAUN **SUPER COUPON**

5000 LUMEN, 4 FT. LED HANGING SHOP LIGHT

- 30,000 hour LED life



ITEM 64410



83198663

SUPER COUPON
20% OFF
ANY SINGLE ITEM*



83185590

Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discounts, coupons or any of the following items or brands: Inside Track Club membership, Extended Service Plan, gift cards, open box items, 3 day Parking Lot Sale, item compressors, floor jacks, sales, storage cabinets, chests or carts, trailers, welders, AirMaster, Ames, Atlas, Bauer, Central Machinery, Cobra, CoverPro, Daytonia, Diamondback, Earthquake, Fiescher, Hercules, Icon, Jupiter, Lynx, Patriot, Predator, Tanglefoot, Viking, Wilcox, Zurich. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 3/13/20.

EARTHQUAKE XT **SUPER COUPON**

20V LITHIUM-ION EXTREME TORQUE IMPACT WRENCH KITS

A. 1/2" \$269⁹⁹ \$229⁹⁹

B. WITH 2" ANVIL \$269⁹⁹ \$229⁹⁹

ITEM 63537/64195 63852 shown

ITEM 63537/64195 63852 shown

1200 TORQUE INVERSAL RAND \$534⁴⁵ \$304

MODEL: 07250-K2



83204415

McGRAW **SUPER COUPON**

8 GALLON, 150 PSI OIL-FREE AIR COMPRESSOR

- Air delivery: 4.1 SCFM @ 90 PSI



ITEM 56269/64294 shown



83205455

WARRIOR **SUPER COUPON**



29 PIECE TITANIUM DRILL BIT SET

Customer Rating
★★★★★

COMPARE TO DEWALT \$68¹⁴

ITEM 5889/62281/61637 shown



83216714

EARTHQUAKE XT **SUPER COUPON**

12V LITHIUM-ION 3/8" EXTREME TORQUE RATCHET KIT

Customer Rating
★★★★★

NOW \$99⁹⁹

\$129⁹⁹

ITEM 64196/56660/63538 shown

COMPARE TO \$245⁹⁵ SAVE \$145
SNAP-ON MODEL: CTR761CDB



83224434

drillmaster **SUPER COUPON**



KRAUSE & BECKER **SUPER COUPON**

AIRLESS PAINT SPRAYER KIT

Customer Rating
★★★★★



ITEM 62915/60600 shown



83218764

PITTSBURGH **SUPER COUPON**

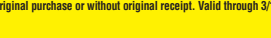
2 TON CAPACITY FOLDABLE SHOP CRANE

Customer Rating
★★★★★



COMPARE TO BIG RED \$299⁹⁹

ITEM 60388/69514 shown



83219717

PITTSBURGH **SUPER COUPON**

2 TON CAPACITY FOLDABLE SHOP CRANE

Customer Rating
★★★★★



COMPARE TO BIG RED \$299⁹⁹

ITEM 60388/69514 shown



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PREDATOR **SUPER COUPON**

4375 WATT MAX. STARTING EXTRA LONG LIFE GAS POWERED GENERATOR

Customer Rating
★★★★★

16 hour run time

ITEM 63963/63962 shown

ITEM 63960/63961 CALIFORNIA ONLY

NOW \$329⁹⁹ \$399⁹⁹

COMPARE TO \$2,069 SAVE \$1,739
HONDA MODEL: EM4000SX



61110115

PITTSBURGH **SUPER COUPON**

13 PIECE, 1/2" DRIVE DEEP IMPACT SOCKET SETS

Customer Rating
★★★★★

LIFETIME WARRANTY

YOUR CHOICE \$19⁹⁹ \$24⁹⁹

ITEM 69560 shown

DRIVE ITEM
SAE 69280/69333/69560/67903
METRIC 69279/69332/69561/67904

COMPARE TO \$55⁵¹ SAVE 63%
HUSKY MODEL: H20SAE11PCSR

83235718

*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 3/13/20.

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NEW PRODUCTS



BAJA DESIGNS S1 LED LIGHT

Baja Designs continues its more than 25 years of innovation with its new compact S1 LED auxiliary light. Focused on creating the most powerful, yet compact, light in the world, Baja Designs employed proprietary optical designs refined through rigorous real-world testing and created this robust and sleek 2.1-inch light, which emits 2,375 lumens from a single LED.

bajadesigns.com



HOLLEY LO-RAM INTAKE MANIFOLD

Holley has added to its product line with the new Lo-Ram intake manifold for cathedral port LS engines. With a peak power limit of 7,000 to 8,000rpm, this ultra-low design is perfect for any high-revving LS engine stuffed into a small engine compartment. The intake manifold works with OE or aftermarket cylinder heads and a 105mm throttle body.

holley.com



SIMPSON DR2 HELMET

The Snell SA2015 Simpson DR2 features a beautifully crafted and plush interior, which comes ready for electronics and an air supply. The air options are easily added without drilling holes into the helmet, allowing racers to try different options without compromising the helmet construction. The removable cheek pads are designed with internal channels that allow electronics for easy integration.

simpsonraceproducts.com



RHS PRO ACTION CYLINDER HEADS

RHS introduces its new Pro Action LS Cathedral Port cylinder heads for your LS-based engine build, utilizing premium materials and precision tolerances. Available bare or assembled with Comp Cams valvetrain components, these heads are engineered as an upgraded, direct replacement for the GM LS cylinder heads.

racingheadservice.com

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Thermo-Flow Modular Coolers expand the cooling capacity of intercoolers, oil cooling systems, transmissions, power steering systems, and fuel systems, making them suitable for an endless variety of performance and high-heat applications. The coolers can be put together in a side-by-side configuration, as a rack, or stacked.

thermotec.com

OTC POWERTRAIN LIFT

OTC introduces its new 2,500lb, Air/Hydraulic Powertrain Lift, which is ideal for lifting and handling heavy loads such as engine and transmission assemblies, gas tanks, drive axle assemblies, electric vehicle batteries, and more. In addition to precisely raising and lowering, the table of the lift is capable of tilting 15 degrees side-to-side or fore-and-aft, allowing a full range of motion.

otctools.com



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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

THE HOW

The results never say how." Hang around the SCCA National Championship Runoffs paddock long enough and you will undoubtedly meet longtime SCCA member, racer, and motorsports photographer Mark Weber. Once you've met Mark, you will undoubtedly experience a few of his "Weber-isms," the likes of which open this editorial. But while many of his sayings are whimsical (and some, I dare say, are mildly inappropriate), they also have more than a hint of truth to them. This one is no exception - and it's a shame.

Race results are boring. Generally, it's a piece of paper containing a list of names. The names may be in a different order from the grid sheet, but it's still just names. Dig deeper and the results will reveal how much time someone won by. Sometimes you might see the top 10 finish within a few seconds of each other. Did that race finish under caution or was it a barnburner the likes of which has never been seen before? Who knows? After all, the results don't say how. Yet it's the "how" that makes racing so interesting.

Watch TV coverage of professional racing and you'll witness more of the "how."

"The quintessential last turn, last lap hero dive-bomb we talk about for years to come"

You'll see how the drivers reacted once the green flag dropped. And supposing the cameras were in ideal locations, you may even see the entirety of that final-lap drama - the quintessential last turn, last lap hero dive-bomb we talk about for years to come. Those are certainly interesting "hows," but

to me, the most interesting "how" started long before that race weekend. It's what ultimately led to that win, be it going on from a month earlier, or maybe even years.

I get a kick out of interviewing interesting people, and few are as interesting as those with the desire to make a professional career out of driving racecars. These are people who put in their all, not for the single race win, but playing the long game. To them, it's about the season championship. Be it a series of 11, 13, 16, or even 17 races, as was the case with the 2019 SCCA Pro Racing Trans Am, F3 Americas, and F4 U.S. Championship, these top-finishing drivers were strategic in all that they did. In some cases, like with 2019 F3 Americas Drivers' Champion Dakota Dickerson, the strategy began the year prior. And then mid-2019, while battling for the F3 title, Dickerson was already deep into prepping his conquest of the 2020 season.

In case you missed it, this issue contains the 2019 season wrap-up of SCCA Pro Racing's three keystone series: Trans Am, F3 Americas, and the F4 U.S. Championship. Therein are 10 champions who appeared on many a race results sheet throughout the year, probably consistently at the top. Yes, those results sheets will tell you that the drivers scored a number of podiums or top-five finishes, but it's the issue of *SportsCar* that you hold in your hands that tells you "how." 🎯

FROM THE ARCHIVES

10 YEARS AGO...
FEBRUARY 2010



- The American Road Race of Champions brought nearly 300 racers to Road Atlanta, all vying for Regional racing glory.
- We installed a fire suppression system in our Showroom Stock C project car, and then set it off just for the experience.

25 YEARS AGO...
FEBRUARY 1995



- The Pro Rally season wrap-up saw Paul Choiniere recording his fourth career championship.
- Jane Shaw shared an interview with Marge Binks, the first and only woman to serve as Chairman of the SCCA Board of Directors.

50 YEARS AGO...
FEBRUARY 1970



- The Russ Smith Ford Racing Team shared its tale of woe in *How not to win the ARRC*.
- Rolling starts were now mandatory for all races. It was noted that standing starts are fun, but were more dangerous and harder on equipment.

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UTQG: 200 AA A

Tread Depth: 9/32nds

Wheel Diameter: 15" – 18"

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compound available in
select sizes***

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