

SPORTS CAR



A breathtaking 32 National Solo titles barely scratches the surface of Bob and Patty Tunnell's amazing adventure

THE STORY OF A LIFETIME

APRIL 2020
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XTREME

Behind the scenes of Solo's newest category

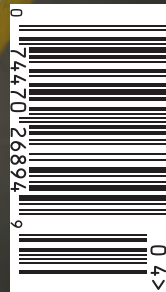


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Regions get creative, drivers get on track





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DRS

gloss black, rally bronze 17 18





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MAKING IT HAPPEN

Many professional racing series would struggle to survive without the expertise of SCCA workers. And once again, dedicated SCCA workers manned essential positions at Daytona International Speedway during the 2020 running of the world famous Rolex 24.

DATE Jan. 25-26, 2020

LOCATION Daytona Beach, Fla.

WHAT Rolex 24 at Daytona

PHOTOGRAPHER Dave Green



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MIKE COBB

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THE POWER OF MOMENTUM

In physics, the momentum of an object is defined as momentum = mass x velocity. So, the more mass and/or velocity an object has, the more *potential* momentum it has. Mass and velocity are concepts readers of *SportsCar* put into practice regularly. However, I wasn't very strong in physics, so I prefer the following, more user-friendly Merriam-Webster definition:

"Momentum is defined by the strength or force gained by motion or by a series of actions."

This issue is all about building motorsports momentum, whether that's through one of the new SCCA Solo classes like XS or EV-X, participation in one of SCCA's Regional or National Time Trials programs, or just returning to your favorite SCCA program or venue to have some serious #funwithcars as spring blooms and winter melts away.

The concept of momentum is also quite applicable to the current state of the SCCA because, *wherever there is motion or movement, there is momentum*. And we have definitely had some *movement*. Across the first 60 days of 2020, as a collective team we have:

- Launched the new "Member Account Portal" (MAP), which is significantly improving member experience tied to joining or renewing memberships, licenses, waivers, etc. Note: MAP is not only improving member experience by reducing friction in the system, it is contributing to significant growth in membership revenues as well.
- Delivered the 2020 SCCA National Convention under the banner of "One Team. One Experience." to almost 500 participants - while capturing the highest overall satisfaction rating in recent history.
- Taken key messages from the SCCA National Convention on the road to multiple Q1 SCCA Division Meetings to share as many important components of the 2020 plan as possible.
- Launched V3 of the Track Night in America \$50,000 Grant Program, giving Regions across the country the opportunity to source additional investment to support local program needs across 2020.
- Renewed and solidified key partner relationships that span multiple SCCA programs and provide real added value back to our membership - and we have more partner-related opportunities in development.
- Gotten off to a "fast start" with regard to participation across all SCCA programs while we are working to continue delivering best in class overall experience ratings throughout all initiatives.

In short, we are *moving forward* as one team to deliver one great SCCA experience. Where there is motion and movement, there is momentum. Motion drives action and action drives momentum - they feed off one another. And, as we take more action, more motion is generated. New ideas develop. Inspiration arises. Problems are solved. Confidence increases. Relevance increases. The tribe grows. Things that seemed impossible suddenly become more achievable.

This is the power of momentum. This is the Sports Car Club of America in its 76th year. This is *our* future. Let's go! 🏁

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LATE breaking

SPEC MIATA TIRE LIMITING PROPOSAL

The Spec Miata Advisory Committee is asking for competitors to review the Tire Limiting Proposal and provide feedback on the proposed process. The proposal appears in the March 2020 edition of *Fastrack*, and members can provide feedback via crbscca.com.



Dave Green

More than 34,000 cars have been on track since the inception of the SCCA Track Night in America Driven by Tire Rack program in 2015. And, in 2020, thousands of enthusiasts can continue to fulfill their dreams at more than 30 tracks across the country.

Pikes Peak International Raceway in Colorado and Nelson Ledges Road Course in Ohio join Track Night's list of venues for 2020, which includes VIRginia

International Raceway, Daytona International Speedway, Lime Rock Park, and Michelin Raceway Road Atlanta among the tracks in the east, stopping all across the country before reaching the Pacific Ocean at Portland International Raceway and Auto Club Speedway, among others.

Track Night in America is a non-competitive, no-stress, entertaining, easy and inexpensive way for nearly anyone who loves cars or

motorsports to get on a real racecourse in their own vehicle during weeknights. All that's required is that participants be at least 18-years old with a valid driver's license and have access to an approved helmet and streetcar in good working condition.

The price to participate is usually around \$160 per event, although some special events and tracks may be a bit more. No previous on-track experience or SCCA membership is required

to join in the fun. Drivers participate in the Advanced, Intermediate, or KONI Novice Experience group, so on-track activities remain fun for all, and everyone gets three 20-minute sessions on course, plus feedback from SCCA driver coaches. Admission is free for people who want to stop by and watch the fun, and leisurely circuit parade laps are provided for all Track Night in America guests.

TRACK NIGHT'S READY FOR 2020





Courtesy Mini

SOLO'S EP FORCED INDUCTION PROPOSAL

With increasing OE installations of forced induction engines on entry-level vehicles, Solo's Prepared Advisory Committee is soliciting member feedback on the inclusion of these vehicles in E Prepared. If approved, forced induction vehicles will be classed in EP on a case-by-case basis, and considered on member request. It is believed that this will increase EP participation without creating a competitive imbalance.

Registration will already be open for most events at TrackNightInAmerica.com, although registration for premier events at Daytona International Speedway, Lime Rock Park, Sebring International Raceway, and VIRginia International Raceway will open at a later date.

Check out TrackNightInAmerica.com for a complete calendar of events. 📅

BACK ON TRACK

Track Night in America is set to visit more than 30 tracks in 2020, allowing thousands of enthusiasts to experience on-track thrills.



Clark McInnis

BIG TIME
(RIGHT) Big payouts for ProSolo in 2020 will most certainly ensure big competition.



Rupert Berrington

SCCA PROSOLO PAYOUT

The Tire Rack SCCA ProSolo National Series is America's premier autocross championship series, both in format and competition. And, in 2020, prize payouts will match that well-earned reputation. SCCA ProSolo participants will see a significant boost in Challenge purses in 2020, both at individual events and in a year-end payout. A total of more than \$41,000 will be awarded to ProSolo competitors who finish at the top in the Super Challenge and Ladies

Challenge at individual events, as well as the season long JCJ Overall and Fletcher Ladies Cup winners. There's also a potential year-end prize for Bonus Challenge competitors.

The JCJ Cup, which is awarded to the top point scorer in Super Challenges throughout the season, will take home a \$5,000 prize at the conclusion of the ProSolo season, with \$2,000 going to the runner-up and \$1,000 for third place. This is a significant increase from the 2019 season, which awarded

the season-long prize on a \$600, \$400, \$200 basis.

Individual event Super Challenge payouts have also increased to \$1,000 for a win, \$500 for runner-up, and \$250 for third. This is also a significant change, as a win in 2019 paid \$300.

The prize increase carries through to the Ladies Challenges, as well. The season-ending Fletcher Cup will reward the top point scorer with \$1,000, with second and third taking home \$500 and \$250, respectively. 📅

BARRET WINS HAGERTY CONTINGENCY

Hagerty, SCCA's official insurance partner, took steps to help one lucky SCCA member have an unforgettable experience during the 2020 Arizona Auction Week by offering a trip for two to the legendary event. The prize included round-trip airfare for two and three nights at a hotel, invitations to the Hagerty Cocktail Party at the Penske Racing Museum, access to the week's auctions including Barrett Jackson and Russo & Steele, as well as swag from Hagerty.

The Instagram-based contest made it possible for anyone taking part in one of the four keystone SCCA championship events in 2019 the potential to win the prize package by simply submitting and tagging a picture. Does it get any easier?

Dennis Barret, who participated in both the Tire Rack Solo National Championships and Tire Rack

Time Trails Nationals Powered by Hagerty, was the big winner. Dennis and his wife enjoyed the trip to Auction Week. 📅



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TRANS AM DOWN UNDER

Aaron Seton completed a clean sweep of results in Adelaide in the Feb. 22-23 weekend of the National Trans Am Series in Australia, a licensed series based on the SCCA Pro Racing series utilizing the popular TA2 chassis. Seton bested the 19-car field to the pole, and the top step of the podium in all three races.



Courtesy Trans Am



Rupert Berrington

2020 DirtFish RallyCross National Tour Unveiled

The 2020 DirtFish RallyCross National Tour scheduled has been locked in. This year, competitors will have the opportunity to step beyond Regional and Divisional competition at three different premier locations across the nation before heading to the renowned Road America for the DirtFish RallyCross National Championship on Aug 14-16, 2020.

The 2020 National Tour season kicks off April 3-5 in the heartland of America at World Wide Technology Raceway at Gateway in Madison, Ill., where competitors will experience one of America's best specially designed RallyCross facilities. Next, the tour travels to Thunderhill Raceway Park in Willows, Calif., on June 5-7. Thunderhill's dedicated dirt track will offer challenging-but-fun conditions. The last stop before heading to Road America for the National Championship is at Ross County Fairgrounds on June 26-28 in picturesque Chillicothe, Ohio. This site promises lots of wide-open space for large, sweeping courses. 📍

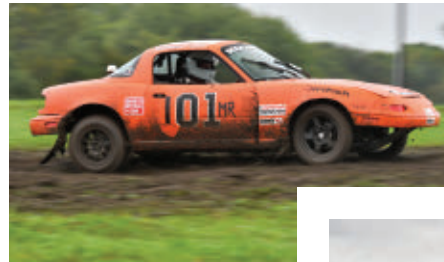


Rupert Berrington

2019'S RALLYCROSS TRIPLECROSS WINNERS

SCCA's RallyCross TripleCross honors go to competitors who, in a single season, manage to skillfully claim a Regional RallyCross win, a DirtFish RallyCross National Tour victory, and a DirtFish RallyCross National Championship, all in the same class.

This year, four competitors managed the impressive feat: Brianne Corn for her performance in Modified Rear Wheel Drive, Josh Armantrout for his Stock All



Rupert Berrington

Wheel Drive wins, Mark Hill in Prepared All Wheel Drive, and Will Geyer, who competed in Stock Front Wheel Drive.

RallyCross TripleCross winners receive a special trophy for their achievement.

Elsewhere in this section, you will find the announcement of the 2020

TRIPLE THREATS
(TOP to BOTTOM) Josh Armantrout, Will Geyer, Brianne Corn, and Mark Hill clinched TripleCross honors.



Rupert Berrington



Rupert Berrington

DirtFish RallyCross National Tour, so if your intention is to become a 2020 RallyCross TripleCross winner, now's the time to start planning. 📍

SCCA EXPANDS MARKETING DEPARTMENT

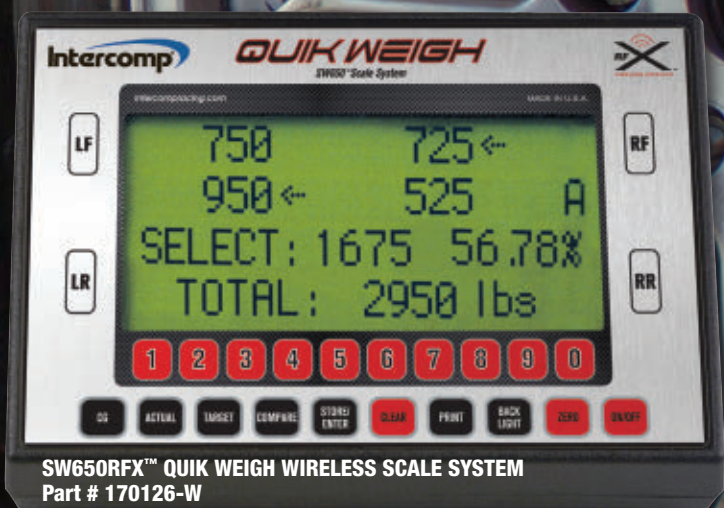
SCCA opened the New Year with the hiring of Kristen Poole, who will be taking on the newly created role of Senior Manager of Marketing to bring additional horsepower to marketing efforts throughout the organization.

Poole has been an SCCA member since 2015 and served as Regional Executive for the award-winning Susquehanna Region for the past three years. As an independent contractor for SCCA in 2019, she brought value to both Track Night in America and Time Trials programs in various roles from coaching and event lead to logistics management for Time Trials Nationals.

"Although I've only been a member for five years, I grew up going to races with my dad," Poole said. "I've always had a passion for motorsports - for the cars, yes, but more so for the people who are like family. I'm excited for the opportunity to work on a national level to maximize marketing efforts and foster stronger connections with our members."

As a career marketer, Poole brings 15 years of experience to the SCCA marketing team with skills in writing, design and photography, and professional experience managing robust e-mail marketing, marketing automation, complex projects, and social media programs. 📍

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KATECH KASH FOR TA2

The Katech Kash Program awards SCCA Pro Racing Trans Am TA2 drivers winning an event with \$500 off the rebuild of an existing TA2 engine or the purchase of a new Katech TA2 engine. Drivers taking second place receive a certificate for \$300, and drivers scoring third receive a certificate for \$100.



Courtesy Trans Am

THE NEXT STEP

HPD has introduced an enticing scholarship for F3 Americas competitors.



Cavin Baker

HPD ANNOUNCES F3 AMERICAS SCHOLARSHIP

The SCCA Pro Racing F3 Americas Championship provides talented young racers the opportunity to develop their skills in a state-of-the-art, open-wheel chassis powered by the latest version of the iconic Honda Civic Type R powerplant.

Supporting the next generation of racing talent is a fundamental value of Honda Performance Development (HPD), and as a committed partner to the F4 U.S. Championship, the F3

Americas Championship and the NTT IndyCar Series, HPD is expanding its support for the F3 Drivers' Champion.

HPD's scholarship will enable the F3 Drivers' Champion to compete in the subsequent year's Indy Lights full season. This annual HPD scholarship will be used to support the F3 Champion's chosen Indy Lights team in the following year's season and will be transferable to any HPD partner team

supporting the F3 Drivers' Champion in the Indy Lights or NTT IndyCar Series.

"The F3 Americas Championship has produced drivers who are ready for the next step of open-wheel competition," said John Whiteman, Manager of HPD Commercial Motorsports. "We are pleased to be able to offer access to Honda's winning teams and provide a critical contribution toward young drivers' professional racing aspirations."

The F3 Americas Championship aligns with the global FIA development ladder philosophy of using common components to provide a cost-efficient, reliable, and powerful racing structure as drivers ascend through the levels on their way to U.S. or global racing success.

The seven-event 2020 F3 Americas Championship Powered by Honda begins April 9-11 at Road Atlanta. Interested drivers can connect with committed racing teams at F3Americas.com. 📍

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 JANUARY 2020

NAME	REF	REGION
Russell Allen	2	San Francisco
John Bower	2	Cal Club
Deborah Burk	2	Florida
Richard Graciano	2	Steel Cities
Patricia Hill	2	Central Florida
Warren Leach	2	San Diego
Sharon Malmen	2	Cal Club
Moses Smith	2	Texas
William Wilson	2	Kansas
Matthew Yip	2	Washington DC

245 additional members have at least one referral.

REGION LEADERS

(Category based on 2019 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Texas	4.9%
Oregon	2.5%
Cal Club	2.3%
LARGE REGIONS (401-799):	
Northwest	4.0%
Kansas City	3.3%
Steel Cities	2.9%
MEDIUM REGIONS (200-400):	
Eastern Tennessee	7.0%
Western Michigan	4.6%
South Bend	2.7%
SMALL REGIONS (<200):	
Mississippi	17.9%
Wiregrass	16.7%
Dixie	11.3%

Ingle Represents SCCA at Super Lap Battle

Chris Ingle found the fast lane from SCCA Tire Rack Time Trials Nationals Powered by Hagerty to Super Lap Battle. Ingle represented SCCA with a top-five finish in the Super Lap Battle at Circuit of the Americas on Feb. 14-16, 2020. Ingle earned his chance to take on the best that time trials have to offer by being the fastest overall driver at the 2019 Trials Nationals.

Ingle took his nearly stock

White Knight Racing Dodge SRT Viper GS to the Limited class at Super Lap Battle, which allows (un-ironically) unlimited engine modifications, engine swaps, and professional drivers in the class.

His experience in SCCA Time Trials brought more than just a license and entry fee for Ingle. It also brought a change in mindset for the road racer-turned-time trials guru and proved that a competitive run



Zachary Rackovian

THE BATTLE

Road racer turned Time Trials driver Chris Ingle faced off with top TT drivers from around the country at COTA.

at SCCA's events will prepare a driver for any event across the country, professional or not.

With only two sessions missed throughout the weekend, it was a success - not just

in the results, but in the fun factor. And, by default, Ingle's performance at Super Lap Battle proved that success at SCCA Time Trials events holds up across the board. 📍

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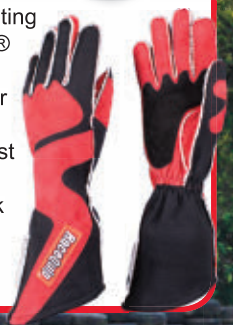


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YELLOW FLAGS: HOW NOT TO BE *THAT GUY*

You know the worst thing you can do during yellow flag conditions during a race? Use this safety rule to gain on competitors around you. Why, that'd make you a scumbag! No honor! Unless, of course, the other driver overdoes it and drops to a snail's pace. I mean, let's be reasonable, folks. Read on for safe and smart guidance for the sportsperson and winner.

"A standing yellow means you need to take the edge off so that you are in complete control, and don't pass"

You know what a yellow flag means: caution. No passing. It's possible, or even likely, that whatever led to that yellow might become a control issue for you, too. It also means that if you ever spin or, heaven forbid, crash into anything under a yellow flag, you have *reeeally* screwed up. Without honor, again. You may fall upon your torque wrench.

Let's be clear about the basics.

A standing yellow means you need to take the edge off so that

you are in complete control, and don't pass. Just backing down a little should be enough to accomplish that. "Significantly," the GCR says. Be ready to change your line, but you very likely won't have to.

A waving yellow is, by far, the most immediately important yellow flag of all. It is a command. An order. Non-optional. It saves lives and racecars - and even tow trucks. It means safely slow down. *Never* slam on your brakes in a panic stop for a flag, even this one - that's just begging to cause more crashes. You are part of a flow. Smoothly take off enough speed to change lanes or stop, if you must. The track may even be completely blocked. A waving yellow should be a big deal. You will even see it in the worker's body language. Intensity.

Flaggers, hear me now: No waving yellows unless there is a car stopped on the racing line, or workers are in harms way. Waving a yellow for that stalled car *way over there 99 percent out of the way* is crying wolf to your drivers and will cause them to mistrust your flag

signal next time. I just witnessed this very thing at Sebring's Turn 15. Drove me nuts. Save that waving yellow for when you *really* need it, and tell all of your corner marshal friends, especially the newbies.

On the other hand, one of the best things about SCCA racing is the high-quality flagging and top-quality safety at the corner stations. I can really see the difference. Thank you, race workers, and keep it up!

Back to the drivers: Passing under yellow is a serious offense. We must always keep one eye on those flag stations, as well as know where they are. Pros are good at this, because missing a flag can ruin a race, or worse. The highest risk of missing one is when coming into a corner attempting a pass, even more so in an angry pack (Spec Miata, anyone?). Your eyes and focus are on that traffic. Is one going to turn in, or maybe stay wide and let me through? So much to consider, and all in a split second. I do this a lot, and I still am reminding myself right now. The flag is the priority.

Unlike the oversimplified passes we see in Hollywood films, the



THE LOCAL CONDITIONS

(LEFT) Be they commands or informational, flags are there to ensure everyone's safety.

maneuver usually takes a lot of time. Often a couple of corners and a whole straight. Sometimes it's been brewing for several laps. It's intense. An aggressive pass draws your attention. It's dramatic. The flag, however, is still the priority.

In SCCA, the yellow starts at a line perpendicular to the flag and ends after clearing the incident and all related factors, when there is not another yellow at the next station. Spy that next one before you pass, Driver, and see the big picture.

Other series often use differing definitions. Some go by line-of-sight, when the driver can see the flag, not when they get to it, and some extend the no-passing zone all the way to the next green flag station. FIA rules require this, which is maddening when a fast class is lapping a slower one. One has to sit behind the slower car and wait, even after the incident.

So, in SCCA, a driver can still pass while getting to the flag line. Racing to the yellow, it's called. What this is really intended for is smoothly completing a pass that is already well under way. As mentioned,

passes are often brewing for quite a while, relatively. There's already a speed differential. What this is not intended for is attempts to aggressively accelerate into the yellow zone to gain an advantage, thereby putting your fellow racers and workers at risk as you come boiling in with your hair on fire.

On the rather rare double yellow, the GCR is a little self-conflicted. Remind me to write to the CRB about this - it perhaps needs a little clarification. Many SCCA drivers are undereducated on this situation, because it does not happen very often in short sprint races, and because the GCR says in 6.1.1.B, Double Yellow, "SLOW DOWN." Then it also says, in 6.6.2.B.3.i, "...safely catch the field as soon as possible...."

The latter is the better answer. There will be a waving yellow at the incident when it's bad enough to cause a double yellow. *Slow down*, yes, indeed. Then once past that, speed up again to catch the pack. No lollygagging around. Then slow again at the site of the incident. A bunched field helps the

"What this is not intended for is attempts to aggressively accelerate into the yellow zone to gain an advantage"

emergency crews do their important work, because stragglers are not sifting through all the time.

The GCR also wisely states that if there is no pace car sent out, the lead car must slow down to permit the field to bunch up behind it. If you are leading overall, you *are* the pace car. You *do* slow down to let everyone catch you, for a safer situation at the incident. The sooner the field is gathered, the sooner the track gets cleared, and the sooner we go back to green. Yay!

On the restart, watch the flag stations - you can go for it when they drop the yellows. Don't be caught sleeping. You'll see when the track is ready; you can look for the pace car lights to go off in warning and estimate where the leader will get the green. Get your proper gear and be ready, even if you don't have a radio and devoted crew chief in the pits: Green, green, *greeeeen!* 🟢

THE HOUSE

Bimmer Haus Performance is located just outside of Denver, Colo., and is home to 32-time Solo Champions Patty and Bob Tunnell.



THE STORY OF A LIFETIME

Do you know Bob and Patty Tunnell?
Do you really know them? Perhaps it's
time to look beyond the record book

WORDS Philip Royle
IMAGE Rupert Berrington



Bob and Patty Tunnell are SCCA legends, although they'll never admit it. Case in point, when I asked them about their 2020 induction into the SCCA Hall of Fame, Patty's response was quick: "It's crazy to me that a person would be recognized for just being who they are." Yes, Patty and Bob are who they are. Yet, while they may be humble, the Club - and, as of late, a group in a very unfortunate situation in Afghanistan - are reaping the benefits.

This raises the question: Who are Bob and Patty Tunnell? For starters, their list of SCCA accomplishments is never ending, and it's probably an understatement to say that they've won it all. The couple began autocrossing in the mid 1980s, with Patty claiming the first SCCA Solo National Championship title for the duo in 1990; Bob's first title came in 1992. Today, the Tunnells have amassed a blistering collection of more than 30 Solo National Championship and ProSolo titles.



Rupert Berrington

Rupert Berrington

THE SPORT OF IT

(ABOVE) While the Tunnells are largely known for autocrossing BMWs, most recently, Patty (shown) and Bob have spent their time behind the wheel of their Locost 7, winning multiple Solo National Championship titles.

(ABOVE RIGHT) In 2002, both Bob and Patty were honored with the SCCA Solo Driver of Eminence Award.

Furthermore, both Bob and Patty are tied with Mark Daddio for the most Solo Nationals wins in different categories (the Tunnells have won in Stock, Street Prepared, Street Modified, Prepared, and Modified), and Patty has won the most championships of any competitor in different classes (tallying 11). Patty also sits atop the listing for the most Solo Nationals trophies and longest trophy streak. In all, Patty has an amazing 15 Solo National Championship titles to her name; Bob “only” has seven. Combined, the power-couple has also scored 11 ProSolo titles.

And it doesn’t stop there. In 2002, Bob and Patty were presented with the Solo Driver of Eminence Award, and Patty also received the Roger Johnson Spirit of the Sport Award. In 2007, Bob was presented with the Solo Cup, the sport’s highest award. They’re both Silver Circle members (meaning they’ve competed at 25 or more Solo National Championships), and Bob is credited with the creation of the Old Fartz in 1995, which was designed to grow the sport through mentoring. Along the way, Bob

has also served on the Solo Events Board, the SCCA Hall of Fame committee, and has been Chief Steward for the Tire Rack Solo National Championships. Then, in 2020, Patty and Bob were inducted into the SCCA Hall of Fame.

Autocrossing isn’t their only specialty, either. While Bob most recently assisted in the reinvigoration of SCCA’s Time Trials program and Track Night in America Powered by Tire Rack, in the late 1990s, before the couple created Bimmer Haus, the BMW performance shop they opened in 2001, they also tried their hand at SCCA Road Racing. “In ‘97, we were autocrossing, and we knew Jim Leithauser really well - he worked at SCCA,” Bob explains. “He had an ITA Honda CRX, and one of his favorite things to do was to let people take it out at a track day and drive it to see what they thought.”

The Tunnells were all in, racing in Showroom Stock and Touring. Patty competed at the SCCA National Championship Runoffs twice, while Bob competed three times, scoring a best finish of fourth. Patty’s road racing



Rupert Berrington



D.E. Baer

"We were both at Warren Miller Films for a number of years. I think we viewed it as the job of a lifetime"
BOB TUNNELL

came to a close following an unrelated brain injury - "I had to learn how to drive again, and how to cook," she notes - and soon thereafter they hung up their road racing gloves.

I've undoubtedly missed many details of their SCCA careers, but it hardly matters. You see, this isn't a story about their motorsport accomplishments. Instead, I want to tell you something very special about the Tunnells.

"My life started when I met Patty," Bob says as the couple chats with me from their Bimmer Haus shop, located just outside of Denver, Colo. "I was 16-years old - I've been with her 51 years now. I barely remember life before we met. That's kind of the starting point for me. That was back in the day after Christmas 1968. We ended up riding the bus together with our high school group from our church from Portland to Santa Barbara, Calif., to attend a convention, a Grace Gospel Fellowship Convention associated with our church."

"There's the beginning of the love story," Patty laughs.

"Yeah, that's the beginning of the fairytale," Bob agrees, adding, "but when we're talking to other people and being really honest about things, it hasn't actually been a fairytale. I just want people to know that when you're together 51 years, when you start out when you're 15 and 16 and you make it into your 50s, a lot of changes take place."

It was at this point in the conversation that I knew this was not a story about their autocrossing accomplishments. And their story kept getting better.

"We worked together," Bob continues. "I was at Warren Miller Films - we were both at Warren Miller Films for a number of years. I think we viewed it as the job of a lifetime when it was going on. I got hired by Warren Miller's son, Kurt, and his business partner. They were looking to buy the company from Warren himself. They were both outstanding sales and marketing guys, and they needed a good administrator to help run the company so they could be out selling everything."



Joe Darwell



Joe Darwell

FOR THE RECORD

(TOP TO BOTTOM) The Tunnell's have won multiple Solo Nationals titles in their 1995 BMW M3, most recently claiming championships in XP and EML in their now LS-powered BMW. That BMW started its Solo championship journey in A Stock in 1996. Patty's first Solo Nats title came in 1990. In 1992, Bob collected his first Solo championship.



Rupert Berrington

Ken Brown

CLASS MASTERS

The autocrossing accomplishment that Bob and Patty Tunnell are most proud of is clinching titles in five separate Solo Nationals categories in their 1995 BMW M3, including Stock, Street Prepared, Street Modified, Prepared and, most recently, Modified.

Obviously, this wasn't Bob and Patty's first job. Patty had worked in bill collections at Sears, while Bob had done a little bit of everything, from mounting ski bindings, to building houses, to remodeling concession stands at what is now Pacific Raceways. But it was at Warren Miller Films that the two got a taste of working together. It was also when the couple moved to Southern California, and then ultimately to Colorado, when they relocated the Warren Miller outfit.

Following this job came the creation of ProParts USA. "It was a joint venture with Craig Nagler and T.C. Kline," Bob explains. They hired me to put together the website and catalog and help with their marketing plan. We then hired Jim Leithauser.

"Ultimately, Craig and T.C. decided to part company, and I was left not being sure what to do," Bob chuckled. "I loved cars, and I loved working with T.C. and Craig and seeing how those guys approached racing and motorsports with a very high level of professionalism. I wanted to do that, but I didn't know exactly where to start."

During the Christmas of 2000, Patty and Bob went to a BMW Club banquet, and this was where he discovered a local BMW shop was for sale. "We got out-bid by some really deep pockets," says Bob, "but the mechanics of the shop came to me and said, 'Hey, we really want to work for you because the new owners are going to turn this into just a regular old hot-rod shop, and we're BMW guys. If you go rent a building, we'll come to work for you.'"

"Jim Leithauser really liked that idea, so he and I, with a clean sheet of paper, bought two units of an old envelope manufacturing company and opened Bimmer Haus in July 2001," Bob continues. "This is going to sound really corny, but it's the absolute truth: We spell it B-i-m-m-e-r H-a-u-s, but I have always had this phrase in my mind that this is the house that Solo built, because when we started autocrossing in 1983, '84, '85, every time we bought a car and raced it, we would sell it, make a little money on it, buy another car, and we continued to upgrade



from a Scirocco to a Rabbit to a Jetta to a 16-valve Jetta. Then T.C. got us involved in BMWs and it was a 318 to the M3.

"We continually kept looking for more championships and continually expanded our racing program to the point that when we opened this shop, it was totally based on our autocross reputation and soliciting local SCCA members who knew and trusted us. We're still very active in the local SCCA Regions."

Interesting stuff, right? But this isn't the story of how Patty and Bob met, or how Bimmer Haus was founded. For the real story, we fast-forward to the fall of 2007, where the Tunnells were running a well-established performance shop and competing in more than 30 autocrosses a year. Little did they know, their lives were about to change.

"We were at church one October," Bob recalls, "and our pastor said, 'We just learned about a village in Afghanistan. It's a group of refugees. They've been dumped out basically in the middle of the desert, the weather in Kabul is very similar to the weather in Colorado, so

it's going to be really cold in the next couple of weeks. So, if you wore a jacket to church this morning, and you probably won't need it going home, why don't you just drop it off. We've got a group going over there next week to see what we can do to help. We'll fill a couple of duffle bags with jackets and we'll take them over, giving them to the people over there to help them stay warm this winter.'"

Bob was, indeed, wearing a jacket, and on a whim, he left his jacket - as did a lot of parishioners. "We go to a fairly large church," Bob smiles. "They got 4,000 jackets."

Needless to say, not all jackets made that first trip, although they did eventually.

A month later, the church group returned from Afghanistan, and Bob and Patty found themselves at a friend's Christmas party. "She happened to be on the trip that took the jackets over, and she had a DVD of the video footage," Bob recalls.

"In the video, I saw them hand my jacket to a young Afghan man," Bob says, pausing for a moment to collect himself - the memory of that

ON THE ROAD (COURSE)

Patty and Bob Tunnell haven't limited their adventures to the Solo course. Rather, this power couple also tried their hands at SCCA Road Racing, with both Bob and Patty competing at the SCCA National Championship Runoffs multiple times. Bob's best Runoffs involved a fourth-place finish driving the blue E36 BMW at the 1998 Mid-Ohio Runoffs in Touring 2 (ABOVE).

HELPING HANDS

Patty and Bob may call Colorado home (BELOW), but they have dedicated much of their time over the last decade to helping a community in need in Afghanistan (RIGHT).

“This is a group of people out in the middle of nowhere. There’s no food. There’s no water.”
PATTY TUNNELL



Rupert Berrington



Bob Tunnell



Jordan Weiss

moment still gets to him. “It hit me like a ton of bricks that the jacket that I just casually took off and left there, that jacket was going to keep a young college-age Afghan warm that winter. Maybe, and I don’t think I’m being too dramatic by saying this, it might have kept him alive.”

“This is a group of people out in the middle of nowhere,” Patty explains. “There’s no food. There’s no water. There’s no shelter except for some tarps that the government left with them. These people are dying.”

“We came home from the Christmas party, and we didn’t really say anything to each other about how we were feeling,” Bob says. “The next weekend, I wanted to talk to Patty about this because we knew there was going to be another group going to Afghanistan in March or April.”

“Cut back to 1974, when I proposed to Patty, I got a ‘Yes, but,’ response,” Bob chuckles. “At the time, I’d actually been considering going to a bible college and possibly going into the ministry. So, Patty said, ‘I will marry you, but I will not be a pastor’s wife. I will not be a missionary’s wife.’”

“Back to late 2007, I wanted to talk to her about possibly taking this trip to Afghanistan to see this village and see what we could do to help over there, and I’m flashing back to my proposal where she said, ‘No way. I am never going to be a missionary’s wife. I’m never going to be a missionary. We’re never doing that.’”

The two headed for their walk, where Patty revealed she wanted to speak to Bob about something. “All of a sudden my thoughts of going to Afghanistan shifted to, she wants a divorce,” Bob laughs.

“You thought I had a boyfriend or something,” Patty chuckles. “But no, I just remember saying, ‘I think we should go to Afghanistan. I have no idea what we would do or how we could possibly help, and I know it’s crazy, but what do you think?’”

Since then, Bob has gone to Afghanistan 23 times and Patty 13. And Patty and Bob are quick to point out that these



Zach Wear



Diana Socash



Courtesy Bob Tunnell

aren't missionary trips. In fact, they're not teaching or even helping construct buildings. Manpower, the Tunnells say, is not something the people in this community need.

"When you go out into a remote village in Afghanistan, and a woman comes up and takes your hand or takes Patty's hand and starts speaking Dari, we have no idea what she's saying but she's got tears rolling down her face," Bob says. "Then when the translator can interrupt her for a second and tell us what she's saying, she's saying, 'Thank you for coming over here. You have saved my children's lives. You're the only group that comes over. Lots of people send us money. But you come and spend time with us and drink tea with us.' When something like that happens, it just melts your heart."

"But this is not us," Patty points out of their volunteer work. "We don't do things like this."

While they might not admit it, this is, indeed, exactly who Patty and Bob Tunnell are. It's also the reason why, when they diverted funding from autocrossing so they could take trips to Afghanistan, others helped keep them at the Solo course.

"Roland Graef at H&R Special Springs, Bruce Foss and Jeff Speer at Hoosier, and Randy Chase - they've been so supportive of everything we're doing," Bob expounds. "Paul and Lynne Rothney-Kozlak, Paul and Meredith Brown and, well, I shouldn't name names because there are so many people in the SCCA world who have helped us out with this cause," says Bob.

Hours after our conversation, Patty's words kept flying through my head, her insisting that their actions were not who they are. They don't volunteer, she'd implied, and they don't travel halfway around the world to help those in need. And, you know, she's partly right. The SCCA record book says nothing of that - which is why this is not that story. Truly, Bob and Patty's track record is the real tale to tell. Yes, theirs is an amazing story, and it's every bit of who the Tunnells are. 📍



Zach Wear

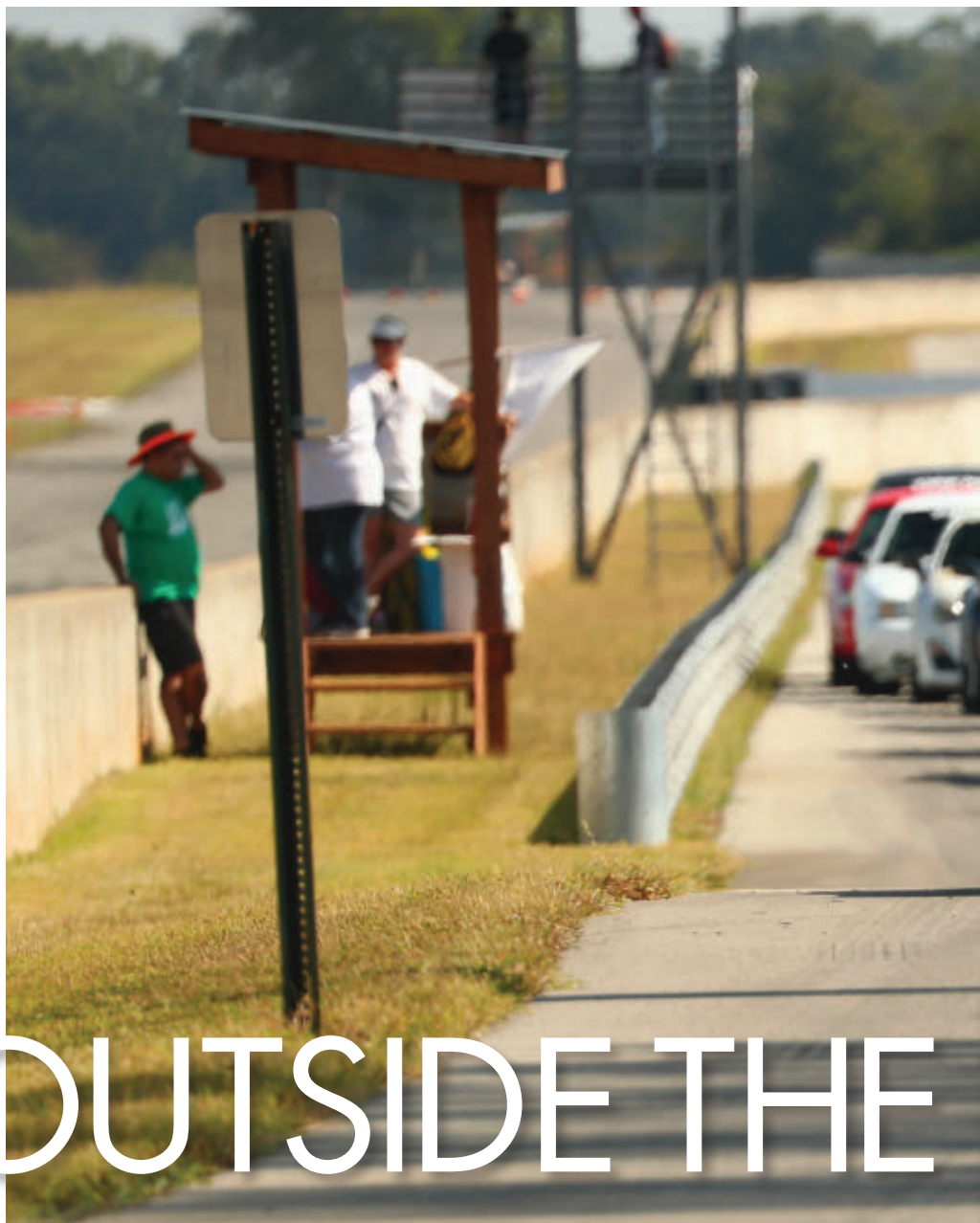


Courtesy Bob Tunnell

“We’ve had Time Trials for a while,” SCCA Time Trials Manager Jon Krolewicz explains of the program that has seen a dramatic rise in participation through both National and Regional events. On the National level, the Time Trials program has experienced expansion via the launch of Track Night in America Driven by Tire Rack as well as the more recent creation of the Tire Rack Time Trials Nationals and the Tire Rack Time Trials National Tour, both powered by Hagerty. But in turn, those National programs have opened the gates for Regions to adapt these programs to fit the complexities of specific Regions - and the results are inspiring.

First, however, it helps to understand why this growth is happening now - and for that, we look at SCCA’s National Time Trials program’s roots.

“Years ago, Time Trials was called Solo 1, and it was under the autocross department. There, classes would be pulled from the Solo Rules,” Krolewicz explains. “Then as track day organizations became more popular, as we saw other sanctioning bodies start to satisfy the need of those who wanted to run their cars on the racetrack, we knew this emerging market was one we needed to be in. So, in the early 2000s, our Solo 1 ‘track days’ moved from the Solo department to the SCCA Road Racing department



PIT OUT
(ABOVE) From open lapping to point-to-point competition, SCCA’s Time Trials program allows Regions to adapt the program to fit their needs.

because, well, these events take place on the racetrack.”

The downside to that, Krolewicz notes, was that the SCCA Road Racing department already had its hands full.

“Because the road racing department is busy doing awesome things like the National Championship Runoffs and the Hoosier Super and the U.S. Majors

Tour, there never really was any hard push - the resources simply weren’t there to define the track day product and devote resources to it,” says Krolewicz. “That created different market segments all over the country in SCCA’s Divisions and Regions - everybody created a different set of rules and a different way of doing things. We needed to bring it back together.



BOX

These resourceful Regions adapted key elements of SCCA's National Time Trials program, with amazing results

WORDS Philip Royle | IMAGES Zachary Rachovan

"We wanted to see what a Nationally backed program could look like, so we put Time Trials under the Experiential Department of the SCCA - the same people who brought you Track Night in America," Krolewicz says. "We said, OK, if we white boarded Time Trials, what does it look like?"

Long story short, SCCA's Experiential Department hosted the Time Trials Nationals in 2018 at NCM Motorsports Park, featuring a classing structure unlike any the SCCA had seen. Lessons learned from this showcase event were then expanded and taken on the road in 2019 for the Time Trials National Tour.

Many elements set the Time Trials Nationals and Time Trials National Tour apart from existing SCCA Time Trials programs, but ultimately those could be boiled down to two key factors: event format and car classifications.

A Time Trials National Tour weekend is split into two portions: Time Attack and

TrackSprint. Time Attack offers a traditional lapping session, running for the fastest time in a specific class. TrackSprint, meanwhile, is a point-to-point competition, similar to autocross in that it involves a standing start and a flying finish, but it takes place on the racetrack.

National Time Trials classing is also unique. Here, cars are



divided into five categories: Sport, Tuner, Prepped, Max, and Unlimited. From there, categories are split into anywhere from two to six classes. Want to know your car's class? There's essentially no rulebook; instead, head to timetrials.scca.com where an interactive "What's My Class?" link points people in the right direction.

Combining these elements resulted in a unique product from SCCA's Experiential Department. But as several SCCA Regions have discovered, it's then possible to take elements from the National Time Trials programs and build unique Regional offerings.

TRACKSPRINT TURDUCKEN

Blue Ridge Region sits not far from North Carolina Region. Unlike North Carolina Region, however, Blue Ridge doesn't have an SCCA Road Racing

program. What it does have are enthusiastic autocrossers.

"A couple of us got our Competition Licenses and a few of us had started to shift toward track-oriented stuff," explains Steffen Clark, who sits on the Blue Ridge Board of Directors. "As a Board of Directors, we decided we needed to be broader in scope and offer more programs in order to attract new members. That's what led to us starting a Time Trials program."

Since the Region held autocrosses, the TrackSprint portion of the National Time Trials program was attractive, as it utilized similar elements to an autocross, including the timing equipment.

"TrackSprint was the next logical steppingstone when going from autocross to a full-blown Time Trials program," Clark explains. "If you think of a TrackSprint,



"TrackSprint was the next logical steppingstone when going from autocross to... Time Trials"
STEFFEN CLARK

ANY AND ALL
(TOP and ABOVE) Be it Time Attack or TrackSprint, the Time Trials program offers fun for all who enter.

it's point A to point B like an autocross, but it's on a track and the speeds are increased.

"None of us really knew much about Time Trials," Clark admits. "I reached out to Jon Krolewicz and told him about our idea. I wouldn't say Jon held our hand, but we had some questions [about track rental and submitting sanction information] and he helped guide us."

At this point, Blue Ridge has hosted a few TrackSprints, with a unique event scheduled for this March using the Patriot Course within VIRginia International Raceway, while North Carolina Region hosts its own Club Racing weekend.

"The TrackSprint we did, attracted a lot of autocrossers who wanted to try something different," says Clark, noting that the initial event was only available to existing SCCA members in order to allow the



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Region to sort things out. “Now we have opened the entry to allow for weekend members, too, and we are attracting autocrossers as well as people who do Time Trials. We’re attracting road racers as well.

“In fact, I think half of the entries we have for this upcoming March event [at VIR] are new weekend members who want to try TrackSprint. At the second – and now the third event that’s coming up – we have gotten new faces, and we’ve got road racers, Time Trialers, autocrossers; we have a healthy mix.”

JOINING FORCES

“Our track day program actually predates Track Night in America,” Chicago Region Board member Erik Vandermey explains of his Region’s Time Trials program, which is run by the local autocrossers and initially took place as non-timed track events at country club-style racetracks. “We started with three events, and last year I think we did eight. But people were itching for the next step, and that’s lapping sessions with transponders.”

Chicago Region has a healthy SCCA Road Racing

program, but while Chicago Region’s autocross and road racing programs are separate – and Vandermey is from the autocross side of things – that doesn’t mean communication doesn’t happen.

“I went to [Chicago Region’s] competition committee and I gave it the full-on sales routine – I said, look, this is popular, and this is the future of the Club,” Vandermey explains of an idea he and his fellow Board members had of purchasing a run group during a Regional Chicago Region

road racing weekend in order to host a timed Time Trials.

“I said that we’d like to purchase an hour of track time, and we’d like that hour to take place over multiple sessions during one day of the two-day race weekend,” Vandermey explains.

Word came back that a run group would be offered for that year’s September Regional.

“I was nervous about the event until about a week before because the signups had been pretty low – then in the last week there was a surge of



RUN WHAT YOU BRUNG

From mostly stock family sedans (FAR LEFT) to tuned muscle cars (TOP LEFT) and Miatas (MIDDLE LEFT), and even racecars (BOTTOM LEFT), Time Trials brings something to the table for both the host Region and participants.

use any cones on course - we run the track as it is.

"We do a standing start at pit out, and we have a flying finish about two-thirds of the way around the track," he says, noting that they rent corner workers and medical and safety personnel from the track. "Nobody else really has to work other than our core Timing and Scoring people, and we compensate those people for their efforts by giving them a reduced entry fee and making sure that they can still take their six runs.

"We had three events," Vandermeij says. "The first event was a sellout at almost 80 entries, and the other two were in the 70-entry range. We more than paid our expenses, with a little bit leftover."

AFTER-HOURS COMPETITION

South Jersey Region, meanwhile, has also adapted TrackSprints to fit their needs. "After SCCA's Heyward Wagner and Jon Krolewicz revamped the Time Trials program, I really wanted to find a way to bring Time Trials to our Region," explains Joshua Kuehne, Time Trials Chair for South Jersey Region. "I went to the SCCA National Convention to talk to Heyward and Jon and sit in on all of their seminars, and I realized that TrackSprints can be a quick, low-cost, low-impact program that would be easy to fit into our schedule.

"After reviewing with the South Jersey Board, we all agreed that Saturday after our road race would be the best time to run the event by ending the race day 30 minutes early and then buying an extra hour of time at the track," he says.

"Last year we ran four events on both tracks of NJMP on the Saturdays after the road races concluded, and with great success," Kuehne explains. "It typically takes about 15 minutes to get the cars gridded on track while we are setting up the start and finish timing lights, which leaves us with about an hour of run time.

"This year we partnered with NJMP's Drivers Club and will be doing three TrackSprints on their member days, three TrackSprints after our road races, and two TrackSprints at our autocross location at Bader Field [a decommissioned airport]," he notes, adding, "Global RallyCross ran a few events there and I will model the TrackSprint after their track."

This year, Kuehne says, South Jersey Region plans to also allow open-wheel cars because of interest from the Pennsylvania Hillclimb Association.

"I cap the event at 40 drivers so everyone can get five runs at the course - some events we got more," he concludes. "It's a ton of fun and participants all have great reviews on the program." 📍

"Last year I think we did eight [Track Events]. But people were itching for the next step"

ERIK VANDERMEY

signups and we had 19 entries," Vandermeij recalls. "We more than covered our hour of track rental, and we were what pushed that race weekend into profitability for the road racers."

The Time Trials group has now become a key component of Chicago Region's road racing weekends. "Last year, I didn't

have to ask for track time - they set aside an hour at the fall event at Blackhawk Farms, and they also let me have an hour at Road America," says Vandermeij. "They saw the success of the program and they've weaved us into a race weekend."

But it doesn't stop there. Vandermeij and his group have also hosted TrackSprints utilizing their autocross timing system. "We're renting about three hours of track time," he says. "Everything happens in that three hours, so it's a lot less time intensive. We don't

Earlier this year - in a move that took many autocrossers by surprise - SCCA announced the creation of a brand-new autocross category. Undoubtedly, a certain amount of member shock came via the unanticipated creation of the category, but what *really* got people talking was the category's essence. The new category, it could be said, was extreme in nature - and in a very, very good way.

Xtreme Street is a Regional category that breaks into two classes: XS-A for heavier vehicles that are all-wheel, rear-wheel, and front-wheel drive; XS-B for lighter rear- and front-wheel-drive vehicles. And, beyond a minimum weight, the rules are fairly open.


"It's not under the CAM umbrella, but that's a good way for somebody to understand what this category is," Solo Events Board Chairman Bob



SCCA unveils Xtreme Street and EV-X for Regional autocross competition, bringing #funwithcars to a whole new level | WORDS Philip Royle | IMAGES Perry Bennett

TO THE EXTREME





CLASS FOR ALL
(LEFT) Vehicles like the Subaru STI will be classed in XS-A with a 3,000lb minimum weight.

Davis replies to my positing Xtreme Street as the rules-relaxed Classic American Muscle category for the rest of us. "XS doesn't specify that it's strictly for imports, but our assumption is that it's going to be primarily imports that will play in this space."

While the complete XS rules had not been released as of this writing, a primer on the category was available at scca.com/solo. The basic gist

is that race seats are allowed, almost all interior parts can be replaced, body panels can be modified, subframes can be changed, splitters can be added, and engine modifications are fairly unlimited. The wheel rules are also very liberal, but the tires that wrap around them must be DOT legal with a 200 UTQG rating.

Not extreme enough? Consider this: Competitors can run non-U.S. spec cars and

motors. That rule alone caught many by surprise. "In XS, it was more of a question of why not," says SCCA Senior Director of Rally/Solo Mike King. "With the availability of non-U.S. engines, we didn't see any reason to restrict our competitors who wanted to source items in the non-U.S. market. This open ruleset evens out the playing field between non-U.S. cars and the U.S.-domestic market cars, so we don't see any

REME

outliers that can dominate over the U.S.-born contingent.”

If this sounds amazing to you, don't expect Xtreme Street to be the next hot class at the Tire Rack Solo National Championships. The fact is, XS won't be invited. Xtreme Street is going to be offered Regionally, as

well as at Tire Rack Solo Championship Tours and ProSolos, but the Solo National Championships is not the target market for XS.

“This is not a ‘jacket’ category,” Davis is quick to point out. “At least,” he then clarifies, “that’s how it’s currently envisioned. Right

now, XS is a Regional category with a very targeted purpose.”

Ultimately, XS not running at the Solo National Championships is an issue of category philosophy. “What resonated with me about XS was the idea that this is about Regional participation, not National,” says Davis. “This is

CHOOSE YOUR OWN ADVENTURE

With XS-A and XS-B essentially being defined by weight, competitors have the opportunity to engineer a variety of paths. For some, that might mean a high-revving lightweight option like an XS-B CRX (BELOW), while others might opt for the all-wheel drive and boost of an XS-A VW Golf R (BOTTOM).





about taking a variety of things Regions are already doing to accommodate the poor guy or gal who showed up with a Miata, an Acura, or something else, where they simply put an aftermarket clutch on their stock street car with street tires and suddenly they're running against full-blown CSP cars with race tires, and they're sitting there thinking, what the heck is going on here?"

It should also be noted that while the Xtreme Street announcement surprised many in the autocross community, the category's creation wasn't an overnight process. In fact, the SEB and the SCCA National Office have been working on the idea for a few years.

"In 2018, the concept of XS

first came to the SEB's attention at our November face-to-face meeting," Davis reveals. "It was brought to the SEB by SCCA's Manager of National Solo Field Operations, Howard Duncan, and SCCA's Rally/Solo Competition Manager, Doug Gill, and like with the Solo Spec Coupe class, XS became a true collaboration between the SEB and the SCCA National Office."

"This is a new age of the SEB and the SCCA National Office working together like this," King adds. "If we work together as a team, we can get things done efficiently and quickly in order to provide SCCA members with the best experience possible."

Category rules creation wasn't limited to just the SCCA National Office and the SEB - SEB Advisory Committees were also brought into the discussion. Creating the final rules formula wasn't easy, through. "At one point, the performance equations were getting fairly complex," Davis admits. "So we stepped

back and said, whoa, this has got to be simple. I mean, you can't have fancy formulas for Regional autocrossers who are just showing up with their tuned street car."

From there, it was decided that XS should boiled down to minimum weights that are easily achievable for most. To that end, XS-A requires all-wheel-drive cars to weigh a minimum of 3,000lbs, while front-drive cars are 2,500lbs and rear-drive cars should weigh at least 2,750lbs. In XS-B, the lighter of the two classes, rear-wheel-drive cars should meet or exceed 2,150lbs and front-drivers are 2,000lbs or more.

Many SCCA Regions don't have scales, so the SEB is considering ways to resolve any weight-related protests. But, as Davis notes, XS being a Regional-only class will likely mean the issue rarely arises. At Solo Championship Tours and ProSolos, where XS competitors are welcome to compete, scales will be available.

SWAP IT


(LEFT) With the door open to cross-make engine swaps, an LS V8 RX-8 would be right at home in XS-A. (BELOW) Or, competitors could go full stealth mode and drop a forced induction Lotus Exige powerplant into a Toyota MR-2.

Truly, the Xtreme Street announcement was a surprise, but what was an equal shocker was the recent teasing of another Regional autocross class. This one was for EVs, and it was another collaborative effort between the SCCA National Office and the SEB.

"I was actually sitting on a plane headed for Topeka in early January, and I wrote up a simple EV ruleset," says King. "It consisted of a half page of guidelines, not necessarily rules. What made the EV-X ruleset much easier is that drivetrain mods could not be touched. That left wheels and tires, suspension, and some general rules on not cutting fenders, minimum production numbers, and weight minimums. Other than that, we wanted our entrants to bring their creative juices and drive."

"The SEB and the SCCA National Office is actively ironing out the details, and we're hoping to have a ruleset for EV-X by March," Davis notes.

Truly, Xtreme Street and the forthcoming EV-X classes are a dramatic step for SCCA autocross, and one that many are excited to see. Yet as extreme as some of these announcements may seem, the reality is that they place fun as a first priority, all the while creating new pathways as the Club forges into the future. "Autocross is supposed to be #funwithcars," King concludes, "and that is the mission of XS and EV-X." 📍



PART 4: There's light at the end
of the tunnel as we wrap an
insanely lengthy engine rebuild

PROJECT CAM CORVETTE

WORDS & IMAGES Jason Isley



Project cars are hard. Case in point, it's been awhile since we checked in on our Classic American Muscle CAM-S autocross project. In fact, the last time we saw this twin-turbo V8 beast was all the way back in the August 2019 issue of *SportsCar* where we were getting the long-block assembled after almost a year out of the car. Now it's time to work on the peripherals.

The switch from the stock cathedral-port LS6 cylinder heads to the GM Performance Parts CNC ported LS9 cylinder heads necessitated an intake manifold replacement, as the new heads featured a rectangular port. Additionally, the new heads combined with our Comp Cams valvetrain upgrade meant that the engine had the potential for increased airflow, so it was time to look for yet another upgrade.

IN CONTROL

(LEFT) If you plan to drive your competition car to events, you'll want to select a clutch that offers a good balance between drivability and performance. (BELOW) The heat-treated center hub of the OS Giken R3C clutch kit can be swapped to accept a different transmission input shaft, making it a great choice for LS swaps.





The latest intake manifold from Fuel Air Spark Technologies, the Fast LSXR 102mm, would serve to increase air capacity over the outgoing LSX 92mm unit previously fitted to the engine. In addition to the larger opening at the front of the intake, the modular design of this manifold allows access to the inside, which features a patented removable runner design that can be replaced with alternative length units offering the capability to shift torque and horsepower to a higher rpm than the original version. If you want more low-end grunt, simply utilize the longer runner set; for a high-rpm screamer, the short set would likely suit your needs.

According to the team at Fast, the Race runners provide a 15-30hp gain with a 1,000-2,000rpm upward shift in peak



horsepower, but that means a loss of some low-end torque. With our 427ci displacement and a pair of turbos, however, we aren't particularly concerned with a lack of low-end power, so we opted to use the short Race setup.

Our original throttle body was a dated, custom unit out of the Lingenfelter shop and was far too small to pair with the new intake manifold from Fast. Our search brought us to Granatelli Motor Sports, which offers large-bore throttle bodies

for a wide range of automotive fitments. For our application, Granatelli suggested the 103mm LSX Drive-By-Wire unit.

Machined from 6061-T6 billet aluminum, the 103mm throttle body is fitted with a strong electronic motor that can handle upwards of 25lbs of boost, making it a great fit for our project. It should be noted that a patch harness had to be sourced since the newer style throttle body utilizes updated GM connectors; this is a pretty common modification, however, and even we found it easily performed.

We capped off the progress with the engine with a bit of vanity, opting to ditch the stock valve covers in favor of a set of Comp Cams LS Billet Valve Covers. The LS covers offer increased clearance for

items like the shaft mount rocker system and provide internal valve spring oiling.

One area of the old build that was beginning to show signs of weakness was the clutch. Since we weren't sure how old the previous setup was, and we could see it slipping during dyno runs. If it couldn't handle the old engine, it didn't stand a chance with what we were currently building.

Talking with OS Giken, who might be best known for its Super Lock limited slip differentials, we discovered they have a lot of experience with LS-based clutch packages. Apparently, they are popular swaps with the high-powered drift crowd.

"We see a lot of people using the LS in Japanese cars for drifting," says Sean Fenstermacher. "The floating

BREATHE DEEP

(LEFT) The Fuel Air Spark Technologies Fast LSXR 102mm intake manifold offers increased airflow over stock, as well as the ability to tune the engine's power curve via interchangeable runners. (BOTTOM LEFT) The Granatelli Motor Sports 103mm drive-by-wire throttle body will meter airflow to our 427ci twin-turbo powerplant.

center hub on the R3C Triple Disc Clutch Kit is a part we can swap out for one with different splines, so if a customer is pairing it with a different transmission, we can change that one piece, making it an easy transition."

The R3C pairs an aluminum clutch cover sporting a unique cage design with a steel flywheel for optimum strength and durability. "What really sets an OS Giken clutch apart is the housing," says Fenstermacher. "We are one of just a few manufacturers that use a housing. It's a 'C' channel that sits like a crown on the flywheel, and it gives the entire clutch assembly a huge amount of rigidity."

Additionally, OS Giken takes the steps of heat-treating the flywheel, the hub, and the clutch housing, further helping these components deal with on-track abuse.

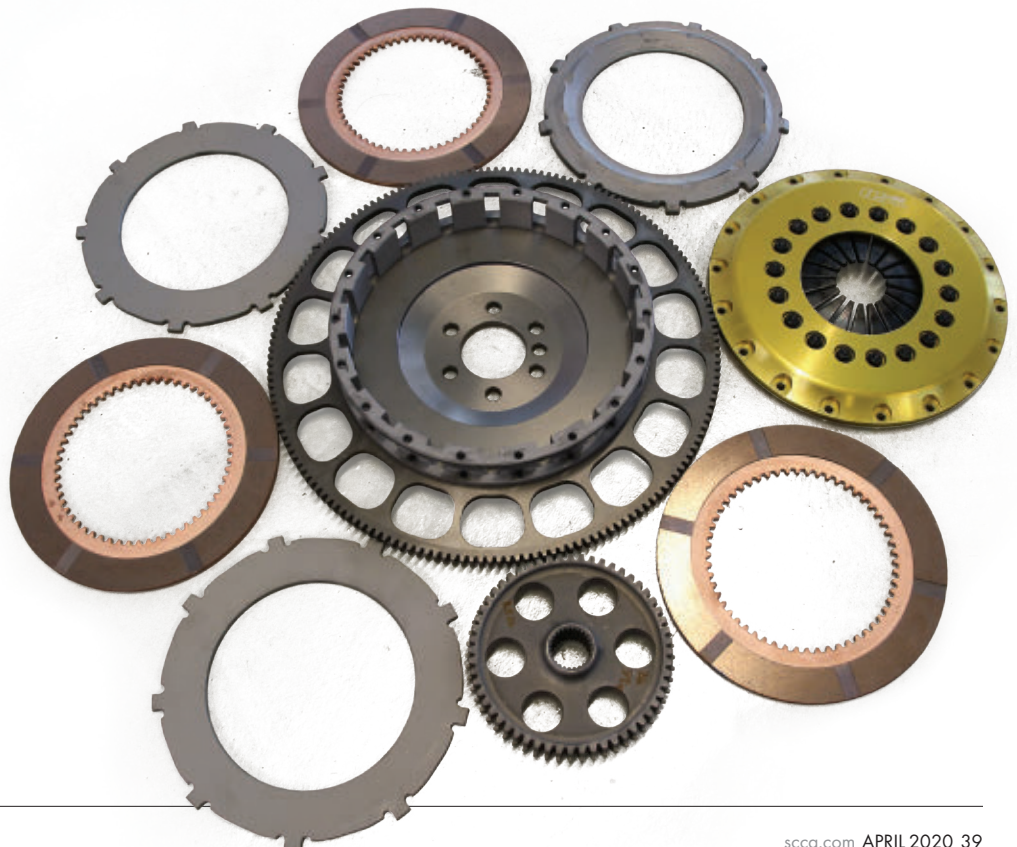
The clutch material, Fenstermacher explains, plays a role in repeatable performance and drivability, you can still attain great holding power without going to exotic disc materials that sacrifice control. "We want to be able to hold if it's cold or hot - we don't want the characteristics to change with temperature," says Fenstermacher. "It's a metallic, but it's fairly low on the scale of Mu, so it's a low-friction metallic. We feel it's a very comfortable compromise between having a good amount of friction and consistency."

Technical composition aside, we were delighted to see the new clutch package shaved 12lbs of weight off the crank when compared to the previous twin-disc setup, which should certainly help get the revs up quicker.

Next on the agenda is to put the engine back in the car, at which point we can tie up a few loose ends, like the fuel injectors, fuel rail, and ignition coils. Hopefully, this next step won't take us nearly as long to complete. 📍

FORM AND FASHION

(BELOW) Perhaps you have never seen a stock LS valve cover - that could be because they are so unsightly that Chevy hid them under plastic trim. Fortunately, Comp Cams offers a solution that is not only more attractive, but it also incorporates upgrades like valve spring oiling. (BOTTOM) The OS Giken R3C Triple Disc Clutch Kit is art in motion, with every highly detailed piece working in unison to turn power into forward motion.





NEWFOUND SPEED

A data acquisition system can help monitor the health and performance of your car – and it can also help you improve on track

WORDS & IMAGES Jason Isley

Like most things in life, the more you know, the better the outcome, and the same is true on the racetrack. While you can certainly get by with a

stock gauge cluster and no data acquisition system, you will be left largely in the dark when it comes to on-track performance. Essentially, the only metric

you will have is a lap time, and you won't even know that until you're back in the paddock. Luckily, there's a solution.

Have you ever found your lap

times dropping off as the session wears on? Are you struggling to match the pace of your competitors in one particular segment of the track? To that



IN THE KNOW

Data acquisition systems that feed the driver a sizeable amount of performance-related data while on track – and even more data when back in the paddock – will help you find speed.

THE RIGHT CHOICE

Being able to see if you are braking too much, or if you're late picking up the throttle on corner exit, can be found in the data. Acceleration traces, braking force, and corner speeds can tell you a lot about how you're driving and, most importantly, where you can improve.

There are a number of manufacturers offering data acquisition systems for motorsports, and each system houses unique features. Having an idea of the information you desire to record and analyze is a good place to start when it comes to choosing a system. Another point to consider is finding a system that is compatible with the electronics already in your car. Selecting a data system that will communicate with your ECU makes the installation process much easier.

In 2017, we shared the build of multi-time Solo National Champion Jennifer Isley's Spec Miata in the pages of *SportsCar*, and we decided to revisit that car for some much-needed electronic updates. In shopping for a data system for this application, our goal was simple: We wanted to focus on driver performance, as we didn't feel the stock nature of the Spec Miata engine needed excessive amounts of monitoring. Although, a certain level of engine monitoring would certainly be nice.

"A properly instrumented data acquisition system may be the key you need to unlock your best lap times"

Fitting our need was the AEM Racing Electronics CD-5LG dash, which features an internal GPS, data logging, predictive lap timing, and a full-color, daylight readable screen surrounded by a tough, lightweight, flow-molded, carbon-fiber composite housing. Seven ultra-bright LEDs span the top of the display housing for revs and shift light indication. Users can program those lights to ascend in specific increments based on rev range, as well as flash when it's time to shift, with brightness that is programmable.

Two large buttons are included on the face of the CD-5LG display, allowing easy page changing and memory resetting even with driving gloves on. Programmable LEDs are then located above the toggle buttons on the top of the housing on either side of the integrated LED shift lights, which can be programmed as warning lights.

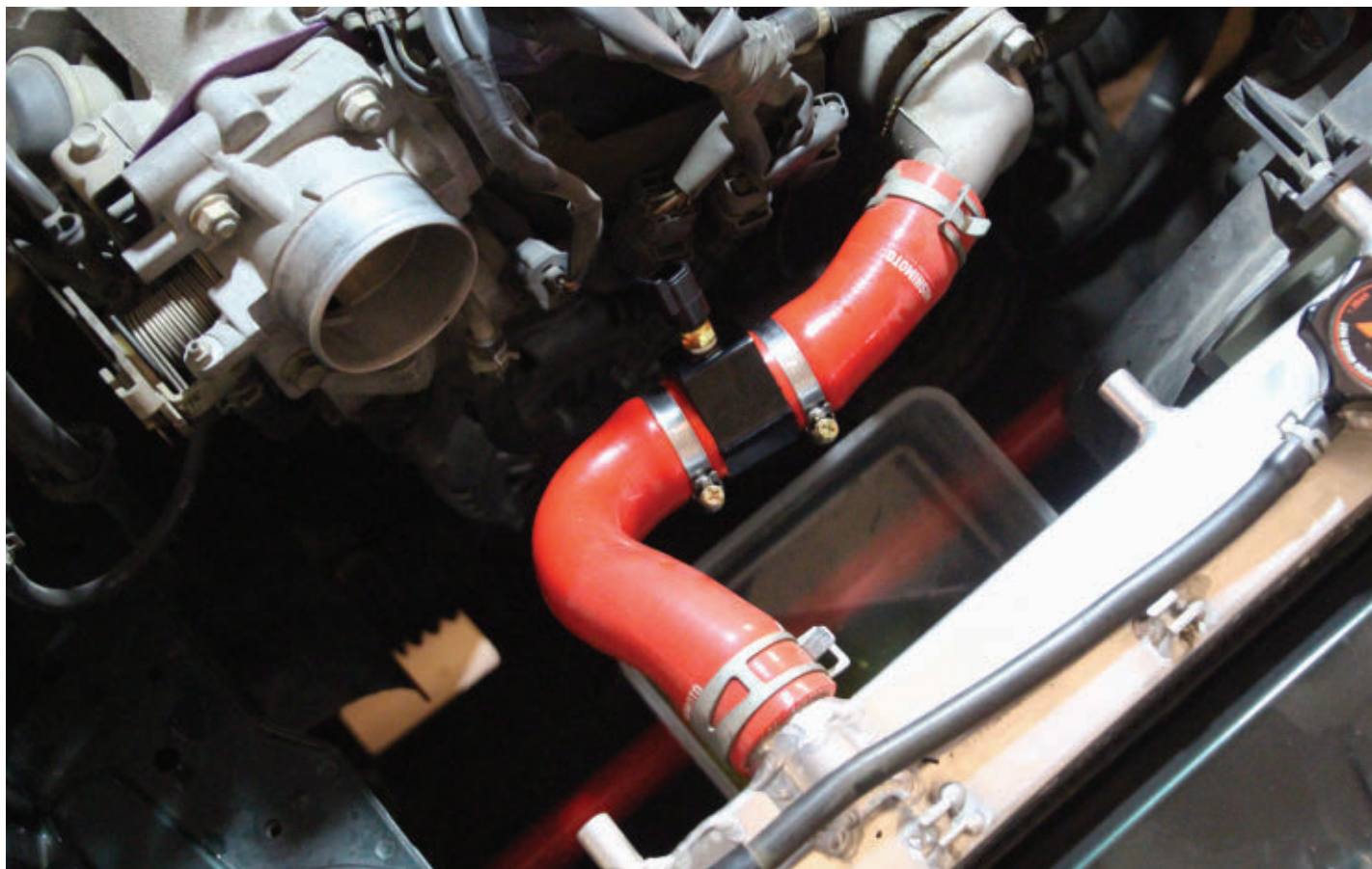
If you have a 2008 or newer production-based car, engine vitals can typically be accessed through the OBD-II port. Similarly, if you're running a standalone engine management system, the AEM CD series of dashes can communicate with more than 250 third-party interfaces

end, a properly instrumented data acquisition system may be the key you need to unlock your best lap times. In addition, being able to record engine parameters

during a race in order to review them after a session can also be revealing, like if your car heats up too much and pulls timing, hurting your lap times.

COOL IT

(BELOW) Some cars are easier to outfit with sensors than others. In the case of our 1999 Spec Miata, a coolant hose adaptor from Mishimoto made the AEM temperature sensor installation a snap. To ensure precise placement, we installed the clamps on the hose while the hose was still on the car, then used the bands as a guide for our cutting tool.



via the CAN bus connector and, in many cases, they have a plug-and-play cable kit. Sadly, neither of these are an option for our 1999 Spec Miata, but the good news is that AEM has a solution for situations like this, too, with its CAN sensor module.

Offered as either a 22- or six-channel CAN sensor module,

these units include inputs such as 0-5v analog input, temperature input, rpm input, and fuel level input, which are then passed to the dash. To keep watch on basic engine parameters, we paired a six-channel CAN sensor module with an oil pressure sensor and a pair of temperature sensors.

INSTALLATION AND SENSORS

Outside of an open-barrel crimp tool, you don't need much in the way of special equipment to perform the CD-5LG installation. You'll want to select a location for the dash that offers good display visibility and puts the buttons within reach of

the driver while strapped in, and there are many ways to accomplish this. AEM offers a flush-mount kit that provides a clean, professional appearance, which works very well in applications where you are removing the OE gauge cluster. We opted, however, to bend a few pieces of aluminum



NEW TECH

(BELOW) The dated OBD-II system in our 1999 Miata processes information too slowly to be useful for the AEM CD-5LG dash, so a CAN Sensor Module is utilized to send sensor information to the dash. (LEFT) The kit from miatacage.com made the addition of an oil pressure sensor much easier.



bar stock and mount the dash off the front of the Miata steering column - a common solution for this fitment.

Wanting to be able to easily access our CAN Sensor Module for potential future expansion, we located it in the cavity once occupied by the passenger's side airbag - this puts it out

of sight, but easy to access by popping off the airbag cover.

Adding sensors to your car is not always a straightforward affair but, fortunately, since the Miata is a fairly popular racecar, there are readily available solutions. A visit to miatacage.com netted us the company's Oil Pressure Sensor

Relocation Kit. This kit includes a fitting that replaces the OE oil pressure sensor in the engine block with a stainless-steel braided line and includes a T fitting that allows for the use of multiple sensors such as oil temperature and pressure.

To access coolant temperature, we installed a Mishimoto Water Temperature Sensor Adaptor to the radiator return line from the engine, which was fitted with an AEM temperature sensor.

THE FINISHING TOUCHES

With the mechanical portion of the installation complete, the next step is accessing AEM's DashDesign software to configure your system - this is where you can get very creative. The seven major elements of DashDesign are laid out in a tabular form to make setup and navigation simple and fast. However, you can customize your display layout with a variety of colors and graphics, displaying everything from data to alarms.

DashDesign is also where you will access AEMdata and Simulator when you want to evaluate driver performance for coaching.

We are anxiously looking forward to getting our Spec Miata on track so we can view our newfound data, which should offer the driver useful insight both while behind the wheel and back in the paddock. 🍎

WEEKEND WARRIORS

If you find you're using your daily driver on the track at an SCCA Time Trials or Track Event, there's an easy solution for monitoring your performance and collecting on-track data. Utilizing the AEM Racing Electronics 12v AEMnet Power Adapter Cable and a CD Carbon Ram Mount, you can temporarily install any of the CD Carbon Digital Dash systems in a snap.

The 12v AEMnet Power Cable plugs directly into your vehicle's 12v accessory outlet, supplying power to your CD-5 or CD-7 digital dash. Additionally, if your vehicle is a 2008 or newer, you will be able to pull vehicle data directly from the OBD-II port as well, further enhancing your data experience. The CD Carbon Ram Mount allows the digital dash to be secured either via suction cup, hard mount, or roll cage mount, making for a secure and easy installation.

With this system in place, you can easily move your digital dash from car to car, or simply remove it at the end of the weekend before your Monday commute.



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COMMUNICATION SKILLS

Racing radios can save you time, money and, in some cases, a lot of embarrassment | WORDS & IMAGES Philip Royle

“Let me throw you a scenario,” says Toto Lassally, racecar radio expert and CEO of Speedcom Communications. “Let’s take the SCCA National Championship Runoffs as an example. Since you have limited opportunities for practice and qualifying, you have to make the most of your time because you’ve probably never been to that track before. You’ve got to learn the track. You’ve got to figure out the right setup. Basically, you’re starting from scratch.”

This, Lassally explains, is where radios come into play. “Let’s say you do two or three laps to feel what the car’s doing, then you come into the pits and you want to tell your crew chief to make a change. You’ve got to stop in the pits, open your helmet, talk to your crew chief, and hopefully he can hear you with all of the background noises. You’re basically sitting there screaming and shouting at each other. Then, once the crew chief knows what you want, he’s got to look for the tool to make the chassis change. You’re losing all this time.”

And that’s the crux of it all. Why do you, an SCCA sprint racer, need radio communications between your racecar to the pits? It’s all about time management.

BIDING YOUR TIME

“Now it’s qualifying,” he says. “You’re probably not going to be making setup changes in qualifying, but if you have no radios, you also have no clue what’s going on with the rest of the field. You’re out there trying to drive this thing to the limit, risking stuffing the car or blowing the motor or just unnecessarily taking risks to set a fast time, when maybe you didn’t need to.”

“Or worse,” Lassally notes, “Maybe you’re not pushing hard enough.”

The conversation then shifts to the race. “Some people will say they don’t need radios during an SCCA race – if I pit during a sprint race, I’m done, right?” Lassally says. “I mean, if you pit in an SCCA race, pack it up and go home because you’re never going to catch the time up because the race is too short, right? Well, again, it goes back to the communication of what’s going on in the rest of the field.”

Here Lassally presented two solid points. First, if you’re in a fierce battle, you know where your competition is – but what if the competition is one turn away. Without someone relating the gap, you may find yourself pushing too hard, or not hard enough. There’s also the advantage for those not at the

pointy end of the field – those who may not necessarily be able to see the green flag fly at the race’s start, or even a restart.

This conversation hit home because both of Lassally’s hypothetical situations have happened to me. As Lassally spoke, I recalled my 2013 Runoffs start at Road America where an unfortunate qualifying mishap relegated me to the 34th starting position out of 38. With no radios and the fact that Road America’s front straight includes an unfortunate hill, I had no clue when the green flag would fly. Next to me sat Sydney Yagel (before she became the



Rupert Berrington

THE MORE YOU KNOW

(RIGHT) A racer’s crew will often have the best view of the starter’s stand, giving a racer a jump on the competition. (ABOVE) Workers are in constant communication, so racers monitoring that channel can get a heads up.



general manager of SCCA Pro Racing) who had also struggled through qualifying, and when we heard others hit the gas, we went too. We'd probably sliced our way through three or four rows of traffic before we saw that there was no green flag at the starter's stand.

Sydney and I did the walk of shame during the next pace lap as we dropped to the back of the field in the hopes that the stewards didn't notice.

Fast-forward to the 2018 Runoffs at Sonoma Raceway and things were going fine. I still didn't have in-car radios, but at least I could see the starter's stand. Unfortunately, poor gear selection on my part while exiting Turn 2 on the opening lap dropped me from ninth to 12th. It was time to put my head down and race back into the top 10.

With a few laps remaining in the race, I'd threaded through traffic and had a clear track in front of me, although I truly had no idea what position I was in, and I wasn't taking any unnecessary risks that would result in a spin. As the white flag flew, I noticed perennial Runoffs podium finisher Jesse Prather a turn or two ahead. With fire and vigor, I hammered the turns harder than I had been, but I came up 1.7sec short at the stripe. Had I known I stood a chance of challenging Jesse for sixth place, I would have pushed harder earlier on the race.

Perhaps I need radios.



"You're basically sitting there screaming and shouting at each other...you're losing all this time"
TOTO LASSALLY

CAN YOU HEAR ME NOW?

My experience using a racecar radio setup is limited, and it involved a decent amount of pain from poorly fitting ear buds. So, I asked Lassally to explain ear bud options.

"Let's start with helmet speakers," Lassally says to my question. Helmet speakers are exactly that: speakers placed in a helmet. However, they come with a caveat: "Unless the driver is wearing a Stilo or Roux helmet, which have ear cups designed for speakers, you're not going to be able to hear properly."

If you have a standard helmet, Lassally explains, you're going to use one of three kinds of ear buds: foam, semi-custom, or custom. All three use the same transducer - the difference is in comfort and how much ambient noise the fitment will eliminate.

Foam ear buds are the cheapest of the options, popping into your ear like any regular foam ear protection. The transducer sits in the center. This is the only kind of ear bud I've used, and while

I can vouch for the fact that they work, I did not find them particularly comfortable.

Semi-custom ear buds are slightly more expensive, but they only boast a better fit for some racers. "We have found that about six or seven out of 10 people can buy semi-customs in small, medium, or large, and they fit them okay," says Lassally. "But there's always two or three out of 10 people that the semi-customs just don't fit correctly. Their ear shape is different. In that case, they definitely have to go to full customs."

A full custom ear bud offers the most ambient noise reduction and the most comfort, but a custom setup takes planning because it involves taking a mold of the ear. Sometimes this can be done at the track by a radio vendor, but otherwise it requires a trip to an audiologist.

"Audiologists are in just about every strip mall," Lassally laughs. "You pay your \$50 or \$60 consultation fee, they'll check your hearing, they'll check

MAKING TIME

(LEFT) Testing time is scarce, so being able to quickly communicate needed adjustments to the crew can save valuable time in the pits.

your ear canals, and they'll do the impressions for you, then you ship those impressions."

It should be noted that you can order custom ear bud mold kits and do the ear impressions yourself, but Lassally warns, "If the impressions are not made correctly, if there are voids or gaps in them and they're not packed correctly, the finished product is not going to be proper."

BUY IT RIGHT

There are several racing-specific radio companies, with many of them offering package deals that fit the needs and budgets of most SCCA road racers. Obviously, the most important thing is that you purchase radio components that are right for you. To that end, we recommend actually calling the company. Many of these companies, including Speedcom Communications, Sampson Racing Radios, I/O Port Racing Supplies, and the like, are run by racers who know the intricacies of SCCA road racing.

Like Lassally says, radios are all about time management. But like you, I have yet to find the time to select my racing radio setup. One day I will bite the bullet, because if my road racing history has taught me anything, it's that not knowing what's going on while on track can be frustrating - and embarrassing. Like starting 34th at Road America. Ugh. 🚫



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MXL2 DASHLOGGER

The MXL2 display features a high contrast traditional LCD with a black to white ratio nearly double its predecessor, fused with a graphical LCD offering great flexibility in information display and alerts. The MXL2 offers the same powerful logging, WiFi connectivity, high speed GPS, ECU connections, expansion, and memory as its color dashlogger siblings.



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GOING FOR THE WIN

18-year-old Rhett Barkau ran to the front in FE2. Now his goals are set on something completely different | **WORDS** James Heine | **MAIN IMAGE** Rick Corwine

It's been some seven months now since Blackhawk Region's Rhett Barkau rocketed to the top of SCCA's FE2 charts and won a wild and challenging 2019 National Championship Runoffs race at VIRginia International Raceway, besting fellow *First Gear* veteran and FE2 racer Liam Snyder (*SportsCar*, August 2019) by a razor-thin 0.483sec.

In truth, Liam had outqualified Rhett, but Rhett slipped past him on the opening lap and held the lead until lap 7 when Rhett, Liam, and other

race leaders began threading through traffic. At that point, Liam regained the top spot and retained it through an extended full-course caution several laps later, as well as (when racing resumed on lap 12) through the race's penultimate lap and well into the final go-around. After Liam dropped a wheel off the pavement at VIR's Oak Tree Curve, Rhett saw his chance, drafted Liam down the back straight, slipped to the inside at the Hog Pen, and won the drag race to the checkered flag.

"In the last couple of laps, I saw that [Liam] was getting a bit slick in some of the corners. I was just waiting for a mistake," recalls the 18-year-old high school senior. "I just had to sit back, wait, and take advantage of it. I really didn't know what was going to happen. I just had to be there and be ready."

Which he was.

For Rhett, VIR marked his third FE/FE2 appearance at the Runoffs. At Indy, in 2017, he qualified sixth and finished seventh. At Sonoma,

in 2018, he qualified fourth, spun in oil, "got high-sided on dirt," and retired on lap 17.

The win at VIR has "really meant a lot," Rhett says. "I mean, just with my racing career, it's really helped prove to myself and everybody around me that I'm ready for the next level. It's been a big benchmark and has really shown off all the hard work and dedication I've put in for the sport."

It also was a welcome conclusion to a racing year that didn't begin all that auspiciously.

WINNING FEELING

(LEFT) Rhett Barkau celebrates after winning the 2019 National Championship Runoffs, despite limited seat time during the season. But while Rhett has been a force to be reckoned with in FE (RIGHT), he's now setting his sights on something completely different: GT-2.

"I had two races at the beginning of the year, and then I got hurt – I had a broken ankle," Rhett explains. "I came back and raced the CAT Majors [a second and a first in the July contests], and the next race was VIR."

He broke his ankle on a Sunday afternoon while riding his race quad on a motocross track, Rhett explains.

Because of the forced layoff and the lack of track time, Rhett admits to having been a little unsure of himself going into the Runoffs, but by the time qualifying rolled around, his confidence had begun to return, he says, and being able to lead early in the race also helped, he adds.

"When I realized I had won, I was ecstatic," Rhett says about the culmination of his Runoffs week. "That's a moment I'll never forget."

And what do his classmates and friends think about his Runoffs success?

"I don't think a lot of the people understand, really, the Runoffs," he says. "But the people who understand it have congratulated me a lot."

Rhett's racing began at age 11 in karts at a local racetrack, where he set a series of track records and won a track championship.

His motorsports career started as the result of a family evening together, Rhett recalls. Older brothers Couy and Cullen

were involved in golf and baseball, "sports they were really dedicated to," Rhett says, "and because I really wasn't involved in anything, Dad kind of suggested racing for me. So, we went to a local kart track, rented a kart, and I just really liked it."

Rhett migrated to the SCCA in 2017 after a visit to an SCCA race at Blackhawk Farms and a subsequent sit-down with One Formula team owner Steve Stadel, who suggested he try FE.

"I enjoy the competitiveness in racing and feeding my love for cars and motors," Rhett says. "I also enjoy learning about the setup of the car and new tracks."

Actually, racing FE and FE2 has taught him a lot about driver feedback and car setup, Rhett says, adding, "the SCCA has helped my race craft a lot."

The same applies, Rhett observes, to the experience and knowledge he's gained by working with Stadel and mechanic and driving coach David Budres.

"They have helped me a lot," he says. "Also, I enjoy doing a lot of the work on the car. Of course, I have my main mechanic, but whenever [David] goes to the race shop, he always texts or calls me and says, 'Hey, I'm going up there.' So normally, if my dad lets me off work, I go up there, and I help work on the car."



"I enjoy the competitiveness in racing and feeding my love for cars and motors"
RHETT BARKAU

These days Rhett divides his time between school, work at the family business (Barkau Automotive, where he is a salesman), working out, and prepping for the 2020 season.

"During the school year, I work every day during the week from 1 p.m. to 6 or 7 p.m., depending on the night," he explains. "I also work Saturday, 8 a.m. to 5p.m. After work, most nights, I go home and spend time on the simulator or work out in the gym."

Over the summer, he adds, "I work every day of the week – except Sunday – from 8 a.m. to 6 p.m."

When we first interviewed Rhett early in January, not every detail for his 2020 season

had fallen into place. Still, he anticipated he would switch from FE2 to GT-2 and a Dodge Challenger; however, a lot would "depend on funding," he had said.

Fast-forward to the end of the month and a post-interview e-mail exchange. The news is good, Rhett reports.

"We actually bought a TA2 Challenger last week and plan to run GT-2 this year, and the Runoffs," he says. "We have plans to do three TA2 races this year, then get larger sponsorship and race a TA2 full season in 2021."

Truly, moving from FE2 to a TA2 car is not your average move. But considering Rhett's history, it's one we're eager to witness. 🍷

ON A MISSION

SCCA's 2019 Scrutineer Worker of the Year, Bernie Novak, celebrates the joy of others | **WORDS** James Kearney | **IMAGE** Courtesy Bernie Novak

Bernie Novak had a problem. Perhaps it was more of a situation. Either way, her 15-year-old son, Peter, was obsessed with cars. As in cars, cars, cars, cars, cars. She wasn't sure where this interest had come from or, more importantly, how she'd handle it. She didn't know beans about cars. What's a mother to do? Images of *Days of Thunder* rolled through her head, with limited appeal.

She worked as an accountant for a manufacturing firm and, at a business meeting, she noticed that a coworker was holding a photograph of a single seat racecar. When she asked him about it, he proudly responded, "That's me!" The photo was of Greg Mercurio racing his Formula Ford at Laguna Seca. Ah, thought Bernie, that might be the ticket.

Bernie and her family live in San Jose. "Greg invited us out to Sonoma Raceway, and we went on the Ambassador Tour," she says. "I immediately signed up for Tech, as that's where Greg, then Chief of Tech, worked when he wasn't racing. It was not NASCAR, and it was very family friendly. It felt like a safe place to bring an impressionable young man."

That was 17 years ago, and she has no doubts about her choice.

"I love working Tech because you have a close interaction with the drivers," she explains. "There's a great variety of responsibilities available. I'm very involved with the logistics of the Tech impound area and keeping things flowing."

Drivers tend to view tech only as it pertains to their car. But after each session, Tech needs to deal with many cars that are summoned to impound for compliance checks, mechanical issues,



FAMILY FRIENDLY

Bernie does some high-performance driving as well. When her son, Peter, was 16-years old, they did some tracks days in Miatas. In 2015, Bernie got her Competition License, but these days she mostly does time trials in a race-prepared Miata. Peter, now 32, sometimes joins her. In keeping with this family theme, she persuaded her husband Joe to join her in working tech in 2013.

ALL SMILES

Bernie Novak loves volunteering at races, and enjoys the crew she's with.

or on-track incidents. Additionally, some come to Tech voluntarily to be weighed. "Reducing the potential chaos is a big deal," she notes.

Bernie makes it clear that the members of the Tech team are not looking to ensure a safe and level playing field. "When I started going to races, I was often among the drivers in the evening. A lot of my friends raced Formula Fords and they had great barbeques. I never thought the workers needed to be apart from the racers." Consequently, she takes pride that the Tech team provides a friendly attitude. "On a hot day when we are handing out water and cold towels," she says. "We understand that drivers are under pressure; we try not to reflect anxiety back on them."

Bernie is a veteran of five Runoffs, her official title being Tech Logistics Coordinator. Since her trial-by-fire at the Laguna Seca National Championship Runoffs in 2014, she has missed only the Daytona Runoffs - and at the 2019 Runoffs at VIR, she was presented with the SCCA's prestigious Scrutineer Worker of the Year Award.

To that end, the Runoffs is a big deal. Beginning six months before the Runoffs, Tech has monthly conference calls of about an hour each with upwards of 40 people on the call. A number of the team attends a Majors event at the venue earlier in the year. It's a small army mapping out plans and strategy.

"My Chief, Allen Davis, gets all the placeholders together so everyone knows what's coming," she notes.

She loves to walk through the paddock and meet old friends. She says that she feels totally accepted and that being a woman in tech is a non-issue. "Most people are very polite," she says. "Occasionally, someone will question our knowledge of the GCR, but we have a great crew who will deal with that professionally."

What's her favorite part of working tech? "There are a lot of things I like about racing. The sound of the cars, the smell of hot asphalt. Both the drivers and the crews are feeding off the energy the track provides." But Bernie absolutely revels in moments of post-session impound with drivers grinning and sharing their on track adventure. "It is so obvious that they are having a fabulous time," she says. "We give them time to visit and cool off before we deal with compliance issues."

NASCAR it isn't. It's better. 🍷



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**

SCHEDULE



**IN MOTION**

With the creation of FX (LEFT) and PX, the Club Racing Board has had a busy year. Now the CRB is tackling the topic of in-car camera requirements (BELOW).

CARRYING MOMENTUM

From on-board cameras to Formula X, the Club Racing Board continues to fine tune SCCA's Road Racing future

WORDS Peter Keane, Chairman, Club Racing Board | **MAIN IMAGE** Mark Weber

SCCA's 2020 National Convention in Las Vegas was a tremendous success. I'm sure I said this last year, but I am truly impressed with the amount of talented people we have volunteering for the betterment of our Club. Their experience, diverse backgrounds, and enthusiastic dedication to our Club is, for lack of a better word, impressive. The focus of this year's National Convention involved the future of the Sports Car Club of America, and all aspects of the Convention seminars were forward-looking, with improved plans to make each individual discipline better.

Once again, the Club Racing Board conducted a successful face-to-face meeting at the SCCA National Convention. The CRB discussed a variety of topics, including a study to determine the direction of the Formula car classes, future strategy of the new Formula X (FX) class, further defining the new Prototype X class, an upcoming B-Spec tire test, the potential use of in-car cameras, and how to expand the current data collection program. We do not currently have specific proposals for these topics but stay tuned for updates.

During the National Convention, the CRB also met with the Executive Stewards. The Execs introduced a new document, which provides guidelines for "racing room" and "passing etiquette." The goal is to have a standardized document to help guide the way racing incidents are dealt with. The second topic discussed was installing in-car cameras in all competitor cars to gain more knowledge in order to better officiate racing incidents. During the 2019 Runoffs, grid workers graciously conducted an unofficial survey and determined 88 percent of racecars on the grid already had in-car cameras installed.

A NEW FORMULA

As an update to the newly formed FX class, the CRB and FSRAC are pleased to announce that participation is building, and the initial classing of cars has proven even more competitive than initially anticipated. The Hoosier Racing Tire SCCA Super Tour at Sebring witnessed four cars competing in the class, and 13 cars filled the grid at the COTA Super Tour.

The FSRAC and CRB welcome

recommendations for additional cars to join this new class, but request that such proposals be accompanied by applicable technical specifications. But before any car will be classed in FX, it is imperative that such specifications be available for inclusion in the GCR to ensure that the cars can be properly checked for compliance.

The initial concept for FX did not anticipate significant changes to balance performance between cars within the class. This philosophy will continue for the time being, especially given the clustering of lap times seen to date. The FSRAC and CRB will, however, continue to monitor the FX class closely and take steps as needed to improve competition if and when required.

The CRB is also soliciting applications from Formula Continental (FC) competitors to join a newly formed FC Ad-Hoc Committee. This committee is formed to address participation and other issues facing the class. Looking at the recent successful gains made by the B-Spec community, there is no reason that similar actions would not prove successful if implemented within the FC ranks. Resumes should be submitted to crb@scca.com. 📧



Philip Royce



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**WHEELIN'**

Multiple sets of wheels aren't a necessity in autocross, but they help. To that end, there are a variety of wheel options, from race-specific applications (LEFT) to off-the-shelf aftermarket solutions (BELOW).



RIM PICKING

Correctly chosen autocross wheels are essential. Journey with me down a road of many cars, and even more sets of wheels | **WORDS** Paul Brown | **IMAGES** Perry Bennett

Wheels. We all use them and, in nearly four decades of my car hobby, I've owned a near uncountable variety. Sometimes the best choice was wheels original to the car, while other times takeoffs from a different vehicle best fit the bill. Often, however, the ideal choice was an aftermarket wheel. Regardless, gobs of time and thought went into each wheel-purchasing decision, and an ample number of lessons have been learned along the way.

With my first Mitsubishi Conquest, the original equipment wheels were just about the only legal option since they were an odd 15x6.5-inch size. The solution was to buy readily available 15x7-inch wheels for daily street use, leaving the stockers for competition tires.

My first experience with non-matching front and rear wheel sizes came with a later-model Conquest that came with then-huge 16x8 and 16x9 wheels. I was lucky to have bought the car from another autocrosser who had bought a set of three-piece Revolution wheels for it. Those fancy race wheels were not round and didn't hold air, but at least they were light.

A Honda CRX taught me about alternate-year stock wheels, since lots of Hondas came with 14x5-inch wheels.

The Dodge Neon came along, and by then we expected to have several sets of wheels available. American Racing made a legal alternative that was light, cheap, and strong.

My Mazda MX-6 had stock wheels that were both an odd size and really heavy - 23 pounds for a 15x6.5 is impressive - but, fortunately, the second-generation RX-7 came on a much lighter BBS-made wheel. That RX-7 wasn't a high-production model, but the wheels were not hard to find, and that odd size meant demand wasn't high. Oddly, despite both being Mazda models, the MX-6 hubs were a larger diameter and required the wheels to be bored out.

The Toyota MR2 meant I was back to the divergent front and rear wheel sizes. Volk TE-37s were not too expensive back then, and they had a 15x7 that was perfect for the rear of the car. Unfortunately, the MR2 Turbo front brake calipers protruded out too much for Volk's 15x6 to fit, so another racer found Wedsports that could be imported from Japan for use on the front. That was the first time I ever intentionally ran mismatched wheels. When we migrated to the non-turbo MR2, we discovered that the front brake calipers allowed the use of the TE-37, so on occasion we actually had matching wheels front and rear.

My C5 Corvette had a lot of choices

for wheels, but the hot ticket was a rare magnesium OE wheel that was super strong and light. Z06-width wheels will bolt onto any C5 without modification, so those smaller magnesium wheels were not in demand, and the price was fantastic.

The Nissan 370Z had OE wheels made by the same people who make the Volks, so stockers were the right option there.

Back into the MR2 world with the third generation Spyder, we were back to mismatched front and rear wheels. The rear 15x7s are a common size, and Enkei RPF-1s are light, strong, and in the middle of the price range. The 15x6s are a less common size in the aftermarket, but that is an original wheel for NB Miatas, and 949 Racing filled that need with an aftermarket wheel that, like the American Racing Neon wheels, is light, strong, and affordable.

When I most recently moved to the German market, I discovered that no wheels are cheap. Original equipment, aftermarket, specialty racing, they all seem to be relatively light and strong - and expensive.

It seems odd that every car I've competed in has had a different brand of aftermarket wheel. In any case, there are a lot of answers to the race wheel question. 📍

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**CUTTING THROUGH**

Tire tread designs range from all-season to rally-specific (BELOW). Picking the right tire and tread pattern in RallyCross made a huge difference at the 2019 DirtFish RallyCross National Championship (LEFT).



GET INTO THE GROOVE

Grooving your own RallyCross tires is possible, but you have to know what you're doing | **WORDS** Matt Wolfe | **MAIN IMAGE** Rupert Berrington

The art of tire grooving is one that has been practiced across various forms of rally for decades. In fact, many dedicated rally tires have patterns and guides for grooving based on the surface and conditions the vehicle is about to face. Beyond that, tire grooving is also a useful skill for racers on a budget who can't afford the latest and greatest RallyCross tire but can replicate the pattern on a cheaper carcass. That said, before putting any rally tire under the knife, you need to know what you're doing.

For the uninitiated, tire grooving refers to the act of cutting a different pattern into a tire's tread. This can be performed using several methods, but the most common practice is to use a dedicated tool that consists of a blade and a heating element. The basic idea is that as the heating element warms the blade, it will slice through the rubber of the tread blocks allowing you to cut the most precise pattern possible. Prices of these tools range from \$100 for the basic versions up to \$400 or more for the higher wattage models with various temperature settings. While not legal for SCCA's Stock

RallyCross category, grooving is A-OK in Prepared, Modified, and Constructors.

One of the most common reasons for grooving a tire is to widen the void area in the tread to help evacuate dirt and mud in sloppy conditions. Many folks who have used winter or gravel tires with tight tread patterns know how frustrating it is to feel their tires turn into gumballs as they pack with mud. Selectively opening the void area in between the tread blocks and toward the outside or inside shoulder will allow the tire to eject the mud and dirt rather than hold onto it, thus exposing the available tread blocks to bite into the surface. "Squaring" off the tread blocks on a tire will also help it bite on muddy or loose surfaces. This gives the tread blocks a sharp edge to dig into the surface under acceleration, deceleration, and even laterally, depending on how aggressive you get with the cuts.

By combining these two methods of grooving, you can take an ordinary winter tire and turn it into a full-fledged mudder. The key with this method is to balance the void area with the number of remaining squared-off tread blocks. Too much void area results in an overall loss of traction

due to insufficient tread. Not enough void area, or a poorly designed pattern, will still trap mud and soil in the tire, limiting the effectiveness of the squared-off blocks.

Selecting a tire that lends itself to being grooved in this pattern is also important. The Cooper Weather Master S/T2 for example, is an old favorite for this due to its blocky tread shape and design. However, there are plenty of other tires that can be grooved to suit various needs.

Other ways tires can be improved by grooving include creating water channels to evacuate rain, adding circumferential grooves for the front tires to aid steering response as well as lateral traction, and sharpening rounded edges on tread blocks of used tires. Some racers will also perform this type of grooving on new gravel tires with rounded outside tread blocks.

Done right, grooving is a great way to get more life out of a set of tires or to get extraordinary performance out of ordinary ones. So, the next time you're eyeing some new RallyCross rubber, remember that an equally viable option may be just a few cuts away. 🌀



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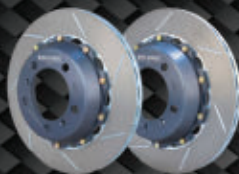
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REPRESENTING RALLY

RoadRally stalwarts turn heads at the 2020 SCCA National Convention, winning numerous recognitions as well as coveted National awards | **WORDS** Rick Beattie | **IMAGES** Philip Royle

Attendees at the SCCA National Convention in Las Vegas this past January were lucky to see the rewards for many great accomplishments of RoadRally contestants, organizers, and competitors. RoadRally Board Chair Jim Crittenden pointed out and expanded on those awards in his e-mail to the SCCA RoadRally community. So, this month, let's take a look at that e-mail, and dive a little deeper.

Crittenden described RoadRally's recognitions at the SCCA National Convention as "numerous awards presented that are of interest to the RoadRally community," and he expanded on each of the eight awards.

The Best New Regional RoadRally Program Award was given to Susquehanna Region, with Kristen Poole accepting the award for the Region.

There were also two achievement awards. First, the Regional RoadRally Achievement Award went to New England Region, with Scott Beliveau accepting for the Region. Crittenden was correct in his description of a "successful and diverse RoadRally season" that included events such as "John Buffum's Winter Challenge Rally, Gary Hamilton's three-day Great American Mountain Rally Revival, Jon Lamkin's Hurdle National GTA, and numerous other rallies."

The second achievement was the Divisional RoadRally Achievement Award, which went to Central Division and was accepted at the convention by Milwaukee Region's Regional Executive Jason Frank. Crittenden says this award was "presented to Central Division for their pioneering efforts to introduce GPS checkpoint timing systems."

The Robert V. Ridges Memorial



Award was presented to Bruce Fisher of the Detroit Region, Crittenden explained, "for his long service in support of Road Rallies, especially for his 20 years of serving as Rallymaster for the Press On Regardless rally."

The W. David Teter Award for Best National Tour Rally of the Year went to Land O'Lakes Region's MOWOG Winter Rally with Kate Westberg as Chair and Clarence Westberg as Rallymaster. Crittenden emphasized that "MOWOG was the first National rally to use GPS checkpoint timing."

Next, the Arthur J. Gervais Award for Best National Course Rally of the Year went to Milwaukee Region's Roads Scholar Rally, with Jim Crittenden as Chair and Rallymaster.

Although the following two awards are given to members of



the broader SCCA community, their RoadRally ties add meaning for the RoadRally community.

"Detroit rally legend Scott Harvey was inducted into the SCCA Hall of Fame," Crittenden noted. "Scott's storied rally career began in the 1950s and he has been extremely successful as both a rally competitor and an organizer." Page 43 of the March 2020 issue of *SportsCar* expands on the great Scott Harvey story.

Finally, Crittenden was able to include a terrific achievement for the RoadRally Chair he replaced. "The SCCA Member of Excellence Award was presented to Rich Bireta of the Kansas and Kansas City Regions for his innovative contribution of creating the Richta GPS Checkpoint app timing system," said Crittenden. "This award provides a \$5,000 travel voucher to attend any motorsport event in the world."

Crittenden's summary describes it best for the rally community: "Between Bruce Fisher receiving the Robert V. Ridges Award at the Saturday night Hall of Fame dinner, and Rich Bireta receiving the SCCA Member of Excellence award, it was a thrill to see RoadRally featured so prominently at this year's annual convention."

One more thing: In the February 2020 issue of *SportsCar*, I incorrectly reported the National Tour Rally Series Results. They should read: Class E was won by R. Bruce Gezon, Robert T. (Rob) Moran and C. Robert (Bob) Morseburg all with 96 points, Class L by Piotr Roszczenko and Adam D. Spieszny both with 52 points and Class S by J Toney with 66 points. Apologies for the error. 📌

INNOVATORS
(ABOVE) Rich Bireta received the Member of Excellence Award for his innovative contribution to the RoadRally program. (TOP RIGHT) Jim Crittenden, RoadRally Board Chair, receives the Arthur J. Gervais Award for his work on the Roads Scholar Rally.



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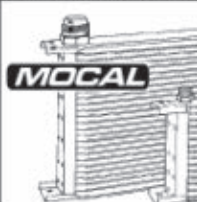

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Jun 12-14 Lime Rock Park/New England
Jun 20-21 Summit Point/Washington DC
Jul 4-5 Watkins Glen Int'l/Glen
Jul 25-26 Summit Point/Washington DC
Aug 8-9 New Hampshire Motor Speedway/New England
Aug 22-23 Thompson Speedway/New England
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Apr 26-27 Roebeling Road/Buccaneer
May 9-10 VIRginia Int'l Raceway/North Carolina

Jun 5-7 v Sebring Int'l Raceway/Central Florida
Jun 5-7 # Daytona Int'l Speedway/Central Florida

Jun 13-14 # Homestead-Miami Speedway/Florida

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

Jul 25-26 Road Atlanta/Atlanta

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

Aug 15-16 v Roebeling Road/Buccaneer

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

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

Sep 19-20 # Homestead-Miami Speedway/Florida

Sep 25-27 # Daytona International Speedway/Central Florida

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

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GREAT LAKES greatlakes-scca.org

May 9-10 # Gingerman Raceway/South Bend

Jun 20-21 Grattan Raceway/Western Michigan

Jun 27-28 Waterford Hills/Detroit

Jul 25-26 # Gingerman Raceway/South Bend

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

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

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

MIDWEST midiv.org

Apr 18 Heartland Motorsports Park/KVRG

May 1 World Wide Technology Raceway/St. Louis

Jul 18 Heartland Motorsports Park/KVRG

Sep 4 World Wide Technology Raceway/St. Louis



Mark Weber

ROAD RACING

WHAT Hoosier Super Tour

WHEN April 4-5, 2020

WHERE Jennings, Okla.

The Hoosier Super Tour heads to Hallett Motor Racing Circuit in Oklahoma in early April, with many racers gunning for the win.

SOUTHWEST sowdivscca.org

Sep 18-20 MotorSport Ranch Cresson/Texas

Nov 7-8 Eagles Canyon Raceway/Texas

ROCKY MOUNTAIN coloradoscca.org

May 1-2 La Junta Raceway/Colorado

Jul 18-19 Pueblo Motorsports Park/Central Divide

Sep 26-27 La Junta Raceway/Colorado

NORTHERN PACIFIC norpacscca.org

Mar 14-15 Thunderhill Raceway Park/San Francisco

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

May 23-24 Thunderhill Raceway Park/San Francisco

Jun 6-7 Thunderhill Raceway Park/San Francisco

Jun 6-7 Ridge Motorsports Park/Oregon

Jun 6-7 Laguna Seca/San Francisco

Jun 26-28 Sonoma Raceway/San Francisco

Jul 31-Aug 2 Laguna Seca, San Francisco

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

Aug 29-30 Laguna Seca/San Francisco

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

SOUTHERN PACIFIC

May 2-3 # Buttonwillow Raceway Park/Cal Club

Sep 19-20 Buttonwillow Raceway Park/Cal Club

Nov 14-15 Auto Club Speedway/Cal Club

REGION DRIVER'S SCHOOLS

NORTHEAST nediv.org

Apr 10-12 Thompson Speedway/New England

Apr 17 NJMP Lightning/South Jersey

Jun 5 NJMP Lightning/South Jersey

Aug 21-23 NJMP Lightning/South Jersey

SOUTHEAST sedivrracing.com

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

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

CENTRAL cendiv-scca.org

Apr 18-19 Blackhawk Farms Raceway/Chicago

SOUTHWEST sowdivscca.org

Sep 18-20 MotorSport Ranch Cresson/Texas

ROCKY MOUNTAIN coloradoscca.org

May 1-2 La Junta Raceway/Colorado

SOUTHERN PACIFIC

Oct 24-25 Buttonwillow Raceway Park/Cal Club

SCCA ACCREDITED SCHOOLS

FULL COMPETITION LEVEL

Allen Berg Racing School

(888) 722-3220

allenberggracingschools.com

AMG Driving Academy

(888) 604-1766 amgacademy.com

Bertil Roos Racing School

(800) 511-7606 racenow.com

BIR Performance Driving School

(866) 511-7606 birperformance.com

Bob Bondurant School

(800) 842-7223 bondurant.com

Lucas Oil School of Racing

(561) 200-7223 lucasraceschool.com

MSR Houston

(281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Porsche Sport Driving School

(888) 204-7474 porschedriving.com

Simracing Performance Driving Center

(800) 733-0345

simracingdrivingschool.com

Skip Barber Racing School

(866) 932-1949 skipbarber.com

Spring Mountain Advanced Driving School

(800) 391-6891

springmountainmotorsports.com

NOVICE PERMIT / SCHOOL

AND EVENT CREDIT

Allen Berg Racing School

(888) 722-3220

allenberggracingschools.com

Bertil Roos Racing School

(800) 722-3669 racenow.com

allenberggracingschools.com

BMW of North America

(888) 345-4269

bmwperformancecenter.com

Bob Bondurant School

(800) 842-7223 bondurant.com

Kaizen Autosport Racing School

(919) 741-7151 kaizenautosport.com

LevelUp Racing School

(920) 838-6612

levelupracingschool.com

Lime Rock Driver's Club

(860) 435-5000 limerockclub.com

Lucas Oil School of Racing

(561) 200-7223 lucasraceschool.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

CALENDAR KEY

All dates/events subject to change

= Enduro

CR = Course Rally

CT = Club Trial

HC = Hill Climb

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class

NC = National Course

NT = National Tour

CRE = Club Racing Experience

r = Restricted

Ro = Runoffs qualifier

RT = Regional Tour

SR = Social Rally

TT = Time Trial

TE = Track Event

TS = Track Sprint

v = Vintage

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



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Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

www.scca.com

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www.sccapro.com

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(540) 798-7037; sstrickland@scca.com

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

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

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

NOVICE PERMIT / SCHOOL CREDIT

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

NORTHEAST [nediv.org](https://www.nediv.org)

Apr 5 Track Sprint New Jersey Motorsports Park/South Jersey

Apr 11 TE Dominion Raceway/Washington DC

Apr 17 Track Sprint/TE New Jersey Motorsports Park/South Jersey

May 9 Track Sprint New Jersey Motorsports Park/South Jersey

Jun 5 Track Sprint/TE New Jersey Motorsports Park/South Jersey

Jun 27 Track Sprint Bader Field/South Jersey

Jul 4 Track Sprint New Jersey Motorsports Park/South Jersey

Jul 17 TE New Jersey Motorsports Park/South Jersey

Aug 21 Track Sprint, TE New Jersey Motorsports Park/South Jersey

Sep 5 Track Sprint Bader Field/South Jersey

Oct 25 Track Sprint, TE New Jersey Motorsports Park/South Jersey

MIDWEST [midiv.org](https://www.midiv.org)

Apr 14 TE World Wide Technology Raceway/St. Louis

May 12 TE World Wide Technology Raceway/St. Louis

Jun 9 TE World Wide Technology Raceway/St. Louis

Jul 14 TE World Wide Technology Raceway/St. Louis

Aug 11 TE World Wide Technology Raceway/St. Louis

Sep 8 TE World Wide Technology Raceway/St. Louis

Oct 13 TE World Wide Technology Raceway/St. Louis

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

Atlanta Motorsports Park, Ga. Apr 1, May 13, Jun 10, Aug 12, Sep 16

Auto Club Speedway, Calif. May 9, Jun 13, Nov 21

Blackhawk Farms Raceway, Ill. May 7, Jun 4, Jul 9, Aug 6, Sep 3

Carolina Motorsports Park, S.C. Mar 19, Apr 30, Sep 17, Oct 15

Charlotte Motor Speedway, N.C. Apr 16, May 7, Jun 5, Jul 10, Aug 13

Dakota County Technical College, Minn. May 6, Jun 3, Jun 26, Jul 31, Aug 28, Sep 22

Daytona International Speedway, Fla. May 22, Jul 31

Dominion Raceway, Va. Apr 23, May 14, Jun 11, Aug 6, Sep 3

GingerMan Raceway, Mich. May 14, Jun 18, Jul 17, Aug 13, Sep 17

Harris Hill Raceway, Texas Mar 11, Sep 2, Oct 14

Heartland Motorsports Park, Kan. Apr 23, May 14, Jun 18, Jul 17, Aug 18, Sep 15, Oct 15

High Plains Raceway, Colo. May 12, Aug 11

Lime Rock Park, Conn. May 20, May 21, Jun 11

Memphis International Raceway, Tenn. Mar 24, Apr 21, May 12, Jun 23, Jul 28, Sep 22

Michelin Raceway Road Atlanta, Ga. May 1, Jun 26, Jul 24

MotorSport Ranch Texas Mar 10, Apr 7, May 5, Jun 2, Sep 1, Oct 13

Nelson Ledges Road Course, Ohio May 28, Jun 30

New Hampshire Motor Speedway, N.H. May 22, Aug 6

New Jersey Motorsports Park, N.J. Apr 29, May 19, Jun 23, Jul 21, Aug 11, Aug 28, Sep 1

NOLA Motorsports Park, La. Mar 12, May 21

Palm Beach International Raceway, Fla. Mar 10, Apr 7, May 5, Jun 30, Aug 25, Oct 20, Nov 10, Dec 15

Palmer Motorsports Park, Mass. Jun 16, Jul 21, Sep 10

Pikes Peak International Raceway, Colo. Jun 9, Jul 14

Pittsburgh International Race Complex, Pa. Apr 30, May 20, Jun 10, Jul 8, Jul 29, Aug 19, Sep 2, Sep 30

Pocono Raceway, Pa. Apr 21, May 12, Jun 9, Jul 7, Aug 20, Sep 14

Portland International Raceway, Ore May 15, Jun 19, Jul 31, Aug 14

Ridge Motorsports Park, Wash. May 14, Jun 18, Jul 30, Aug 13, Sep 16

Sebring International Raceway, Fla. Jun 10, Sep 16

Thompson Speedway Motorsports Park, Conn. Apr 23, May 7, Jun 2, Jun 25, Jul 14, Jul 30, Aug 17, Sep 1, Sep 29, Sep 30

Thunderhill Raceway Park, Calif. Mar 19, May 21, Jun 18, Aug 20, Sep 17

Virginia International Raceway, Va. Jul 16



Mark Weber

ROAD RACING

WHAT U.S. Majors Tour
WHEN April 10-12, 2020
WHERE Alton, Va.

U.S. Majors Tour competitors will take on the challenging VIRginia International Raceway circuit in mid April.

STREET SURVIVAL SCHOOLS

Mar 15 Portland Int'l Raceway/Oregon

Mar 21 Atlanta Motor Speedway/Atlanta

Mar 21 Washoe County National Public Safety Training/Reno

Apr 4 Dade County High School/Chattanooga

Apr 26 Air Force Research Laboratory/Central New York

Apr 26 Saratoga Auto Museum/Mohawk Hudson

Sep 26 Yoder Autocross Site/Wichita

Oct 4 Air Force Research Laboratory/Central New York

Oct 18 Saratoga Auto Museum/Mohawk Hudson

Oct 18 Portland International Raceway/Oregon

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

Jun 13 SDCCU Stadium, Calif.

Oct 3 Crows Landing, Calif.

REGIONAL

NORTHEAST

Apr 5 New Meadowsports Sports Complex/Northern New Jersey

Apr 12 New Meadowsports Sports Complex/Northern New Jersey

Apr 19 Splish Splash Water Park/New York

Apr 26 Bader Field/South Jersey

Apr 26 Splish Splash Water Park/New York

May 3 Bader Field/South Jersey

May 3 Splish Splash Water Park/New York

May 31 Bader Field/South Jersey

Jun 28 Bader Field/South Jersey

Jul 25 Bader Field/South Jersey

Sep 6 Bader field/South Jersey

Sep 20 Bader Field/South Jersey

Oct 11 Bader Field/South Jersey

Oct 11 Splish Splash Water Park/New York

Nov 1 Bader Field/South Jersey

SOUTHEAST

Apr 12 Hunt Army Stagefield/Wiregrass

Apr 17 Atlanta Motor Speedway/Atlanta

Apr 18 Darlington Raceway/South Carolina

Apr 19 Dade County High School/Chattanooga

Apr 26 Spence Field/Dixie

May 10 Hunt Army Stagefield/Wiregrass

May 15 Atlanta Motor Speedway/Atlanta

May 17 Dade County High School/Chattanooga

May 31 Dade County High School/Chattanooga

May 31 Spence Field/Dixie

Jun 12 Atlanta Motor Speedway/Atlanta

Jun 21 Fort Dorchester High School/South Carolina

Jun 21 Spence Field/Dixie

Jun 28 Dade County High School/Chattanooga

Jul 17 Atlanta Motor Speedway/Atlanta

Jul 18 Spence Field/Dixie

Jul 19 Dade County High School/Chattanooga

Jul 25 Georgetown County Airport/South Carolina

Aug 9 Dade County High School/Chattanooga

Aug 14 Atlanta Motor Speedway/Atlanta

Aug 16 Spence Field/Dixie

Aug 29 Georgetown County Airport/South Carolina

Sep 6 Dade County High School/Chattanooga

Sep 11 Atlanta Motor Speedway/Atlanta

Sep 19 George County Airport/South Carolina

Oct 4 Dade County High School/Chattanooga

Oct 4 Spence Field/Dixie

Oct 23 Atlanta Motor Speedway/Atlanta

Oct 24 Michelin North America/South Carolina

Nov 6 Atlanta Motor Speedway/Atlanta

Nov 8 Spence Field/Dixie

Nov 14 Danville Regional Airport/South Carolina

Nov 14 Darlington Raceway/South Carolina

Nov 15 Dade County High School/Chattanooga

Dec 6 Dade County High School/Chattanooga

Dec 6 Spence Field/Dixie

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QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

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BIGGER • STRONGER • MORE STABLE

44" x 22" DOUBLE BANK ROLLER CABINETS

- 14,000 cu. in. of storage
- 2600 lb. capacity
- Heavy duty 5" casters (2 fixed/2 swivel)

\$499⁹⁹

YOUR CHOICE OF 6 COLORS
\$449⁹⁹

SAVE
\$2,285

COMPARE TO
\$2,735
SNAP-ON
MODEL: KRA4813FPB0



24017669

LIMIT 1 - Coupon valid through 5/12/20*

Item 64446, 64956, 64955, 64954, 64443, 64133

Customer Rating
★★★★★



BRAUN

5000 LUMEN

4 FT. LED HANGING SHOP LIGHT

- 30,000 hour LED life
- Sturdy lightweight design (1.75 lbs.)



ITEM 64410

\$29⁹⁹

NOW
\$19⁹⁹
SAVE 33%



24018696

LIMIT 4 - Coupon valid through 5/12/20*

PREDATOR

9000 WATT MAX. STARTING

EXTRA LONG LIFE GAS POWERED GENERATOR



NOW
\$599⁹⁹
13 hour run time

Customer Rating
★★★★★

COMPARE TO
\$2,789
HONDA
MODEL: EM650SKXZAT

ITEM 63971/63970 shown

ITEM 63968/63969, CALIFORNIA ONLY SAVE \$2,189



24026311

LIMIT 1 - Coupon valid through 5/12/20*

WARRIOR

29 PIECE TITANIUM

DRILL BIT SET



NOW
\$10⁹⁹

Customer Rating
★★★★★

COMPARE TO
\$68¹⁴
DEWALT
MODEL: DW1369

ITEM 5889/62281/61837 shown



24075916

LIMIT 3 - Coupon valid through 5/12/20*

PITTSBURGH

CLICK-TYPE

TORQUE WRENCHES



LIFETIME WARRANTY

• Reversible

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

Item 239 shown

COMPARE TO
\$99⁹⁷
HUSKY
MODEL: H20TW4

SAVE
\$88%

YOUR CHOICE
\$9⁹⁹



24107518

LIMIT 4 - Coupon valid through 5/12/20*

VIKING

4 AMP HIGH FREQUENCY

BATTERY CHARGER/MAINTAINER



Customer Rating
★★★★★

SAVE \$77
\$36⁹⁹

NOW
\$27⁹⁹

COMPARE TO
\$105
SNAP-ON
MODEL: EEBMS00A

ITEM 63350



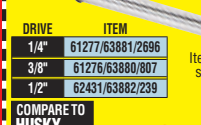
16376962

LIMIT 3 - Coupon valid through 5/12/20*

EARTHQUAKE XT

12v LITHIUM-ION

3/8" EXTREME TORQUE RATCHET KIT



Customer Rating
★★★★★

NOW
\$99⁹⁹

60 ft. lbs. max. torque
Variable speed: 0-170 RPM

COMPARE TO
\$245⁹⁵
SNAP-ON
MODEL: CTR761CDB

ITEM 64196/56660/63538 shown



24089402

LIMIT 1 - Coupon valid through 5/12/20*

EARTHQUAKE XT

20v LITHIUM-ION

1/2" EXTREME TORQUE IMPACT WRENCH KITS



NOW
\$229⁹⁹

Customer Rating
★★★★★

COMPARE TO
\$269⁹⁹

ITEM 63537/64195

63852 shown



24044598

LIMIT 1 - Coupon valid through 5/12/20*

PITTSBURGH

13 PIECE, 1/2" DRIVE

DEEP IMPACT SOCKET SETS



YOUR CHOICE
\$19⁹⁹

Customer Rating
★★★★★

COMPARE TO
\$55⁵¹
HUSKY
MODEL: H20SAE11PCSR

ITEM 69560 shown



24106713

LIMIT 4 - Coupon valid through 5/12/20*

PITTSBURGH

1250 LB. VEHICLE

POSITIONING DOLLY



YOUR CHOICE
\$64⁹⁹

Customer Rating
★★★★★

COMPARE TO
\$89⁹⁹
SUMMIT RACING
MODEL: SUM-918045

ITEM 62234/61917 shown



24106754

LIMIT 4 - Coupon valid through 5/12/20*

ZURICH

OBD2 CODE READER

WITH ABS ZR11



Customer Rating
★★★★★

SAVE \$60
\$109⁹⁹

NOW
\$129⁹⁹

COMPARE TO
\$169⁹⁹
BOSCH
MODEL: OBD01150

ITEM 63807



24132602

LIMIT 1 - Coupon valid through 5/12/20*

BLUE HAWK

7 FT. 4" x 9 FT. 6"

ALL PURPOSE/WEATHER RESISTANT TARP



Customer Rating
★★★★★

SAVE \$87
\$8⁷⁸

NOW
\$2⁹⁹

COMPARE TO
\$87⁸⁰
BLUE HAWK
MODEL: B68X10-Y

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



24131234

LIMIT 4 - Coupon valid through 5/12/20*

SUPER COUPON

OVER 5,000 5 STAR REVIEWS

FREE WITH ANY PURCHASE

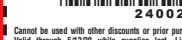
SUPER BRIGHT LED/SMD WORK LIGHT/FLASHLIGHT

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

ALL IN A SINGLE SUPER POWERFUL LIGHT

ITEM 63878/63991/64005

60566/63601/67227 shown



24002517

Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 5/12/20 while supplies last. Limit 1 FREE GIFT per customer per day.

COMPARE TO
\$13⁵²
TOOL
MODEL: W2364

SUPER COUPON

20% OFF

ANY SINGLE ITEM*

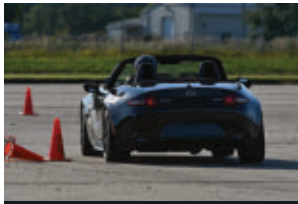


24015654

Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 5/12/20 while supplies last. Limit 1 FREE GIFT per customer per day.

*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 5/12/20.

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Rupert Bertram

AUTOCROSS

WHAT Solo Championship Tour
WHEN April 24-26, 2020
WHERE Marana, Ariz.
 The Tire Rack Solo Championship Tour heads to Arizona's Marana Regional Airport for intense cone-dodging competition.

CENTRAL [cendiv-scca.org](#)

May 3 Brady Street Stadium, Devenport Schools/Great River
Aug 9 Brady Street Stadium, Devenport Schools/Great River

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

Mar 8 Robert's Park/Sputthern Indiana
Apr 4 Imminois Star Centre/West Kentucky
Apr 5 Grissom Aeroplex/Indianapolis
Apr 19 Majestic Star Casino/Indiana Northwest
Apr 19 Grissom Aeroplex/Indianapolis
May 3 Mid American Air Center/Southern Indiana
May 3 Grissom Aeroplex/Indianapolis
May 3 Mid American Air Center/Southern Indiana
May 16 Grissom Aeroplex/Indianapolis
May 24 Beacon Dragway/West Kentucky
Jun 6 Indiana State Fairgrounds/Indianapolis
Jun 13 Mid American Air Center/Southern Indiana
Jun 27 Grissom Aeroplex/Indianapolis
Jun 27 Mid American Air Center/Southern Indiana
Jun 27 Illinois Star Center/West Kentucky
Jul 12 Mid American Air Center/Southern Indiana
Jul 12 Indiana State Fairgrounds/Indianapolis
Aug 21 Grissom Aeroplex/Indianapolis
Aug 23 Mid American Air Center/Southern Indiana
Aug 29 Illinois Star Center/West Kentucky
Sep 13 Indiana State Fairgrounds/Indianapolis
Sep 20 Mid American Air Center/Southern Indiana
Sep 27 Grissom Aeroplex/Indianapolis
Oct 4 Mid American Air Center/Southern Indiana
Oct 11 Mid American Air Center/Southern Indiana
Oct 11 Grissom Aeroplex/Indianapolis

MIDWEST [midiv.org](#)

Mar 22 Tulsa Expo Center Fairgrounds/Northeast Oklahoma
Apr 4 Lincoln Airpark/Nebraska
Apr 4 Grenada Municipal Airport/Mississippi
Apr 5 Remington Park/Oklahoma
Apr 18 Tulsa Expo Center Fairgrounds/Northeast Oklahoma
Apr 26 Remington Park/Oklahoma
May 2 Lincoln Airpark/Nebraska
May 3 Tulsa Expo Center Fairgrounds/Northeast Oklahoma
May 17 Remington Park/Oklahoma
Jun 6 Columbus Air Force Base/Mississippi

Jun 7 Remington Park/Oklahoma
Jun 13 Lincoln Airpark/Nebraska
Jun 28 Remington Park/Oklahoma
Jul 4 Lincoln Airpark/Nebraska
Jul 11 Grenada Municipal Airport/Mississippi
Jul 12 Remington Park/Oklahoma
Jul 25 Lincoln Airpark/Nebraska
Aug 1 Columbus Air force Base/Mississippi
Aug 7 Lincoln Airpark/Nebraska
Aug 22 Lincoln Airpark/Nebraska
Aug 22 Grenada Municipal Airport/Mississippi
Aug 23 Tulsa Expo Center Fairgrounds/Northeast Oklahoma
Aug 29 Remington Park/Oklahoma
Sep 13 Tulsa Expo Center Fairgrounds/Northeast Oklahoma
Sep 20 Remington Park/Oklahoma
Sep 26 Lincoln Airpark/Nebraska
Oct 10 Columbus Air Force/Mississippi
Oct 10 Lincoln Airpark/Nebraska
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
Apr 19 Burton Coliseum/Southwest Louisiana
Apr 26 Texas Motor Speedway/Texas
May 9 Waldron Naval Air Field/South Texas Border
May 9 Burton Coliseum/Southwest Louisiana
Jun 6 Waldron Naval Air Field/South Texas Border
Jun 21 University of Louisiana/Southwest Louisiana
Jun 21 Texas Motor Speedway/Texas
Jul 11 Waldron Naval Air Field/South Texas Border
Jul 26 Lone Star Park/Texas
Aug 1 Waldron Naval Air Field/South Texas Border
Aug 16 Texas Motor Speedway/Texas
Sep 12 Waldron Naval Air Field/South Texas Border
Sep 20 Texas Motor Speedway/Texas
Oct 3 Waldron Naval Air Field/South Texas Border
Oct 11 Texas Motor Speedway/Texas
Nov 1 Lone Star Park/Texas
Nov 7 Waldron Naval Air Field/South Texas Border
Dec 5 Waldron Naval Air Field/South Texas Border

ROCKY MOUNTAIN [coloradoscca.org](#)

Mar 28 Pikes Peak Int'l Raceway/Continental Divide

NORTHERN PACIFIC [norpac-scca.org](#)

Mar 28 Fresno Fairgrounds/San Francisco
Apr 18 Portland International Raceway/Oregon
May 9 Hampton Mills/Oregon
May 23 Crows Landing/San Francisco
May 23 Fresno Fairgrounds/San Francisco
Jun 6 Hampton Mills/Oregon
Jun 13 Fresno Fairgrounds/San Francisco
Jun 20 Crows Landing/San Francisco
Jun 20 Portland International Raceway/Oregon
Jul 17 Hampton Mills/Oregon
Jul 25 Crows Landing/San Francisco
Jul 25 Fresno Fairgrounds/San Francisco
Aug 8 Hampton Mills/Oregon
Aug 29 Fresno Fairgrounds/San Francisco
Sep 19 Portland International Raceway/Oregon
Oct 3 Crows Landing/San Francisco
Oct 10 Portland International Raceway/Oregon
Nov 7 Crows Landing/San Francisco
Nov 14 Fresno Fairgrounds/San Francisco

SOUTHERN PACIFIC

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 18 California Speedway/Cal Club
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 6 California Speedway/Cal Club
Jun 21 Marana Regional Airport/Arizona Border
Jun 21 Vidinha Stadium/Hawaii
Jul 11 California Speedway/Cal Club
Jul 19 Vidinha Stadium/Hawaii
Jul 26 Marana Regional Airport/Arizona Border
Aug 2 Aloha Stadium/Hawaii
Aug 16 Vidinha Stadium/Hawaii
Aug 16 Aloha Stadium/Hawaii
Aug 23 Marana Regional Airport/Arizona Border
Aug 30 Aloha Stadium/Hawaii
Sep 20 Arizona Motorsports Park/Arizona
Sep 20 Aloha Stadium/Hawaii
Sep 27 Marana Regional Airport/Arizona Border
Oct 4 Aloha Stadium/Hawaii
Oct 10 Vidinha Stadium/Hawaii
Oct 17 Arizona Motorsports Park/Arizona
Oct 18 Aloha Stadium/Hawaii
Oct 24 Marana Regional Airport/Arizona Border
Oct 24 California Speedway/Cal Club
Nov 1 Aloha Stadium/Hawaii
Nov 14 Arizona Motorsports Park/Arizona
Nov 14 California Speedway/Cal Club
Nov 15 Aloha Stadium/Hawaii
Nov 15 Marana Regional Airport/Arizona Border
Nov 29 Aloha Stadium/Hawaii
Dec 5 California Speedway/Cal Club
Dec 13 Marana Regional Airport/Arizona Border
Dec 13 Aloha Stadium/Hawaii
Dec 19 Arizona Motorsports Park/Arizona

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

REGIONAL/DIVISIONAL

NORTHEAST [nediv.org](#)

Apr 25-26 Super 8, Golden Mile Highway/Steel Cities Region
May 17 RT Carolina Blue Restaurant/South Jersey
Jul 19 RT Carolina Blue Restaurant/South Jersey
Oct 25 RT Carolina Blue Restaurant/South Jersey

CENTRAL [cendiv-scca.org](#)

Apr 5 Hometown USA Community Park, Verona, Wis/Milwaukee

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

Apr 11 RC BP, McDonald's/Indianapolis
Jun 20 social Kroger parking lot/Indianapolis
Oct 24 GTA Kualoa Ranch/Indianapolis
Dec 5 GTA Brownsburg Square Shopping Center/Indianapolis

SOUTHERN PACIFIC

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



Rupert Bertram

PROSOLO

WHAT ProSolo National Series
WHEN April 2020
WHERE California

The Tire Rack ProSolo National Series stops twice in California this April, once in Fontana and then in Crows Landing.

RALLYCROSS**DIRTFISH NATIONAL TOUR**

Apr 3-5 World Wide Technology Raceway, Ill.
Jun 5-7 Thunderhill raceway Park, Calif.
Jun 26-28 Ross County Fairgrounds, Ohio

DIRTFISH NATIONAL C'SHIP

Aug 14-16, 2020 Road America, Wis.

REGIONAL**SOUTHEAST** sediv racing.com

Mar 14 St. Lucie County Fairgrounds/Central Florida

Apr 19 HollyTree Off Road/Tennessee Valley

Apr 18 St. Lucie Fairgrounds/Central Florida

May 9 HollyTree Off Road/Tennessee Valley

May 16 St. Lucie County Fairgrounds/Central Florida

May 31 HollyTree Off Road/Tennessee Valley

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

Jun 27 HollyTree Off Road/Tennessee Valley

Jul 11 St. Lucie County Fairgrounds/Central Florida

Jul 26 HollyTree Off Road/Tennessee Valley

Aug 8 St. Lucie County Fairgrounds/Central Florida

Aug 29 HollyTree Off Road/Tennessee Valley

Sep 5 St. Lucie County Fairgrounds/Central Florida

Sep 20 HollyTree Off Road/Tennessee Valley

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

Oct 17 HollyTree Off Road/Tennessee Valley

Oct 24 St. Lucie County Fairgrounds/Central Florida

Nov 15 HollyTree Off Road/Tennessee Valley

Dec 12 HollyTree Off Road/Tennessee Valley

MIDWEST midiv.org

Apr 19 I-80 Speedway/Nebraska

May 17 City of Madison/St. Louis

Jun 6 I-80 Speedway/Nebraska

Jun 7 City of Madison/St. Louis

Jul 12 City of Madison/St. Louis

Jul 19 I-80 Speedway/Nebraska

Aug 9 City of Madison/St. Louis

Sep 6 City of Madison/St. Louis

Sep 20 I-80 Speedway/Nebraska

Sep 27 City of Madison/St. Louis

Oct 18 I-80 Speedway/Nebraska

Nov 8 I-80 Speedway/Nebraska

Nov 14 City of Madison/St. Louis

NORTHERN PACIFIC norpacsc.ca.org

Mar 14 Big Lake/Arctic Alaska

SOUTHERN PACIFIC

Apr 18 MC Motorsports Park/Arizona Border

ANNIVERSARIES**SCCA MEMBERS CELEBRATING 25-65 YEARS****55-YEAR MEMBERS**

Jack Baumgardner 3/1/1965
 John R. Busher 3/1/1965
 Al Essig 3/1/1965
 A.V. Follett 3/1/1965
 Peg Gilman 3/1/1965
 Charles W. Grauel MD 3/1/1965
 Thomas J. Hudak 3/1/1965
 Steven Woods 3/1/1965

50-YEAR MEMBERS

Douglas Akin 3/1/1970
 Dave Bowser 3/1/1970
 Michael Connolly 3/1/1970
 Thomas H. Hendrickson 3/1/1970
 Ronald Ittner 3/1/1970
 David E. James 3/1/1970
 Fran Martin 3/1/1970
 Edward Sullivan 3/1/1970

45-YEAR MEMBERS

Eugene W. Allison 3/1/1975
 Annie Bonvouloir 3/1/1975
 Thomas Campbell 3/1/1975
 Wanda K. Cecil 3/1/1975
 John B. Clark Jr. 3/1/1975
 Norman B. Clarke 3/1/1975
 James K. Dobbs III 3/1/1975
 David A. Duxbury 3/1/1975
 Michael G. Follett 3/1/1975
 Dennis M. Fox 3/1/1975
 Ronald E. Gumm 3/1/1975
 John Hagerman 3/1/1975
 John J. Luczyk 3/1/1975
 David J. McDowell 3/1/1975
 Col. Gary L. Moon 3/1/1975
 Lawrence F. Oka 3/1/1975
 Kelly E. Smith 3/1/1975
 Robert C. Stewart 3/1/1975
 Donald K. Strybel 3/1/1975
 David E. Sullivan 3/1/1975
 David R. Toler 3/1/1975
 Steven G. Tye 3/1/1975

40-YEAR MEMBERS

Barbara R.B. Wroldstad 3/1/1980
 Michael T. Bayer 3/1/1980
 John L. Cecilia 3/1/1980
 Dennis C. Curley 3/1/1980
 Ernie Dejacomo 3/1/1980
 Alan Dezzani 3/1/1980
 Richard K. Dickey 3/1/1980
 Jeffrey Dowbenko 3/1/1980
 James K. Fahey 3/1/1980
 Barry L. Goldine 3/1/1980
 Galvry E. Gordon III 3/1/1980
 Keith W. Hansen 3/1/1980
 John H. Huber 3/1/1980
 Stephen F. Kraus 3/1/1980
 Douglas W. Lang 3/1/1980
 Stephen William May 3/1/1980
 Edward H. Ozment 3/1/1980
 Kent M. Prather 3/1/1980
 Randolph Howard Wagner 3/1/1980
 Craig Douglas Wagner 3/1/1980
 Patricia Ann Wagner 3/1/1980
 Thomas J. Walsh 3/1/1980

35-YEAR MEMBERS

Martin R. Knoll 3/27/1985
 Darrell T. Anthony 3/5/1985
 Charles E. Austin 3/19/1985
 Todd H. Bailey 3/29/1985
 Glenn A. Bjorkman 3/7/1985
 Charles P. Burrows 3/29/1985
 Steven R. Carroll 3/13/1985
 Burleigh Coldiron Jr. 3/6/1985
 Ted Descovich Jr. 3/20/1985
 T.J. Hanifan 3/19/1985
 Lisa A. Hanifan 3/14/1985
 Larry W. Hansen 3/6/1985
 Charles J. Hanson 3/29/1985
 Robert E. Introne 3/13/1985
 Carol Introne 3/13/1985
 Raffi Kazanjian 3/6/1985
 Michael Lewis 3/25/1985
 Bob Miller 3/13/1985
 Art Muncheryan 3/14/1985
 Barry L. O'Reilly 3/6/1985
 Julie Anne Riggen 3/25/1985
 Robert T. Roraback 3/19/1985
 Sharon Shayka 3/21/1985
 Jeff H. Simmons 3/21/1985

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 Kansas City
 Buccaneer
 Cal Club
 Wichita
 Saginaw Valley
 New England

Finger Lakes
 Iowa
 Steel Cities
 Oregon
 Atlanta
 Iowa
 Central Florida
 New England

Cincinnati
 Colorado
 Mohawk Hudson
 South Carolina
 Colorado
 New England
 Florida
 Houston
 Oregon
 Northern New Jersey
 Chicago
 Washington DC
 Neohio
 Cincinnati
 Lone Star
 St. Francisco
 St. Louis
 Detroit
 Chicago
 Chicago
 Cincinnati
 Buccaneer

Milwaukee
 Florida
 Chicago
 Mohawk Hudson
 Cal Club
 San Francisco
 Texas
 Detroit
 Chicago
 San Francisco
 Ohio Valley
 Central Florida
 Detroit
 Chicago
 San Francisco
 San Francisco
 Chicago
 Kansas
 Northeast Oklahoma
 San Diego
 San Diego
 Buccaneer

Steven Scott Spoerl 3/13/1985
 Jon M. Wilson 3/6/1985
 Ronald E. Zitz 3/27/1985

30-YEAR MEMBERS

Jeff Alexander 3/8/1990
 Jack Banha 3/22/1990
 Andy Banta 3/19/1990
 Bradley A. Bastian 3/29/1990
 Wiley A. Boles 3/15/1990
 Hal M. Briand 3/29/1990
 Tom Brown 3/22/1990
 Wayne A. Buttermore 3/13/1990
 Kenton Cabiness 3/9/1990
 Daniel F. Carney 3/14/1990
 June Cioppettini 3/14/1990
 Frank V. Cioppettini Jr. 3/14/1990
 David R. Coffman 3/28/1990
 Ray Colbert 3/12/1990
 Lorraine Davis 3/20/1990
 Charles C. Evans 3/30/1990
 Kevin Firle 3/12/1990
 Gary Lee Frasier 3/16/1990
 Cathy Frasier 3/16/1990
 W. Scot French 3/30/1990
 Sandra E. Funk 3/26/1990
 Chris A. Funk 3/26/1990
 Thomas R. Greig 3/28/1990
 Christopher A. Kantarjiev 3/20/1990
 Michael C. Keleher 3/26/1990
 Steve Kelso 3/26/1990
 Ned Kohlhauff 3/20/1990
 Tom Kotzian 3/12/1990
 Julia LeCroy 3/12/1990
 Edward Logan 3/26/1990
 Dave Lumpkin 3/28/1990
 Fran Lumpkin 3/28/1990
 Paul May 3/26/1990
 Christine McKinney 3/28/1990
 Sterling E. McLane 3/28/1990
 Marcus E. Merideth 3/12/1990
 Kendall Merritt 3/28/1990
 Cindy Pfalzgraf 3/19/1990
 William Pfalzgraf 3/19/1990
 Nicholas J. Podgorski 3/16/1990
 Chris Pruett 3/14/1990
 Jack Ragaglia 3/12/1990
 Mark Richardson 3/20/1990
 Peter S. Roberts 3/26/1990
 Benjamin Robertson 3/12/1990
 L. Taylor Robertson 3/12/1990
 Aleksandr J. Shiloff 3/30/1990
 Stephen Markey Smith 3/12/1990
 Kenneth J. St Pierre 3/28/1990
 Steve Sucs 3/20/1990
 Douglas C. Turner 3/20/1990
 Brian L. Walker 3/29/1990
 Linda Waterhouse 3/19/1990
 Martha G. Weis 3/16/1990

25-YEAR MEMBERS

Aryan Azarsa 3/14/1995
 Michelle Barth 3/15/1995
 Paul Allen Bell 3/22/1995
 Federico Burgos 3/9/1995
 F. Wayne Cabaniss 3/2/1995
 Marc Cefalo 3/16/1995
 Mary Ellen Coulter 3/15/1995
 Sandra Davis-Littell 3/28/1995
 George Dodd 3/30/1995
 Michael Gallagher 3/30/1995
 John B. Holiday 3/22/1995
 Mary Ellen Holiday 3/22/1995
 Lynn Irwin 3/14/1995
 J.D. Kemp 3/21/1995
 Robert M. Lang 3/14/1995
 Mark B. Lawler 3/30/1995
 Clint McMahan 3/21/1995
 Nicole L. Nelson 3/13/1995
 Alfonso J. Ruiz 3/15/1995
 Richard D. Rumbold 3/14/1995
 Ethan Shippert 3/2/1995
 Gary D. Shoffstall 3/28/1995
 Thomas A. Simon 3/14/1995
 Kenneth S. Tripkos 3/28/1995
 Barry Trivette 3/9/1995
 David Turner 3/7/1995
 Keith Wise 3/23/1995
 Brian Zalner 3/28/1995
 Agnes Zimmermann 3/7/1995
 Kuno P. Zimmermann 3/7/1995

NEW PRODUCTS



IDIDIT PRO FAB HONDA COLUMN

The Ididit Pro Fab column for 1989-'91 Honda CRX and EF applications is an ultra-lightweight race column that weighs just 3lbs and slides directly in place of the factory column, bolting directly to the factory mounting points. The column comes equipped with an extended shaft that lets the installer trim to length and pair with an Ididit Performance quick-release steering hub and aftermarket steering wheel. ididitinc.com



ROUSH RANGER 2.3L ROUSH COLD AIR INTAKE KIT

The 2019-'20 Ranger 2.3L Roush Cold Air Intake Kit features a custom see-through lid and high-flow reusable air filter. The Roush Performance Cold Air Intake delivers greater performance over the stock intake, increasing airflow and producing power gains of up to 8lb-ft of torque with an intake swap alone. The Roush conical filter covers 21 percent more surface area and maintains the factory airbox snorkel. roushperformance.com



AUTOMETER DASHLINK II

With easy OBD-II plug-and-play installation, DashLink II will provide instant feedback on how your vehicle is performing via your Apple iOS or Android enabled device. New features include automatic data logging when certain conditions are met, GPS track mapping with line coloration by user selectable PID (instantaneous MPG, hp/torque, pedal position, etc.), alerts with sound when user set conditions are met, a link to Facebook to post results, and user selectable background colors. autometer.com

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DEI TUNNEL HEAT SHIELD

A well-known problem with many Corvettes is the amount of heat transferred into and through the console. Design Engineering Inc. has the solution, which dramatically reduces the amount of heat transferred to the C6 transmission tunnel reinforcement plates and into the vehicle's interior. This shield reduces the negative effects of in-cabin excessive high temperatures and improves the experience of driving a Corvette. designengineering.com



TOYOTA SUPRA PRO-PLUS SUSPENSION

The Eibach Pro-Plus Performance Handling Package for the Toyota Supra delivers more precise turn-in response, improved handling, and enhanced cornering grip in any driving situation. The Pro-Plus package includes the Eibach Pro-Kit springs, along with matching Anti-Roll-Kit swaybars. Pro-Plus is designed and tested to work well with either factory or aftermarket performance dampers. eibach.com

GRANATELLI 108MM THROTTLE BODY

Granatelli has introduced its new 108mm race throttle body for GM/Chevrolet LSX drive-by-wire applications. Precision machined from 6061 billet aluminum to exceed the demands of both naturally aspirated and forced-induction motors. Capable of handling upward of 25lbs of boost in draw-through or blow-through applications. granatellimotorsports.com



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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

MAKING RACECAR NOISES

There I sat at the park with my 2-year-old son on my lap. We're behind the wheel of a playground racecar that resembles a Lotus 7 as he gleefully spins the steering wheel faster and faster. I bounce my legs up and down, mimicking overly erratic car movements, adding sputters and growls as we pretend to race our playground car through the park. And, while this precious moment was taking place, my mind wandered to this very issue of *SportsCar*, the future of racing, and noises that racecars make.

Days earlier, I'd interviewed SCCA Senior Director of Rally/Solo Mike King and Solo Events Board Chairman Bob Davis. In those conversations (which you'll find starting on pg. 32), we briefly discussed the forthcoming EV-specific autocross class.

Back at the park, I thought, if EVs are the future of autocross and road racing, what noises will my son make when he's playing with his child some 30 years from now?

Whether or not you agree that EVs should be the future, trends indicate that the automotive industry is moving in that direction. Norway already has a 50 percent EV market share, Iceland sits at around 25 percent, and U.K. officials recently stated that its ban on gas and diesel cars will move up to 2035. Gasoline motors are going

away, and unless CNG or hydrogen infrastructure suddenly takes off, battery power and its growing infrastructure seems to be the natural alternative.

The EV play isn't all far-away politics, either. Case in point: I know of at least one U.S. racetrack that's adding EV charging stations due to the demand

from track day organizers. Then there's the electrified FIA Jaguar iPace eTrophy and ABB Formula E series (which SCCA Pro Racing sanctions on its U.S. stop).

That said, EV sales currently sit at about two percent of the global market - perhaps coincidentally, roughly the same percentage of "early adopters" - and for the most part, demand is largely government driven. But the trend for EVs is upward.

Late last year, I had a conversation with someone about racing classes and unlimited rulesets. The good old days of Can-Am entered the conversation, and that got me thinking about EVs entering Pikes Peak International Hill Climb and even setting Nürburgring track records. If Can-Am of the 1960s and '70s existed today, would a modern-day Chaparral 2J actually be an EV racecar producing 1,200lb-ft of torque at zero rpm?

I'm certainly not opposed to EVs racing. In fact, you could say I'm "EV curious." After all, I'm the owner of a racecar with a 1.3B engine, so the idea of a motor that doesn't kill my hearing and won't blow up is more than enticing. I also know that racing isn't going to stop if all cars go electric - as the joke goes, the first race took place as soon as the second car was built. Racing is in our DNA.

Yet I still wonder: should full electrification happen, what sounds will parents make while sitting behind the wheel of those very same playground racecars in 30 years time? 🚗

"As the joke goes, the first race took place as soon as the second car was built. Racing is in our DNA"

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FROM THE ARCHIVES

10 YEARS AGO...
APRIL 2010



- Pete Hylton penned a piece on the origins of Showroom Stock road racing, including its impact on Improved Touring and SCCA Pro Racing.
- The SCCA National Convention visited Las Vegas for the second time.

25 YEARS AGO...
APRIL 1995



- Trans Am was about to embark on its 30th season, one packed with big names, and it was certain to be memorable.
- Readers enjoyed the second installment of Ron Lindensmith's journey *From ITA to EP in 9,627 Easy Steps*.

50 YEARS AGO...
APRIL 1970



- The 12 Hours of Sebring wrapped up with the duo of Mario Andretti and Ignazio Giunti on the top step of the podium, while actor Steve McQueen and Peter Revson finished in the runner-up position.

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Phoenix Performance	PA	610-482-0141	Wine Country Motor Sports	CO	303-799-6606
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