

SPORT CAR



DOGGED DETERMINATION

Giving up is never an option for Coyote Black, as he enters the world of SCCA Road Racing

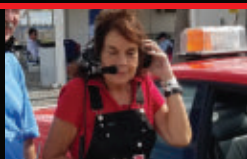


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DIFFERENT VIEW

Cindy Warford is blind, but that will never stop her

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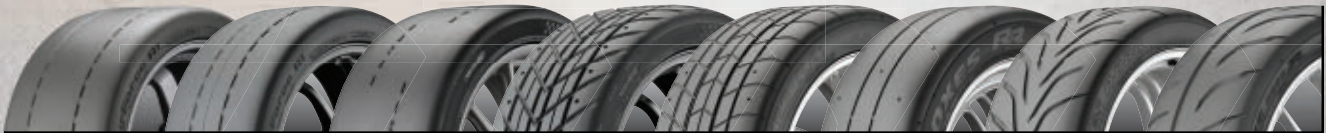
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16 17 18

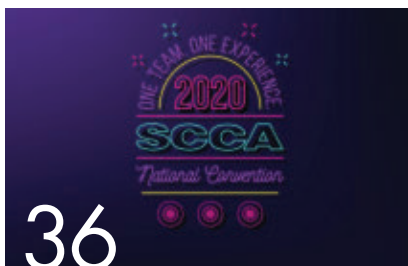


Sparco Terra SE
gloss black
15 16 17 18



Method Rally MR502 VT-Spec 2
bronze, black
15





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MARCH 2020
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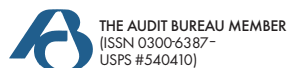
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COVER PHOTOGRAPHY Philip Royle





AIMEE THOENNES

SCCA MEMBER SERVICES MANAGER

PUTTING AN IMPROVED MEMBER EXPERIENCE ON THE MAP

I'm pleased to announce SCCA's brand-new Member Account Portal (MAP), providing SCCA members an online account management experience that is reliable, easy to navigate, and accessible through any mobile device. You may access the MAP at my.scca.com.

The new MAP is the cornerstone of the SCCA's long-range plan to improve the Member Experience through enhanced online functionality for members past, present, and future. The first version of MAP, which is set to roll out in early 2020, is focused on Member Account Management with emphasis on joining, rejoining, and renewing. The next version to be released will focus on Region Account Management, with an emphasis on Region Resources including the ability to submit sanction requests and event audits online.

With this first release, individuals can easily join online with a weekend or annual membership. Previous or current members can access their account with their unique SCCA Member ID, and a password reset sent to the e-mail address in the SCCA membership database. Previous members (weekend or annual) can rejoin with an annual membership and retain their SCCA Member ID. Renewing members can renew their membership and any eligible licenses.

Though the MAP, members will have access to the following opportunities 365 days per year:

- Update mailing address, contact information, and photo
- View membership and license expiration dates and status
- Print membership card
- Manage Volunteer Incentive Participation
- Manage auto-renewal
- Manage saved credit cards
- Donate to SCCA Foundation
- Shop for SCCA decals and patches
- Find contact information for Region leadership, National Boards, and Committees
- Download from the File Cabinet
- View FAQs
- Participate in surveys and electronic voting

A "Renew" button will be visible 95 days prior to membership expiration, as well as 180 days past membership expiration. During this renewal window, there are a number of additional opportunities available, including the ability to toggle membership packages between that of an individual and family plan (as well as add family members), change or add a Region, change Region of record, and renew eligible licenses (although it's notable that competition licenses for family members cannot be renewed through the MAP at this time).

In addition, eligible discounts will be automatically applied in the shopping cart, with a spouse and children on family memberships receiving a full discount once the family membership level is selected, United States Military Service members receiving a 20-percent discount off National membership (contact Member Services for initial eligibility verification), and First Gear members age 24 and under receiving a 50-percent discount off an individual membership.

All of those eligible credits, plus referral credits and Volunteer Incentive Participation credits, will be automatically applied in the shopping cart.

While our efforts focus on improving the member experience, this tool also serves to grow membership and improve member retention. For the first time in the Club's history, SCCA is able to provide an online resource available on any mobile device for existing members to renew their membership and licenses, future members to join, and previous members to rejoin. Future releases will provide even more capabilities and functionality for SCCA members, Region leaders, and staff. This is a huge step forward for the Club, and I can't wait for everyone to jump in at my.scca.com. 📍

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The **PUMA EverFit + Pro** race shoe features the latest technology in foot stability and support for the race professional. The **PUMA EverFit + Pro** race shoe features a soft full-grain leather outer shell offering exceptional comfort and protection, while a rounded heel cup and textured rubber outsole derived from F1 provides the ultimate in precise, delicate, and quick footwork. The **PUMA EverFit + Pro** shoe also incorporates a 'quick lace' system with soft Kevlar eyelets extending from the cage network enabling secure, easy, and fast conformation and proper support of the entire foot.

- Full grain leather upper, super strong and supple
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- FIA 8856-2000 Approved
- SFI 3.3/5 Approved
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- Sizes: 39-47 (7-13US)



The **PUMA EverFit + Pro** shoe features a dynamic lacing system that locks the upper and outer sole to the foot through a network of Kevlar cables extending from the top sole to the outer sole creating a complete dynamic support cage for the driver's foot.



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AWARD WINNER: JIM FITZGERALD AWARD

The 2019 Jim Fitzgerald Rookie of the Year honor goes to Hunter Phelps-Barron. Having earned his SCCA full competition license in January 2019, Phelps-Barron competed in multiple U.S. Majors Tours and Hoosier Super Tours, winning the FV Southern Conference Majors Points Championship and was runner-up in the FV Super Tour Points Championship. In his first Runoffs appearance, he was part of an epic battle, finishing second by 0.080sec.

Jeff Loewe



XTREME



NEW SOLO CATEGORY

Unveiled at the SCCA National Convention in January, the Xtreme Street (XS) category is the newest classing of cars eligible for SCCA Solo competition. The category will be divided into two classes: Xtreme Street A (XS-A) and Xtreme Street B (XS-B).

The category is essentially comprised for competitors

who would like to compete with a modified car on street tires, but under the current rules would fall within a more technical and more challenging rule set class. At its heart, XS is targeting street legal cars with modifications that move it beyond the Street categories of the traditional autocross class.

As an example, all cars must

be licensed and insured to drive on public roads. Typical features such as lights, wipers, and heaters must remain, and the car should have a "finished" look on its interior. While modifications from OEM parts are encouraged, they should be replaced and not simply removed, with exceptions spelled out in the XS rules.

Nearly any wheel size is allowed, but allowable tires are those with a UTQG of 200 or higher. Also, XS-A and XS-B minimum weights are decided by drive type, with front-wheel-, rear-wheel-, and all-wheel-drive vehicles receiving their own minimum weights.

The XS category has been deemed a Supplemental Class



Rick Convine

AWARD WINNER: KIMBERLY CUP

The 2019 Kimberly Cup, awarded to the SCCA driver who has shown the greatest improvement in the past year, has been presented to E Production driver John Hainsworth. Hainsworth previously competed at the Runoffs in 2015, 2016, and 2017 driving in STL. For 2019, Hainsworth jumped to the EP class where he finished fifth in the 2019 Hoosier Super Tour Points Championship. At the 2019 Runoffs, he was runner-up by only 1.209sec.



Perry Bennett

MORE THAN WORDS

The new Xtreme Street rules utilize a similar equation to CAM, but applies the formula to almost all vehicles.

RUNOFFS STRATEGY SHIFTS

After a run of seven different venues over seven years, SCCA's leadership will shift its strategy beginning in 2022 for the iconic SCCA National Championship Runoffs.

A thorough analysis of the entire Runoffs venue rotation program, which included member and participant feedback from the Runoffs plus participation trends from each of SCCA's nine Divisions over the last seven seasons, has resulted in a decision to again focus on Runoffs venues east of the Mississippi following the 2021 National Championship. Additionally, the SCCA will now also consider two-year stints at select venues in the future.

While annual Runoffs rotation did offer some members an opportunity to compete who otherwise would not have, analysis shows rotation also introduced



Rick Convine

RACING STRATEGY

The Runoffs strategy is shifting, but the racing will be just as intense.

inconsistency across Divisions. Participation typically increased locally when the Runoffs was "coming to town," however, in off years, involvement actually decreased below levels seen prior to the rotation.

SCCA leadership - which includes the Board of Directors, Club Racing Board, and National Staff - recognizes any strategic shift may disappoint some of the membership, and difficult decisions such as this are not made lightly. However, these

changes are appropriate to support the goals of the organization as a whole - to fuel a safe, fun, and exciting motorsports experience for automotive enthusiasts - as well as build healthier, more stable road racing programs across the country.

The decision to adjust the Runoffs rotation comes in concert with the creation of a Runoffs Appearance Fund for 2020, an initiative designed to assist top performing racers during the season with funds to attend the Runoffs, particularly those competitors who travel a great distance. 📍

SCCA Foundation Announces Sweepstakes Winner

During the 2020 SCCA National Convention, the SCCA Foundation announced that Jim Boggs of National Park, N.J., won the winter sweepstakes fundraiser for a trip for four to tour Jay Leno's Big Dog Garage in Burbank, Calif. The prize also includes \$4,000 in cash for travel expenses and four passes to the

amazing Petersen Automotive Museum in Los Angeles. Boggs is a member of the South Jersey Region of the SCCA and is a licensed road racer competing in the GT-2 class.

Not open to the public, the visit to Leno's Big Dog Garage resulted from a relationship between the iconic comedian and SCCA Foundation Board member

SCCA
FOUNDATION
Sports Car Club of America

Tim Suddard, the publisher of both *Grassroots Motorsports* and *Classic Motorsports* magazines. In appreciation for the donated prize, Leno was presented with a Lifetime Membership to the SCCA. 📍



LATE broking

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AWARD WINNER: MECHANIC OF THE YEAR

The 2019 Mechanic of the Year is Ryan Downton of OPM Autosports. Downton began washing wheels at 18. Now, Downton manages all of the builds and preparation for OPM's 40-car fleet, with their cars winning the Runoffs, June Sprints, National points titles, and Regional championships.



Courtesy Tom Fowler

FILLING FIELDS

The TA2 class has seen massive
success in the U.S. Now, the series
travels to the Land Down Under.

TRANS AM 2 TO LAUNCH IN AUSTRALIA AND NEW ZEALAND

After developing a formula that has gained incredible traction in North America, the SCCA Pro Racing Trans Am 2 Series category rules will expand to a new market starting in 2020. The roar from American muscle cars will now be heard in the Land Down Under through 2026 as the Trans Am Race Company (TARC) and the Australian Racing Group Pty Ltd. (ARG) have signed a multi-year licensing agreement for the Trans Am 2 Series branding to be used in



Chris Clark

Australia and New Zealand.

ARG, one of the premier race promoters in Australia, will build a TA2 national series that will elevate the status of the TA2 brand to new heights. The company has already established a strong paddock that has recently seen grids of more than 40 entries, with the familiar Ford Mustangs, Chevrolet Camaros, and Dodge Challengers doing battle in the Australian TA2 Muscle Car Series.

The new agreement will see ARG secure the license for the Trans Am 2 Series

specification as the Trans Am formula makes its first international expansion in the form of the new agreement.

The international collaboration has also included a competition component, as 2019 Australian TA2 Muscle Car Series champion Ashley Jarvis competed in the Trans Am Series presented by Pirelli TA2 finale at Daytona International Speedway in November 2019.

Additional announcements, including tire and final technical specifications, are expected soon. 📍

ADJUSTMENTS TO 2020 SOLO CALENDAR

The SCCA has announced calendar changes to the Tire Rack National Solo program that impacts participants in both Tire Rack Championship Tour and the Tire Rack ProSolo in Texas and Crows Landing, Calif.

Due to popular demand and uniqueness of the site layout, the May 29-31 event in Hitchcock, Texas, at GrandSport Speedway has been changed to a Championship Tour event from its originally scheduled ProSolo round.

Unfortunately, due to unforeseen site availability issues, the Crows Landing Championship Tour is no longer on the schedule. The ProSolo at Crows Landing will now be held April 17-19, as the site is no longer available on the originally scheduled date. The second round of the 2020 Tire Rack CAM Challenge Powered by SCCA will remain on this date as scheduled.

Additionally, the Las Vegas, Nev., Championship Tour has



Sean Rice

CHANGE UP

A scheduling conflict has resulted in the Crows Landing Tour (ABOVE) becoming a ProSolo.

become a ProSolo, slated to take place March 27-29 at Las Vegas Motorspeedway, and a Championship Tour has been added on April 24-26 at Marana Regional Airport in Marana, Ariz. 📍

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2019 ROADRALLY MANUFACTURERS' CHAMPION

The RoadRally Manufacturers' Championship represents the most popular brand in the sport. To that end, of the 397 cars entered in 2019 RoadRally events, more Subarus were entered than any other brand, earning it the RoadRally Manufacturers' Championship title.



Courtesy Subaru



Perry Bennett

CHANGE UP
ProSolo will see a number of changes in 2020, including a new Index.

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 DECEMBER 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
Carl Somerton	8	Snake River
Marco Vazquez	8	San Diego

1,790 additional members have at least one referral.

REGION LEADERS

(Category based on 2018 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Houston	4.7%
Central Florida	3.9%
Atlanta	2.4%
LARGE REGIONS (401-799):	
Buccaneer	11.3%
Cincinnati	11.3%
Steel Cities	6.5%
MEDIUM REGIONS (200-400):	
Utah	19.8%
Lone Star	17.3%
NE Pennsylvania	7.4%
SMALL REGIONS (<200):	
Puerto Rico	75.0%
Arctic Alaska	40.0%
Eastern Idaho	39.1%

PROSOLO SEES RULES AND CLASS CHANGES

The class structure and index for the 2020 Tire Rack SCCA ProSolo season have been posted on scca.com. There are several items to note regarding the classing adjustments for the 2020 season:

The number of Street Index classes has been increased to five for the 2020 season, including a class for selected all-wheel-drive (AWD) vehicles. The AWD Index Class places those cars with a potential for a quicker launch time into a separate and more-balanced class.

Ladies Index classes have been consolidated from four to three, moving SSC to the L3 class.

Three new Open supplemental/exhibition classes have been added for 2020: Xtreme Street A (XS-A), Xtreme Street B (XS-B),

and Electric Vehicle (EV-X). Of note is these classes will not be able to earn contingency prizes, points, or participate in the Super or Ladies Challenges.

The ProSolo Index has also been posted. The PSI committee has more than 160 years of collective experience with Index classes as ProSolo competitors, so each member understands the significance of the multipliers to participants. The committee based the 2020 numbers on the 2020 RTP Solo index, which has significantly more data points than the 2019 PSI, with consideration given to launch characteristics and advantages. Historical data validated the approach that this year's team followed. 📍

Hurry! Track Night Grant Deadline Nears

The Track Night in America Driven by Tire Rack Region Development Grant has returned for 2020. The Region Development Grant is funded with \$50,000 to be distributed to SCCA Regions for the purposes of training, equipment upgrades,

marketing, or offsetting costs of pilot events. The monies being offered for this grant are designed to support any Region development activity deemed to meet the established criteria, with a maximum grant allocation of \$3,000 for any submission selected as a recipient.

Submissions are due no later than Feb. 28, 2020. Grant requests will be reviewed by a five-person committee made up of SCCA Board of Directors members and SCCA National Staff. Submissions will be judged on merit, innovation, and need. Announcement regarding

grant recipients will occur by March 20, 2020. If all funds are not distributed in the first round, a second submission window will be opened until April 1, 2020.

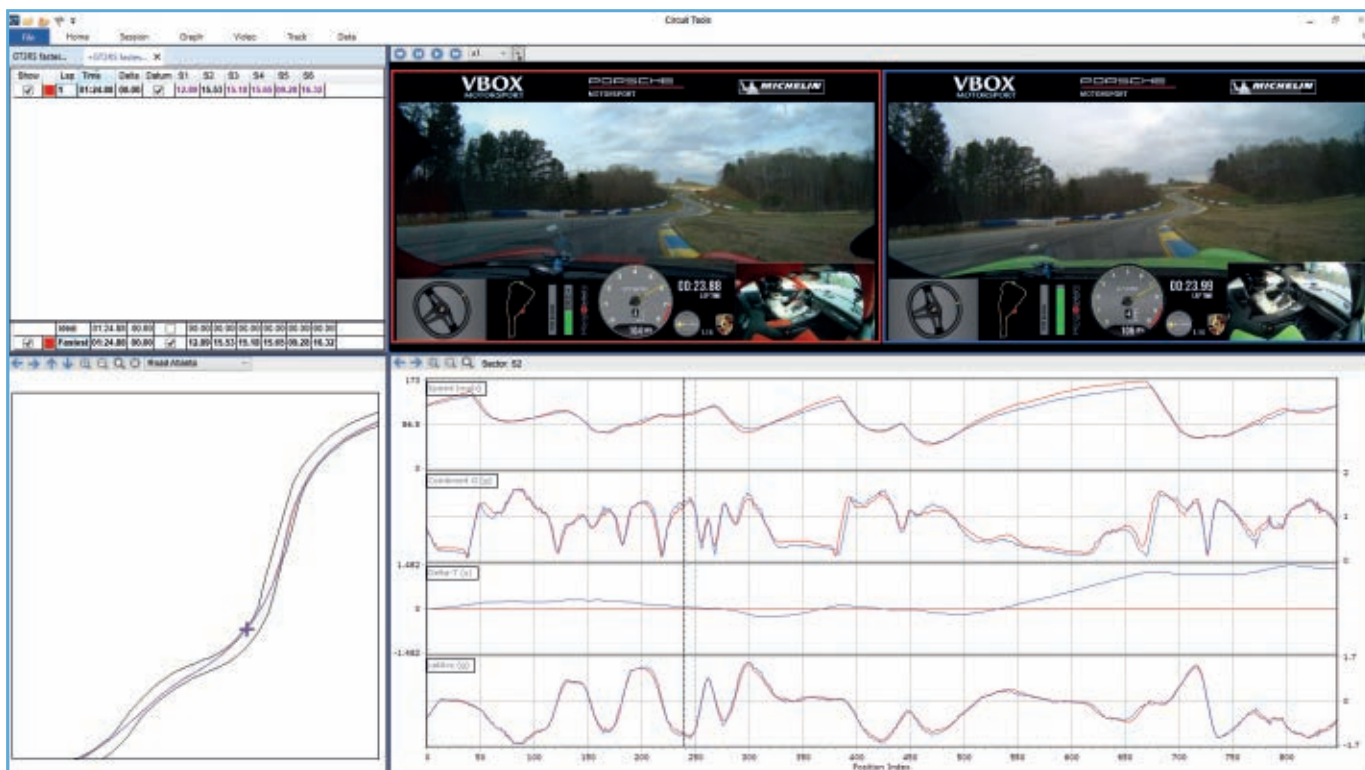
More information can be found at scca.com, with grant submissions made online at surveyMonkey.com/r/2020Grants. 📍



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Peter Krause, Professional Racing Coach,
Virginia International Raceway.



Professional racing drivers share their experience on
advanced circuit driving techniques in our FREE eBook:
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RANDY POBST

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

GREEN! GREEN! GREEN!

I'm heading to Sebring International Raceway in a couple of weeks to race the long course with my good buddy Dr. Jack in his former T4-class Mustang V6. There's a six-hour enduro, which is fantastic because there's enough track time there for ol' Randy to get a stint, along with Jack's son Allen, a welcome newcomer to SCCA Road Racing. Another reason I'm happy is that I know there will be an SCCA team

top-drawer level established by our many volunteers. Thank you, race workers, for your time, effort, and dedication to making our SCCA races run safely and efficiently. Let me hear an amen and a round of applause!

My first road race was the SCCA Driver's School at Roebling Road in Savannah, Ga., in early 1985. That's 35 years of at least 25 races a year. I had to get a calculator for this one: Almost 900 races, plus track events, my friends. Thus, here are some thoughts on the green flag from my lifetime on track....

Green, green, green! If you go after hearing this or seeing the flag, you're too late. Be ready already! A couple of turns before you think it will go green, select a lower gear at about your torque peak. Aim to have a couple thousand revs to run out the gear. Too low, and you'll have to immediately shift. Be sure to remember to shift, even in the middle of the deafening scrum. Watch a couple starts and get a feel for when the starter throws the green. Be ready - for anything. Full alert. Be calm, stay cool-headed, but on full alert.

Here is my strategy for consistently good starts: Be slightly catching the car ahead when it goes green. This makes a huge difference and will carry you past on the following straight. Leave a few car lengths to the racer ahead, and lightly squeeze the throttle in the window of time when you predict it will go green. Line up and do not hang off the side - it is much more obvious to the starter and invites a black flag for you. If you are first and the racer behind drops way back (before the start zone), slow a bit and back up to them, closing the gap. This keeps them from gaining a big advantage by gassing early.

By the way, if you are first, you control the start. While you are supposed to wait until the green, you're first, with no one ahead. Go early. Not crazy early (you can earn a penalty that way), but "smart" early. And don't slam the gas down, letting everyone know you've gotten on it. Roll into it. It will not be obvious at first, and that half-second or more will be a big help in protecting that lead you earned. It is amazing how much it helps to already have even just a little forward momentum when the green flies.

"A couple of turns before you think it will go green, select a lower gear at about your peak torque"

of corner workers. High-quality, well-trained and knowledgeable marshals with all stations manned with both communication and flag wavers. It's really hard to do both at the same time.

Race workers, especially on the corners, are one of the advantages that SCCA Road Racing offers, so say this proudly when talking up the Club to your track friends. I do many kinds of track events, total lateral-g junkie that I am, and I can assure you that many times the flagging is not on the



If you are on the pole, slower starts in lower gears will give you a bigger jump. If you have less power and better handling than the cars behind you, faster starts will reduce the acceleration advantage. Faster starts are also safer in Turn 1, by the way, because they tend to spread the field. Slow start speeds bunch the field in the first corner and can give a big jump to cars in the middle of the pack.

It's also very risky to speed up the field from the pole and then slow them down in the hopes of a good jump. Pick your speed early, which is actually supposed to be the speed of the pace car, but there is usually a fair amount of wiggle room. Officials want to get the race going and not waste valuable time waving off a start.

And, in those rare moments when the race does not go green, when there is a wave-off, keep your speed up, wave a hand in the air like mad, and like always, be smooth and steady. You are part of a rushing stream of cars, no panic stops on flags. Be mirror-aware and just ease off. There's plenty of time to get back around and restart.

In other green-flag gamesmanship, some experienced drivers like to get on and off the gas and brake. I call this swinging for the fences. I also call it squirrely, and risky. If you are very lucky, it'll go green when you are on the gas and you'll look like a hero; but inevitably, by Murphy's Law, it will go green just when you have to hit the brakes, and three cars will slip by. It's also a good way to create trouble, for you and those around you. Let's just get this race going, shall we? Let's not crash out before Turn 1.

Here's another tricky trick: light the brake lights while flooring the gas. If you see brakes in the start zone, be aware of what's going on beyond the car ahead. Could be a trap, especially if there's only one. Some turbo cars do this to build boost pre-start. I certainly did in the K-PAX Volvo. Had to.

If you are farther back in line, think ahead and estimate where the lead car will get the green, and be ready. On a restart, in a large field, it could be three or four corners ahead. No radio? Watch the flag stations around you - they will drop

"In those rare moments when the race does not go green, when there is a wave-off, keep your speed up"

their yellow flags. Got radios? Have your crew person call out the green. Further, have them tell you if the pace car lights are off, then if it pulls into pit lane. This info gives you the chance to set up your restart from two corners back. Typically, in SCCA Road Racing (and most road racing, come to think of it), when the green flag is waved at the start line, passing is allowed everywhere on course. No sleeping at the back of the line. Always catch the pack. Be aware and race smart.

And "green, green, green!" also means *survive*. Green flags are a thrill, so exciting, and the closest the cars will ever be around you. Drive aggressively smart. The green flag inspires and demands a total Envelope of Awareness, and a cool head in the mad rush. Be ultra-ready, get what you can, and *survive* the "green, green, green!" so you get to what you came for: the race that follows. 🟢

GOING GREEN

(ABOVE) When the green flag comes out, the race is on! But it turns out, the race actually starts a few turns prior.



Coyote Black's SCCA Road Racing journey has been thorny, but it's a race he's determined to win

WORDS & IMAGES Philip Royle

DOGGED DETERMINATION



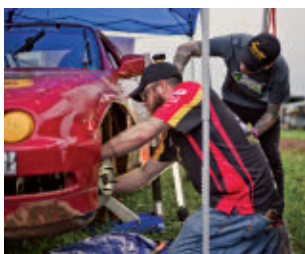
DETERMINED

Coyote Black began road racing in 2018, largely by himself. By the end of that year, he'd built a racecar, obtained his Competition License, won a Regional championship, and was determined to attend the 2019 National Championship Runoffs.



Coyote Black sent me a random e-mail in 2018. His message showed him to be bright-eyed and enthusiastic about SCCA Road Racing, a sport he'd discovered not much earlier yet was utterly determined to succeed in. Not to take anything away from his newfound racing fever, but I've found that trait to be far from unique. The truth is, most who step into the addictive world of amateur motorsports simply can't get enough - and it's impossible to blame them. Therein, Coyote was no different. But for as much as he didn't know at that time about the intricacies of SCCA's racing program, I equally had no idea about Coyote's absolute, complete, and oftentimes irrational level of determination. Coyote was going racing, and nothing would stop him.

For months, Coyote and I messaged back and forth. I came to find out that in 2018, he'd built a racecar, attended an SCCA Driver's School, and obtained his full Competition License. His goal, he revealed, was to attend the 2019 National



READY FOR ANYTHING

(TOP) Coyote made his final preparations on the grid during the April 2019 Hoosier Super Tour at VIR. Sadly, his race ended shortly after it began when he became collateral damage to someone else's spin. (ABOVE) Back in the paddock, Mike Sayers and Coyote worked into the night before concluding the car's damage was too much to repair in the VIR paddock. While there was frustration, they never gave up.

Championship Runoffs at VIRginial International Raceway in his first full year of competition. Sure, I thought. Then in early 2019, he told me that he'd be attending the April 12-14 Hoosier Super Tour at VIR. Since I was headed there to scout the forthcoming Runoffs location anyway, we decided to meet up. And, as we hid from the weekend's torrential rainfall near NASCAR Bend, I got my first true glimpse of who Coyote really is.

"Nobody else in my family does this, nor a single friend. I didn't even know him at all when I started," Coyote says, pointing to his right, where Mike Sayers sat, Coyote's new friend and crewmember. Joe Geisler, the third member of the team, couldn't make it this weekend. "I bought a car, and in three months I had it ready for an SCCA Driver's School. Then I won a Regional championship with the car."

Cars have always played a role in his life, but not at this level. "I tried drag racing, but that was lame," he laughs.

The Honda Civic that Coyote drag raced was swapped for an Acura Integra GSR. "I hooked up with SCCA Steel Cities Region and they pointed me in the right direction, which was Summit Point's Driver's School," he says.

"I bought a car, and in three months I had it ready for an SCCA Driver's School. Then I won a Regional championship"
COYOTE BLACK

"I went there with a car, the GSR, that was a total piece of..." We'll assume he said "crap."

"Racing on the cheap, we wanted to get a car with a decent motor because I thought Production-category cars required that the chassis and engines match exactly. I thought that if you're going to run a GSR motor, then you have to have a GSR chassis, period."

It's all about the GCR spec line, I note. The fact of the matter is, I say, a GSR in E Production needn't start life as a GSR. Coyote's response? "Yeah, I just figured that out."

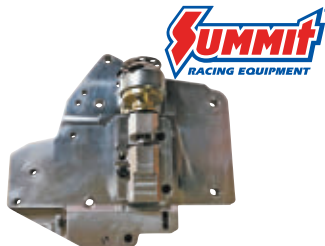
Truly, Coyote began this adventure from square one.

"I had never been on a racetrack before that Driver's School," Coyote reveals. "I'd never even been to an actual racetrack. I'd never owned a truck, and I'd never pulled a trailer."

Coyote learns fast, but his racing journey was fraught with enough troubles to make anyone



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CAN'T STOP, WON'T STOP

(RIGHT) Qualifying for the 2019 Runoffs was not easy for Coyote. Issues both on track and off left him scrambling. But very little can stop Coyote.

quit. "I got the GSR in January [2018], and in February I had it stripped. I took it to get the roll cage, and the guy put the cage in it, but it didn't pass tech at the track because of the door bars."

While a roll cage error is a minor point, this moment sets the stage for what makes Coyote's story as inspiring as it is entertaining. Coyote simply won't quit.

Achieving his Competition License, Coyote began racing in the Mid-Atlantic Road Racing Series (MARRS). "Race one went great, and I won," Coyote says with a smile. "It was awesome - but I got hit. He'll say that I hit him, but you know how that goes."

By race two in the MARRS series, the car was burning oil. "I took it to a local shop and had him re-ring it," Coyote recounts. "I got the car back and the axles weren't even bolted in. I'm working on it at this guy's shop, trying to get it ready to get on the trailer. The car wasn't running right. The whole thing was a mess."

The next race saw a blown head gasket. Then a few races later in a rental racecar, oil spewed everywhere due to a misplaced oil cap. There was more that went wrong, but, as Coyote proudly points out, "I ended up winning the 2018 local E Prod title, and I received the Rookie of the Year Award for Steel Cities Region and DC Region - and I still had my rookie stripes on the car."

Problems followed Coyote into 2019. "Every step of the way, and I mean every step, we had issues," he chuckles. "Pretty much anything I've ever bought has been wrong or broke immediately, doesn't come complete, or doesn't come on time."

Earlier in that day, Coyote had recounted the story of his Super Tour tires that neglected to arrive. "We have two tires," Coyote laughs. "Like, literally, we have two tires right now. It's unbelievable!"

A normal person might give up, I joke. "I relentlessly persevered because I want to do this," Coyote replies. "This whole journey



ROLL OUT

(ABOVE) In October 2019, Coyote rolled out of grid to take the green flag in his first Runoffs race.

shows that you can go from a regular guy with no experience, no background - and honestly, for the first year I had hardly any help other than people just at the track - and do it, make it work, and actually do well at it."

Like his original desire to go racing, his next goal is equally ambitious. "I'd like to race professionally - that'd be great," he says with a smile that says, yes, he *is* going to do it. "I did everything I could in order to do well at racing. I lost 35 pounds to get the car lighter and to get into shape. I watch track videos every day, I got a racing simulator setup and I run VR almost every day."



NEVER SURRENDER
(BELOW) Every problem has a solution, and Coyote won't stop until he finds it.

"Every step of the way...we had issues. Pretty much anything I've ever bought has been wrong"
COYOTE BLACK

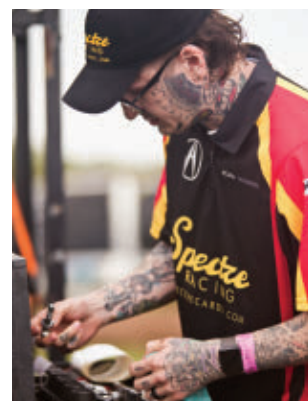
It all really started on a whim. "I got into motorsports with Formula 1 about two years ago," Coyote says. "I went to Austin to watch it. I was like, 'I think I'm going to go racing.'"

Ambitious, yes, but Coyote doesn't quit. In fact, I'm pretty sure he doesn't know how to quit. Case in point, that Super Tour weekend in 2019, Coyote made it roughly one lap into

Saturday's race before bad luck put him in the way of a spinning car. His weekend was done, but that wasn't about to stop him.

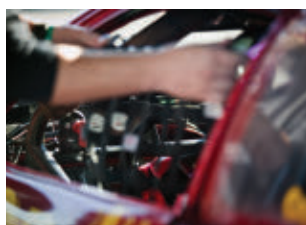
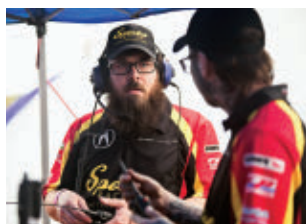
Fast forward six months, and Coyote and Mike are camping in the Runoffs paddock. Unlike the Super Tour, however, this time their luck is holding up. In fact, they even found themselves paddocked next to Kaplan Racing Systems, the team prepping Chris Haldeman's 2019 Runoffs podium-finishing STL car. The Kaplan team took notice of Coyote and offered a helping hand.

"They put the Integra on their scales, and they did a full corner balance along with a whole new alignment," Coyote tells me after





Jeff Loewy



ON TRACK

(TOP) Coyote's Runoffs experience at VIR went well, although it did end a tad early. (MIDDLE) Mike Sayers assists Coyote at the track with the same can-do attitude. (BOTTOM) With no previous experience, Coyote often solves problems differently. Case in point, a tablet presents his car's only gauges.

the Runoffs. "The whole weekend they were putting sticker tires on their cars every single session, and they would give us their old tires."

The E Production Runoffs race itself was also a blast. "In the race, I was doing really well," Coyote says, reliving the moments of his first Runoffs race.

A few laps in, the race went under double yellow due to oil on the track, and when the track returned to green, Coyote jumped into action. "I had an amazingly good restart, and I passed a couple of cars immediately," he says. "But then I lost fourth gear. It just popped right out. With one lap to go, I lost everything - I didn't have a single gear so I pulled off the track. I didn't even end up finishing."

It was, sadly, a fitting end to a year-and-a-half of struggles. But this is Coyote, so the story doesn't end there. Coyote is, after all, the definition of determination.

While Coyote's desire to enter a professional race is ever present, he has other plans for 2020. "I'm going to race this year, but I don't know if I'm going to do the Runoffs," he says. "The focus for me lately has been trying to get more people involved.

"I want this to be around in 20 years. If I want that to happen, some new things have to happen"

COYOTE BLACK

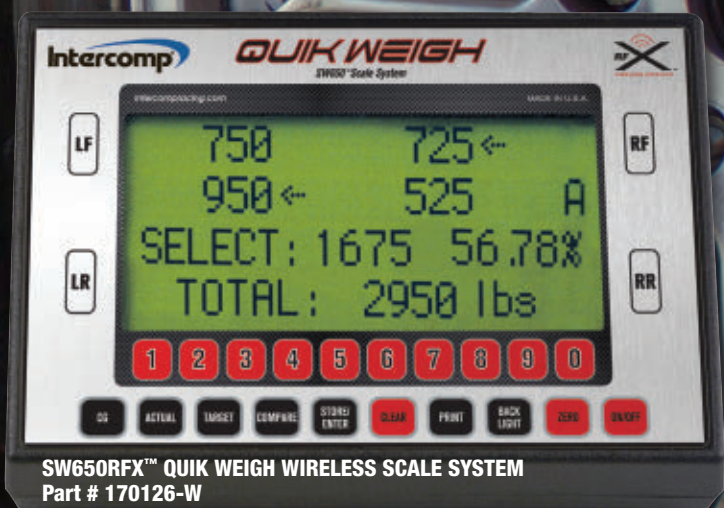
"I'm a novice coach for Track Night in America at Pitt Race now," he says in his excited, chipper tone. "I'm also now on the Steel Cities Region Board of Directors and I head up outreach and social media, a position I motioned to start. I try to work with people one-on-one to really help them get to where they're going - hopefully to get them on track, or at least get them [flagging] a corner.

"I want this to be around in 20 years," Coyote says of the sport he simply can't get enough of. "If I want that to happen, some new things have to happen - that's just the bottom line."

Truly, Coyote is like so many others who discover SCCA Road Racing. In those early days, he was absolutely, positively determined to race. To that end, despite it all, he still is - but now he's just as driven to make sure the path is clear for everyone else who has a similar dream.

Stopping is not an option. 🚫

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GOING PRO

(RIGHT) Amy Ruman has made SCCA history multiple times. The first occasion was when she became the first woman to win a Trans Am race, and the second was when she became the first woman to win the overall Trans Am championship title. (BELOW) Ruman and her TA-class Corvette constantly contend for Trans Am wins.



As the calendar turns to March, we recognize National Women's History Month, and what better way for us to do that than to take a look at a few of the women who have made a significant impression on the Club's 76-year history.

Women have affected every facet of the Club, from breakthrough competitors to leadership that forever changed the direction and voice of the organization. In fact, some of the best-known women in all of motorsports include SCCA Hall of Fame members Denise McCluggage, Janet Guthrie, and Lyn St. James - and now we take a moment to recognize a few other women who have marked significant milestones within the SCCA.

SCCA ROAD RACING

In the early days of American racing, women were often thought of as a sideshow, relegated to unofficial races held between the main events. Understandably, the women wanted the opportunity to measure themselves on equal ground with the men.



In 1960, Donna Mae Mims, an executive secretary at Yenko Chevrolet, began road racing and, by the end of that year, she had won her first SCCA race behind the wheel of a B Production Corvette. By 1963, Mims had become the first woman to win an SCCA National Championship, having earned the H Production points title. For her efforts, Mims was also awarded SCCA's Kimberly Cup.

At the 2020 SCCA National Convention, another breakthrough road racer was recognized, as Catherine "Cat" Kizer was inducted into the SCCA Hall of Fame. Kizer was the 1979 H Production Runoffs champion, being the first female to win the winner-take-all championship, and she is the only woman to have been awarded SCCA's highly coveted President's Cup.





THE BETTER HALF

While March is National Women's History Month, women have been rocking SCCA since the early days

WORDS SportsCar Staff | IMAGES Chris Clark

THE FIRST

(RIGHT) In 1963, Donna Mae Mims had amassed enough points to earn SCCA's H Production National Championship, the first such SCCA Road Racing title earned by a woman. (BELOW) Cindy Lux has seen success at both the National Championship Runoffs and in the pro ranks, and she continues to wage battle in the SCCA Pro Racing Trans Am Series.



SportsCar Archive

"Catherine 'Cat' Kizer... is the only woman to have been awarded SCCA's highly coveted President's Cup"

GLASS PYLON

(BELOW and LOWER RIGHT) Shauna Marinus became the first woman to win an Open class National Championship Solo title, doing so in 1998 when she drove her Mazda RX-7 to the A Street Prepared win. Marinus would later score a Runoffs podium finish as well as compete in numerous professional races.



Chris Clark



Mark Weber

Women finding success on track is not limited to the Club side, either, as many legendary names have scored podium finishes, race wins, and overall championships in the professional ranks. Amy Ruman forever cemented her place in SCCA history with her 2015 Trans Am championship and backed that up with a repeat performance in 2016.

Ruman got her start in SCCA Solo competition before moving on to Spec Racers, and eventually GT-1. Along the way, Ruman scored a podium finish at the 2010 Runoffs, as well as in the Spec Racer Pro Series and ALMS Women's Global GT Series. Ruman's first Trans Am class win came in 2011 and, since then, she has recorded 15 more.

Cindy Lux is another competitor

"To this day, we continue to see women succeeding at SCCA's pinnacle amateur road racing events"

who has held her own in both the Club and Pro ranks, with a Runoffs podium finish to her credit, along with numerous professional racing accolades including Trans Am wins across a number of classes and the 1999 ALMS Women's Global GT Series title.

To this day, we continue to see women succeeding at SCCA's pinnacle amateur road racing events, including Runoffs podium finishes most recently going to Michelle Abbate, Hanna Zeller, and Kellie Czarny.

SCCA SOLO

No one really knows how the idea of competing on a temporary circuit marked with traffic cones became known as "Solo," but it dates back to the 1960s. In 1968, the Midwest Division held the first Division Solo II Championship and, in 1973, SCCA saw the birth of the Solo National Championships. Held at Mid-America Raceway, the first Solo Nationals included 224 competitors spread over 15 classes. Among them were 22 women running in a single Ladies class. By 1979, the number of classes had grown significantly, and with that growth came parallel Ladies classes.

In 1998, the glass pylon was shattered when Shauna Marinus drove her Mazda RX-7 to the A Street Prepared Open class championship.



PUSHING THE LIMITS

(FAR LEFT) Rita Wilsey became the second woman to win a Solo National Championship in an Open class when she won B Street Prepared in 2005. (LEFT) Brianne Corn claimed Ladies and Open class Solo National Championship titles before proving she was equally skilled in the dirt. There, she proceeded to win three RallyCross National Championship titles (shown).



Prior to the record-setting ASP title, Marinus found success in the Ladies classes, having won three championships. Marinus would go on to try her hand at Club and Pro Racing, scoring a podium finish at the 2000 Runoffs.

Rita Wilsey, a four-time Ladies class champion, would be the next to win an Open class Solo National Championship when she bested the B Street Prepared class in 2005.

Brianne Corn won B Modified Ladies in 2008 and, in 2011, she secured the B Modified Open title along with Driver of the Year accolades. Corn also has the unique distinction of being the only woman to have won both an Open class Solo title and a RallyCross National

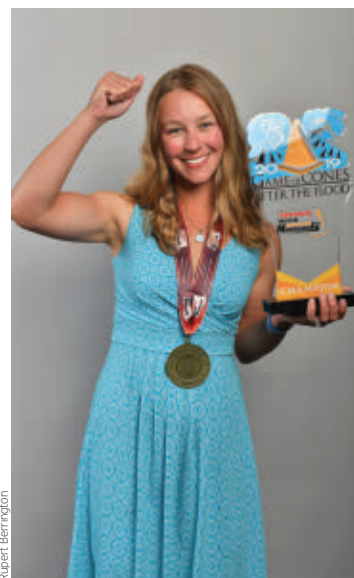
Championship. In fact, she has three RallyCross titles to her credit.

Most recently, we saw Tamara Krystinik win an Open class championship at the 2019 Solo National Championships. After a pair of C Street Prepared Ladies titles in 2015 and '16, Krystinik moved to D Street Prepared's Open class, where she finished as runner-up in 2017 and 2018, before claiming the overall title last year.

Might Olivia Hammac, who at 12-years old won the supplemental Formula Junior B class at the 2019 Solo Nationals (and was named one of *Sports Illustrated's* SportsKid of the Year finalists) be among the next group of women to claim an Open class Solo National Championship?

CHAMPIONS

(RIGHT) Following a pair of runner-up finishes in D Street Prepared in 2017 and 2018, Tamara Krystinik claimed an Open class win in 2019, making her the fourth woman to accomplish such a feat in an SCCA National Championship class.





Philip Royle

THE LEADERS

(FAR LEFT) SCCA Hall of Fame member Ruth Nixon (bottom) was the first woman to serve on the SCCA's National Board of Directors. (LEFT) Tere Pulliam was the most recent woman to lead the Club as a member of SCCA's Board of Directors, with her term coming to a conclusion at the end of 2019.



Philip Royle

Perhaps inspired by Nixon's service, Marge Binks showed she was more than capable of running the show. Binks had years of service at the Regional level, as well as working on professional events like the Formula 1 Grand Prix of Long Beach and Las Vegas, plus events with IMSA, Champ Car and USAC. Binks was elected to the SCCA Board of Directors in 1991 and, in 1995, did what no man could do: succeed Carl Haas as Chairman of the SCCA Board. In doing so, Binks became the first woman to hold that position.

In 2019, Patricia "Patc" Henry joined the SCCA Hall of Fame, in large part due to her efforts working in both Club and Pro Racing. Henry's work with the Nebraska Region landed her the job of leading the new Sports Renault series in 1984. Henry would go on to work with the Playboy Endurance Series, Corvette Challenge, and Neon Cup, as well as stabilizing SCCA's Pro Racing division during her 10-year stint. Henry would next be called on to head SCCA's Club Racing division, and while there she accomplished the herculean task of relocating the Runoffs from Road Atlanta to Mid-Ohio.

And then there's Lisa Noble who, in 2014, became the SCCA's first female President and CEO, after serving as the Chairman of the Board

It should be noted, however, that this feature doesn't even begin to scratch the surface of the significant women in SCCA's past, as well as those working for the betterment of the organization today. What we do know is that the Club's future is bright because of the contributions of all of the women in this Club. 🍷

IN CHARGE

(ABOVE) Marge Binks forever made her mark on the SCCA when, in 1995, she became the Club's first female Chairman of the Board.

SCCA LEADERSHIP

As any member knows, it's the volunteers who make the thousands of SCCA events each year happen, and women are a large part of that effort.

Ruth Nixon was inducted into the SCCA Hall of Fame in 2008 along with her husband Don. The duo served the Club tirelessly for many

"What we do know is that the Club's future is bright because of the contributions of all of the women in this Club"

years, but it was Ruth's service on the Board of Directors that stands out, as she was the first women to serve the Club at that level.



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THROUGH A DIFFERENT LENS

Cindy Warford is blind, but that's not stopping her from experiencing what the SCCA has to offer | WORDS Cindy Warford | MAIN IMAGE Dave Green



***Editor's note:** What follows is a letter Cindy Warford wrote to Stephen Mullen, Central Florida Region's Regional Executive. Since this letter, Cindy has become part of CFR's pace car team, assisting on the radio from the pace car's right seat and realizing her dream of getting on track. We would like to thank Cindy for her willingness to share her amazing and inspiring story.*

Let me introduce myself: My name is Cindy Warford, age 60, and I have been totally blind since I was 18 months old. I don't remember having sight.

I have always been interested in the racing world and had mental pictures of how certain things would be. Being blind can be a handicap preventing participation in many things because of people's perceptions of blindness. So, when I heard about the Central Florida Region Daytona Showcase, I called the Showcase Chairman and asked if I could participate in the on-track ride-alongs. He assured me that the organizers could not think of a reason why I wouldn't be welcome.

Thanks to CFR and the Region's Daytona Showcase event, which allows the public to participate, along with the trust and acceptance of everyone I interacted with, I now know the real feel of riding around Daytona International Speedway. SCCA showed me that no matter whether you are handicapped or not, they will find a way to help you enjoy their activities.

Until now, my only experience with racing was listening to TV broadcasts and the way announcers spoke about things - they rarely explained specific details because most people can see what they are talking about. As such, I expected a "pit"

to be a low area next to the track. I expected a tall wall that people had to scale to cross between the track and the "pit," with a large garage right next to the pit - because those are what the commentator's words "pit" and "wall," and "scaling the wall" bring to my mind.

Furthermore, when the commentators talked about the high-banked turns, I thought that riding around the track would feel like riding a tilt-a-whirl at an amusement park. Going around curves, I thought I would feel pressure to slide toward the bottom of the track.

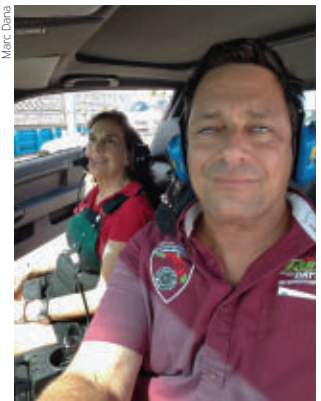
I had no idea what an "infield" would be like other than from watching TV, so I expected the infield to just be a big campground area. (For a blind person, we still "watch" TV, but we can only listen and relate the words from the announcer to our prior experiences.)

I have attended the May Daytona Showcase for the last two years and have learned more each time. I had expected to just do a ride-along on the big track. Until we got there, I had no idea that there were such things as autocross and Rallycross. My experience with racing was watching NASCAR and the Indianapolis 500, and it seems so simple on TV. It's like just the teams and a few officials are there but being at this event helped me realize

HELPING HANDS

(MAIN) Central Florida Region's David Moore takes Cindy Warford for a ride around Sebring International Raceway, something she'd longed to experience.

(BELOW) Cindy assists Marc Dana in the pace car during an SCCA race at Sebring.



"Being blind can be a handicap...because of people's perceptions of blindness"
CINDY WARFORD

how many people it takes to put on a race. Before I learned all of this, my first experience at the CFR event was the Rolex road course ride-along.

In 2018, I was lucky to have Marc Dana as the driver for my track event ride-along. Even more fortunate was that he had helmet-to-helmet radios and was willing to describe for me what was happening.

While riding in a BMW around the track, I was in awe that Marc could drive, communicate, and describe things to me, watch me, and watch the other cars on the track all at the same time. It was amazing to feel gravity push me back into my seat and to feel the rush as we went around the turns.



NO HOLDING BACK

(BELOW) Cindy, standing alongside her husband Rick, prepares for her time in the pace car. (RIGHT) Cindy experiences the winding Sebring circuit thanks to Florida Region's Marc Dana.

Going around the high-banked turns was different than I imagined - it took so little effort on my part to hold my body in place. I had not thought of how speed on a banked track would cause a centrifugal effect that helps keep you in place. But the most fun for me was going through all of the infield turns in the road course! I knew drivers were in good shape, but I didn't realize how much strength Marc needed in his arms and hands to maneuver through the course. All too soon, the ride was over. All I could think about was when I could do this again.

But there were other opportunities waiting for me this day. We started walking around the infield and I got a

true sense of the size of Daytona International Speedway. That is when my husband told me about autocross and Rallycross. Additionally, after the cars gridded for the enduro race, we were allowed to walk around and see the cars and talk with the drivers. I never knew so many different types of cars could race. There were lots of Miatas, but then there were little sports racing cars that I had never heard of or seen before. One of the drivers let me "look" around

"I spent a long 12 months waiting for the 2019 Daytona Showcase to arrive"
CINDY WARFORD

his car, inside and out. Wow, it sits low to the ground and is so small. I thought it would be really fun to ride in something like that at the speeds they achieve while racing.

By now I was hooked and wanted to learn more about the SCCA, what the Club does, and when they do it.

We sat on the grandstands between Turn 3, the International Horseshoe, and the Rallycross field so we could watch both. I was surprised that the cars were not as loud as I expected. I was also pleased to find that I could identify the car I had the ride-along in as it went around the track, as each car type seemed to have its own unique sound. The descriptions my husband and friend gave me of the Rallycross and autocross had me planning the next year's visit and additional ride-alongs.

While walking around the Fan Zone, I was also able to climb into a racecar through the window. Getting in was a little strange, but people figured out how to describe the proper way for me to get in and out. Let me say, getting out was a lot easier, and now I know how real racecar drivers manage to get in and out of their cars.

I spent a long 12 months waiting for the 2019 Daytona Showcase to arrive. I even convinced my husband to purchase a Corvette so I can get a little of the racing feel on everyday rides.

Dave Green



Marc Dana

We showed up earlier to the next Daytona Showcase and signed up for autocross and Track Event ride-alongs. I was really surprised - as soon as we arrived at the track, Michael McKee was at the check-in station and recognized me from the prior year. I found out it was his car that I rode in with Marc the prior year. He also told me he would make sure Marc knew I was here again. Then we got to the ride-along check-in and Natalya McKee also recognized me. I had seen them at the 2018 event, but it was at this event that I got a chance to talk with them and learn a little



more about what it takes to put on this wonderful event.

While waiting for the ride-along on the track, I was happy to find that the No. 59 BMW was on display in the Fan Zone, so I got to touch the car and look all around it – I finally knew what the car I had ridden in the prior year looked like. We also met a young woman who had a rally racecar there. She told me of many of her experiences and I was able to see her car and the whole rollcage.

There were several other cars there, and someone was with each car and explained how it was specially modified

and what kind of racing they did. We also found out about RoadRally. This was really engaging, since I had not gotten the chance to really talk with many people the first year due to rain coming in quickly while we were watching the racing.

At that event, my track ride-along was in a Mustang with Matt driving. My husband even went on a ride-along this year, so I needed more help from the volunteer “pit crew” to prepare and get into the car. Everyone was very helpful *and* I got to climb over a pit wall (I now know it’s not a depression in the ground and the wall is not very high.)

Matt immediately asked what he could do to make the experience as rewarding as possible for me. I really appreciated him (and all the other staff and drivers we met this year) taking so much of their time to help me learn, as well as answer my questions. After the ride-along, I even got to spend some time with Marc Dana, and he answered many more of my questions while we waited for my husband to return.

Next we went to the autocross, where I pleaded with many drivers to get a ride-along before discovering that Novices were racing, and they

cannot have passengers. Once we understood that, we quickly found Pierre, an advanced autocrosser, who had a station wagon and was happy to take a passenger. He taught me how to brace with my feet, what the timing was like, what autocross was like, and he prepared me for what was to come. I thought he might go a little slower because of me being aboard – but when we got on the course, he actually crossed the line faster than in his other runs that day!

Autocross was different in that there were so many turns, one right after the other, along with quick acceleration



Dave Green

LIVING THE DREAM

CFR's David Moore stands alongside Cindy Warford following their laps around Sebring.

and braking - it went so fast that I hardly had time to get the feel of things before it was over. In my opinion, it ended all too soon.

We were somewhat sad that there was no RallyCross to try this year. I am looking for a time and place where I can experience that in the future.

I am amazed that CFR is able to use two of the most well-known racetracks, Daytona International Speedway and Sebring International Raceway, to host their events, as well as allow many everyday people to experience the thrill of participating on these famous venues. I hope to be able to get to experience Sebring

International Raceway someday soon, as I have always wished I could ride on this famous racecourse.

After these two years of being at the Daytona Showcase, I have taken some time to reflect on what I learned and how others could learn and experience the SCCA in action. I have tried to think of how a blind person could help, as it is obvious it takes so many people to put on such a successful event. My first thought was to send a letter showing how much I enjoyed and appreciated all that was done for me. Then I heard about *SportsCar* magazine and was wondering if I might be able

"I am amazed that CFR is able to...allow many everyday people to experience the thrill"
CINDY WARFORD

express my thanks by working with them on an article.

I hope that these thoughts can encourage others to attend, experience, and learn to help or participate in the sport via the SCCA. I think it's a great way for young people to get started in this sport - but frankly, anyone, regardless of age can be involved in one of many different capacities. With a greater number of people who get involved, I would hope that there could

be even more events to give the public a chance to experience what the SCCA has to offer and become SCCA members.

I am going to continue to think of how I can contribute more to help those who have taken so much of their time to educate me, and to spread the word about this amazing experience.

Sincerely,
Cindy Valdez Warford

PS: Special thanks to Marc Dana, Natalya, and Bonnie and Michael McKee for going so far out of their way for me each of the last two years. I hope to see you all again soon. 🍷

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The 2020 SCCA National Convention brought members together for three days of information, education, and fun

WORDS & IMAGES Philip Royle



WORKING TOGETHER

(LEFT) SCCA President and CEO Mike Cobb kicks off the 2020 SCCA National Convention to a packed house.

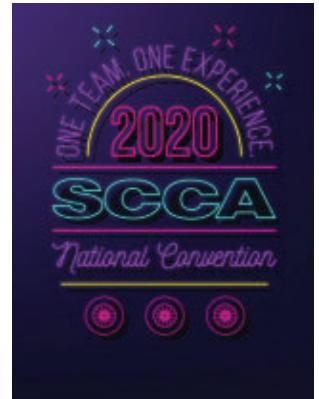
Roughly 450 SCCA members sat in the grand ballroom of the South Point Hotel, Casino & Spa in Las Vegas, Nev., on a cool Friday morning listening to SCCA President and CEO Mike Cobb set the tone for the 2020 SCCA National Convention. “Always ground any conversation with your mission,” Cobb began, stating the Club’s mission statement: “We exist to fuel a safe, fun, and exciting motorsports experience for auto enthusiasts.”

This particular gathering of the 2020 National Convention, Cobb noted, was the first of many sessions at this year’s SCCA Convention. This particular session, however, came one day after the Club’s Annual Meeting and Town Hall, and that is where our story begins.

ANNUAL MEETING AND TOWN HALL

The Annual Meeting is more than the fulfillment of SCCA’s bylaw requirements. Rather, it’s a chance for the membership to hear - direct from the Club’s national leadership - how the prior year fared and how the Club’s financials look as we move forward. The Annual Meeting is often an eye-opening experience.

“One of the things we spent a lot of time working on [in 2019] was improving our member experience, with our ability to join and renew members online,”



Cobb said during his Thursday report at the Annual Meeting.

Cobb then went on to recognize SCCA staff members Aimee Thoennes, John Bauer, and Derrick Frakes for the work they’ve accomplished with SCCA’s new online membership portal. “They’re the three musketeers who have been working 24/7 over the last 18 months to really do a lot of outstanding work,” he said. “They have accomplished a huge step forward for us in 2019 and will certainly help us accelerate hot out of the gates in 2020.”

Cobb walked attendees through some of the new online portal, showcasing advances that the entire membership will benefit from. The new system, found at my.scca.com, allows members to easily update and renew their membership. It also allows for auto membership renewal, a vital element of improving membership retention, Cobb pointed out.

UNVEILINGS

Mike King leads the Solo Town Hall, revealing several new autocross classes.

**IN SESSION**

(LEFT to RIGHT) Kevin Carter leads Reinventing Your Region. Jon Krolewicz talks Time Trials. SCCA Chairman Lee Hill addresses the membership. (TOP to BOTTOM) SCCA's Manager of Member Services Aimee Thoenes. SCCA's Director of Region Development Chris Robbins. Tim Mayer talks about FIA's inner workings.

To that end, Cobb revealed numerous membership statistics showing that while the Club's annual membership is slightly down, 2019 saw a retention rate greater than the prior year - to the tune of roughly 25 percent. This, he noted, is a trend the SCCA National Office intends to capitalize on with the new system's auto membership renewal.

"We also made progress with our Welcoming Environment statement launch, although we did engage in the 'meme wars 2019,'" Cobb continued. "If you engaged in that kindly, thank you. If you engaged in that in a way that was less than kind - please stop," he laughed.

The 'meme war' is something many members may not be aware of, but it directly affected

the SCCA and its membership. An unofficial SCCA group page on Facebook saw a flood of memes, essentially consuming the page. The problem came when offensive memes were posted. But while this Facebook group wasn't officially hosted by the SCCA, its group name, unfortunately, implied a level of authenticity.

To work through the issue, Cobb noted, SCCA's Director of Region Development Chris Robbins stepped in, working with the group's creators in order to reign in the page. Memes were fine, Robbins said, but the Club would not stand for anything aggressive and offensive.

"The 'meme war' and other things like that on social media fell on the [SCCA's] Region Development group because

while we are not the internet or social media police, the behaviors we saw on there were to the point that we were going to be losing members [and] losing reputation," Robbins explained later on, during that evening's Town Hall.

"Before the 'meme war' broke out, I was already in conversation with a few of [the group's] admins and moderators, and when [the meme war] happened, I was in communication with every one of them," Robbins continued. "One of the things that happened immediately was I said that if they were going to use [SCCA's] name, they were going to have to follow our rules."

Back to the Annual Meeting, Cobb walked the membership through a number of slides

displaying something the SCCA National Office has been concentrating on: membership experience. Therein, a slew of percentages were presented based on event surveys. The key question in the surveys, said Cobb, boiled down to this: Based on your experience, how likely are you to recommend that specific event to others.

Of those surveyed, the lowest aggregate percentage of people likely to recommend the SCCA event they attended was 84 percent, with numbers going all the way up to 98 percent. It should be noted that these surveys spanned everything from all of SCCA's National Championship events to the Time Trials Nationals and interactions with the SCCA National Office.



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IN THE HALLS

The hallway at the SCCA National Convention often leads to numerous impromptu meetings of the minds, like this one with the SEB's Zach Barnes.

**SEMINARS GALORE**

(LEFT to RIGHT) RallyCross Board Chairman Kent Hamilton at the town hall. Philippe de Lespinay speaks about driver safety. Steve Ray talks eMotorsports. (TOP to BOTTOM) Deanne Carter discusses peak performance driving. Peter Cline leads the VETMotorsports session. A conversation about competition offerings.

"I like to believe [SCCA's increased membership retention] has something to do with the experience that we're focusing on delivering to one another and to our members through our programs and leadership," Cobb said.

Cobb wasn't the only one to take the stage during the Annual Meeting. This gathering also saw Jeff Jacobs from the SCCA Foundation make his way to the podium, as well as Robey Clark from SCCA Enterprises, SCCA Pro Racing's Sydney Yagel, and Peter Jankovskis from SCCA Ventures.

The Club's preliminary 2019 financial report was also presented. As forecast a year ago, SCCA Inc. saw an operational loss, but that was a calculated loss, Cobb explained,

due to the investment in items like the membership portal that will ultimately pay itself back via increased membership renewals. Unlike in 2018, however, SCCA's investment portfolio came to the rescue and turned SCCA Inc.'s loss into profit.

Where the Club struggled in 2019 was SCCA Pro Racing's F4 U.S. Championship and F3 Americas Championship. According to SCCA's Chairman of the Board of Directors Lee Hill, SCCA has been analyzing every contract regarding the two series in order to maximize potential moving forward.

SCCA's detailed audited financial report will be made available to the SCCA membership later this year through scca.com.

ONE TEAM, ONE EXPERIENCE

Back to Cobb's Friday morning session: "If there's one word I'm going to overuse [this weekend] it is the 'e' word, and that's 'experience,'" Cobb said during that session, which was entitled "One Team. One Experience."

"I really think that what differentiates us from all of the other sanctioning bodies, all of the other competitors, all of the other clubs, is our collective ability to deliver on experience that's unique to the SCCA," he said. "That's an inherent part of our value proposition, and a mission-critical part of our value proposition, so I'm going to spend a lot of time on it."

"We have a little more than 115 Regions, more than 115 Region leaders, and we have a lot of folks sometimes going

in different directions, but the reality is we're equally yoked," he continued. "We're all charged with delivering a membership experience; we're all charged with recruiting, training, and staffing volunteers; we're all charged with delivering the best experience we can, whether we have significant financial resources or not. There are more common things than uncommon things."

"So, the bottom line, to me, is that to deliver a portfolio of experiences that are different from everybody else, we have to operate as one team," Cobb said.

His interactive session continued for another 45 minutes, preparing the hundreds of attendees for the sessions to come.



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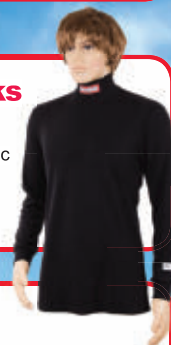
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Member of Excellence: Rich Bireta, Kansas Region

TOM BURKE AWARDS

Small Regions: Old Dominion Region; Mark Sanetrik, RE
Medium Regions: Glen Region; Ed Zebrowski, RE
Large Regions: Cincinnati Region; Tony Brown, RE
Jumbo Regions: Central Florida Region; Stephen Mullen, RE

REGION OF THE YEAR AWARDS

Small Regions: Puerto Rico Region; Jose de Miguel, RE
Medium Regions: Utah Region; Kevin Schulz, RE
Large Regions: Buccaneer Region; Don Johnson, RE
Jumbo Regions: Houston Region; Larry Svaton, RE

CLUB RACING

President's Cup: Robeson Clay Russell, Central Carolinas Region
John McGill Award: Glen Thielke, Milwaukee Region

RALLYCROSS

Dirty Cup: Leon Drake, Tennessee Valley Region
Spark Plug Award: Jon Seaton, Arkansas Region
Divisional RallyCross Achievement: Central Division
Regional RallyCross Achievement: Atlanta Region

ROADRALLY

Robert V. Ridges Memorial Award: Bruce Fisher, Detroit Region
Arthur J. Gervais Award: Jim Crittenden, Milwaukee Region
David Teter Tour Rally of the Year: Kate and Clarence Westberg, Land O' Lakes Region
Divisional RoadRally Achievement: Central Division
Regional RoadRally Achievement: New England Region
Best new Regional RoadRally Program: Susquehanna Region



SESSIONS GALORE

While the 2020 SCCA National Convention technically ran from Thursday at 5 p.m. through Saturday evening's Hall of Fame Induction ceremony, which ended at around 10 p.m., that wasn't all of it. Yes, in that timeframe there were more than 75 individual sessions, but the SCCA Convention actually began as early as 11 a.m. on Thursday with free strategy and training sessions and ended at 4:30 p.m. on Sunday following the Tire Rack Street Survival Summit.

Convention sessions spanned topics from using MotorsportReg's registration system to Time Trials to eMotorsports, driver safety, Bracket Racing, Women on Track, VETMotorsports, and beyond. Individual town halls were also hosted for each competition type.

At the SCCA Road Racing town hall, SCCA Vice President and COO Eric Prill and SCCA Director of Road Racing Deanna Flanagan tackled the topic of the National Championship Runoffs event rotation and, at the Solo Events Board town hall, SCCA Director of Rally & Solo Mike King revealed the creation of two new Regional-only autocross classes, XS and EV.

AWARDS AND THE HALL OF FAME

Throughout the SCCA National Convention, awards were presented to a variety of outstanding members. Then, as has become tradition since the 2005 SCCA Convention, the event wrapped with SCCA's Hall of Fame Induction.

AFTER HOURS

Thursday evening's Welcome Party involved food, drinks, and pinewood derby fun.

This year, a total of 10 SCCA members were inducted into the SCCA Hall of Fame, including Bill and Jane Goodale, Walt Hansgen, Joe Huffaker, Scott Harvey, Cat Kizer, Bob and Patty Tunnell, and Dave and Sherrie Weitzenhof. You can read all about them in this Convention coverage.

AT YOUR FINGERTIPS

For those not able to attend the SCCA National Convention but still wanting to learn, or for Region Leaders who attended who are looking to pass Convention session knowledge onto their fellow members, the SCCA makes all of the presentations available online. "All presentations and notes will be available on my.scca.com - look under Member Resources/File Cabinet," SCCA Manager of Region Development Rick Myers noted in a post-Runoffs follow-up.

Myers also revealed the date and location of the 2021 SCCA National Convention. The 2021 SCCA Convention will build on the success of 2020's event, retaining the popular location and similar dates - so plan to be at the South Point Hotel, Casino & Spa in Las Vegas on Jan. 21-24, 2021. Session details, room reservation information, and more will be released at a later date, so for now, mark your calendars. 📅



BILL & JANE GOODALE



SCOTT HARVEY
(with SCCA's President)



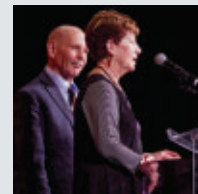
CAT KIZER



JOE HUFFAKER



PATTY & BOB TUNNELL



**DAVE & SHERRIE
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2020 SCCA HALL OF FAME

BILL AND JANE GOODALE

Within the SCCA, Bill and Jane Goodale have been far more than accomplished drivers. They have been leaders, facilitators, officials, and mentors. It could be argued that most SCCA members have been affected by their efforts, certainly on the Solo side. But beyond that, the grace, kindness, and sense of inclusion they've displayed has become a hallmark of SCCA's Solo program.

Jane was Solo Chair during the 1970s when New England Region's Solo program was just beginning. She traveled the ProSolo circuit and went on to lend support to the Region and fellow competitors and was well known as host of the Region party at the Solo National Championships. Meanwhile, Bill was New England Region's first, and for decades, only Solo Novice chair.

In the early years of the Solo Nationals, Chief Stewards were usually from outside of the Solo community. When that changed to instead utilize those involved in autocross, Bill was one of the first to be asked to fill the role. He did for decades, working with and mentoring many others who have taken on the role as the Solo Nationals grew. Bill's record in competition was impressive, too, as he was named the 1989 Driver of Eminence, received the 2010 Solo Cup, and claimed several SCCA National Championships along the way.

WALT HANSGEN

A member of the Northern New Jersey Region since joining the SCCA in 1951, Walt Hansgen's influence and impact in American and European sports car racing was immense. As a competitor, Hansgen

achieved much. He was a four-time SCCA C Modified National Champion, a three-time recipient of SCCA's President's Cup, and competed at world-class endurance events, NASCAR Grand National races, and a couple Grands Prix. Hansgen was also named the *New York Times* "Best Driver of the Year" and *Sports Illustrated* "U.S. Sports Car Driver of the Year."

Hansgen's successful racing career aside, he was a very active member of the Northern New Jersey Region, where he held the Regional Executive position. On a National level, he served on the Competition Board and worked diligently to improve the Club's road racing program, safety standards, and competition rules. Additionally, Hansgen conducted racecourse safety inspections, making recommendations for circuit improvements to benefit drivers, crew, and spectators – standards that are still in use today.

SCOTT HARVEY

While attending UCLA in the 1950s, engineering student Scott Harvey began rally and racing efforts in an MG-TD. By 1956, he had joined the SCCA and was working as a Chrysler engineer in Detroit where he managed to convince superiors to loan him a 300D for motorsport activities – the first in a long string of Chrysler products he competed in over the years. While some know Harvey for engineering high-performance suspension parts, his real impact came through advancing the sport of performance rally.

It is Harvey's early adoption of the European idea of high-speed rally that landed him in the SCCA Hall of Fame. He helped form a club, called The Rallygators, that worked

alongside SCCA's Detroit Region to create European rallying in the United States. Harvey was instrumental in the creation of the MONY (Michigan, Ohio, New York) rally series, with most MONY events being SCCA rallies. This eventually led to creation of the SCCA Pro Rally series in 1973, where Harvey became the first overall champion. Before that, he had participated in traditional Time-Speed-Distance (TSD) rallies where, in 1963 and 1964, he won the SCCA National TSD championship.

In 1968, Harvey served as Chairman and Rallymaster of the Press On Regardless rally, a milestone event for the sport in America and the longest running rally event in SCCA history. Under his leadership, Harvey and Press On Regardless were awarded the prestigious Arthur Gervais Rally of the Year in 1968 by SCCA, the first time a "performance" rally had been selected for the award. Harvey was also instrumental in bringing the World Rally Championship to the United States with his involvement in the 1972 Press On Regardless rally, an event in 1973 and 1974 with World Championship status.

JOE HUFFAKER

"Little" Joe Huffaker, the son of 2017 SCCA Hall of Fame inductee Joe Huffaker, has made a big mark in SCCA Road Racing. At an early age, the younger Huffaker helped out around his father's garage before "officially" joining Huffaker Engineering in the early 1970s. Over the years, he gathered a lot of useful knowledge from not only his father, but also various great drivers and mechanics, before taking over the business in 1991 when his father retired.

The younger Joe, however, didn't just continue his father's work. He significantly expanded the operation to become a force throughout SCCA Club Racing and Pro Racing, maintaining the highest possible standards in car construction and presentation. As proof, note the fact that Huffaker Engineering has produced over 35 Runoffs National Championship cars and claimed three SCCA Trans Am titles. The shop's successful record has earned the Huffakers the honor of being the very first father-son duo to be inducted into the SCCA Hall of Fame.

Beyond his car and engine building prowess, "Little" Joe – who actually stands 6 feet 5 inches tall – is an equally talented racecar driver. He has too many wins to count, but highlights include his 13 poles at the Runoffs and 10 National Championships.

CAT KIZER

A member of SCCA since 1976, Catherine "Cat" Kizer holds a special place in SCCA history. She was the first female to be crowned a Runoffs champion, and the only woman to be awarded the President's Cup. These two accomplishments have made Kizer a role model for other female racers.

It was 1979 when Kizer made history at Road Atlanta during the National Championship Runoffs. She faced a formidable field of competitors, many of whom were previous national champions. Starting from eighth on the grid, she quickly drove her H Production Red Roof Inns MG Midget into the lead. A great battle ensued up front, but it was Kizer who was first to the checkered flag. That inspiring drive earned her the prestigious President's Cup award that year.

The following year, Kizer was back at the Runoffs, placing her car on pole and finishing third in the race.

BOB AND PATTY TUNNELL

The Solo duo of Patty and Bob Tunnell have posted an illustrious record when it comes to autocross competition. From Volkswagens in the early 1980s, through a long and storied stretch driving BMWs at many preparation levels, this married couple has achieved incredible success. They have claimed numerous National Solo championships and ProSolo titles across many classes and categories, from Stock to Modified, in cars which were not the obvious choice for victory. Bob's recognition awards from the SCCA have included the Solo Cup and, together with Patty, Driver of Eminence.

Beyond their success between the orange cones, the Tunnells stand as an example of how to be active, involved members of both the Solo community and Club as a whole. Bob has served the Club on a variety of fronts, including time on the Solo Events Board and as a Chief Steward for the Solo Nationals. Patty and Bob have also lent their valuable experience and positive attitude to the Club's burgeoning Time Trials National Tour program. All throughout, the Tunnells never forgot how important it is to encourage experienced competitors to befriend and mentor those new to SCCA activities. Their kindness and compassion are also on display through philanthropic endeavors that create a very positive image for the SCCA.

DAVE AND SHERRIE WEITZENHOF

Dave Weitzenhof's record over more than 50 years of SCCA road

racing demonstrates his skill as both a driver and technician. Overall, he has seven SCCA National Championships and was presented with the Road Racing Drivers Club Mark Donohue Award in 1972, as well as the 1977 SCCA President's Cup trophy.

But as Dave himself admits, none of that would have been possible without the help of his wife, Sherrie Weitzenhof, who has been by his side and an instrumental part of the "team" throughout half a century of racing. The fact that Sherrie is officially recognized as a "Friend of the Road Racing Drivers Club" proves that point. Furthermore, Sherrie supported the SCCA NeOhio Region by organizing many events, including the successful and long running Competition Clinic, and she chaired the NeOhio Hall of Fame committee.

To his credit, Dave earned four SCCA Runoffs wins in the highly competitive Formula Ford class, as well as a pair of Formula Continental Runoffs victories and a Formula Vee SCCA National Championship. Beyond that, he has won far too many SCCA races to count. Outside the car, Dave was an accomplished engineer with Bridgestone/Firestone and has numerous patents to his name. Throughout his involvement in SCCA racing, Dave openly shared insights on car setup and vehicle dynamics, as well as his tire expertise with fellow racers. Some of that know-how was deployed while serving as a test driver for development of the Sports Renault program, which evolved to become Spec Racer Ford, one of SCCA's most popular car classes in road racing.

A TEXAS STYLE TARGA

Breaking from the norm, Texas Region hosted its first Texas Targa, offering unique challenges and entertaining thrills

WORDS Phil Elmore | IMAGES Time Trials images by Robert Kirby, lightspeedimages.com



In 2016-'17, SCCA's Texas Region began kicking around ideas for an event that combined different aspects of SCCA competition into a single event. The concept was to allow people who might only participate in, say, autocross to try out RoadRally and Time Trials. Then in 2019, the schedule finally clicked to have all three events on a single weekend. So, the date for the first Texas Targa was set for July 27-28, 2019. Only, things didn't go as planned.

A small team began working on logistics and added a new element: It would not be a proper Texas Region event without the inclusion of a Texas BBQ dinner. Eventually, the schedule was set: A Saturday Time Trial at the newly repaved Eagle's Canyon Raceway would be followed by a RoadRally to a Texas BBQ dinner. Sunday would conclude with an autocross at Lone Star Park.

"Not all was exactly what it seemed...especially when the route led to the neighborhood containing the 'Spiral of Doom'"

However, weather put the repaving at Eagle's Canyon slightly behind, so the July 27-28 date had to be forfeited.

The Targa team scrambled to recover - and recover they did. With determination and a bit of good luck, the calendar opened on Nov. 9-10 for all three venues. Registration soon reopened, and by the time it closed, 27 teams had registered for the Texas Targa.

Approaching the Targa weekend, the weather had struck with plenty of rain, but Saturday dawned cool and sunny. This meant that the super smooth track at ECR was green and tires had limited grip. However, as the day warmed, lap times dropped.

The only challenge was the off-course mud that a few cars found themselves in, but Brad Flack and the ECR team kept everything safe and as on-schedule as possible. The top drivers by Targa class in Time Trials were Brian Buchanan (Advanced) Tom Bergeron (Intermediate), Kenneth Walling (Novice), and Eric Bauer (Open Tire/Trailer).

Around lunchtime, the teams attended the RoadRally briefing and received their first taste of the challenges ahead.

The afternoon was a beautiful drive through the north Texas landscapes and towns, intermingled with questions and riddles about signs and landmarks they may have seen along the way - a true test of wits and navigational skills.

Not all was exactly what it seemed, however, especially when the route led to the neighborhood containing the "spiral of doom." The course-following directions contained several very subtle clues, and the result was 27 track cars mostly still stickered and numbered all looping and circling a neighborhood. If you thought you were on the right track, you certainly would question yourself as you saw other cars going by at right angles to your course. Eventually, all the teams spun themselves from the spiral and made it to dinner.

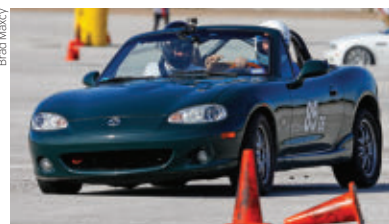
The dinner was held at Rudy's BBQ in Denton. While everyone ate, Rallymaster John



IN ACTION

(MAIN and LEFT) Texas Targa participants took to the track at Eagle's Canyon Raceway. (BELOW) Lone Star Park offered thrills for experienced autocrossers as well as those in need of some direction. (BOTTOM) The RoadRally portion of the Texas Targa presented its own challenges.

Brad Maxcy



Misty Wiselley





Poulos explained the “correct” answers to the RoadRally questions. There was much groaning, laughter, and ribbing of the other competitors. Top RoadRally results by Targa class included Brian Brooks/ Kevin Garpne (Advanced), Ethan/ Misty Wiseley (Intermediate), Jessica/Cross Kirchmeier (Novice), and Scott Lason/Tom Bergeron (Open Tire/Trailer).

Sunday was warmer and the course at Lone Star Park offered plenty of grip for the autocross. As the competitors would be competing with their respective classes, final results would not be known until the very end of

“The course itself was very quick and rewarded those who could maintain rhythm and speed between the elements”

competition. The course itself was very quick and rewarded those who could maintain rhythm and speed between the elements. Top autocross results by Targa class were Mark Schnoerr (Advanced), Phil Osborne (Intermediate), Timothy Mason (Novice), and Scott Lason (Open Tire/Trailer).

It's notable that the dynamic duo Tom Bergeron and Scott Lason entered independently

for the Time Trials and Solo, but teamed up for the RoadRally

Overall, the event was well received, and Texas Region's goal of encouraging cross-discipline participation was advanced - plus plenty of fun was had in the process. Many people tried things they had never tried, some attempted disciplines they hadn't tried in a decade or more, and dinner was all about the bench racing (of course). Best of all, from competitors to Region leaders, everyone learned a lot. Truly, the foundation set with this event is a solid one that can (and should) be built upon - like in August 2020 with the next Texas Targa. 🍷

PODIUM RESULTS

TEXAS TARGA Nov. 9-10, 2019

Advanced: 1. Mark/Sigrd Schnoerr; 2. Matt/Kim Lucas; 3. Kevin Garpne/Brian Brooks;
Intermediate: 1. Tom Bergeron/ Scott Larson; 2. Phil Osborne/ Sherrie Ledbetter; 3. Ethan/ Misty Wiseley; **Novice:** 1. Tim Mason/Ivy Chang; 2. Kenneth Walling/Sam Graff; 3. Sean Teeter/Brooke Teeter-Stocz;
Open Tire/Trailer: 1. Scott Lason/Tom Bergeron; 2. Eric/ Pam Bauer; 3. Richard Forsythe/Doug Taft.

GET COMFY

Before strapping in, take a moment to consider your racecar's ergonomics. A little planning will pay dividends come race day

WORDS Jason Isley | IMAGE Sean Rice

Automobile manufacturers spend countless hours and millions of dollars studying and improving the ergonomics of the cars we drive. As a result of these efforts, we have cars that are far more comfortable, easier to operate, and safer; in part, because we don't have to fumble about for simple controls. Consequently, drivers experience less fatigue behind the wheel in a well-engineered cabin.

But do we go to the same effort when setting up the cockpit of our racecars? "It's something that people don't pay enough attention to," admits Chad DiMarco of Sube Sports, a supplier of motorsports and performance equipment. DiMarco has also been a notable rally racer with the SCCA. "We would spend a week setting up the interior of our rally cars, steering wheel, pedal box location, seat location, and seat height in the car. The more I could reduce fatigue, the better I was."

A little work over the off-season could possibly help you reduce driver fatigue - and improve performance - once you get back on track. "If you think about it, you really only touch the car with your feet, your butt, and your hands," says RaceQuip's Patrick Utt. "Your feet and your hands are very important touch points. It's important to make sure that everywhere you

are touching the car you are comfortable, and that you are getting the most out of it."

Installing a race seat in its optimal position can be a time-consuming and frustrating experience - they pretty much never bolt right in, and as such, you can spend the better part of a day finding the sweet spot that offers both comfort and control. "Sitting in the wrong position puts a lot of strain on the eyes," says DiMarco. "Typically, drivers are trying to look over something because they are sitting too low."

In addition to getting the seat height right, you need to pay attention to the pedal box and steering wheel. "You should be able to get to threshold braking without fully extending the leg," DiMarco notes. "Also, you should not have to pull your shoulders out of the seat in order to turn the steering wheel all the way over."

While many formula and sports racing cars require very little steering wheel rotation to circulate the track, the same is not always true of production-based cars. Often, the temptation is to go with a smaller diameter steering wheel in an effort to quicken the steering ratio, but DiMarco suggests this solution comes with drawbacks. "Go with the largest steering wheel the cockpit can contain," he says. "Larger steering wheels offer more finite adjustment."

Additionally, DiMarco says to avoid unconventionally shaped steering wheels in cars with a slow steering ratio. "It's a big mistake in a car that can't go lock-to-lock using a D-shape wheel - you can mis-grip the wheel. We recommend a round wheel for those cars."

When it comes to gripping the steering wheel, the right gloves make a big difference. "You want to think about what kind of grip you want to have on the wheel," says Utt. "If I have a suede glove on a suede wheel, it's very grippy. If you have a big car and you kind of like to let the wheel slide through your hands, you might want a smoother leather, or a smooth wheel with the suede gloves."

"If you think about it, you really only touch the car with your feet, your butt, and your hands"
PATRICK UTT

"It's important to think about the grip, and how you use it," Utt explains. "If your hands never move from the spot where they are on the wheel, like a formula car, then you want something comfortable and grippy. If you think about the wheel sliding through your hands as you unwind on corner exit, you might not want as much grip."



ON THE INSIDE

(ABOVE) While what's under the hood impacts outright speed, consistency comes from driver focus. Consequently, winning is a lot easier if you're comfortable.



In addition to a range of materials found on the palms of race gloves, you will also see options like external stitching and pre-curved fingers. All of these options work together to help improve grip and reduce fatigue.

Driving suits also run the gamut, from value-based units that help those on a budget to a near-replica of your favorite

F1 driver's garb. The important thing to remember, however, is the safety rating – it's entirely possible that the value priced unit meets the same standard as the high dollar one. But while an increased price doesn't always mean more safety, price can have a significant influence on comfort. An entry-level suit, for example, may be plenty safe, but it

could be lacking some of the stretch panels and gussets found on pricier suits. Some suits also breathe better and wick away sweat. Consequently, do your homework.

"People know they are going to be hot, and they know they will be wearing it for some period of time, so comfort is on everyone's mind," says Utt, making one

key point about racing suit shopping. "It's always good to try a product on. It's good to touch it and feel it – there's no substitute for that."

Truly, concentrating on driver ergonomics within your racecar will not be time wasted. Fighting your suit, gloves, and seat as you race, however, is wasted energy, and may just cost you the win. 🎯



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ZERO 275 0-4M3 – LIGHTWEIGHT 8865 SYSTEM

Lifeline outperforms every brand in the market again (including Lifeline). In 2019, Lifeline added the Zero 275 to a comprehensive family of systems meeting the stringent FIA 8865 standard. This compact system weighs under 3.5kg including ancillaries, is appropriately sized for GT sedans and prototypes alike, and resets the benchmark for fire knockdown and re-ignition prevention.

\$1,699.99





NecksGen is a manufacturer of racing safety equipment, and is also a head-and-neck restraint specialist.

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REV2 CARBON

New for 2020, the REV2 Carbon is the lightest head-and-neck restraint available today. The Medium model for 2-inch harnesses weighs in at less than one pound. Incorporating all of the safety and features from the REV2 Lite, the REV2 Carbon is a lighter, hand made carbon fiber version.

\$699



RACING HARNESSES

NecksGen now offers racing harnesses to fit almost any application. Available with latch-and-link or camlock buckles, in 2- or 3-inch webbing, and now with lap belts that can be tightened by pulling upwards (or you can get the pull-down style as well).

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The 4119HR Competition Seat is loaded with features for safety and comfort. Air ducting technology allows air to be blown into the driver's core to help keep the body cool (or warm). Built-in back mounts make the seat ultra stable. And, of course, the 4119HR is FIA rated.

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THE JOURNEY

(LEFT) Keegan Eckart keeps himself plenty busy working under the hood as part of his college curriculum (BELOW), although he equally enjoys his time behind the wheel at autocross events (RIGHT).

Braden Gibson



There's no doubt that Keegan Eckart is a busy young man. The 20-year-old New England Region (NER) autocrosser and 2017 NER Solo Rookie of the Year balances school, working fulltime, updating his 1991 Mazda Miata, and lending a hand with NER Solo projects when he can, not to mention pursuing a serious passion for league bowling and, well, just hanging out with friends.

Along the way, he also has managed to find time to provide NER with several "What to Expect at Your First Solo" videos.

We caught up with Keegan back in early December, just as he finished his fall semester at school.

"I attend Springfield [Mass.] Technical Community College and am in my second year of getting my associates degree in Automotive Technology. I also work at Steve Lewis Subaru in Hadley, Mass., where I've recently been lucky enough to have been given my own bay," Keegan says.

"I've always been interested in motorsports but never had a

AT HOME IN SOLO

Keegan Eckart's motorsports journey has led to more than just competition, it's built lasting friendships | **WORDS** James Heine | **MAIN IMAGE** Reilly Lepak

connection to any type of racing," he continues, explaining his connection with the SCCA and New England Region. "In 2017, I decided it was time to figure out how I could start racing my parents' Mini Cooper S. I found NER by myself and wanted to go to an event. Then I found out that Jason Fair, the mechanic I was interning under at my first shop in high school, had been racing with NER for many, many years. He brought me to my first event, and I was hooked."

In addition to his parents, who have always pushed him to try new things and "supported me through everything," including opting for a work-study route in high school rather than a traditional curriculum, Keegan points to Fair as a mentor who helped him learn, not only the ins and outs of shop life, but also the basics of autocrossing and the nuances of front-wheel-drive cars.

"Also," he adds, "every single person in NER has been amazing - there are just too many to name."

These days, the Eckart family's D Street Mini - his mom's car at the time, and as noted, the car in which Keegan began his Solo career - has been replaced with a 1991 Miata, which Keegan ran in STS during 2018 and then after an engine swap and rebuild, in SSM for the 2019 season.

"I haven't been very competitive, but I don't regret building the engine at all," he says. "I enjoy the competitiveness and extreme camaraderie that Solo has. Everyone just likes to see each

other do well. I love analyzing every run on my GoPro after a morning session, to see where I can improve and fix my line, and then directly seeing the improvement later in the day."

The Miata, Keegan notes, has not only proven to be a reliable summertime daily driver and an enjoyable autocross car, but also, it has offered him myriad learning opportunities. Acquired during his senior year in high school for just a dollar - yes, a dollar - it was in sad, sad shape, he explains, and in the eyes of its former owner, probably not long for the junkyard. The owner, Keegan adds, left the car at Fair's shop, Pelham Auto, with a "I don't want it; do what you want with it" charge, and Fair eventually "sold" it to Keegan for a buck.

For Keegan, it has become the ultimate project car. "The control arms were all rusted. All of the bushings were seized, and the suspension was blown. It needed a new clutch and a sleeve cylinder, plus a lot of general stuff. The owner just wanted to get rid of it. So, he just gave it to us. I feel like I brought it back to life, and that makes me happy."

The engine swap and rebuild happened during the second semester of his first year at Springfield Community College, Keenan adds, as part of a course on gasoline engines in which the professors encouraged students to bring in and work on their own engines.

The rebuild included



Courtesy: Keegan Eckart

Supertech forged pistons, Manley rods, and head work, plus porting, polishing, and port-matching the intake and exhaust manifolds to the head. He also re-cut the valve seats by hand.

"The last thing I did was add a MegaSquirt 2 and street tuned it with one of my best friends. I've pretty much been running the car on that tune ever since," he says. "I'd like to get it professionally tuned, but I need a little more money for that."

The aforementioned Solo videos he has produced for NER are designed, in part, to help novices become familiar with autocrossing and comfortable with the routine of a typical day at the track, Keegan explains. "I put together a video of what to expect on your first day, and I think it's helped a lot of people. My goal in the long run is to have people be more comfortable and able to focus on the racing."

Veteran NER member, autocrosser and SCCA National Champion Kathy

Barnes concurs, Keegan has made some great videos for Region use, she says.

As for himself, in 2020 he will be autocrossing, and he'll also graduate from Springfield Community College in the spring. Shortly thereafter, he plans to acquire his ASE certification as an auto mechanic. Down the road - and as his budget will allow - he has his eye, he says, on road racing, perhaps someday becoming part of the Vermont SportsCar rally team, or perhaps working on racecars like Spec Miatas.

All because a high-school work-study mentor, NER member, and shop owner said, "Hey, come with me and try this."

"NER Solo has given me something that I will hold with me and participate in for the rest of my life - or at least as long as I can," Keegan says. "The people I have met and become friends with mean everything to me, and they are people I feel lucky to call friends." 📍

**CRAZY FUN**

(LEFT, bottom) Heather Clark has made friends and memories to last a lifetime while working F&C, a position that even took her to Le Mans (BELOW), where she worked the famed Arnage portion of the circuit.

LOVING IT

For North Carolina Region's Heather Clark, working F&C is only part of the fun | **WORDS** James Kearney | **IMAGES** Courtesy Heather Clark

Sometimes, when everything is right, your hobby can take you places your real job never could. Heather Clark grew up in Danville, Va., but she initially didn't connect with the SCCA even after she and a friend went to a race at a nearby VIRginia International Raceway.

In her day job, she is a case manager for a community services board working with adults with developmental disabilities. "I help people have a better quality of life by connecting them with the appropriate local services." This daunting and important work is not for everyone. You need the right match of passion and commitment, and Heather is fully on board on both counts. But even she couldn't have predicted her racing path would take her to work the famous Arnage corner at Le Mans. Yes, that Le Mans.

She was always a car gal, she says. "I just didn't know about the SCCA," she explains. In 2006, a former coworker encouraged her to come out to the Region's Crash and Burn School. "He said, 'Hey, you like cars, come on out.'" And just like that, her alternate life began.

Her first impressions were that the car stuff was fun, but the people were incredible.

"I just loved the way they welcomed me and were so accepting of everyone," she says. "It really did feel like a family. They were into cars as well and crazy enough to stand at the edge of the track."

Heather is all in. She is trackside most every weekend from February through December working everything from SCCA events to various high-performance driving days and vintage events. She also works IMSA events and motorcycle races. Her resume includes working corners at the 24 Hours of Daytona, the 12 Hours of Sebring, Indy Car at Mid-Ohio, and the inaugural F1 race at COTA.

Not surprisingly, she has racked up awards as she progressed first to Assistant Flag Chief in 2011 and finally to Flag Chief in 2017. In 2018, she received the prestigious Jacques Holland Award bestowed by the Southeast Division for treating fellow SCCA members as family first. "I don't feel like I am doing anything extraordinary," she admits. "I just do what needs to be done to ensure our F&C workers have what is necessary for them to have fun and do a good job. I've been in that position. If people have fun, they come back. Keeping up morale is



very important." She also recently became North Carolina Region's Assistant RE.

Her own morale got a serious boost this past summer when she received a gift from her motorsports friends financing her travels to Le Mans, where she worked the ultimate classic street race. "The trip was well beyond any expectations I had," she says. "I worked four days and camped out within the course. I was stationed at Arnage, and one of my shifts began at 1 a.m."

A recent job change meant she couldn't actually work the 2019 Runoffs at VIR, but she was often on site in the evening to catch up with friends. Four friends conspired to get her to attend the worker awards banquet where she heard her name called out to receive the F&C Worker of the Year Award.

"I thought I was just there to see my friends and pick up some turnips one of them had promised me, and go to dinner," she laughs. "I was really surprised. I'd already put in 10-plus hours at my real job that day before driving to the track, so I was pretty tired and hungry. But after I got the award, I felt great.

"I can't imagine my life being this rich without the friends and experiences I've had through my SCCA participation," she says. 🍷

12-19 DAYS

Harry Adalian	Mohawk Hudson
Gregory Adams	Ohio Valley
Richard D. Alexander	Mohawk Hudson
Ken Anderson	Washington DC
Virginia H. Anderson	Washington DC
C.W. Armbrust	Washington DC
Bill Armitage	Cincinnati
Barry D. Baker	Ohio Valley
Steve Balanecki	Detroit
Jeff R. Banker	Atlanta
Louie Charles Beal	Ohio Valley
Charlene L. Bettinger	Wichita
Arjen C. Bleeker	NE Oklahoma
Scott C. Boito	E Tennessee
James Brassfield	Oregon
James E. Brostek	Washington DC
Johnny Brown	Atlanta
Evans Browne	Washington DC
Jeff Bruckner	N New Jersey
Willia Bruckner	N New Jersey
John M. Callahan	Florida
Corrine Ann Carter	Indianapolis
Kevin Carter	Colorado
Laura Ann Case	Cal Club
Edward E. Cheek	Blackhawk Vly
Lori Clark	Ohio Valley
Sheila W. Cockey	Washington DC
Joshua Cockey	Washington DC
Rhonda L. Corbitt	San Francisco
Peter J. Corley	Washington DC
Toni Creighton	Atlanta
Andrew Crogan	Central Florida
Elizabeth Crogan	Central Florida
Rob Crosswhite	Arizona
Richard E. Currey	New England
David Saied Davdar	North Carolina
Eddie Danecki	Chicago
John S. Davis	Cent Carolinas
Judy M. Davis	Cent Carolinas
John C. Davison	North Carolina
Ronald Dent	San Francisco
Eric David Diamond	San Francisco
Lisa Diamond	San Francisco
Rhea L. Dods	Reno
Peg Dowd	New England
Donna M. Duffey	San Francisco
Johnny Lewis Dunbar	North Carolina
Robert L. Duncan	Central Florida
Wilma Dunias	Texas
Brian Dupuy	Des Moines Vly
Darlynne Duquette	San Francisco
Martyn Eastwood	Central Florida
Brad Ellingson	Blackhawk Vly
Donald Elston	Chicago
Donald A. Erickson	San Francisco
Holly Ernest	Buccaneer
Mark Eversoll	Buccaneer
Scott Kevin Farrell	Florida
Valerie Natacha Farret	Washington DC
Alice S. Fatterree	Washington DC
Richard E. Fedler	Milwaukee
John H. Firment	Detroit
James Doyle Ford	Washington DC
Pat Foss	Chicago
Wayne L. Foss	Chicago
Nancy L. Foster	Colorado
Gerald Fox	Montana
James Fulton	San Francisco
David Fyffe	Cal Club
Douglas A. Gall	Ohio Valley
Alan Garside	Ohio Valley
Brian Glaze	Central Florida
Philip G. Glendon	San Francisco
Mitch Grant	Central Florida
Sherry Grant	Central Florida
Valarie Grap	Milwaukee
Susan W. Green	Blackhawk Vly
Robert A. Griffith	Ohio Valley
Deb Hamilton	Ohio Valley
Julie A. Hammons	Land O'Lakes
Mark B. Hansen	San Francisco
Joel B. Harleman	Indianapolis
Michael A. Harwood	Ohio Valley
Frederick J. Hawley	W Michigan
Paula Hawthorne	Steel Cities
William H. Heath	Central Florida
John David Heffington	Mississippi
Breanna Heilicher	Chicago

Rainer Helmchen	Fort Wayne
Michael A. Henry	Atlanta
Dave Hermann	Blackhawk Vly
Patricia S. Hill	Central Florida
Donald Holmen	Chicago
Bert A. Hultman	Milwaukee
Shelia P. Hunter	Washington DC
Taylor Ann Hyatt	Washington DC
Dave Irwin	San Francisco
Douglas R. James	Oregon
Theodore T. Johns	Dixie
Doug Johnson	Milwaukee
Charlie Johnson	Blackhawk Vly
Joyce E. Jones	Northwest
J. Michael Jones	Atlanta
Ken Jones	Northwest
Michael Jorgensen	Milwaukee
Michael Thomas Joseph	San Francisco
Susan J. Joyce	Central Florida
Dennis J. Kay	Milwaukee
Steven A. Keadle	North Carolina
Kenneth Robert Killam	Oregon
Frank Killian	North Carolina
Wendell Kinnaid	Cal Club
Barbara G. Knox	Cal Club
Rod Kramer	Atlanta
Larry H. Kurkowski	Central Florida
Jean Kurkowski	Central Florida
David Kyllonen	San Francisco
Van Ladendorf	Houston
Maurice R. LaFond	Neohio
Don Landers	San Francisco
Josh Lanners	San Francisco
Bonnie Lawler	Cal Club
Ellen Lee	Florida
Christopher A. Linkous	San Francisco
Ron Long	Cincinnati
Linda Louie	N New Jersey
Lizabeth K. Lowy	Milwaukee
James E. Lynch	St Louis
Marianne C. Lyons	New England
Kathy M. Maleck	Land O'Lakes
Lynnette Markowicz	South Bend
Bruce C. Marshall	South Jersey
Gregory L. Martin	San Francisco
Teresa M. Massey	Colorado
Barbara A. Mayes	South Carolina
Robert F.P. Mayes	South Carolina
Donna P. McDonough	Steel Cities
Kathy L. McLeod	Washington DC
Thomas McLeod	Washington DC
Gary Meeker	San Francisco
Joseph A. Menowsky III	Washington DC
Rich Mesick	Cent Carolinas
Kelly Messier	New England
Paul Messier	New England
Jan Alan Michel	North Carolina
Larry Joseph Morgan	Buccaneer
Peter Morrison	New England
Mary Ann Mullen	Central Florida
Daniel W. Mullin	Oregon
Dale D. Murray	Washington DC
Douglas T. Myers	New England
Tracy O'Connor	Washington DC
Elizabeth Offutt	Buccaneer
John H. O'Hara	Utah
Peter G. Olivola	Colorado
Jamey Osborne	Lone Star
Genie Parsons	Cal Club
Paul Parsons	Cal Club
Denise M. Patten	New England
Karen Paul	New England
Joelle Pence	Washington DC
Wilfredo U. Perez Jr.	Detroit
Kathleen Ann Perry	Cincinnati
Ginny Peterson	San Francisco
Fred Peterson	San Francisco
Tom Phillips	Cincinnati
Nadja Pollard	Lone Star
Patrick Prevenas	Blackhawk Vly
Ken Provasi	Colorado
Toni Oswald Rapp	Blue Mountain
Kathie Reisinger	San Francisco
Donnie Roberts	New England
Terry Roberts	New England
Thomas N. Roberts	Ohio Valley
Bill Roper	Cal Club
James A. Rose	Washington DC
John F. Schrader	San Francisco

Gloria Sheets	Ohio Valley
Laurie J. Sheppard	New England
Dale Shoemaker	Las Vegas
James J. Shoemaker	Mahoning Valley
Edward Harold Shuler	Colorado
Angela Slocum	Susquehanna
Rosa Lee Smart	Houston
Stephen R. Spector	Washington DC
Alan Steel	San Francisco
Cal Steffen	Land O'Lakes
Marge Steffen	Land O'Lakes
Jason Stine	Neohio
Ann Marie Stinehelfer	Colorado
Kurt Neil Storck	St Louis
John R. Sutton	Chicago
Courtney Swanson	Blackhawk Vly
Charles Tanck	Finger Lakes
Gary Thomlinson	Washington DC
Donna Tonkin	Ohio Valley
James P. Tornetta	South Jersey
Judith Troemel	Milwaukee
David Turner	North Carolina
Megan Tyler	Cincinnati
Benjamin Tyler	Cincinnati
Joshua Underwood	New England
Connie J. VanSchuyver	Houston
Matti Vilkila	Washington DC
William W. Von Sukil	South Jersey
Stanley Wantland	Washington DC
James C. Wheeler	Glen
Ashlyn Elizabeth White	Cent Carolinas
David P. White	New England
Nathan Wesley White	Cent Carolinas
Katie White	Cal Club
Erin K. Wilson	Oregon
Stuart Paul Wirtz	Steel Cities
George I. Witman	Blue Mountain
Dave Yahn	Milwaukee
Everett J. Zane	South Jersey

20-29 DAYS

Bonnie Lines Aarseth	Oregon
Karen Abrahamson	Chicago
Paul Anderson	Washington DC
Collins Barber	Central Florida
Donna Bastrzycki	New England
Carolyn Bayer-Broring	Washington DC
Kathye (Kat) Beimel	Blackhawk Vly
Rick Benton	Chicago
Bruce Howard Bettinger	Wichita
Kenneth E. Blackburn	North Carolina
John R. Bowling	Mid South
Edward M. Capullo	New England
Linda M. Capullo	New England
Sheryl Ann Carter	Central Florida
Margaret (Maggie) Clark	Cal Club
Nan Conant	San Francisco
Kevin Coulter	Chicago
Robert W. Cowie	Cincinnati
Stuart S. Cowitt	Florida
Robert Crawford	San Francisco
Karen Crider	W Michigan
Teresa Marie Daly	San Francisco
David A. Dominguez	North Carolina
Donald Drennon	Cent Carolinas
Patty L. Dwyer	San Francisco
William D. Etherington	Central Florida
John Fred Frank	Continental Div
Dave Fredrick	Central Florida
Dale Lee Gogel	Philadelphia
Jim Graffy	Oregon
Joe Griffin	Chicago
Janet Harhay	Central Florida
Al P. Harhay	Central Florida
George (Smoke) W. Harper	Northwest
James R. Hildock	Central Florida
Paula Hildock	Central Florida
Joyce Hilton	San Francisco
Mark J. Hirt	Chicago
Dale S. Hoag	San Francisco
N. Peter Horansky	Buccaneer
Don Howson	NE Oklahoma
David Hsu	Washington DC
Bob Hudson	Atlanta
Dennis E. Joyce	Central Florida
Susan E. Juner	San Francisco
Steve Kearney	Central Florida
Gene L. Kern Jr.	Steel Cities
Suzanne J. King	South Jersey

Chuck Knox	Cal Club
Suzanne D. Kolker	N New Jersey
Paul Krysiak	New England
Karen O. Lamm	San Francisco
Timothy Scott Lee	Florida
Darlyn Linka-Pettenati	San Francisco
Barbara Lissow	Finger Lakes
Scott Malbon	Blue Ridge
Sammi Marlis-Ronshausen	Central Florida
Meg Meyer	South Jersey
Linda Miklovic	Northwest
Randi Miller-Graffy	Oregon
Bridget C. Moeller	Washington DC
Paul J. Moeller	Washington DC
John Molak	Central Florida
Alice Montgomery	Oregon
Ron Offutt	Buccaneer
Michael Mo Overstreet	Washington DC
Karen Petersen	New England
Chuck Phillips	Cal Club
Michal J. Piotrowicz	Milwaukee
Holly Ann Remington	Oregon
Richard Roberts	Milwaukee
Mary Lou Robson	San Francisco
Linda Rogaski	San Francisco
Ed M. Ronshausen	Central Florida
Mark Russell	Florida
Bill Smith	Washington DC
David H. Steger Jr.	Atlanta
Dustin Stevenson	Atlanta
John M. Stewart	Cal Club
Karen J. Stewart	Cal Club
Heather Streets	Oregon
David E. Sullivan	Chicago
Graham P. Taylor	Washington DC
Dennis Troemel	Milwaukee
Mark Waggoner	Blackhawk Vly
Lyn Hodges Watts	Central Florida
John (Skip) H. Yocom	Oregon
Scot Zediker	San Francisco
Ute Zetlitzter	Texas

30-39 DAYS

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Cornelia M Bell	San Francisco
Bill Blake	San Francisco
Marcy H. Crawford	San Francisco
Jim Creighton	Atlanta
Kathy Gail	Ohio Valley
William Lowe Gilliland	San Francisco
Gregg S. Ginsberg	Washington DC
Todd Andrew Heilicher	Chicago
Bev Heilicher	Chicago
Paul D. Helberg	San Francisco
Charles Leonard	Central Florida
Scott M. Lucas	Central Florida
Douglas L. Nickel	Washington DC
Laura Osborn	Central Florida
Steve Pence	Washington DC
Sharon Prip	Central Florida
Seth A. Reid	San Francisco
Paul Alan Schwemmer	Central Florida
Patti D. Socher	Central Florida
Betsy Speed	Cent Carolinas
Sylvia Jayne Springer	Central Florida

40+ DAYS

Rudy W. Avalon	Oregon
Joyce P. Bakels	Central Florida
Ann E. Bowling	Arkansas
William J. Dwyer Jr.	San Francisco
Stephanie G. Helberg	San Francisco
Jim Rogaski	San Francisco
David W. Sterling	Washington DC
Lori Vitagliano	Florida

SCCA's Volunteer Incentive Program allows volunteers to obtain membership discounts based on the number of days they volunteer each membership year. This is a list of members who have volunteered 12 or more days prior to their membership renewal. Updated lists will appear quarterly in *SportsCar*.

STEPPING UP

(RIGHT) Multi-time Runoffs champion and B-Spec advocate David Daugherty has joined the CRB for 2020.

ROAD RACING: BEHIND THE SCENES

Have you considered working on one of SCCA Road Racing's Advisory Committees? Now's the time

WORDS Peter Keane, Chairman, Club Racing Board | **MAIN IMAGE** Jay Bonvouloir



Rick Corvino

BEFORE THIS

Before the green flag waves, much work is done behind the scenes to help ensure a safe, fair, and fun experience for all.



With the start of the 2020 Summit Racing Equipment SCCA Road Racing season, some changes have occurred on the Club Racing Board (CRB). Steve Strickland, who has been a member of the CRB, was successful in his bid for SCCA's Area 12 Board of Directors (BoD) seat. Strickland was an excellent member of the CRB, so I know he will also do a great job as a BoD member. The entire CRB would like to thank Strickland for his hard work on the CRB.

Replacing Strickland on the CRB is David Daugherty. Daugherty has provided a tremendous amount of work promoting the B-Spec class, and we look forward to him helping the CRB promote all of the Club's classes.

But before Strickland moved to the BoD, he authored the following article about the value and hard work of the various Advisory Committees that aid the CRB in doing its job. The following article is certainly worth a read:

One of the unique features of the SCCA is the Club's system of rules and governance by its members. In the case of SCCA Club Racing, that governance process begins with Advisory Committees, flows to the Club Racing Board, and culminates with final approval from the SCCA Board of Directors.

While some rules changes come from the SCCA staff, the majority come from the racers themselves in the form of letters to the CRB. The Advisory Committees (ACs) are the initial evaluators and judges of those requests, and Committee members are, of course, racers themselves.

This is the unique element of SCCA's rules process: Competitors themselves request changes and improvements. Rules changes for a class or category are not handed down by a higher authority or governing body; instead, they come from a jury of peers, so to speak.

There are 10 separate ACs representing more than 30 car and rule groups. Each AC is made up of five to seven individuals

with experience and knowledge of the car classes and related rule sets they represent, ideally serving terms of three years.

While most ACs are properly staffed, it is always good to have new people who are willing to become part of the process. This allows the ACs to regularly refresh themselves, introducing new perspectives and skill sets and affording more competitors the chance to be part of our unique self-governance process. In addition, experience as an AC member is an important precursor and introduction to future Club leadership opportunities, for those who are so inclined.

As an AC member, your primary duty would be participation in monthly conference calls to review member letters and make recommendations to the CRB. Occasionally, there is a need to reach out to letter writers or another technical authority in order to help the group make an informed decision. The ACs reviewed 1,103 letters during the 2019 season.

There are two primary prerequisites for prospective AC members. One is knowledge and experience with the relevant class or type of racing (open wheel, Touring, etc.), though you need not be deeply technical. The other is an orientation and ability to work as a team, as ACs must speak with one voice once their recommendations are complete.

Interested? The first step is to submit a request to be considered for the CRB (via www.crb-scca.com) along with a brief resume consisting of your SCCA experience and background, along with any relevant life or career experience. We also encourage you to reach out to current AC or CRB members to ask questions.

Once on an Advisory Committee, you will be doing the SCCA a vital service, and you will undoubtedly find the work incredibly rewarding. Thank you for taking the time to consider serving your Club. 🍷

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**TUNE IT UP**

Like your tow rig (MAIN) and racecar, your trailer (BELOW) needs regular maintenance in order to ensure a trouble-free weekend.

PREVENTATIVE MAINTENANCE

With the SCCA Autocross season fast approaching, it's time to check your trailer and tow rig | **WORDS** Paul Brown | **MAIN IMAGE** Courtesy Chevy

With the 2020 Solo season coming up fast, it's time to think about tow vehicle and trailer maintenance. Put simply, travel adventures are never good, and "preventative maintenance" is well named. So, before you find yourself stuck at the side of the freeway, let's look at what you can do to keep moving down the road.

First, this isn't intended to be a comprehensive list - but it is a start. Also, if you're driving your competition car to events, that simplifies life since presumably your car gets regular maintenance like drive belts and wheel bearings, but don't forget about checking your street tires. Losing a car tire won't usually do as much damage as a truck tire, but it won't make for a smooth trip.

Onto tow vehicles. These larger rigs aren't usually our daily drivers, so they tend to sit a lot over the off-season. Keep an eye on the build dates on your tires. The industry may take a conservative approach when they say they should be replaced after six years, but that doesn't mean they are completely off base. Also, I recently had a U joint failure, which reminded me that I should have been checking that sort of

thing, too. I wasn't towing and it wasn't an SCCA weekend, but it was still a hassle.

Trailers are another challenge. Traveling down the road, trailers are a bit remote from us, so it's hard to tell when something isn't quite right until it's really wrong.

Trailer tires seem to be unusually prone to failure. Without a tire pressure monitoring system, it's hard to tell if a tire is losing pressure and, for some reason, belt separation is common. I've heard of some people replacing their trailer tires every couple of years just to be safe - and for trailer tires near their load capacity, that may be worth considering.

Trailer wheel bearings should be maintained regularly. Generally, that means an annual re-greasing. Ignoring this issue will eventually lead to spending days in some undesirable remote location chasing parts and doing major work without the proper tools. Ask me how I know.

Trailer wiring is also prone to issues. Even if the tires are balanced, a trailer tends to see a lot of vibration while it's bouncing down the road. Check the bulbs, especially if they are not LEDs. When was the last time you checked your trailer's suspension



PHILIP ROYE

bushings? If you've got a weight distributing or sway control hitch, does it have moving parts? Does it need adjustment?

There's a lot of other equipment we use that we don't always keep a good eye on. Towing equipment always seems just great - up to the point where it fails. Hitch balls, ball mounts, hitch pins, the list goes on. Cargo ratchets and tie-down straps wear out. Ratchets need lubrication, even if they are used in an enclosed trailer. Even chains can wear out.

There's a lot of equipment that goes into getting to an event, so let's make sure ours is well maintained. Failure of something simple can be a major hassle even if it doesn't make for a serious safety problem. 📍

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• Judicial Actions	✓	✓
• Disqualification	✓	✓
• Fines & Penalties	✓	✓

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WHAT'S THE DIFF?

PART 2: Without the right limited slip differential in your RallyCross car, you may find yourself spinning your wheels. But which diff is right for you? | **WORDS** Matt Wolfe | **IMAGES** Dave Green

Last month in this column, we covered what a differential does and how the various types of limited slip differentials function. This month, we'll cover some pros and cons of each type of differential, which vehicles come with LSDs from the factory, and how to choose the right one for your car, surface conditions, and driving style.

An important part of choosing the correct differential setup has to do with your vehicle. An MR2 or Boxster has a mechanical advantage in traction thanks to engine placement. A Mustang or Camaro, however, do not. Consequently, consider this a warning that your mileage may vary. Your driving style and the surface

you intend to run on will also influence your decision - if the surface is mostly hard pack, you may want a unit with less lock on acceleration or deceleration. Conversely, if you're dealing with ice, snow, or mud, a differential with a higher lock percentage may be the best selection.

The cheapest differential is always the one that's already in the car. As such, there are several ways you can snag a car for RallyCross that's already equipped with an LSD. Some examples of popular RallyCross vehicles that were available with factory LSDs are some models of the venerable Mazda Miata, the B13 and B15 generations of the Nissan Sentra SE-R (Spec V version only for

the B15 chassis cars), and, of course, the STI versions of the Subaru Impreza. Some hidden gems with factory LSDs include the Mazdaspeed Protegé, the Mini Cooper S (optional on 2005-'09 model years), the Chevrolet Cobalt SS, the Saturn Ion Red Line twins (optional on both), the 2004 and later Toyota MR2 Spyder, and certain E36 BMWs. Some vehicles even came with different types of LSDs within the same generation. For example, the early 1.6L Miatas equipped with LSDs came with a viscous unit, while the later 1.8L cars received a Torsen. Many will tell you that the Torsen is the superior unit, but some prefer the earlier viscous unit and its buttery-smooth operation.



FORWARD BITE

(LEFT) For a two-wheel-drive car, maximizing acceleration is essential to performance. As such, getting both tires to help drive off the corner is a must. (BELOW RIGHT) An all-wheel-drive car has three differentials. Selecting and properly tuning those diffs can make a really big diff in drivability.

(especially in front-wheel-drive applications). The upside of a welded differential is absolute traction no matter the conditions. When driven properly, cars with a welded differential can be sickeningly fast on mud, snow, and ice. They work on firmer surfaces, too, (many front-drive road racers still swear by them), but their advantage starts to erode as surface grip increases.

If a welded differential doesn't sound like your cup of tea, there are plenty of other options. For two-wheel-drive cars, most folks will recommend either clutch type or helical gear LSDs. The biggest advantage of a clutch-type LSD vs. a gear-driven unit is that if one wheel becomes completely unloaded, a clutch type will still split torque, whereas a gear type may become an "open" unit – a helical gear also biases power based on available traction, so in very slick conditions, its effectiveness can be limited.

Meanwhile, the nice part about a gear-driven differential is that they are essentially maintenance free and are often more durable than LSDs relying on clutches. On my personal front-drive car, I use a helical gear unit and have been very happy with it under most circumstances. The setup is undoubtedly giving up some performance to a clutch-type setup, especially against any front-driver with a one-way unit, but I love that my helical LSD is nearly bomb proof.

For the all-wheel-drive vehicles, RallyCross National Champion Z.B. Lorenc has many thoughts on the topic. "The best setup for all-wheel drive is, of course, torque vectoring front and rear differentials with an automatic center differential, but that's super expensive and unobtainable to most of us," he explains. "The next best thing is a clutch pack type rear differential with helical front and an automatic or driver-controlled center differential – sort



"RallyCrossing a vehicle with a welded differential is like fishing with dynamite. It's not precise but can be very effective if used properly"

of what you see in a WRX STI. Next down the line would be viscous type rear and center differentials, usually paired with an open front diff – like in the WRX.

"Bottom line," he says, "in the rear you want a clutch pack to provide maximum drive out of the corner. Center controllable diffs are expensive, so a good clutch pack type is a more viable option. For the front, helical or even open [is best]. A front LSD can induce understeer, which is why I always prefer open units."

Hopefully, these last two columns have helped shed some light on how differentials work, as well as what might be the right selection for your car. Diffs are a very important component in any serious RallyCross build, and there's a lot more information to be learned about them than we've covered here. So, keep researching the topic for your specific vehicle and vehicle type, and ask plenty of questions both online and at RallyCross events before taking the plunge. 📍

If your car didn't come with an LSD and you're on a tight budget, a welded differential may be for you. If you have the knowledge and equipment, a welded differential only costs time and gas. If you don't, finding a competent welder is usually less expensive than purchasing an LSD.

RallyCrossing a vehicle with a welded differential is like fishing with dynamite. It's not precise but can be very effective if used properly. The key with a welded differential is not to be shy with the "go" pedal. Remember that welding the spider gears together means the drive wheels will always spin at the same speed. The net effect is that the car will not want to turn off power

**ON YOUR MARK**

The 2020 RoadRally calendar is stacked with great events, and very likely some are right in your backyard.

ARE YOU READY?

The RoadRally Board has been hard at work to ensure 2020 is the best year yet | **WORDS & IMAGE** Rick Beattie

2020 is shaping up to be a great rally season," SCCA RoadRally Board Chair Jim Crittenden began his January e-mail. His e-mail easily proved his claim, too - but long before his statement could be made, Crittenden and the RRB had a few things to do. To that end, in November 2019, four minor changes were made to the RoadRally Rules.

First, regarding Article 24.C Approved Main Road Determinants, protection was corrected for grammar and usage. Next up: At an intersection, the "protected road" is that single road that does not have a stop or yield sign. A "delta" is that triangle of raised pavement or grass that can split the roadway into multiple lanes at an intersection. The general instructions must now explain how "protection" is applied at that type of intersection.

Third, the requirement for new committees to require a nine-month sanction request was removed, and finally, the requirements for an event's special rules were modified to reflect current practices.

Following those changes, effective Jan. 1, 2020, the yearly RoadRally Calendar, maintained for many years by Jeanne English, was introduced.

The calendar, updated monthly, listed 42 events. They ranged from monthly Cal Club Region social rallies to Regional and Divisional Tours to National Tour and Course events to the United States RoadRally Challenge (USRRC) on Nov. 13-15, hosted this year by Detroit Region.

Anyone planning an event in 2020 should notify Jeanne English at ean21@juno.com as soon as they know the event date. If not, the event will be listed after English receives information from the SCCA National Office that the sanction application was approved.

As explained by Crittenden, the USRRC includes "two National Tour rallies (Hell and Back, and Pavement Ends) as well as a Divisional Course Rally (Are you Territorial?). Detroit Region is renowned for putting on great rallies, and I encourage you to include this year's USRRC in your rally plans."

Crittenden also pointed out that in using the Richta GPS Checkpoint app system last year, "organizers have appreciated not having to recruit checkpoint workers, and contestants have enjoyed the immediate feedback of arrival time and leg score at each checkpoint."

The app was used in place of 15 open controls, and 23 of the currently scheduled RoadRallies in 2020 have planned to use it.

If you are planning an event in 2020, note that there are a few updates to the application and sanctioning forms. While sanction fees have remained unchanged for 2020, insurance fees have increased from \$4 per car to \$4.50.

Crittenden also pointed out that the 2020 sanction application form and the 2020 audit forms have been moved to a different location on the SCCA website. "You'll have to log on as a member at my.scca.com, then go to Member Resources, then go to File Cabinet, and then scroll down to Sanction Application and Audit Forms," he explains.

Lastly - and most importantly - is the final note from Crittenden: "If you have any questions about our rally program or if you would like assistance with the rally program in your area, please let me know."

The RoadRally Board is in contact with other SCCA members who would be more than happy to help organizers find information, plan their first event, or who would like assistance in improving and expanding events, marketing, and scheduling.

Members are nearby, or they will know of helpful rallyists in most SCCA Regions, who are willing to help out in order to ensure everyone has a fun 2020 RoadRally season. 📍

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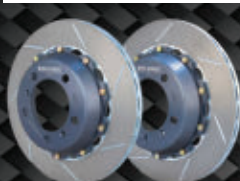
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See page 14 in this issue!

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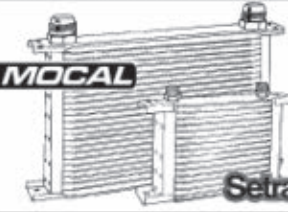

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on or around the 20th of every month, and can be downloaded at scca.com/fastrack

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Don't miss out on connecting with 45,000-plus SCCA members in these upcoming must-see issues of SportsCar...

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Reserve space by: March 2

Materials due: March 16

Mails: April 6

June 2020

Pro Racing Success Stories/Tire & Wheel Guide

Reserve space by: March 30

Materials due: April 13

Mails: May 4

July 2020

Best Cars/Runoffs Preparation Showcase

Reserve space by: April 27

Materials due: May 11

Mails: June 1

August 2020

The Insider Knowledge issue/Driving School Directory

Reserve space by: May 26

Materials due: June 8

Mails: June 29

September 2020

The Who Will Win The Solo Nationals issue

Reserve space by: June 22

Materials due: July 6

Mails: July 27

October 2020

The Who Will Win The Runoffs issue

Reserve space by: July 27

Materials due: August 10

Mails: August 31

November 2020

Solo Nationals/Holiday Gift Guide/SEMA Guide

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20 COMPETITION | STREET ▼

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2000 RADICAL CLUBSPORT > Race ready. SCCA DSR now P2, 8 championships, 1 SARRC South Championship. 2 sets of rims with slicks. Suzuki GSXR 1,000 by George Dean. Spare side pods, new seat belts and more. Tampa. \$17,900. **Contact: Carl (352) 255-9994**



2005 CORVETTE C6 T1-LP, T2 > Fresh LS3 motor. Penske shocks and StopTech brakes. Spare, transmission, torque tube, half shafts, plus more. 2010 Grand Sport bodywork. \$45,000. **Contact: John R Buttermore at (313) 617-3546 or jb48302@aol.com** **Albert Gambetti**



CHEVY COBALT SS > Built by Phoenix Performance. Supercharged, 268hp at the wheels. Logbook. Equipped for cool suit, radio, and in-car camera. Removable Recaro passenger-race seat. Spare supercharger, tires, wheels, brakes, radiator, and more. \$13,000. Enclosed 20-ft. Carmate race trailer available. **Contact: Al Gambetti at (916) 532-8303 or agambetti@yahoo.com**

20 COMPETITION | STREET ▼

1985 AUDI COUPE GT / ITB RACECAR > 2017 SARRC champion, 2-time ARRC champion. Fully sorted, belts good through 2019. Spare car, engine, tranny. 3 sets of wheels, Hoosier R7s. SCCA logbook. \$7,500 obo. **Contact: (678) 928-1833 or haughwoutzer@gmail.com**



1962 SCCA F/P VOLVO > Winningest Volvo in the US. 2nd place finish 2018 SCCA Runoffs. Class track records at Sonoma & Laguna Seca. 2.0L Volvo inline 4, Quaife 4-speed, F/R discs, fire systems, custom chassis recently sorted by Tom Dyer. Same owner, 44 years, race ready. \$62,000. **Contact: Bruce Ackerman (510) 549-9330 or backerman@sbcglobal.net**



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



NISSAN 350Z > SCCA GT2 4-time SCCA National Championship Runoffs winner. Many more Runoff podiums, track records, Majors, and National wins. Cuneo tube chassis, three fresh engines, two sequential gearboxes, 12 BBS wheels and many spares. Located in Binghamton, NY. **Contact: Jim Goughary (713) 854-4579 or jgoughary@icloud.com**

20 COMPETITION | STREET ▼

2012 ELAN DP02 CHASSIS #40 > Sealed Elan 2.0 Runoffs motor, 1 event Sonoma 2018. Shocks revalved, upgraded diffuser, 3 sets of wheels. Qualified P4, finished P4, Parker Nicklin, 2018 Runoffs. Car is race ready, stored at One Motorsports, Las Vegas. \$55,000. **Contact: Steve (702) 275-7300 or boss@nicklinpm.com**



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

26 TOW VEHICLES | TRAILERS ▼

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



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CALENDAR

SPORTS CAR CLUB OF AMERICA **MARCH 2020**
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The number and variety of special offers available under the SCCA Benefits Program continue to grow. These partners offer the following advantages to members:

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S&W Race Cars is offering a one-time use 10 percent discount on any S&W made parts.



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

PRO RACING



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

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

▼ TRANS AM KICK OFF

The Trans Am Series heads to Sebring at the end of February. Who will win the opening round?



PRO RACING

WHAT Trans Am West Coast C'ship
WHEN March 14-15, 2020
WHERE Sonoma, Calif.

The opening round of the Trans Am West Coast Championship Series hits Sonoma Raceway in mid March.



FORMULA 4 f4uschampionship.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.
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

ROAD RACING



Date Track/Region
Phone numbers are for region registrars



HOOSIER SUPER TOUR

scca.com/supertour
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



Chris Clark



Clark McInnis

▲ **SUPER RACING**

The Hoosier Super Tour heads to Michelin Raceway Road Atlanta on March 20-22.

**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 Spdw, Fla.

Jan 10-12 Sebring Int'l Raceway, Fla.

Mar 20-22 Michelin Raceway Road Atlanta, Ga.

Apr 10-12 VIRginia Int'l Raceway, Va.

Jun 6-7 Charlotte Motor Speedway, N.C.

Jun 27-28 Roeboling 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

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

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

Mar 20-22 Summit Point/Washington DC

Apr 4-5 Summit Point/Washington DC

Apr 25-26 Summit Point/Washington DC

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

Jun 20-21 Summit Point/Washington DC

Jul 4-5 Watkins Glen Int'l/Glen

Jul 25-26 Summit Point/Washington DC

Aug 8-9 New Hampshire Motor Speedway/New England

Aug 22-23 Thompson Speedway/New England

Aug 29-30 Pittsburgh Int'l Race Complex/Steel Cities

Sep 5-6 Summit Point/Washington DC

Sep 12-13 Palmer Motorsports Park/ New England

Sep 26-27 Watkins Glen Int'l/Finger Lakes

Oct 2-4 Thompson Speedway/New England

Oct 3-4 Summit Point/Washington DC

SOUTHEAST sediv racing.com

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

Feb 15-16 Homestead-Miami Speedway/ Florida

Feb 15-16 Roeboling 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 Roeboling 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

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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D.E. Baker

▲ THE BIG TRACK

The Western Conference U.S. Majors Tour heads to the big track at Willow Springs Raceway in Rosamond, Calif., on March 21-22.

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 Roebbling 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 Roebbling Road/SEDiv
Oct 2-4 # Daytona Int'l Speedway/Central Florida
Oct 10-11 VIRginia 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 Roebbling Road/Buccaneer
Nov 27-29 Sebring Int'l Raceway/Central Florida

CENTRAL [cendiv-scca.org](https://www.sccacentral.com)

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](https://www.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](https://www.sccamidwest.com)

2020 schedule to be announced

SOUTHWEST [sowdivscca.org](https://www.sccasouthwest.com)

Sep 18-20 MotorSport Ranch Cresson/Texas
Nov 7-8 Eagles Canyon Raceway/Texas

ROCKY MOUNTAIN [coloradoscca.org](https://www.sccarockymountain.com)

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](https://www.sccanorthern.com)

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](https://www.sccanortheast.com)
Apr 10-12 Thompson Speedway/New England

SOUTHEAST [sediv-racing.com](https://www.sccaseast.com)

Feb 15-16 Roebbling Road/Buccaneer
Apr 25-26 Sebring Int'l Raceway/Central Florida
Jul 18-19 Sebring Int'l Raceway/Central Florida

CENTRAL [cendiv-scca.org](https://www.sccacentral.com)

Apr 18-19 Blackhawk Farms Raceway/Chicago

SOUTHWEST [sowdivscca.org](https://www.sccasouthwest.com)

Sep 18-20 MotorSport Ranch Cresson/Texas

ROCKY MOUNTAIN [coloradoscca.org](https://www.sccarockymountain.com)

May 1-2 La Junta Raceway/Colorado

NORTHERN PACIFIC [norpac-scca.org](https://www.sccanorthern.com)

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-racing.com](https://www.allenberg-racing.com)

AMG Driving Academy (888) 604-1766
[amgacademy.com](https://www.amgacademy.com)

Bertil Roos Racing School (800) 511-7606
[racenow.com](https://www.racenow.com)

BIR Performance Driving School (866) 511-7606
[birperformance.com](https://www.birperformance.com)

Bob Bondurant School (800) 842-7223
[bondurant.com](https://www.bondurant.com)

Lucas Oil School of Racing (561) 200-7223
[lucasraceschool.com](https://www.lucasraceschool.com)

MSR Houston (281) 369-0677
[msrhouston.com](https://www.msrhouston.com)

Pettiford's Go 4 It Racing Schools (303) 666-4113
[go4itservices.com](https://www.go4itservices.com)

Porsche Sport Driving School (888) 204-7474
[porschedriving.com](https://www.porschedriving.com)

Simraceway Performance Driving Center (800) 733-0345
[simracewaydrivingschool.com](https://www.simracewaydrivingschool.com)

Skip Barber Racing School (866) 932-1949
[skipbarber.com](https://www.skipbarber.com)

Spring Mountain Advanced Driving School (800) 391-6891
[springmountainmotorsports.com](https://www.springmountainmotorsports.com)

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

Allen Berg Racing School (888) 722-3220
[allenberg-racing.com](https://www.allenberg-racing.com)

Bertil Roos Racing School (800) 722-3669
[racenow.com](https://www.racenow.com)

allenberg-racing.com

BMW of North America (888) 345-4269

bmwperformancecenter.com

Bob Bondurant School (800) 842-7223
[bondurant.com](https://www.bondurant.com)

Kaizen Autosport Racing School (919) 741-7151
[kaizenautosport.com](https://www.kaizenautosport.com)

LevelUp Racing School (920) 838-6612
[levelupracing.com](https://www.levelupracing.com)

Lime Rock Driver's Club (860) 435-5000
[limerockclub.com](https://www.limerockclub.com)

Lucas Oil School of Racing (561) 200-7223
[lucasraceschool.com](https://www.lucasraceschool.com)

Pettiford's Go 4 It Racing Schools (303) 666-4113
[go4itservices.com](https://www.go4itservices.com)

Primal Racing School (770) 573-1010
[primalracing.com](https://www.primalracing.com)

Pro Drive Racing School (503) 285-4449
[prodrive.net](https://www.prodrive.net)

ProFormance Racing School (253) 630-5130
[proformanceracing.com](https://www.proformanceracing.com)

Simraceway Performance Driving Center (800) 733-0345
[simracewaydrivingschool.com](https://www.simracewaydrivingschool.com)

Skip Barber Racing School (866) 932-1949
[skipbarber.com](https://www.skipbarber.com)

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Allen Berg Racing School (888) 722-3220
[allenberg-racing.com](https://www.allenberg-racing.com)

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

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

Pro Drive Racing School (503) 285-4449
[prodrive.net](https://www.prodrive.net)

Spring Mountain Advanced Driving School (800) 391-6891
[springmountainmotorsports.com](https://www.springmountainmotorsports.com)

Thompson Speedway Motorsports Park (877) 226-7223
[theracingschool.com](https://www.theracingschool.com)

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

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

SOUTHEAST [sediv-racing.com](https://www.sccaseast.com)

Feb 7 Sebring Int'l Raceway/Central Florida

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JON KOLEWICZ

▲ OPENING ROUND

The 2020 Tire Rack ProSolo series kicks off at zMAX Speedway in Concord, N.C., on March 20-22.

TIME TRIALS NATIONAL TOUR

Mar 28-29 Auto Club Speedway, Fontana, 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
Mar 15 Portland Int'l Raceway/Oregon
Mar 21 Atlanta County Speedway/Atlanta
Mar 21 Washoe County National Public Safety Training/Reno
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

SOLO

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

Mar 13-15 South Georgia Motorsports Park, Ga.
Apr 24-26 Marana Regional Airport, Ariz.
May 23-25 Lincoln Airpark, Neb.
May 29-31 GrandSport Speedway, Texas
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.
Mar 27-29 Las Vegas Mtr Spdwy, Nev.
Apr 3-5 Auto Club Speedway, Calif.
Apr 17-19 NASA Crows Landing Airport, Calif.
May 1-3 Grenada Municipal Airport, Miss.
May 15-17 FedEx Field, Md.
May 22-23 Lincoln Airpark, Neb.
Jun 12-14 TBD
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 sedivacing.com
2020 schedule to be announced

CENTRAL cendiv-scca.org
2020 schedule to be announced

GREAT LAKES greatlakes-scca.org
Mar 8 Robert's Park/Sputern Indiana

MIDWEST midiv.org
Mar 22 Tulsa Expo Center Fairgrounds/Northeast Oklahoma
Apr 4 Grenada Municipal Airport/Mississippi
Apr 18 Tulsa Expo Center Fairgrounds/Northeast Oklahoma
May 3 Tulsa Expo Center Fairgrounds/Northeast Oklahoma
Jun 6 Columbus Air Force Base/Mississippi
Jul 11 Grenada Municipal Airport/Mississippi
Aug 1 Columbus Air Force Base/Mississippi
Aug 22 Grenada Municipal Airport/Mississippi
Aug 23 Tulsa Expo Center Fairgrounds/Northeast Oklahoma
Sep 13 Tulsa Expo Center Fairgrounds/Northeast Oklahoma
Oct 10 Columbus Air Force/Mississippi
Oct 31 Grenada Municipal Airport/Mississippi
Nov 8 Tulsa Expo Center Fairgrounds/Northeast Oklahoma

SOUTHWEST sowdivscca.org
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

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

Mar 28 Fresno Fairgrounds/San Francisco
May 23 Fresno Fairgrounds/San Francisco
Jun 13 Fresno Fairgrounds/San Francisco
Jul 25 Fresno Fairgrounds/San Francisco
Aug 29 Fresno Fairgrounds/San Francisco
Nov 14 Fresno Fairgrounds/San Francisco

SOUTHERN PACIFIC

Feb 15 Arizona Motorsports Park/Arizona
Feb 23 Aloha Stadium/Hawaii
Mar 1 Sierra Vista Airport/Arizona Border
Mar 6 SDCCU Stadium/San Diego
Mar 8 Las Vegas Motor Speedway/Las Vegas
Mar 8 Aloha Stadium/Hawaii
Mar 14 Marana Regional Airport/Arizona Border
Mar 14 Arizona Motorsports Park/Arizona
Mar 20 Lake Elsinore Diamond Stadium/San Diego
Mar 29 Aloha Stadium/Hawaii
Apr 12 Aloha Stadium/Hawaii
Apr 17 SDCCU Stadium/San Diego
Apr 19 Las Vegas Motor Speedway/Las Vegas
Apr 19 Vidinha Stadium/Hawaii
Apr 19 Arizona Motorsports Park/Arizona
Apr 26 Marana Regional Airport/Arizona Border
May 2 Lake Elsinore Diamond Stadium/San Diego
May 3 Las Vegas Motor Speedway/Las Vegas
May 15 SDCCU Stadium/San Diego
May 17 Marana Regional Airport/Arizona Border
May 17 Vidinha Stadium/Hawaii
Jun 21 Marana Regional Airport
Jun 21 Vidinha Stadium/Hawaii
Jul 19 Vidinha Stadium/Hawaii
Jul 26 Marana Regional Airport/Arizona Border

▼ HITTING THE ROAD

National Road Rally competition is plentiful this year, so hit the road for a unique challenge.



Philip Royce



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**

ETRN SCHEDULE



ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

55-YEAR MEMBERS

Ross Lowande	2/1/1965	Cal Club
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50-YEAR MEMBERS

John S. Black III	2/1/1970	New England
Robert Crawford	2/1/1970	San Francisco
Charles Hayslett	2/1/1970	Pan American
Dianne L. Heider	2/1/1970	Oregon

40-YEAR MEMBERS

Kenneth E. Blackburn	2/1/1980	North Carolina
Morey D. Doyle	2/1/1980	Indianapolis
Charles M. Fortino	2/1/1980	Detroit
Jeff Glorioso	2/1/1980	San Francisco
Greg Goebel	2/1/1980	Southern Indiana
Randall Holton	2/1/1980	Ohio Valley
Duane Hotchkiss	2/1/1980	Milwaukee
John Kirk Jackson	2/24/1980	Dixie
Jack Douglas Martin	2/1/1980	Wichita
John McArthur	2/1/1980	Arizona
James E. Menges	2/1/1980	Washington DC
John C. Moyer	2/1/1980	Philadelphia
Marlene Obenour	2/10/1980	South Bend
Chris O'Donnell	2/1/1980	Cal Club
Courtney Swanson	2/1/1980	Blackhawk Valley
David G. Taylor	2/1/1980	San Diego
Michael Van Steenburg	2/1/1980	Central Florida
Theodore Wells	2/1/1980	Ozark Mountain
William C. Wells	2/1/1980	Las Vegas

35-YEAR MEMBERS

John S. Sherk	2/22/1985	Western New York
Ernest F. Andersen	2/26/1985	Northern New Jersey
Jack A. Bell	2/28/1985	Middle Georgia
John W. Bender	2/26/1985	Indianapolis
Leslie Ann Berry	2/27/1985	San Francisco
Kevin Chapman	2/26/1985	Central Carolinas
Bob Clark	2/22/1985	Milwaukee
David W. Harmison	2/27/1985	Detroit
Marc A. Hoover	2/27/1985	Arizona
Philip E. Jerominski	2/8/1985	Central Florida
Kim Joiner	2/7/1985	Blackhawk Valley
Deborah A. Kraus	2/26/1985	Chicago
Marion Little	2/21/1985	North Carolina
Barbara A. Mayes	2/22/1985	South Carolina
Robert F.P. Mayes	2/22/1985	South Carolina
Fred Michael	2/22/1985	San Francisco
Juan F. Montalvo Jr.	2/26/1985	Florida
Robert D. Neumeister	2/6/1985	Colorado
Eric Prill	2/19/1985	Kansas
David G. Thoher	2/27/1985	Western Michigan
Gary Uyematsu	2/26/1985	Cal Club
William D. Verdien Jr.	2/27/1985	Milwaukee
Kent L. Weaver	2/27/1985	Cincinnati
Mary A. Wentzel	2/22/1985	Detroit

30-YEAR MEMBERS

John D. Alexander	2/14/1990	Northwest
Rick Bassett	2/9/1990	Central Florida
Thomas L. Benjamin	2/9/1990	Colorado
Karen Benjamin	2/9/1990	Colorado
Ron Bistrals	2/9/1990	Arizona
Christopher R. Buccola	2/7/1990	Chicago
Francis A. Dombrowski	2/7/1990	Detroit
Debra D. Farr	2/14/1990	Columbus SC Club
David Feighner	2/14/1990	Saginaw Valley
Daniel W. Gudsruk	2/14/1990	New England
Gregory A. Lesnau	2/7/1990	Detroit
William Lindemann	2/27/1990	Hawaii
Buz McCall	2/28/1990	Florida
Jackie Mutschler	2/28/1990	Houston
Gary G. Oyler	2/23/1990	Western New York
Diane Schneider	2/28/1990	Central Carolinas
Paul Schneider	2/28/1990	Central Carolinas
Peter Schneider	2/28/1990	Central Carolinas
Glen E. Thompson	2/28/1990	Blue Ridge
Stan Whitney	2/27/1990	Texas
Douglas Wille	2/28/1990	Houston
Douglas P. Wilson	2/26/1990	Florida
Geoffrey K. Zimmer	2/23/1990	Central Carolinas
Jeffrey B. Zurschmeide	2/28/1990	Oregon
Kathy Hanas	2/20/1990	Southwest Louisiana

25-YEAR MEMBERS

Carrie Arenz	2/15/1995	Chicago
Andrea Boyd	2/22/1995	Atlanta
Michael Brunner	2/23/1995	Finger Lakes
Al J. Camano	2/28/1995	Cal Club
Lon D. Carey	2/13/1995	Florida
Judy Carey	2/13/1995	Florida
Kevin S. Cullen	2/9/1995	San Francisco
Darrin DiSimo	2/7/1995	Florida
Elliott G. Freireich	2/8/1995	Arizona
Diane Gurdak	2/23/1995	Mohawk Hudson
Todd Harkey	2/7/1995	Central Carolinas
Curt Kallberg	2/13/1995	Oregon
Charles V. Kostelaz	2/13/1995	Las Vegas
Barbara A. Leroy-Boehme	2/23/1995	San Diego
Brent Louzon	2/9/1995	Continental Divide
Kelly Lubash	2/7/1995	New England
Bob MacKeraghan	2/22/1995	Central Florida
Steve Nelson	2/23/1995	Rio Grande
Bruce Phillips	2/23/1995	Rio Grande
James Randall	2/28/1995	Land O' Lakes
Robert K. Robinson	2/9/1995	San Diego
David A. Rudy	2/28/1995	Western Ohio
Stephen Sardelli	2/16/1995	New England
Marc Segal	2/16/1995	Las Vegas
Gregg Sipiski	2/23/1995	Northern New Jersey
Richard J. Taylor	2/16/1995	New York
Dan L. Voss	2/28/1995	Washington DC
Jill A. Walters	2/16/1995	Steel Cities

Nov 14 NT USRRRC - Pavement Ends; Whitmore Lake, Mich.
Nov. 15 DC USRRRC - Are You Territorial?; Whitmore Lake, Wis.

REGIONAL/DIVISIONAL

CENTRAL cendiv-scca.org

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

Aug 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

SOUTHEAST sedivrac.org

Mar 14 St. Lucie County Fairgrounds/Central Florida

Apr 18 St. Lucie Fairgrounds/Central Florida

May 16 St. Lucie County Fairgrounds/Central Florida

Jun 13 Florida Int'l Rally and Motorsport Park/Central Florida

Jul 11 St. Lucie County Fairgrounds/Central Florida

Aug 8 St. Lucie County Fairgrounds/Central Florida

Sep 5 St. Lucie County Fairgrounds/Central Florida

Oct 3 Florida Int'l Rally and Motorsport Park/Central Florida

Oct 24 St. Lucie County Fairgrounds/Central Florida

CENTRAL cendiv-scca.org

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

NORTHERN PACIFIC norpac-scca.org

Mar 14 Big Lake/Arctic Alaska

SOUTHERN PACIFIC

Apr 18 MC Motorsports

Park/Arizona Border

More 2020 schedules to be announced

Aug 16 Vidinha Stadium/Hawaii
Aug 23 Marana Regional Airport/Arizona Border

Sep 20 Arizona Motorsports Park/Arizona
Sep 27 Marana Regional Airport/Arizona Border

Oct 10 Vidinha Stadium/Hawaii
Oct 17 Arizona Motorsports Park/Arizona

Oct 24 Marana Regional Airport/Arizona Border

Nov 14 Arizona Motorsports Park/Arizona
Nov 15 Marana Regional Airport/Arizona Border

Dec 13 Marana Regional Airport/Arizona Border

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 USRRRC - Hell and Back; Whitmore Lake, Mich.



RALLYCROSS

WHAT Regional RallyCross

WHEN March to May, 2020

WHERE Central Florida Region

Central Florida Region is set to host a slew of RallyCross events in the coming months, so check them out!

Dave Green

NEW PRODUCTS



MAHLE MOTORSPORT POWERPAK PISTON

Mahle Motorsport now offers an upgraded PowerPak piston kit for the Toyota Supra and BMW B58, designed to handle in excess of 1,000hp. Developed with a 10.5:1 compression, the kit features all forged slipper skirt pistons with CNC machined pin bores, a low-drag steel oil ring set, race-proven, round-wire locks, and high-strength steel pins. mahlemotorsports.com



MS3PRO PLUG AND PLAY ECU

The MS3Pro Plug and Play ECU from AMP EFI is specifically calibrated for use with the 2003-'04 Ford Mustang Cobra's four-valve Terminator engine, offering full plug-and-play installation with no wiring required for basic functionality. A base map is preloaded to help the engine start on the first turn of the key, and real-time tuning and data logging is available with a laptop connection. ampefi.com



FORGELINE MULTISPOKE MONOBLOCK WHEELS

The new split V-spoke NW103 wheel expands Forgeline's range of fully forged, one-piece monoblock racing wheels, offering customers more choices for selecting the style that's just right for their vehicle. Forgeline's monoblock wheels are machined entirely from a single 6061-T6 aluminum forging, which creates a wheel that is extremely stiff, exceptionally strong, and very lightweight. forgeline.com

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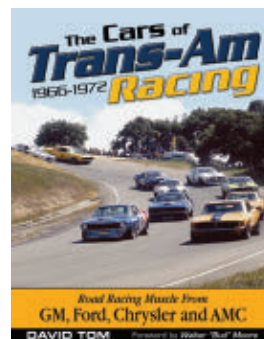
SNIPER EFI RACE-SERIES INTAKE

Holley Sniper EFI Race Series Fabricated Manifolds continues to push the aftermarket by introducing applications for Mopar Gen III Hemi Engines. The assembly includes a high-flow fuel rail kit, intake mounting, and throttle body o-rings, along with mounting hardware. This intake manifold features a 90mm opening with a dual throttle body mounting pattern designed for use with a factory Mopar 5.7L, 6.1L, 6.4L, or 6.2L Hellcat drive-by-wire throttle body. holley.com



HEATSHIELD PRODUCTS FIRE SHIELD SLEEVE

Protect fluid lines and wiring from heat and abrasion with Fire Shield Sleeves from Heatshield Products. A heavy-duty silicone outer layer protects against abrasion and provides a secondary layer of thermal protection against vapor lock. Protects wiring harnesses, hydraulic clutch lines, and more. Available in diameters measuring 3/8 inch to 1-1/2 inch, and in 3-, 10-, 50- and 100-foot lengths. heatshieldproducts.com



THE CARS OF TRANS-AM RACING BOOK

This soft-cover edition of *The Cars of Trans-Am Racing* is unique in that it focuses on the cars used in the legendary SCCA Pro Racing series. These vintage Mustangs, Camaros, Challengers, Barracudas, Firebirds, Cougars, and Javelins are all extremely popular with collectors and enthusiasts today. Seeing them in their "full-competition" versions when they were new will bring back many fond memories for those who are fans of this series. cartechbooks.com/CT562

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

TO THE XTREME!

When the Classic American Muscle category was introduced into SCCA Autocross in 2014, I began eyeing the classifieds for Fox Body Mustangs. Not long into that search, I discovered F-body Trans Ams were also super affordable – and I’ve always wanted one – so the hunt shifted gears. About a year ago, I nearly pulled the trigger on an ‘82 sporting a manual transmission and a fuel-injected 5.7L swap from a later third-gen. But while e-mailing back and forth with the owner of that car, I happened upon a Fox Body I’d almost forgotten about: the SVO. That turbo Mustang’s owner was proud of his car, and the price reflected it. But that led me back to the fact that Pontiac offered a turbo version of the F-body. Then Jason Isley, *SportsCar*’s associate editor, pointed out that SN-95 Mustangs are less expensive, produce more power, and fit more tire. Around in circles my hunt went.

I never bought a CAM car. In fact, Jason got so sick of waiting for me to pull the trigger that he began a CAM project of his own: a twin-turbo C5 Corvette (which will resurface in the magazine once the owner gets the motor back together). That C5 CAM project has been a long journey, and it made me realize that I don’t quite have time for a new project car right now.

Then this January, SCCA unveiled its new Xtreme Street autocross category. Son of a...!

XS-A and XS-B will be supplemental classes, although they will compete in Tire Rack Solo Championship Tour and ProSolo competition. Plus, the XS formula will build upon what made CAM so attractive: run what you brung, and do it on 200 UTQG tires.

OK, so XS is not truly “run what you brung,” but it’s close enough – and what’s truly intriguing is that, unlike most SCCA autocross classes, XS doesn’t limit competitors to cars developed for the U.S. market.

According to a rules summary that SCCA released in late January, XS vehicles “must be an automobile or truck (e.g., pickup, SUV) manufactured for road use and legal to drive on U.S. roads. Non-U.S. models are allowed, and right-hand-drive steering is permitted.”

What? Right-hand drive? Also, trucks and SUVs?

Then later in the rules summary: “non-US [engine] blocks are permitted.”

XS was announced during the Solo Town Hall on Jan. 18, during the SCCA National Convention, and within the hour I was overhearing elevator chatter about how XS would be a game changer. Obviously, I wasn’t the only one excited about the new category.

There are XS rules I’m curious about, like minimum weights lower than what I would expect, but there’s reasoning behind it. To that end, we’re working on a story for *SportsCar* where we’ll pose our questions to those tasked with the development of these rules.

In the meantime, I’m back at the classifieds. Those darned XS rules made me realize that an eighth-gen Civic Si would fit my life perfectly. Then again, I always wanted an Eagle Talon TSi AWD. And then there’s the second-gen MR2 Turbo....

“Within the hour I was overhearing elevator chatter about how XS would be a game changer”

FROM THE ARCHIVES

10 YEARS AGO...
MARCH 2010



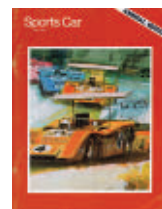
- Former *SportsCar* editor Richard James penned a piece on the ins and outs of buying a used racecars.
- Pete Hylton took us for another walk down memory lane, this time with *Ghost Tracks of West Texas*.

25 YEARS AGO...
MARCH 1995



- The racecar buyers guide had the latest and greatest in open wheel and sports racing machinery.
- Ron Lindensmith introduced us to his Toyota MR2, which was making the transformation from ITA to EP trim in 9,627 steps.

50 YEARS AGO...
MARCH 1970



- A retrospective of the 1969 Can-Am season made mention of a few familiar names, including champions Bruce McLaren, Denis Hulme, Dan Gurney, and Mario Andretti.
- The National Convention had just wrapped up in New Orleans.

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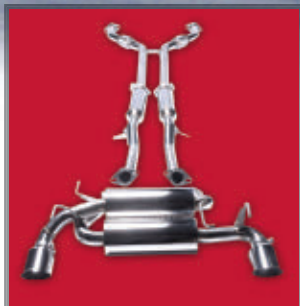


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