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UNEXPECTED ROADS

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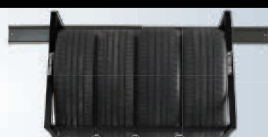
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6620 SE DWIGHT ST.
TOPEKA, KS 66619
• TOLL-FREE (800) 770-2055
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THE AUDIT BUREAU MEMBER
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IN TRIBUTE

Adam Andretti opened the 2020 SCCA Pro Racing Trans Am Series at Sebring International Raceway behind the wheel of the No. 43 ECC Motorsports Dodge Challenger. The car number, "Petty Blue" coloring, and STP-style logo honored his late brother, IndyCar, NASCAR, and IMSA driver John Andretti, who lost his fight with colon cancer on Jan. 30, 2020.

DATE Feb. 30, 2020

LOCATION Sebring, Fla.

WHAT SCCA Pro Racing Trans Am Series

PHOTOGRAPHER Chris Clark

PACKED PLAYGROUND

A breathtaking 57 SRF3 racers took the green during the opening round of the 2020 Hoosier Super Tour at Sebring International Raceway. The Super Tour then traveled to Circuit of the Americas and Buttonwillow Raceway Park before being postponed due to COVID-19.

DATE Jan. 11, 2020

LOCATION Sebring, Fla.

WHAT Hoosier Racing
Tire SCCA Super Tour

PHOTOGRAPHER Dave Green







MIKE COBB

PRESIDENT & CEO, SCCA INC.

WEATHERING THE STORM

"This issue of SportsCar focuses on something we have always had a pretty good supply of across the SCCA - great drivers. But as good as many of us might be as drivers, if we do not have the venues at which to exercise our passion, it's all for naught."

That was the opening line of the column that I wrote back on March 2, 2020. It spoke to the challenges we need to overcome to get and hold onto Solo and RallyCross venues, and to a lesser degree, road racing venues - certainly an important obstacle to overcome in our longer-term future. But now we have a much more pressing challenge to overcome in the short term: Most of us have no access to motorsports venues at which to exercise our passion due to the rapid outbreak of the novel coronavirus across the U.S. and the world.

"We want to be transparent about the fact that the SCCA experience may look a little different in the coming months"

In the three weeks between writing my original column and the one you're reading now, our world has shifted dramatically. Moving fast to gear up for our busy race season has been replaced by moving just as fast to reschedule or cancel events across the country, in service of doing our part to help mitigate the spread of the virus. Our number one priority is to keep all SCCA members, volunteers, drivers, event leaders, and staff safe, and we must be flexible to do so. Some days it seems as though we can't move quite fast enough to keep up with all the

changes and mandates being made at federal, state and local levels.

Words and concepts that seemed somewhat foreign just three weeks ago are now part of our everyday existence: social distancing, public gathering bans, stay-at-home orders, self-quarantine, shelter in place, asking that all nonessential businesses close, the concept of life-sustaining businesses, and more. The rapidly changing environment we find ourselves in also means that this updated column (re-written at 5:08 a.m. CDT on March 23, 2020) is undoubtedly outdated as you read it. But even so, I want to share a few thoughts on how we are working to weather this storm and protect our future.

EVENT IMPACTS

Like many across the broader motorsports community (and well beyond), we have postponed or canceled National events scheduled in late March and early April. It is likely that we will see additional events impacted until any or all regulatory mandates and restrictions are lifted, and until we can ensure a safe environment for all members and participants at our events.

BUSINESS IMPACTS

Facing the reality that we will have far fewer SCCA events - of all types - occurring across the country this year, and given the

current expansion of self-quarantine mandates, we will likely have to reduce operating hours and support levels provided by the SCCA National Office.

COMMUNICATION

It is our goal to keep you updated on the SCCA news you want and need to know, without overwhelming your e-mail inboxes. You can expect an e-mail from us every Tuesday, which makes sure you, and the SCCA's 115 Regions, receive the necessary information. And - since our website is the fastest way to share new information with our SCCA family - you'll find our most recent updates to the above, as well as any other urgent communications on our homepage at scca.com.

PROTECTING SCCA'S FUTURE

There is no denying that our lives will be changed due to this pandemic, and the SCCA life is no exception. We want to be transparent about the fact that the SCCA experience may look a little different in the coming months as we emerge and recover from this crisis. But, the SCCA family has made it through hard times before, and we will get through this by staying healthy, being safe, and sticking together as One Team.

Thank you for your continued support as we navigate this challenge, and I look forward to seeing all of you out on course very soon. 🏁



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Leggera HLT
17 18 19 20 21



Indy HLT
18 19 20



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19 20



LATE breaking

LATEST UPDATES ON SCCA PRO RACING SERIES

Because of the COVID-19 virus, pro racing series have postponed their series, including SCCA Pro Racing sanctioned events like the F4 U.S. Championship, Formula Regional Americas, and Trans Am. At the time of publication, some series had launched virtual race seasons in the interim, while others were still developing their path forward. For the latest news, check out [f4uschampionship](#), [framericas.com](#), and [gotransam.com](#).

Chris Clark



COVID-19 NEWS

Magazines are often printed weeks before reaching your mailbox. As such, when this issue of *SportsCar* printed, the nation was beginning the process of hunkering down to wait out the COVID-19 pandemic. As the U.S. government began to encourage social distancing, the SCCA and its Regions put humankind first, canceling and postponing events. From autocrosses to RallyCrosses to RoadRallies and road races, SCCA events stood vacant while everyone waited for the worst to pass.

You read this issue of *SportsCar* knowing the realities of the moment, while at the time this issue was produced, we could only guess what was to come. To that end, we have attempted to edit the issue in a positive light, but without proving tone deaf to reality. Our ultimate hope was to make this magazine a beacon of normalcy. But, just in case we missed the mark, we want to apologize in advance for any shortfalls in our editorial judgment.

None of this is to say that we stay mum on the global pandemic. SCCA President and CEO Mike Cobb addresses COVID-19 on pg. 10, and *SportsCar's* editor does the same on pg. 78, but everything else, we hope, makes you anticipate the days to come, when SCCA members socialize once more in the parking lots, dirt fields, and racetracks of America.

For SCCA's latest COVID-19 updates and statements, head to [scca.com](#). 📍

Gavin Baker

UNREAL

With COVID-19 temporarily shutting down racing, FR Americas will help fill the void with an online series.



FR AMERICAS LAUNCHES ONLINE RACE SEASON

With motorsports grinding to a temporary halt due to COVID-19, race organizers were quick to setup a variety of online racing series utilizing existing professional racers competing online, often utilizing iRacing as the foundation for the online race series.

The iRacing platform is nothing new to many racers, including the SCCA and its membership. For a while now, SCCA has partnered with iRacing for the SCCA Spec racer Ford Challenge, an eMotorsports series that utilizes the SCCA Enterprises Spec Racer Ford Gen3 racecar as the basis for a multi-race series. Now, however, these eMotorsports virtual racing series are getting serious.

Case in point, the SCCA Pro Racing Formula Regional Americas Championship

Powered by Honda has partnered with iRacing to build an online race season called the FR Americas iRacing Invitational Championship, allowing racing to continue despite the physical series being delayed.

"The event was created for fans and drivers to keep engaged following the postponement of the season opener at Michelin Raceway Road Atlanta due to the COVID-19 virus pandemic," the series stated in a press release. "The multi-race simulation championship will feature

current FR Americas competitors, Formula Pro USA Championship FR drivers, as well as FR Americas alumni, competing on the same legendary circuits the championship will visit during the regular season, with one bonus North American track picked by fans."

The FR Americas iRacing Invitational Championship race season has already begun, but there are a number of races that fans can still view live-streamed over FR Americas Twitch and YouTube channels.

For more information, visit [FRAmericas.com](#). 📍

FR AMERICAS 2020 iRACING INVITATIONAL CHAMPIONSHIP SCHEDULE

The schedule below has been modified to include only upcoming events

DATE	BROADCAST TIME (ET) / VIRTUAL TRACK
April 14	7pm / Barber Motorsports Park coverage
April 21	7pm / Canadian Tire Motorsports Park
April 28	7pm / Sebring International Raceway
May 5	7pm / Season Finale Fans Choice (voting held on @framericas Instagram)



BONDURANT TO LAUNCH F4 RACING SCHOOL

The Bondurant High Performance Driving School is launching its new Formula 4 open-wheel race car training program, giving drivers and auto enthusiasts the opportunity to train in a competitive, modern, and state-of-the-art, single-seat, open-wheel car. As the official school of the SCCA Pro Racing F4 U.S. Championship, drivers will train in exactly the same trimmed Honda-powered Ligier JS F4 car as competitors use in the national FIA-supported championship.

A NEW NAME

FR Americas is a new name for the F3 Americas series. The cars and racing action, however, remain just as intense.

Gavin Baker



F3 REBRANDS AS FR AMERICAS CHAMPIONSHIP

The newest rung in the Honda-powered SCCA Pro Racing open-wheel ladder will kick off the 2020 season with a new name. The SCCA Pro Racing F3 Americas Championship is updating its name to Formula Regional Americas Championship Powered by Honda to align with the FIA single-seater development pathway. The name update will now allow the championship to support FIA events in North America.

Slotted between the entry-level FIA supported Formula 4 United States Championship Powered by Honda and the FIA Formula 3 Championship abroad and Indy Lights domestically, the Formula Regional Americas Championship will continue to build on the FIA 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 FR Americas package, which includes the first introduction of the Halo in North America, comprises a 303-horsepower Honda Civic Type-R turbocharged K20C1 motor, Ligier JS F3 chassis, and a set of Hankook Tires, while meeting the FIA price-cap of \$134,000.

For more information on Formula Regional Americas Championship, visit FRAmericas.com. 📍

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EDITOR Philip Royle

EDITOR-IN-CHIEF Laurence Foster

ASSOCIATE EDITOR Jason Isley

ART DIRECTOR Ree Tucker

DESIGN CONSULTANT Rob French

CONTRIBUTING EDITORS

Rick Beattie, Paul Brown, Rocky Enriken, Dyanne Gilliam, James Heine, J. Michael Hemsley, Richard S. James, Jim Kearney, David Muramoto, Randy Pobst, Tom Schultz, Jeff Zurschmeide

CONTRIBUTING PHOTOGRAPHERS

D.E. Baer, Perry Bennett, Jay Bonvouloir, Rupert Berrington, Rick Corwine, George Dwinell, Jeff Loewe, Barbara Protos, Mark Weber, John W. Wilmoth

CEO & EXECUTIVE PUBLISHER

Paul Pfanner

COO & PUBLISHER Bill Sparks

EDITORIAL ADVISOR Jeff Zwart

VP/ASSOCIATE PUBLISHER

Bruce Kukuk

ADVERTISING DIRECTOR

Nicole Szawlowski

BUSINESS DEVELOPMENT

Raelyn Stokes

GLOBAL SALES DIRECTOR

John Chambers

AD OPERATIONS Victor Uribe

ACCOUNTING MANAGER

Sandra Carboni-Alexander

PRE-PRESS Miguel Vega

PRINTING LSC Communications, Pontiac, Ill

EDITORIAL CONTRIBUTIONS

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EDITORIAL/ADVERTISING OFFICES

RACER Media & Marketing, Inc.
17030 Red Hill Avenue,
Irvine, CA 92614
(949) 417-6700 /
Fax (949) 417-6116
E-mail sportscar@racer.com
Toll-Free Advertising Line
(800) 722-7140
Outside USA (949) 417-6700

REPRINTS

Nick Iademarco at
niademarco@wrightsmedia.com

Back Issues (949) 417-6700

SCCA Member Services
(800) 770-2055



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SCCA LAUNCHES SOCIAL MEDIA GUIDELINES

In a multiyear effort to enhance the experience of being an SCCA member, the SCCA is enacting a new social media policy. For some time, social media has played an integral role in reaching out to, communicating with, growing, and retaining members. As it is a way to give automotive and motorsports enthusiasts direct interaction with the SCCA, its events, partners, and sponsors, it is essential to have a policy in place to set and maintain standards. The goal is to ensure that the SCCA brand is exclusively utilized in social media spaces that promote positive and respectful communication and are tied to SCCA's programs and Regions.

This is another step in the organization's overall

commitment to the creation of a welcoming and member-friendly atmosphere, as reflected in the Club's mission statement: To fuel a safe, fun and exciting motorsports experience for automotive enthusiasts.

The policy does not - and is not - intended to limit what SCCA members can post in their own social media spaces. The SCCA encourages its members, Region leaders, officials, and volunteers

to be champions on behalf of the Club, and social media allows people to do that easily. Members are allowed - and urged - to share their SCCA experiences and ideas, as well as questions or concerns as they see fit.

For more information, head to scca.com 📍





CHECKERED FLAG: JACK HANIFAN

Sadly, we note the passing of Jack Hanifan, a 45-year Mohawk-Hudson Region member. Jack started as a pit and paddock marshal and soon became a competition driver who was also involved in numerous leadership positions in two Divisions for multiple decades.



Chris Clark

TRANS AM VIDEO STREAMING APP LAUNCHED AT SEBRING

With the largest in-person crowd on hand for the event in recent memory, as well as a new global digital broadcast package that allowed fans to tune in globally via the new Trans Am by Pirelli Racing app, Trans Am Series presented by Pirelli reached a large and growing audience as it launched its 54th season at Sebring International Raceway on Feb. 29-March 1, 2020.

More than 40 countries worldwide, as far away as Japan, watched the fire-breathing American machinery

take the green on Sunday as both 100-mile races were streamed live on the new Trans Am by Pirelli Racing app.

"The feedback that we got from our fans at the track, through emails, and



especially on social media, was overwhelmingly positive as we launched this program at Sebring," said Trans Am Company President John Clagett. "Downloads of our new app exceeded our expectations, and the GreenLight TV group did a great job capturing the excitement of Trans Am racing and the NAGRA team provided a ground-breaking app for fans to watch it on. It is really an exciting new chapter for Trans Am to have the opportunity to reach an international audience the way we can through this app, and we expect that audience to grow quickly."

The Trans Am app allows fans access to a variety of content including live videos of select practice and qualifying Trans Am on-track sessions, fully produced video stream with live commentary and scoring, the ability for fans to switch to other cameras of their choice, race highlights and replays, race results, and series news.

The Trans Am app is available for iOS and Android in their respective app stores. 📱

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 FEBRUARY 2020

NAME	REF	REGION
Jose de Miguel	3	Puerto Rico
Gayle Jardine	3	Cal Club
Warren Leach	3	San Diego
John Zuccarelli	3	Florida
John Bower	2	Cal Club
Deborah Burk	2	Florida
Elias Clayton	2	Buccaneer
Carol Deborde	2	Reno
Charles Dickinson	2	Mohawk Hudson

475 additional members have at least one referral.

REGION LEADERS

(Category based on 2019 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Texas	8.2%
Oregon	7.7%
Central Carolinas	5.2%
LARGE REGIONS (401-799):	
Lone Star	8.8%
Northwest	8.2%
Steel Cities	7.0%
MEDIUM REGIONS (200-400):	
Eastern Tennessee	13.3%
South Carolina	9.0%
Tennessee & NE Pennsylvania	6.9%
SMALL REGIONS (<200):	
Wiregrass	35.7%
Mississippi	28.6%
South Texas Border	20.3%

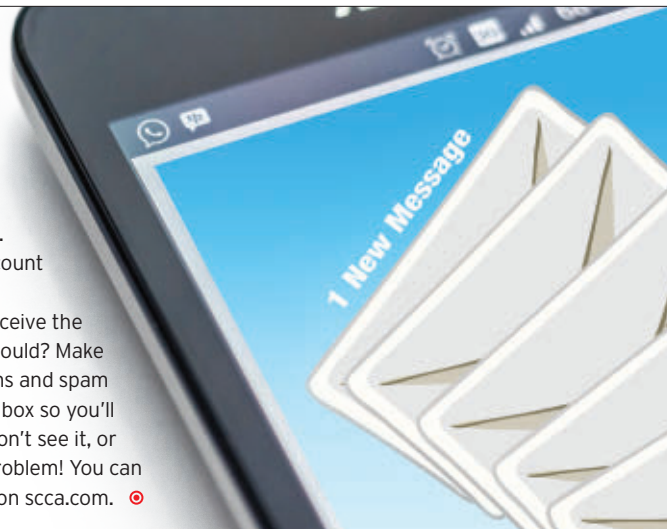
SCCA Tunes Communication Plan

SCCA has launched phase one of its new digital communications strategy aimed at providing you the content you want in more streamlined, easy to find ways. That means fewer e-mails in your inbox, dedicated space on the website for announcements from program leaders, and overall better ways to stay up to speed with SCCA.

In the past, SCCA has sent individual newsletters for most of our programs - like APEX for Road Racing and SoloMatters for Solo - and often sent other stories individually. Now, SCCA is consolidating those into one organization-wide newsletter which will be sent out weekly. Each newsletter will highlight

the week's top SCCA announcements and stories and provide links to scca.com and the program news pages to read the full articles.

Anyone with an active account on my.scca.com or any of our websites will automatically receive the newsletter. Don't see it but should? Make sure to check your promotions and spam folders and move it to your inbox so you'll see them in the future. Still don't see it, or don't have an account? No problem! You can sign up to receive the e-mail on scca.com. 📧





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BLACK AND BLUE AND RED

Rookies, listen up! Do not slam on your brakes when you see a flag. You are part of a high-speed river of cars - you will be rammed from behind at great cost and risk. Flags can cause really bad crashes. But when that happens, it's not the flag nor the flagger's fault. It's *your* fault, driver. And especially you rookies. But we love you and welcome you; and SCCA regulars, it's our responsibility to train this basic concept.

"Rookie and friends of rookies spread the word, the red flag means check your mirrors and ease to a stop"

Flags are for safety, for your information and communication. The only time and place to slam on your brakes is where everyone expects it, in the normal brake zones. Or when some poor soul is crashing in your path. But even then, your constant awareness of what's going on behind and around you will affect how hard you brake.

The red flag means safely stop. Well, stopping during a race session is very dangerous. Rookies and friends of rookies spread the word, the red flag means check your mirrors and ease to a stop. Oh, the carnage I have seen and experienced from sudden hard braking in surprise places, in the holy name of safety. Check your mirrors, first, in the holy name of safety, and then ease to a stop - you are part of a flow. If this reaches just one new driver, and saves just one smash from behind, then I will feel a great sense of accomplishment. So would you, National driver.

Red flags can be tricky because many of us drive with other organizations, and the rule changes. Some groups use the red just to end a session, no stop. SCCA's GCR says "Come to an immediate, controlled stop at the side of the racetrack." I suggest we add, "Check your mirrors." I always go to driver's meetings, and this is one of several reasons why. I also suggest

we add "...on the racing surface," because pulling off the road can cause a fire or get you stuck.

Red flags are rare. We don't get to practice them much. That's another reason I mention them now. A refresher. So: *check your mirrors first.*

Black flags, like red, are a command straight from the big boss, the Chief Steward, to you, Bad Boy or Girl. You must obey - but don't slam on the brakes. However, *do* go safely to the pits. Black flag all means something is really wrong, and if you haven't seen the reason yet, then the problem is still ahead of you, and it's probably a big deal. Racing and timing have stopped, and there is nothing left to gain, and lots left to lose, like ramming an emergency vehicle or stopped car somewhere just over that blind crest. There is a likely obstruction to the fast flow. Do not be *That Guy*.

I feel extra motivation because just two days ago the electronics

**IN THE KNOW**

Some flags are commands, like the black flag (LEFT), while others are informational, like the blue flag (BOTTOM).

went nuts in the car I was racing. So, I figured cycle the key to reboot, not considering that this thing was a Porsche PDK *automatic*, and that the only way to restart it would be to turn the key with a foot on the brake, in neutral or park, no less. Yikes! That's how I ended up parked pretty much on the line

over the blind cresting entry of a tricky-fast Turn 11-12 at Barber Motorsports Park, feeling both idiotic and highly threatened, staring at my mirrors and praying with all my might that the other racers would see the waving yellow and then black flags and not ram me and this high-dollar car to which

"The red and open black flags are commands. You must do this. Just do it smoothly and with awareness"

I'd been entrusted! Yeah, I know better, but that *automatic*. And thank you, Honored Competitors, you all missed me. Whew!

The red and open black flags are commands. You must do this. Just do it smoothly with awareness of what's roaring up behind you. Let's not make this worse. It's one of my top rules of long-term racing enjoyment. Hey, now there's a worthy column idea.

The blue flag is just FYI. Information, usually from the kind flagger to you. Interestingly, it also means check your mirrors. In fact, it *mostly* means check your mirrors. It's just helpful info. It doesn't mean you must let this car by, but you probably should.

Rookies, listen up! The blue flag does not mean to move out of the way. Keep doing what you are doing, please. That fast guy bearing down





BEWARE!

A double yellow alongside a surface flag should certainly grab your attention.

Rupert Berrington

on you has already decided where to pass you. Don't move. Don't surprise-brake. *Do* be aware of incoming traffic. *Do* make it easy for them to get by. *Do* leave them a lane inside at the apex to let them through.

"Don't move. Don't surprise-brake. Do be aware of incoming traffic. Do make it easy for them to get by. Do leave them a lane inside"

MANY FLAGS

(RIGHT) Road racing involves the use of many flags. As such, racers need to be able to identify all flags instantaneously and act accordingly – and responsibly.

Along with my hero and career-long mentor Terry Earwood (and thanks, Jim Rogaski and Deanna Flanagan), I currently share the great honor of proposing some additional information about passing for our SCCA GCR, and an important update has to do with blue flag situations and that worthy but potentially disastrous advice: Hold your line.

"Blue flag: Hold your line" means to be predictable and smooth. It

does *not* mean to take the line for the apex when a much faster car is about to roar by you! It's best to stay a little wide and leave much faster traffic a lane inside you. Stay out of the marbles out there but leave a lane. They'll be fine. They will love you; I certainly will. I'll wave. To paraphrase Elsa from *Frozen*, "Let 'em gooooo." It's that flow, again. Don't pull out of the way, and don't pull into the way, either. Smoothly cooperate. Leave room for faster or lapping cars to get by, and we'll all live happily ever after.

So, I'm leading at the SCCA National Championship Runoffs, Road Atlanta, 1993, SSC Miata. Michael Galati is right on my tail, and we have a long gap to third. An overzealous flagger at Turn 11 shows us (me) the blue flag. While defending a bit against this great



Jay Bonvador

champion Galati, I roll my eyes. Yes sir, I know he's there, polishing my rear bumper, just like the last three laps. It's an informational flag. I don't have to do anything, just be aware. And believe you me, I'm quite aware.

In sum: *Rookies, listen up!* Do *not* slam on the brakes when you see a flag. Even a waving yellow. Check mirrors, ease off, be controlled, and drive smart and smooth. Welcome to the sport and have a great time! 🟡

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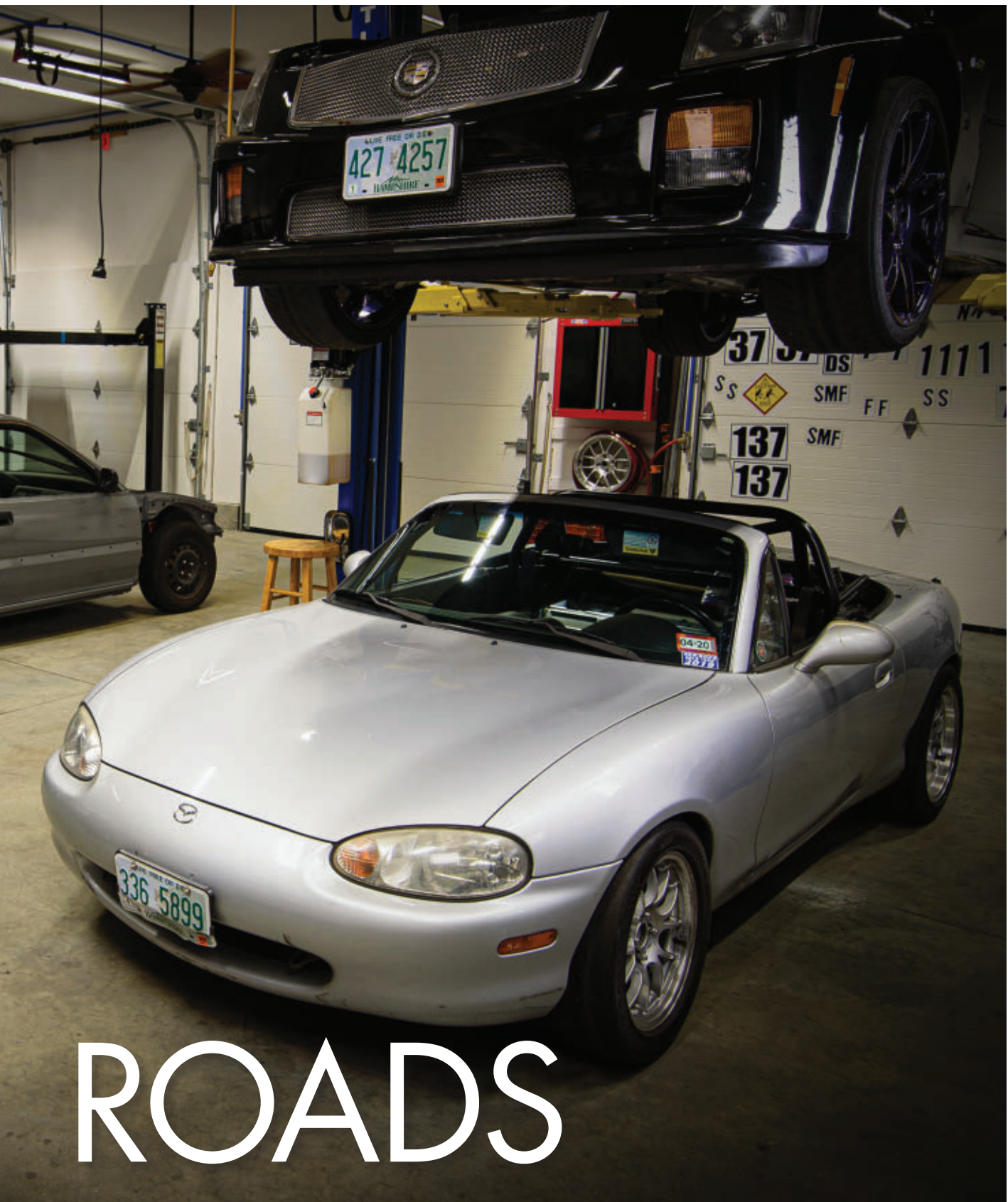
(MAIN) Brian Kuehl is not lacking for project cars.

“It all began right around the time I got my driver’s license,” three-time SCCA Solo National Champion Brian Kuehl tells me as we chat over the phone. Our conversation was normal enough, Brian in New Hampshire and me in California, but outside our doors stood the early days of the COVID-19 outbreak, the reality of canceled motorsports events, and the fear of a multi-state lockdown. Yet, in an unspoken agreement, our virus conversation was kept to a minimum – we were both longing for the good times to return. So, with that, a chipper 28-year-old Brian, who has recently shifted his focus to SCCA National Time Trials competition, told his tale. And, for that hour within our two homes, the world was normal once more.

Multi-time Solo National Champion-turned-Time Trials competitor Brian Kuehl has one simple goal: have fun with cars. And, today, that means more than anything

WORDS Philip Royle | IMAGES Geoffrey Bolt

UNEXPECTED



ROADS



"But before getting my license, when I had my driver's permit, I was trying to get my first car," he continues, telling of his journey through autocross and track competition - a journey that has also changed his dad's automotive outlook. "My dad has always had a soft spot for the modern Honda vehicles, and he was like, 'Let's look at some older stuff,' and eventually we started looking at Del Sols, CRXs, and cars like that," he says. "A buddy of ours had a CRX sitting in his garage that used to be his brother's, and he was going to donate it, and he basically sold us the car for a dollar. It was a 1990 CRX, automatic, bone stock, and in nice shape."

That CRX became a bit of a project. "We spent about a year on it," Brian explains. "We put a new motor in it, we did suspension, the wiring - we did everything ourselves. We built it in our own garage, and even got featured in



Rupert Berrington

UNLIKELY WINNER
(ABOVE and TOP)
Brian bought a four-door Honda to commute in, but that eventually transformed into an E Prepared Solo National Championship winner.

Honda Tuning magazine. It was a really cool accomplishment."

Life, as we know, often steers you down unexpected roads, and that's exactly what happened to Brian. "I later went to a car control clinic in the Family Truckster - sort of like the Tire Rack Street Survival School - and I was telling my instructor about the car that my dad and I built, and it turns out that he used to autocross," Brian says. "He said that he used to autocross CRXs

when they were new, and he came up to my dad after the event and said, 'You and your son should try out autocross or get into track days, because he'll probably kill himself on the street with a car that fast.'"

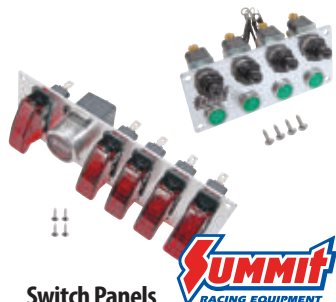
That is how Brian and his father, Don, discovered the SCCA.

The first people Brian and his dad met at an autocross were also owners of a CRX, Alan and Josh Parker, another father-son duo. "They welcomed us in with open arms," he recalls. "And, yeah, we fell in love with the community, and motorsports in general. Then the car slowly evolved from the tuner car into a full-bore autocross car."

With the high level of existing modifications, Brian's CRX fit into the Street Modified ruleset. The journey to multi-time SCCA Solo National Champion status wasn't all smooth sailing, however. "I was actually terrible at the get-go," he admits. "It took me about two years



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BUSY HANDS
(ABOVE) Brian's day job is as an automotive tech, so when it comes to working on his own vehicles, he's very hands-on.

to go faster than the guys driving the bone stock CRX. I was pretty awful at it, but I strived to be better."

Brian autocrossed locally for those two years, then someone suggested entering National Solo events. "We started signing up for National events and having fun, and meeting more people, and seeing the more serious side of the community," Brian says of the slippery slope that catches so many of us. "I love the competition. I love the camaraderie. The further down the rabbit hole we went, the car got even

better prepped for the class. And then the class split out and SCCA made the front-wheel-drive version, SMF, and our car was right on the money for that.

"We did that for about a decade, and my father has always been my co-driver," Brian says, noting the entire family has become involved. "My mother has gotten into it as well, and my fiancée enjoys autocross. It's been a fun way to hang out and have some fun with cars."

2011 was the first year Brian attended the Tire Rack Solo National

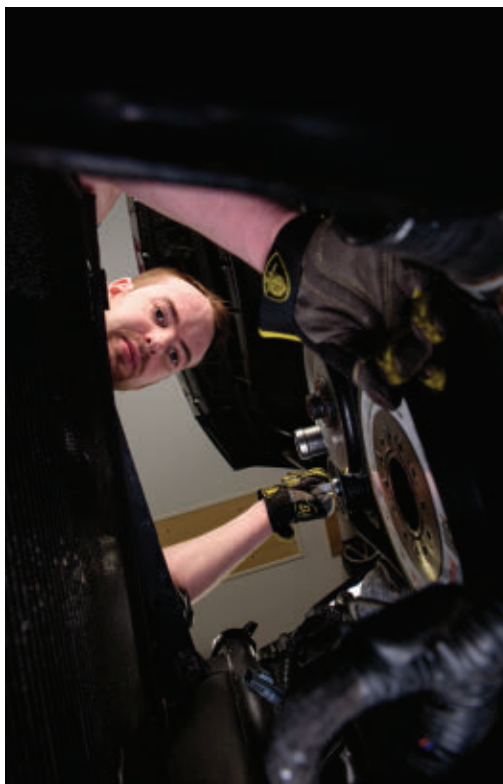
Championships. There, he took his SMF Honda CRX and finished seventh. Returning to the Solo Nationals in 2014, he scored second in the same class. The following year he was back once more, but this time his name appeared at the top of the SMF results sheet, and he scored his first SCCA National Championship title.

It was around this time that SCCA launched Track Night in America Driven by Tire Rack program, and that caught Brian's eye. "I finally had a daily driver, a street car that



NEVER A DULL MOMENT

(BELOW) Brian has modified, developed, and fine-tuned a number of successful competition vehicles over the years, and he shows no signs of stopping. As such, we're excited to see what his latest project becomes (BOTTOM).



"I love driving on track...but I also love the competition aspect of autocross"
BRIAN KUEHL

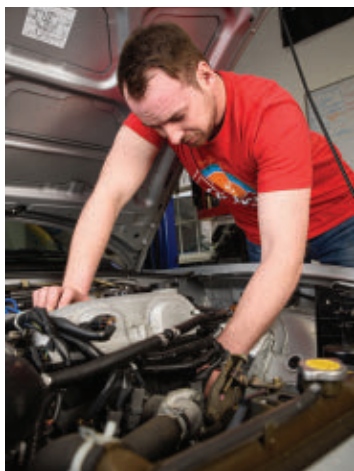
was sort of track-worthy, and when SCCA announced Track Night in America, I thought that sounded pretty cool," Brian says of SCCA's program that allows virtually anyone to drive their street cars on the racetrack in a non-competition, low-pressure atmosphere.

The track experience was reminiscent of his first autocross weekend. "It was the same thing," he laughs. "I showed up knowing no one, knowing nothing. But I had a blast, and I decided I wanted to keep coming back."

Brian was also in the midst of another automotive project - project cars, it turns out, are something Brian, now an auto technician, and his father do not lack. "A friend of mine was selling a 1990 Honda Civic sedan that his dad had rotting in his backyard," he says. "He sold it to me for \$300. I drove that for many years [through college], and that eventually turned into my E Prepared autocross car."

That car earned him a third-place EP finish at the 2016 Solo Nationals, then landed him the EP National Championship title in 2017. In 2018, he returned to the Solo National Championships in SMF in his old CRX with the very specific goal of winning. Which he did.

"Then last year, SCCA announced the Time Trials National Tour [Powered by Hagerty] and the return of the Time Trials Nationals,"





Zachary Rackovan

he says. "I was craving a fresh challenge, something different, and I said, 'That's it - that's the next step that I want to take.'

"I love driving on tracks and participating in Track Night in America events, but I also love the competition aspect of autocross," he explains. "So, when they announced Time Trials, that was exactly what I was looking for. A fresh challenge - a competitive event on the track, but still accessible to real street cars. You don't need a full roll cage and you can drive your car there."

Two cars later - I told you, Brian does not lack for project cars - and he competed at the 2019 Time Trials Nationals in a 2007 Cadillac CTS-V that he'd modified for the event. He also finished third in the Tuner 3 class, an impressive feat considering the competition.

Time Trials National Tours and Time Trials Nationals utilize two distinct competition types in the same weekend: Time Attack and TrackSprint. Time Attack involves



Rupert Berrington

ON TRACK
(TOP) Brian competed at the 2019 Time Trials Nationals in a Cadillac CTS-V, with impressive results. (ABOVE) In 2015, Brian drove his SMF Honda CRX to his first Solo National Championship title.

traditional lapping for the fastest time. TrackSprint, meanwhile, resembles autocross in that it's a point-to-point competition, but this time on the track. Ironically, Brian struggled the most at the 2019 Time Trials Nationals during the TrackSprint at NCM Motorsports Park. Despite that, TrackSprint is what he loves the most.

"It feels like home," he says. "You have this heightened sense of, 'It needs to happen right now.' You can't blow an apex and then back off and get it on the next lap. Nope, this run is all that matters - you need to get it done right now."

Despite the similarities between autocross and track driving, Brian points out that for him, no cone is safe on the track. "The Time Trials staff likes to make fun of me," he chuckles. "They always joke with me that I should learn to drive on the track, autocrosser, because I manage to hit every apex cone, or take out all of the cones on the track."

Next, I posed the obvious question: Between autocross and Time Trials, which is his preference?

"Honestly," he laughs, "whatever it is that's making me enjoy myself, test my limits, and challenge myself, that's what I'm going to do. I have no intention of never going back to the Solo Nationals - I want to go back very badly. And I also want to go back to the Time Trial Nationals. I have a lot of fun doing both."

"I just want to have fun with cars," he concludes. And at that very moment, I snap back to the harsh reality of the day, and I realize just how meaningful that statement is. 🟡

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FOR THE FUN OF IT

We're always looking for ways to have #funwithcars, and a non-competitive track event is exactly that

WORDS Jason Isley | IMAGES Jessica Isley



Track Night in America Driven by Tire Rack and Regional SCCA Track Events lack class rules – and that rules! That's not to say there aren't *any* rules, because safety is always job one, but when it comes to car classifications and modification allowances, the sky's the limit. Want to track your daily driver? No problem! Want to modify your car? Go for it! Ultimately, SCCA's Track Events offer the freedom to do

as little or as much as you want to your car so you can focus on the fun.

Track Events can serve other purposes, too. For one, they're super affordable ways to scout tracks you haven't previously visited as a racer. We've also seen racers use SCCA Track Event entries to thank dedicated crewmembers and volunteers, allowing them an easy path to driving on track. But for us, it scratched a nostalgic itch. You see, our multi-time

National Championship Runoffs-winning Toyota Yaris racecar retired shortly after it won the 2018 H Production National Championship at Sonoma Raceway, and we haven't run a Yaris on the racetrack since. We do, however, commute in one. And, really, if you can run an SCCA Track Event or Track Night in America event in a base model 2009 Toyota Yaris sedan commuter, you can run one in anything. Look, we'll prove it....



WAIT...WHAT?

Yes, we decided to build a Toyota Yaris for Track Events. Why? Because no rules means you can do what you want.

STEP 1: OIL

Wanting to maintain a modest level of street comfort, we opted not to go wild with the track prep. Instead, we focused on handling upgrades plus a few items to ensure consistency.

We're bold enough to admit that when it comes to our daily driver, we often go with whatever motor oil is on sale, but with our eyes set on the track, we needed something better. At the same time, we

knew a full race oil wasn't the right choice for a number of reasons, so we turned to Red Line Synthetic Oil for the answer.

"Red Line Race Oils are specifically designed with additional anti-wear, ZDDP, for rigors of high speed, heat, and total abuse on the track. It is, however, not recommended for street use due to its higher levels of ZDDP and lower levels of dispersants and detergents," explains Kyle Neal, Director of Business Development

at Red Line Synthetic Oil. But to that end, Red Line has an answer. "Red Line High Performance Series is a specially designed product to work in both street and racing conditions," Neal says. "It contains detergents and dispersants for extended drain intervals, with sufficient anti-wear protection for both high lift and flat tappet cams and lifters."

What sets Red Line High Performance apart from other motor oils for your



OILED UP

Street cars driven on the track require top quality oil. For our project, we chose Red Line.

road-going car is the base stock. “Red Line continues to only use PAO/ester-based oil versus hydro-treated, hydro-cracked mineral oils, or Group III base oils,” Neal notes. “This base oil is primarily used to reduce cost, but also requires more additives to perform similar to a PAO/ester base oil. Red Line still

believes you start with the best and make it better - that is why our High-Performance Series still uses PAO/ester base oils throughout the entire series.”

For our project, we utilized Red Line’s High Performance 5W30, then swapped the factory manual transmission fluid with Red Line MTL LG-4 gear oil.

STEP 2: BRAKES

A big part of having a trouble-free track experience is reliable brakes, but what works for sprint or endurance racing isn’t necessarily the go-to option for Track Events. “If you’re going on the OEM tires, and assuming you’re on [at least] a good summer performance 300 treadwear tire, a good semi-metallic pad will suffice,” says Edwin Mangune of Hawk Performance. “But it really depends on the vehicle. On a small, lightweight four-cylinder car, they will work well for a while, until the driver starts going faster.”

As your experience and comfort level on the track grows, you may find the need for further brake pad upgrades. “I just had this experience with a friend who bought a Civic Type R,” Mangune tells us. “He was on the OEM pads, which held up on his first track day event, and then at this second event at the same track he started to experience brake fade. Not enough to kill his track day, but enough to where the pedal was soft, and he had to back off. We went to

the Hawk Performance HPS 5.0 and he had zero problems.”

Similarly, as you begin to modify your car in an attempt to achieve quicker lap times, you’ll put more demand on the brakes, which may necessitate a pad change. “My friend then went up to a 200 treadwear tire on his Type R, and then he started overheating the HPS 5.0,” says Mangune. “The stickier, grippier tires allow him to corner harder,



STOP RIGHT

From street to track, Hawk Performance offers a variety of brake pads for virtually any situation. You can even run different brake compounds front-to-rear to tune the car’s balance.

Courtesy Hawk

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accelerate harder, and get on the brakes harder. So, then we went to the Hawk HP+ on the front with HPS 5.0 on the rear, and so far, he loves it."

The lower temperature range performance pads make a great choice for SCCA Track Events because they don't require a lot of heat to work effectively, which also makes them a reasonable choice for your commute, too. "The HP+ is our entry-level race pad, but it's gentle enough on the rotors that it can be used on the street on a daily basis," says Mangune. "What's important is it comes on strong when the

pad is stone cold - you have immediate stopping power, where as a race pad has to be warmed up for it to work."

As is the case with any brake change, proper prep is essential for ideal results, and that includes both the bedding of the pads and rotor prep during the pad change. "Sand the rotor with 80-100-grit sandpaper," Mangune explains. "It's quick - it's not like you're trying to remove paint off the fender. Then start the bed-in process. With any of our pads, we want to slowly get them up to operating temperature

SHOCKING

(BELOW and BOTTOM) Bilstein's affordable B14 suspension kit offers coilover adjustability doubled with performance and comfort.



and then get that pad transfer layer on to the rotor.

While you're working on the brakes, don't ignore the fluid. The fluid on our 2009 model car hadn't been flushed on a regular basis. For this, utilize a brake fluid with a high dry boiling point.

STEP 3: SUSPENSION

Wanting to improve the cornering ability of our daily driven Yaris, we turned to Bilstein, which offers a wide range of suspension upgrades from performance shocks to complete race-ready coilover systems. Somewhere in the middle was a solution for us: the B14 suspension kit.

Bilstein's B14 suspension kit features adjustable ride height in a direct-fit package, and it is the same kit utilized for many B-Spec road-racing cars. The B14 utilizes monotube performance dampers and they are outfitted with a set of springs that offer a great balance between performance and comfort.

The addition of a set of SPC Performance camber bolts allow us to dial in more front camber to further improve front-end grip and extend tire life on the track. The ease of adjustment also makes it possible to return to a more neutral setup for daily use. All of this can be accomplished in your garage or at the track with just a few specialty items.

To that end, an Intercomp Digital Caster Camber Gauge mounted on a "Dunlop" Wheel Adaptor makes accurate





GRIP AND GOOD LOOKS

For our Track Event project car, we opted for a set of proven Yokohama A052 tires mounted on lightweight, durable, and affordable 15x7.5-inch König Freeform wheels.

camber readings quick and easy. Additionally, a set of Intercomp Toe Plates allow you to make precise toe changes, further enhancing handling. These two pieces of equipment will pay for themselves in short order as you change from street to track mode at will. For us, these two items were already in our equipment bag from our Runoffs-winning Yaris adventures because we found that if you can't check (and adjust) your alignment at the track, you're flying blind.

STEP 4: TIRE AND WHEELS

Arguably, tires make the biggest impact on a car's driving experience. Rather than heading to the track on our economy minded all-season tires, we contacted Yokohama for a set of Advan A052 tires, Yokohama's Extreme Performance Summer tire.

The Advan A052 is specifically designed for high-performance driving, such as autocross and Track Events, and it has already proven its worth at both the Tire Rack Time Trail Nationals Powered by Hagerty as well as the Tire Rack Solo National Championships.

Installing the Advan A052s on OE steel wheels was silly, so we ordered a set of König Freeform wheels. The Freeforms have proven wildly popular with both the autocross and track crowd, as they come in a wide range of sizes and, most importantly, it's strong.

König incorporates Flow Forming Technology in its Freeform wheel, which involves the application of pressure to the inner barrel of the wheel while spinning after it has been cast. The Flow Forming process increases tensile strength, producing qualities similar to those found in a forged wheel. The result of this extra effort is a wheel that's lighter and stronger than a cast wheel, but at a fraction of the cost of a forged unit.

Our 15x7.5-inch Freeform wheels weighed in just a tick over 12lbs each, and the 10-spoke

design is both stylish and aids in brake cooling. Meanwhile, the unique Matte Silver finish makes this wheel stand out.

STEP 5: FUN

With little effort, we have our daily driver ready for its first SCCA Track Event, and due to the mild nature of the modifications, we know we'll be able to focus on having fun on the track rather than turning wrenches in the pits.

Want to take your daily to the track, too? Head to timetrials.scca.com or tracknightinamerica.com and click the "events" button to find an event near you. 📍

HELMETS: EXTRA PRECAUTION

Safety requirements for many SCCA Track Events are similar to those found at an autocross: You'll need an approved helmet and a pair of closed-toe shoes. However, you always want to read the event's Supplemental Regulations as the rules can vary due to location.

Helmets are an interesting topic, however. Even though a Snell M-rated helmet passes tech for an autocross and can be used for some track events, it may be worth spending a few more dollars and springing for an SA-rated unit.

"We always recommend an SA-rated helmet so that if the driver graduates into some sort of wheel-to-wheel racing, they already have the correct rated helmet," explains Patrick Utt of RaceQuip. "Another factor is that some tracks or other sanctions might require an SA-rated helmet to get on track with them."

Something else to consider before heading to the track is helmet style, as you might want the added protection of a full-face helmet. "We always recommend a full-face helmet for the same reason you would go with an SA instead of M rated, so you can use it in other types of racing or other cars," says Utt. "A full-face helmet obviously provides much more protection to the eyes and face in the event of a fire or other incident."



Philip Royce

SET STRAIGHT

Intercomp's toe plates (ABOVE) are a quick and easy tool that enable rapid alignment changes at home or the track. Intercomp also offers a simple to use – and accurate – camber gauge (LEFT).





RELAX!

Inside a racecar is the best place in the world, but it can also be scary. Racing coach Jim Kearney explains how to stop pre-race jitters from ruining your day

WORDS Jim Kearney | IMAGES Philip Royle

It gets very quiet on the grid. Your body may be strapped in the racecar ready to race, but your brain may be screaming “jail break!” After all, following the rush to get the racecar prepped, you now find yourself on grid, alone with your thoughts. The question is: Are those thoughts friend or foe?

From where to paddock to the Rubik’s Cube of racecar setup choices to pre-race strategy, hundreds – if not thousands – of decisions are made each race weekend. Many of those multitudinous decisions go unnoticed, but others may bubble into your subconscious, leaving worrisome, doubtful thoughts just waiting to creep from your brain at the least opportune time.

You see, racers are often more aware of the condition of their racecar than their own mental state. They obsess about tire pressures but fail to ask: Is my brain in the right gear? Many just hop in, strap down, and hope for the best – but that shouldn’t be the case. So, before the next race weekend arrives, let’s work on those thoughts.

CONCENTRATION

(LEFT) Pre-race paddock activities can be hectic – once you’re strapped into the racecar, what’s running through your mind?



“WHAT DID I FORGET?”

You can't feel like a superhero if your cape is in the trailer. You need an established process to complete your car prep without fail, allowing you to flip the switch from mechanic to driver. The mechanic looks for what can go wrong, and then prevents it. A driver needs to think that nothing can go wrong. If you are sitting on the grid, worried to death that you forgot to torque the wheels, you're not going to exude confidence.

The fix: The list of things to be forgotten is lengthy. A checklist

“Driving a racecar is a learned activity. Set achievable goals for each race weekend and concentrate on those”

lets you do the work without worry. You want a strong sense of being ready, not a question mark.

“I'M JUST NOT THAT GOOD”

Many drivers harbor the notion that they are permanently doomed to last place. Instead of fretting that others are naturals, why not think about how you

can improve? The evidence is overwhelming that successful performers aren't naturals; they work hard at their craft. Also, the more frequently they put in quality time, the better they get. Lamenting that you didn't win some genetic lottery is the ultimate excuse.

The fix: Ask yourself, where are you weak and what is your plan to do something about that? Like virtually every other task known to humankind, driving a racecar is a learned activity. Set achievable goals for each race weekend and concentrate on those.

“I'M REALLY NERVOUS. DOES THIS MEAN SOMETHING'S WRONG?”

Everybody has nerves. Some drivers are as cool as cucumbers, others are hot tamales, but most are in between. Getting pumped up just before a race is rarely necessary or helpful.

I follow Jackie Stewart's model, letting nervous energy out like a deflating balloon. I withdrew from interactions and aimed for a quiet, emotional flat line. It is about discovering what works best for you.



The fix: Nerves should be viewed as allies, not enemies. They are alerting you to be on your toes. Pay attention, but don't freak out. It will feel better once the car rolls off the grid.

"IS THE PROBLEM ME OR THE CAR?"

Drivers often make multiple racecar setup changes to make the car better. Sadly, this creates uncertainty, and uncertainty breeds tenuous inputs and takes you farther afield. If you made multiple changes, there is no way you can ascertain what did

or didn't work, and now you're even less likely to be able to concentrate on the race at hand.

The fix: Go back to your most basic racecar setup sheet and try things one at a time. It takes longer, but then you know what works. Confusion is kryptonite to confidence.

"I'M MAD! EVERYONE OUT OF MY WAY!"

This approach works well in the movies, but in the real world, anger is a drag chute handicapping your performance. For short bursts of time there

RACE TIME

Most SCCA racers pull double, or triple, duty in the paddock, acting as both crew and driver (FAR LEFT). That level of work can leave you with little time to get in the right headspace once strapped into the racecar (LEFT). But when the five-minute board is shown (BELOW LEFT), are you ready to race, or are you still stressing about vehicle prep?

may be some gains as you push past prior levels of commitment but driving while enraged results in serious inconsistencies and has a major adverse impact on your judgment.

The fix: You want a sense of firm resolve behind the wheel, not a red mist of anger and desire. It sounds simple, but cool down, then race.

"I'M TIRED."

Pay special attention to this one. This is more of a mental idiot light than an anxiety balloon, but it's not to be discounted. Racers are often unrealistic about how much they can accomplish in any given timeframe. They believe they can tow 10 hours and be fresh in the morning. You need to acknowledge your condition and get some rest.

Admittedly, in the throes of the race weekend, this can be a very tall order, but just know this: some of my biggest wrecks occurred when I was exhausted. I stubbornly refused to recognize the problem.

The fix: Persistence is grand, but only up to a point, and "I'll be fine when I'm in the car," only works to a degree. Arriving exhausted is simply no good, so plan ahead.

"I'VE NEVER BEEN ANY GOOD AT ____."

It could be any piece of the racing puzzle: the starts, braking, high-speed turns, technical corners, strategy,

and so on. Condemning yourself to some supposed limitation doesn't help the learning process, it just gives you a ready-made cop-out. So, do something about it.

The fix: Make a plan to address your shortcomings one at a time and evaluate your progress. Nobody magically gets better just because they are dissatisfied.

"I'M AFRAID I'LL LOSE FOCUS." Some people have a laser focus, others don't. Everybody loses focus on occasion; the question is how quickly you regain it.

The fix: A good tool is a trigger word or phrase, such as, "back to business," works wonders. If you feel your focus waning mid-session, quickly utter or think the trigger words. Often, the fact that you have a solution up your sleeve prevents the issues from even arising.

"I'M GOING TO BE PERFECT THIS TIME."

The search for perfection is its own punishment. Every fast lap has a few sloppy moments, and every good race has some messy bits. Shooting for new personal bests inevitably brings you to moments of great pucker, and those may require a deft catch. Ultimately, having perfection as a goal is a recipe for frustration.

The fix: Focus on improving specific skills, and don't worry about perfection.



Courtesy, Jim Kearney



Courtesy, Jim Kearney



Courtesy, Jim Kearney

TRICKS OF THE TRADE

Author and driver coach Jim Kearney has learned a number of secrets through the years, and has used that knowledge coaching drivers like (CLOCKWISE from TOP LEFT) Runoffs FE frontrunners Ray Mason and Jim Libecco, FRP F2000 racer Tim Paul, and Spec Miata-turned-Trans Am TA2 competitor Tyler Kicera.

your mindset as you would a shock setting, but you first need to be aware of the need for change. Step one is to recognize the bad thought, and step two is to pitch that thought overboard and replace it with a helpful one. Then just like a racecar setup sheet, keep track of what works for you. Before long, you'll stop worrying, see on-track improvements, and the next thing you know you'll be enjoying every moment of your race weekends - just like you should. 📍

A note from the author:

I clearly remember what it feels like to do poorly and not know why. I was overwhelmed, confused, and frustrated. This memory now serves me well as a driver coach. Racecars are complicated, but driving them a little better is not. I began coaching in 2010 and my drivers have been on the Runoffs podium 15 times, including six gold medals (two each in FV, FF, FC, FE, HP), two silver (both in FE) and six bronze (four each in FV, FC, P1, FM). I also coached the FRP F2000 champion twice. Ross Bentley also recently noted in his Speed Secrets Weekly that the SCCA Runoffs may be the one of the biggest mental challenges in sport. Ross said: "Guess who I'd get to coach me if I was racing in the Runoffs? Why? Because Jim tunes the helmet." Check out kearneykdd.com for more information.

"EVERYONE IS OUTSPENDING ME."

Exactly how does that thought aid in your attempts to improve? Getting fixated on the competition's race equipment is shooting yourself in the foot. Perhaps they do have more power, a superior aero package, and their car handles better than yours. But tell me, how does fixating on any of that make you faster?

The fix: Your focus should be on driving better and improving your car. Work on you.

"I NEVER CATCH A BREAK."

Shed this toxic notion from your head right now, then consider this: You are a racecar

driver! Most of the world would love to be in your position. In fact, a younger version of yourself would be so jealous of you as you sit on the grid waiting to hit the racetrack.

The fix: Win or lose, enjoy the race weekend - you have the best hobby in the world! Also remember what Pratt & Miller's Steve Cole says: "The harder I work, the luckier I get."

"I'M SCARED."

If the car is so unstable that you can't handle it, you must park it. Driving scared in traffic is a non-starter. Your inputs will be stiff and awkward, adding to the bad behavior of a car.

The fix: Your racecar must be

sufficiently compliant to allow you to survive the moments of panic that are bound to arise on track. If the car feels dangerous, don't go out until it's fixed. Do not ignore this blinking red light.

TAKE CHARGE

Racing is like life, so sometimes you need to make adjustments. Successful athletes know this, and they have developed routines that enable them to stay in charge of their thoughts and moods. For every negative vibe you catch yourself thinking, pave over it with a positive one. Over time, it will become a constructive habit.

Whatever your level of motorsports, you can change

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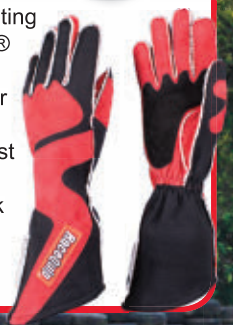


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RallyCross will soon see the addition of a 12th competition class, and it's a bit of a shocker

WORDS Philip Royle | IMAGE Courtesy Honda

SIDE BY SIDE





SOMETHING DIFFERENT

The side-by-side UTV market is one the SCCA has never tapped into – until now. Soon, RallyCross organizers will have the option of offering a UTV class at Regional RallyCross events.

SCCA RallyCross has long boasted a minimalistic ruleset. Rewind the clock 15 years to the inaugural RallyCross National Challenge and you'll find that the RallyCross Rules spanned a mere 18 pages and eight classes. RallyCross has since grown, as have the rules, but it's all within reason for a now-mature sport. Case in point, the 2020 RallyCross rulebook is 42 pages and houses 11 classes; larger, yes, but still straightforward. Truly, simplicity has not only been key to the success of RallyCross, but it has also been a battle cry. Consequently, it was a little surprising when we discovered a 12th RallyCross class would soon join the ranks.

"Probably one of the most common questions we get is, 'Can I run my side-by-side at a RallyCross event,' and the answer has always been, 'No, because our rules don't allow it,'" explains RallyCross Board Chairman Kent Hamilton. That, he says, is about to change.

Side-by-sides are the general name for utility terrain vehicles (UTVs), many of which are designed for traversing

trails or blasting across sand dunes. Manufacturers like Yamaha, Can-Am, and Honda produce models with small-but-potent motors that deliver speed and fun at an affordable level. And, it turns out, many people want to RallyCross them. Unfortunately, when the decision was made to consider adding UTVs to the roster, the RallyCross Board realized they had limited knowledge of side-by-sides. To solve that, they called upon the membership.

"There was an open plea to RallyCross competitors that if somebody wanted to take the idea and run with it, we would welcome proposals," Hamilton says, noting that about a year ago, Milwaukee Region's Josh Armantrout presented them with a ruleset that was loosely based on experiences with a non-SCCA club that had been running side-by-sides in similar events. "We've been reviewing his proposal and we think we're almost at a point that we're comfortable publishing the rules."

Not wanting to go into specifics prior to the official unveiling of the rules – something that could

FAST AND FUN

Side-by-side UTVs offer great bang for the buck and are available from a variety of manufacturers, including Can-Am, Honda, Polaris, and Yamaha (BELOW).

happen any day now - Hamilton was still willing to pull back the curtain just enough to whet our appetite.

"The side-by-side class will have some minimum wheelbase and minimum width requirements, and the minimum widths do exclude many of the regular side-by-sides," he says, saying those minimums are in place to minimize rollover dangers.

There will be some mandatory requirements within

the rules, but there will also be a number of allowances. "A lot of the requirements are geared toward lowering the center of gravity and reducing the rollover potential," Hamilton says, adding, "Some of the earlier sporty side-by-sides, like the Polaris RZR 800, have something like a 50-inch overall width so they could be used on certain trails. Our minimum width will be around 62 inches from the outside of the tire. We want a wide, stable platform."

FULLY ADJUSTABLE
(RIGHT) From the factory, most UTVs come with a stout suspension setup - although you may find you have to lower the stance and widen the track for RallyCross competition.



Safety is always of the utmost concern, but especially for side-by-sides since they boast largely open cockpits. "We want to have the side-by-sides lowered a little bit, maybe with stiffer swaybars, and you also have to have a half door or a full door," Hamilton says. "We also want to have driver protection, so we're going to require arm restraints or a full windshield and side doors."

All sporty side-by-sides feature factory rollover

protection, and that built-in feature will be allowed for SCCA RallyCross competition, although there are caveats. "Our speeds are low enough that we're all pretty comfortable with the factory rollover protection, but we do have an allowance in there if you change the structure," Hamilton points out. "Rollover protection also has to be undamaged, with no kinks, bends, or signs of any previous rollovers. We want to make sure it's a good, intact,



Courtesy Yamaha



Courtesy/Honda



IN AND OUT

Side-by-sides generally feature a roll structure (LEFT), minimal interior (BELOW), and a relatively small motor (BOTTOM).



Courtesy/Honda



Courtesy/Honda

strong structure. If it's changed, then we're recommending that the cage structure be built to stage rally specifications or short course desert racing."

Initially, the side-by-side RallyCross class will be singular, containing everything that's on the market, both stock and modified. "There's one of the Yamaha side-by-sides that I believe comes with a 1,000cc motor, basically a motorcycle engine, and it has a manual transmission, and some of them have turbos," Hamilton says. "We currently have everything lumped together in one class for now."

"It's kind of a pilot program," Hamilton admits, but he also points out that the RallyCross Board plans to monitor the class and make adjustments as needed. "If we start seeing high attendance numbers with

"We...have everything lumped together in one class for now. It's kind of a pilot program"
KENT HAMILTON

the side-by-sides, our plan is to split it off into two different classes," he says. "If we do that, most likely it will be the factory turbocharged machines plus anything with a manual transmission, with that being the top class. The next class down would probably be the rest of the side-by-sides that are non-turbo engines and CVTs."

That, however, is mere conjecture on Hamilton's part. For now, Hamilton says, the RallyCross Board simply wants to see how the class performs.

Along those lines, the new RallyCross side-by-side class will

leave the gates as a Regional-only offering, with individual Regions having the option to offer the class if so desired. To that end, some Regions are champing at the bit for a side-by-side class, while others have shown interest in sitting this one out as their events are already at capacity (for that, Hamilton suggests the Region sets entry limits per class).

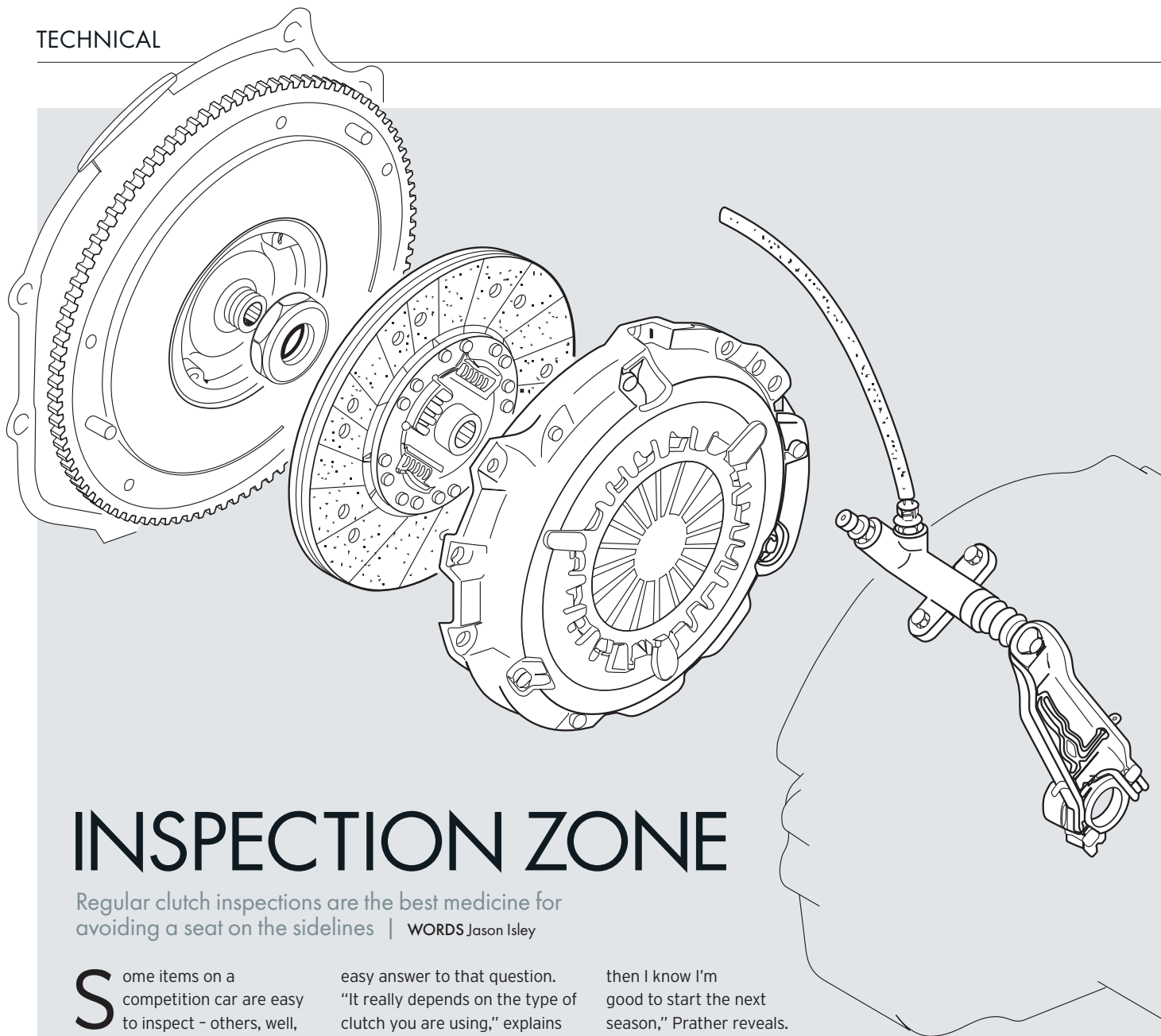
Also, because the new class will be a Regional-only offering, side-by-sides will not be invited to participate in DirtFish RallyCross National Tour events or the DirtFish RallyCross National Championship. Will the class eventually achieve National status? On that, Hamilton is cagey. "It's going to be a Regional-only pilot program for this year, and then we're going to evaluate

it toward the end of next year," Hamilton replies.

National status or not, for the vast majority of RallyCross programs in the SCCA, Hamilton says side-by-sides will be a welcome addition. "There are some SCCA Regions that are looking for more RallyCross entrants, and this will open up a lot of opportunities to get more people at their events," Hamilton concludes.

The addition of a side-by-side UTV RallyCross class is truly an exciting revelation. The possibility for increased entries from a large, untapped swath of enthusiasts is reason enough for the RallyCross Board to pilot the program. This has the potential to be a genuine game changer that we can't wait to see.

We also can't wait to drive one. 🏁



INSPECTION ZONE

Regular clutch inspections are the best medicine for avoiding a seat on the sidelines | WORDS Jason Isley

Some items on a competition car are easy to inspect - others, well, not so much. In the case of a vehicle's clutch and flywheel, the inspection hole in the bellhousing (if an inspection hole is even there) is likely woefully inadequate to actually perform a proper inspection. Despite that fact, a correctly operating clutch is an essential part of winning, thus it's something that *needs* regular inspection. But how regularly? Come to think of it, how can you even tell if the clutch is worn?

The big question: How often should you check the clutch? As you would suspect, there's no

easy answer to that question. "It really depends on the type of clutch you are using," explains Jesse Prather of Jesse Prather Motorsports, specifically talking about SCCA Club racers. "If you are able to get through an entire season without having to pull the transmission or engine, then you should at least check the clutch once. If you're attending the National Championship Runoffs, I would check it before the Runoffs, rather than assuming what you've run all year will be fine."

"What I try to do is get my car prepped like new for the Runoffs and, if I make it through the Runoffs cleanly,

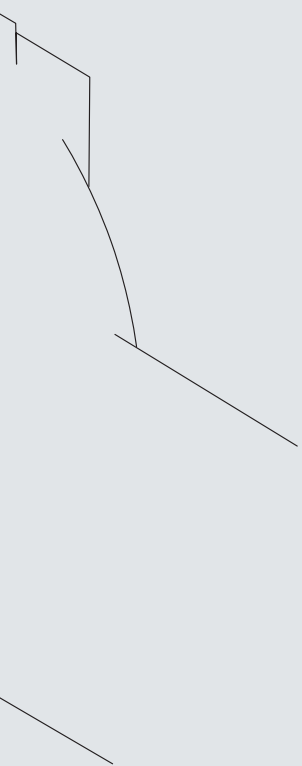
then I know I'm good to start the next season," Prather reveals.

Jordan Aase of AASCO Motorsports notes that if you are involved in a busy race series or using exotic clutch materials, a specific game plan might be in order. "A carbon clutch is a high-maintenance clutch, so you have to regularly inspect that," he says. "On a multi-plate clutch, depending on the race series, you want to inspect it at least once a year. If it's a high-volume race series, you may want to inspect it after the first race to see what kind of wear you are getting and develop a plan for how often you want to inspect it."

"I see more damage done to clutches with racers trying to drive in and out of the trailer"

JESSE PRATHER

Drag racers, Aase notes, need to inspect their clutches quite often due to slipping the clutch on launch. "Road racing is more conservative on the clutch," he says, "but you are going to get some wear."



Often the category or class you compete in will dictate the type of clutch to use, and thus, what to look for during a clutch inspection. "A lot of the SCCA Road Racing classes, like Super Touring, are required to run a stock diameter clutch," says Prather. "That means you've got a lot more clutch surface than some of the stuff run in GT and Production. On a stock-type clutch they just don't wear out that often - you can go a lot

longer on those. The problem is the metallic material will start to deteriorate and basically delaminate in chunks."

In classes with more liberal clutch rules, disc thickness will be the telltale sign. "On the sintered-type clutches used in most Production and GT cars, those clutch discs start off at 0.105 [inches], and I suggest that you throw them away at 0.090 [inches]. That's only 0.015 [inches], which doesn't seem like much, but depending on how someone drives, you can get quite a bit of life out of those."

Interestingly, clutch damage can occur in the paddock. "I see more damage done to clutches with racers trying to drive in and out of the trailer than you will see on the track," says Prather.

Inspecting the pressure plate is not always as straightforward as the clutch disc. "On a stock-type pressure plate, it's almost impossible to determine what kind of condition it's in," says Prather. "With a dual-disc sintered clutch, there is a cover plate, the pressure plate, the discs, and the floater plate. You can very easily measure the wear on these parts as they deteriorate. But once again, those last a long time - the disc is the consumable. You can put in two or three sets of discs before you replace pressure plates and floater plates."

"Discoloration can show that there may be an issue, but there can be a lot of reasons for that"

JORDAN AASE

The flywheel may be visually discolored, not unlike a brake rotor, simply due to heat, but that doesn't mean there's a problem. "Discoloration can show that there may be an issue, but there can be a lot of reasons for that," Aase explains. "Clutches get hot. You would want to monitor it if it is severely heat checked on one side - it can be an issue with the pressure plate. If it's nasty and black but it's all the way around, some hydraulic fluid may have gotten in there and burned up, but everything will be fine."

The real area to focus on when it comes to flywheels is physical surface condition. "You are checking the flywheel for even wear and flatness," says Aase. "You will usually see a concave or a convex shape - it varies on the centrifugal force and where the pressure is being applied on the clutch itself. If there is anything over 0.007 [of an inch] of wear on the flat surface, like pitting or an angle, you would want to replace it. We recommend that you replace the friction surface with the clutch kit as this gives a fresh surface to bed the clutch in - you will get the most longevity with

THE BIG PICTURE

(LEFT) The clutch and flywheel assembly is an essential system in any racecar. To ensure continued optimal performance, regular inspections are necessary.

that clutch. That being said, flywheels are reusable if you are within the 0.007 [inches] wear and the surface is flat."

The clutch release bearing should be checked for any signs of physical damage, free rotation, and excessive play. "If the bearing goes bad, it can create heat at the bearing as well as the diaphragm fingers," says Aase.

Selecting the right clutch release bearing will also have an impact on clutch pedal feel. "When you are running a race clutch, there is also a big difference with the release bearing where it touches the fingers on the cover plate, and that can make a difference in how the clutch pedal feels and how much wear you get on the spring in the cover plate," says Prather. "You want to run the smallest diameter bearing where it contacts the fingers on the cover plate, because that gives you a much better fulcrum and decreases your leg effort. Although, with a stock-type clutch, everyone is running a stock-release bearing so that makes everything easier."

While it's impossible to eliminate equipment failures, preventive maintenance will help reduce the chance of sitting on the sideline. "Failures are failures, but if you are on top of your inspections, you should never get to the point of a clutch slipping," Prather concludes. 🍷

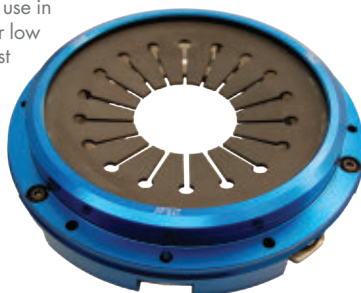


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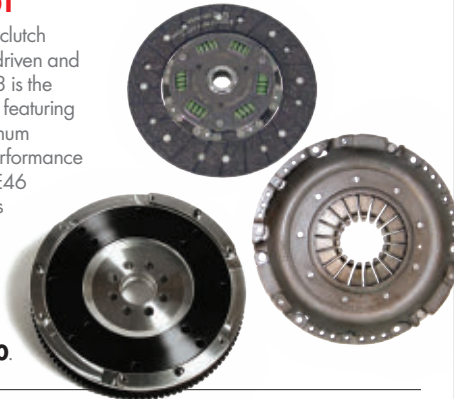
FLYWHEEL AND CLUTCH KIT FOR PORSCHE 911 TURBO/GT3 1998-'13

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FLYWHEEL AND CLUTCH KIT FOR PORSCHE CAYMAN GT4 2015-'17

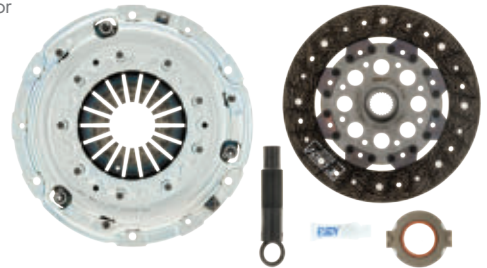
The 106435-12-PKG Aasco lightweight billet steel flywheel with Sachs Performance sprung centered clutch kit features a 14lb flywheel, and is the perfect upgrade for a daily-driven and track-day Porsche Cayman GT4. The complete package is priced at an affordable **\$2,333**.



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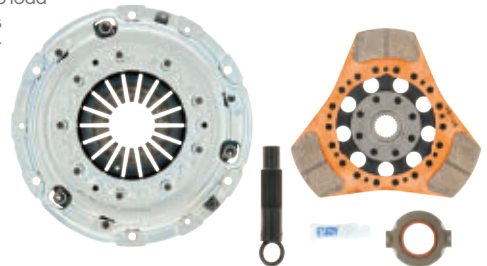
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\$951.49





YOUNG AND FORMIDABLE

Club level to pro, Tyler Maxson is winning on track despite being too young to have a driver's license | **WORDS** James Heine | **IMAGES** Richard S. James

At age 15, Tyler Maxson still has a half-year to wait before he can acquire his coveted Georgia driver's license. Nevertheless, the Atlanta Region member boasts a karting and road-racing resume that already marks him as a formidable driver and on-track competitor.

In a transition from karts to cars that began toward the end of 2018, Tyler participated in a host of SCCA weekends, including the Palm Tree Winter U.S. Majors tour at Homestead-Miami Speedway, Hoosier Super Tours at Sebring, the Circuit of the Americas (COTA), VIRginia International Raceway, and Road America (the June Sprints),

plus the American Road Race of Champions at Road Atlanta, often pulling double duty in SM and T3, with occasional forays in STU and GTX as well.

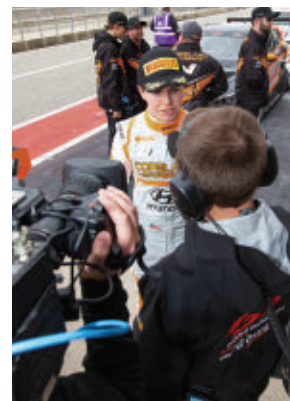
Along the way, in a hard-fought contest that was not decided until the last series weekend of the year, he also became TC America's 2019 TCA champion and acquired a Rookie of the Year title as well. Not bad for a high-school freshman and someone who didn't turn 15 until near the end of the 2019 racing season. Impressive, actually.

"I think we knew going into it that we were going to be competitive," Tyler says about his performance in TC America. "Not

that we expected to win - no one was expecting to win it, no - but we also knew that we had some speed. It was about how quickly we could develop the racecraft, and I think we did that pretty well. We managed consistent finishes, and we were good."

A lot of credit goes to Copeland Motorsports, Tyler adds. "They worked their tails off all year long," he explains.

2020 has started off in similar fashion for the soon-to-be high school sophomore, who, in addition to his SCCA Road Racing efforts this year, will campaign a Hyundai Veloster N for Copeland Motorsports in TC America's TCR ranks. At COTA



"I think we knew going into it that we were going to be competitive"
TYLER MAXSON

DOING THE DOUBLE

Tyler Maxson (LEFT) competed in the opening round of the professional TC America series at Circuit of the Americas in early March 2020, sweeping the TCR double-header (RIGHT and BOTTOM).

and the Lone Star Region Hoosier Super Tour in February, Tyler picked up a sweet Sunday win in his Hyundai Veloster N after missing qualifying on Saturday and starting last in class.

"We had an issue with our transponder needing an update," Tyler explains. "Other than that, the Saturday event was really good. We just picked our way through the field one by one, trying to make sure that we got the car to the end, and making sure we kept it nice and intact."

The result: a fourth in class and 17th overall in a field of 34. On Sunday, Tyler qualified first in class and second overall, before picking up his class win in the 14-lap race.

"It was a good weekend," he admits. "We got a lot of great on-track time. We were able to get some valuable testing in before SRO Motorsports' TC America TCR season gets started at that same track. We had some good, close racing. It was just good all the way around."

On-track time is something Tyler has been accumulating since age 6, and it includes multiple World Karting Association, Superkarts! USA, and ROK Cup national karting championships, an assignment as a factory driver for CRG North America, a place on Team USA at the IAME World Finals in Le Mans, France, in 2017, as well as, early on, multiple regional and national wins in Micro Max, Mini ROK, and Mini Swift.

Then, also, there is Tyler's European experience. "We've raced all over mainland Europe," he explains. "We've been to the U.K., Germany, France, Italy, Sweden, and I think I'm probably forgetting a couple."

Not only does racing in Europe enhance and test his skills, Tyler adds, it also is fun and interesting to experience new countries and new places.

But there are times that his fellow racers are not so happy about an American coming in and doing well, he observes. "You've pretty much got to fend for yourself," he says. "You're pretty much on your own. That's really just the way racing in Europe is. I think everyone is on their own to a certain extent. Some guys will work with each other, but for the most part, everyone just kind of does their own thing, and you're out there just doing everything on your own."

This, he says, is different from his experience in the SCCA and in the TC America series. "We've made some pretty good friends over the past season in both series," he notes.

His love of motorsports probably grew out of hanging around his dad, Rick, who raced both SCCA (in ITS) and BMW club events, Tyler says. "I have been interested in racing my whole life," he confesses, noting that he enjoys the competitive aspects of the sport. "I'm very competitive," he says. "I love being competitive."



And how does all of this motorsport competitiveness fit into another significant part of any teenager's life: school? Turns out that Tyler is an honor-roll student, and his favorite subjects are math, science, and computer studies.

"I do the online school," he says. "I can pretty much work whenever and wherever I need to. That helps me get done with schoolwork when and where I can versus having to go to an actual classroom. I'm able to keep up to date with everything but still keep racing and traveling."

Whether on track or in the classroom, his goal is to work hard and be successful. "I have a lot to be thankful for, and I look forward to the challenges that lie ahead," he notes.

And yes, down the road, one of those challenges will probably be college, Tyler points out, even if it's not at the top of his to-do

list right now. In fact, college is probably inevitable, he explains.

"I'm sure I will be going...I don't think I'm really going to have a choice on that one," he says. "My mom's pretty sure I'm going."

Talking about Mom and Dad and everyday life, what about that all-important adolescent rite of passage and source of independence, the driver's license?

"I'm honestly looking forward to it," Tyler admits. "I like driving, whether it's on the street or the racetrack. I'm excited."

As for his motorsports future, "I pretty much want to get as high as I can on the motorsports ladder," he says. "Wherever it takes me, let it take me."

To keep up with Tyler and his race program, visit tylermaxsonracing.com or follow him on social media by searching "Tyler Maxson Racing." 📍



RECOGNIZING EXCELLENCE

Jeff Hutzelman (center) was presented with the Timing and Scoring Worker of the Year award by SCCA President and CEO Mike Cobb (left) and SCCA Director of Road Racing Deanna Flanagan (right) at the 2019 National Championship Runoffs.

RESULTS ORIENTED

Jeff Hutzelman's track adventure was unanticipated, but now he's a bit of a Timing & Scoring maven | **WORDS** James Kearney | **IMAGE** Philip Royle

Jeff Hutzelman says he wasn't even much of a race fan, but he somehow ended up monitoring a corner during the 2011 Pittsburgh Grand Prix, not far from where he lived. He found the vintage event interesting, but it was an excruciatingly hot and humid mid-July weekend in Schenley Park. Toward the end of the event, the call went out from the Steel Cities Region for help the following weekend for the Cumberland National at what is now Pitt Race. "I didn't think I could stand another hot weekend out on a corner, so I signed up for Timing & Scoring," he says. "It turned out that the conditions in the old T&S trailer were pretty primitive and the air conditioning went on and off all weekend." Regardless, he liked it enough to come back the following season - and, luckily, Pitt Race's now-modern facility features vastly improved air conditioning.

"I probably did some taping at first - that's what they usually have you do initially," Jeff says. "At Nelson Ledges the next spring, I began to learn the different T&S tasks and they taught me how to do results."

His learning continued as he went to more tracks in the Northeast Division, but nothing prepared him for the National Championship Runoffs at Road America in 2013. "It was

a massive event, far beyond anything I'd ever seen before," Jeff admits. "I was really impressed, and I got to do a larger variety of T&S jobs. Many of the workers come back to the Runoffs year after year and they all knew one another quite well. They were friendly to me, but it was a tad daunting at first. The scale of the event was such that there were three different computer systems running."

Jeff was asked to review an experienced worker's results after a session. "You look to eliminate silly mistakes and typos," Jeff explains. "It was a little nerve wracking as everyone is working under a time pressure."

Pressure or no, Jeff was good at the job, and he was asked to review more and more results. He became a "back row" guy, and getting prompt, accurate results became his thing. Over the next few years, he took on more responsibility in the Steel Cities Region, becoming the Membership Chair in 2016 and then Chief of T&S in 2018.

The challenge of tabulating the results at the Runoffs fascinated him and, in 2014 at Laguna Seca, Jeff stepped up to work with Bill Dwyer. Together, Jeff and Bill would be in charge of the Runoffs results process.

After successfully completing that event, Jeff has gone on to be the sole point person

for Runoffs results at Daytona, Mid-Ohio, Indy, and VIR, spanning 2015-'19. In fact, it was at the 2019 Runoffs where Jeff was presented with the T&S Worker of the Year Award.

His Runoffs job is quite different than his post during the season. "At home, I'm in charge of the entire T&S operation - I need to keep the whole room going and I can only take short breaks where I step out of the room," he explains. "At the Runoffs, I'm not even in the T&S room where the activity and din can make it difficult to concentrate."

He and a small team of double checkers are reviewing data that has already been reviewed by the first level of T&S. It can take 45 minutes to an hour for the final tally to be produced.

Jeff is proud to be part of a well-oiled team, especially considering he noticed at his first Runoffs how a small, well-managed team could be effective. "The Chief and the Assistant appointed a Chief of the Day who operated as a floater monitoring all the other positions," Jeff explains. "Some workers were doing 'front row' work creating the first level of results, other were taping, doing lap charts, and others were handling communications with the other specialties."

Jeff notes that many of these workers are themselves Chiefs or Division Administrators in the home Regions. He says often they enjoy the change of just helping out without having to be in charge of the whole process. T&S at the Runoffs is sort of a Situation Room, but they thrive in the atmosphere.

Jeff notes that workers can sign up for whatever role they like at the Runoffs. "If you want to try a new task, you can, or you can do what you are already good at," he says. "Some of our folks will opt to take a day or half-day off and go see the sights of perhaps work another specialty. It's not for everyone, but I don't see a lot of people at T&S stressed out. We enjoy what we do, and we are proud of our work." 📍

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**NEW FACES**

(LEFT) SCCA Road Racing's GT-2 was once exclusively a tube-frame class with dwindling numbers. Now, GT-2 thrives with a variety of competition vehicles dicing for the win.

(BELOW) New to SCCA Road Racing for 2020 is the Prototype X class, which is seeing high levels of interest – but with that also comes the complexity of performance balancing.

A BALANCING ACT

SCCA Road Racing is a complicated beast, so the Club Racing Board is constantly considering the complexities of balancing performance

| **WORDS** Peter Keane, Chairman, Club Racing Board | **MAIN IMAGE** Dave Green

TBalance of Performance (BoP) of most SCCA Road Racing classes is a hot topic. Therein, the Club Racing Board (CRB) has certain criteria and a distinct timeline to make changes to the BoP. The various Advisory Committees collect and review data throughout the season but use the Chicago Region June Sprints as the last event of the race season for changes in advance of the National Championship Runoffs.

The BoP changes that can be made throughout the year include vehicle weight, tire size, and restrictor size. Typically, the CRB will delay the implementation date of a negative change for a couple of months so the competitor has time to comply. Positive changes to the BoP, meanwhile, are usually effective with that month's publication of *Fastrack*. It's also notable that the data collection program has reduced the number of BoP changes and continues to improve.

As an update to the newly formed Prototype X class, the CRB is pleased to announce that there has been tremendous interest in having new cars classified. One issue that the FSRAC (Formula and Sports Racing Advisory Committee) and

CRB face in classifying cars for PX is the wide diversity of platform sizes and powertrains. There are requests for cars that have the performance potential of PX but are significantly smaller and lighter. Other submissions meet the dimension and mass objectives of the PX class, but do not have the performance potential. Still others have the performance potential of the Prototype 1 or 2 classes but are outside their current rulesets in one way or another. These performance differences are making the FSRAC's classification job quite difficult.

Examples like the Prototype X and Formula X from last month's column are making the traditional classes harder to keep pure. The truth is, SCCA is no longer the only game in town, and competitors and manufacturers are building cars to other sanctioning body rulesets or to their own specifications. The CRB recognizes that we do not have to accommodate all requests, but we must embrace what our members would like to race.

The CRB believes the most successful example of a traditional SCCA class



D.E. Baer

transitioning to a "hybrid" type "spec line" is GT-2. Not too long ago, GT-2 was on life support, and then the Porsche 996 GT3 Cup car was introduced to the class. There was some grumbling, but the GT-2 numbers improved. With the discontinuance of Super Touring Over (STO), the class gained a vast number of new cars under the combined GT-2/ST ruleset. The GTAC (GT Advisory Committee) has done a great job of balancing the traditional GT-2 cars alongside ST, and the class has flourished. Currently, GT-2 is the fourth most popular U.S. Majors Tour class, just shy of Super Touring Light entries.

To better serve our customers and grow the sport, the CRB believes other traditional SCCA classes will have to embrace a similar strategy. Becoming more tolerant of what is accepted within certain classes is a must, but our goal is to not lose the SCCA tradition in the process.

The CRB is always open to requests and comments. We're also soliciting applications for competitors to join our Advisory Committees. Resumes can be sent to crb@scca.com. 📧

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INSIDE THE SOLO SEASON

Featuring classification alterations, venue shuffles, a new performance tire, and a lot more, the 2020 National Solo season will be like no other | **WORDS** Paul Brown | **MAIN IMAGE** Jason Isley

2020 autocross competition has already been a bit of a rollercoaster. COVID-19 cancellations aside, we saw the usual rules tweaks, of course, and then there was the fact that one of the smaller National Solo series was absorbed into another more established one. We also saw the usual smattering of class changes among existing cars, and some interesting new car classifications. But what initially set

the season apart from the past was that we saw more than the usual amount of preseason churn: sites coming and going, events changing from Championship Tours to ProSolos, the Packwood site finally selling, and a potential tire change for SSC. Also, the entire ProSolo timing system has been replaced after more than a decade of ongoing evolution of the old system. There's a lot going on, so let's dive in.

"There was the usual rules tweaks... and then there was the fact that one of the smaller National Solo series was absorbed"

ProSolo rules tweaks have been covered here and elsewhere, and include details like L4 joining L3, a return of bonus points for leading



MAINTAINING MOMENTUM

(LEFT) Solo Spec Coupe competes on a spec Falken tire, but that tire may soon be changing. (BELOW) There are plenty of plans for the evolving Tire Rack ProSolo National Series, including a new timing system.

the new ProSolo PS1 (single course) format essentially replaces them.

Then there are autocross class changes. The Teslas move from B Street directly to Super Street – we'll see if absurd acceleration is enough to compete with extreme levels of power and handling. Meanwhile, the BMW M2 Competition got demoted from A Street to B Street, with the thought that the extra power is offset by additional weight.

New car classifications include the new Toyota Supra going into B Street. On that note, it's interesting that there have not been many cars with traditional automatic transmissions that have been competitive in National classes for a while. Perhaps that's about to change.

The National Solo event schedule has also seen quite a few changes, both before and after its initial publication. Crow's Landing was going to have its usual back-to-back ProSolo and Championship Tour weekends, but site conflicts eliminated one of the weekends, so now there's just a ProSolo. The Mineral Wells site was lost, and after some discussion, that ProSolo moved to GrandSport Speedway near Galveston, which would require a change to the ProSolo PS1 format. After more discussion, this event then became a Solo Championship Tour.

Las Vegas Motor Speedway hosted a Tour event back in the early 1990s and has finally returned to the schedule. Originally scheduled as a Solo Championship Tour, a site visit during the SCCA National Convention revealed that the location was that rare gem that could support ProSolo's traditional PS2 format, so the schedule was modified yet again – and then even more with COVID-19 taking hold of America.

Word also came down that the Hampton Mills site finally sold after being on the market for years. At the time of this



Perry Bennett

"The entire ProSolo timing system has been replaced after more than a decade of ongoing evolution of the old system"

writing, the fate of future events at the site – including the 2020 Solo Championship Tour and ProSolo – was unclear.

On a different note, Falken has released its latest performance street tire, the RT660. No one knows if the RT660's production numbers will allow it to make the cutoff for this season's Solo tire wars, but the new model could become the new spec tire for SSC anyway. Regardless of when SSC makes the move to the new tire, the performance difference between the current RT615K+ and the new RT660 would be large enough to require an alteration to SSC's ProSolo and Solo Indexes.

And, finally, the aging ProSolo timing system is being replaced with an all-new version that is based on the traditional FarmTek timers. While this new system supports the features ProSolo competitors have come to expect, from the Christmas tree start to reaction times and 60-foot times, it will eliminate the most glaring limitation of the old system: the inability to deal with more than two cars on a course at the same time. This will allow longer courses at the few sites that will support them. 📍

rounds, a move toward segregating all-wheel-drive cars into their own class, allowing a return to longer start straights, and some appropriate adjustments to qualifying tiers for the Tire Rack ProSolo Finale in Lincoln.

Then there are Match Tours – or, at least, there were Match Tours. For now, the Match Tour series is gone (having nothing to do with the pandemic), and



PROTECT THE UNDERSIDE

RallyCross showcases challenges unique to the sport, like the need for underbody cladding | **WORDS** Matt Wolfe | **IMAGE** Josh Sikora

Underbody protection is a unique need within SCCA's motorsports offerings. Most Solo, SCCA Road Racing, or even RoadRally cars won't ever encounter a hazard during an event that would necessitate armoring the underside of the chassis. Meanwhile, even a relatively

smooth RallyCross course can still pose hazards that can be minimized through basic preventive measures.

The most common form of underbody protection for RallyCross is a skid plate. A skid plate is generally a flat piece of metal mounted underneath the engine

that protects the motor and transmission from debris and impacts. Most skid plates are made from aluminum, though there are certainly opportunities to utilize cheaper, or more exotic materials depending on your goals and budget.

When designing or selecting a skid



STAYING PROTECTED

(LEFT) RallyCross is rough on car components, but through the use of skid plates and block-off panels, you can protect many of your car's vitals.

that isn't going to deform on impact. You also need to consider how that mounting point is dissipating the energy of the hit. It's also important to know how much space is between the plate and what you're protecting. If the plate is right up against the oil pan, it's going to transfer the impact right into the pan when the plate deforms."

In addition to a skid plate, it's common practice for rallyists to install some form of protection around the floor pan, wheel wells, and other areas of the car in order to guard those items from mud, snow, and gravel spray. Over time, this flying debris can destroy chassis components, or the chassis itself.

So, what type of material is best for underside protection? "We use a lot of HDPE plastic," explains Thompson. "We buy it by the roll and use it for pretty much everything under the car. We usually attach it with rivet nuts because they're light and cheap. You can use weld nuts, but they're heavier and more expensive. Whenever we put something on the car, we always try to think about how this item can be lighter [or] better. We also use the thinnest material we can, because we'd rather save the weight and just replace the plastic when we need to."

A bonus of installing HDPE panels is they simplify post-event cleanup. The material is nonstick by nature, so mud, dirt, ice, and snow that might otherwise stick to the vehicle's floor pan will often fall right off with a light kick to the rocker panel. Skid plates also help as they keep a lot of dirt and dust out of the engine bay.

So, the next time you're contemplating upgrading a component or two on your RallyCross car, consider investing a little time and money into protecting the underside of your current investment. It may pay off in dividends. 🍷

"We use a lot of HDPE plastic. We buy it by the roll and use it for pretty much everything under the car"
RYAN THOMPSON

plate, it's important to remember the intended application. While RallyCrossing is certainly more intense than going for a Sunday drive down Main Street, it's not exactly clearing minefields either. While a 3/16-inch or thicker plate may be what is recommended for a dedicated stage rally

car, you may be able to use a thinner plate.

"One of the most important things about skid plates is what they're mounted to," explains Ryan Thompson of Thompson Racing Fabrication, who has been building and protecting rally cars for years. "The plate needs to be attached to something



WINTER CHALLENGE
Neohio Region's Winter Rally returned, and the results were everything you could hope for.

LET IT SNOW

Neohio Region's Winter RoadRally returned, and the weather didn't disappoint | **WORDS** Rick Beattie | **IMAGE** Jason Pokines

For the last few years, RoadRally teams interested in running Neohio Region's Ohio Winter Rally had no place to go. For about 50 years, that event ran from late twilight into late evening with then rally master Greg Lester explaining that they always hoped for snow to make the rally what it was. Then the event went on hiatus for a few years. Luckily, Lester and Ken Swarm acted as rally masters while Jeff Arendas took over as rally chairman, and like that, the event was back.

The pre-Groundhog Day event (Feb. 1, 2020) started and ended at the Redhawk Grille in Painesville, Ohio. Just 10 miles or so from Lake Erie, the famous lake-effect snow did its part to help bring the rally back to its former self.

Arendas repeated much of this historic rally in Northeast Ohio using roads with names like Cascade, Harpersfield, Mill Creek, Doyle, Kirk, Warner Hollow, Sweet West, Nurse, Swine Creek, Hayes, plus a few others.

"[The rally was] possibly the least memorable Ohio Winter Rally ever," said Arendas, explaining that "[No] competitors dropped their right wheels into a ditch hidden under the snow, only to have the next two

teams follow them into the same ditch." Nor, he explained, did the event include the team that "entered a stage rally-prepared car shod with gravel rubber, and boasted about their imminent victory, only to run out of traction part way up the first icy hill, while those who had the good sense to mount tires with the Hakkapeliitta trademark molded into the sidewalls waved as they drove by.

"Ohio Winter Rally has enjoyed a long history of support from the local amateur radio community, a tradition started by former rallymaster Tom Kimball, KA8BZB," Arendas emphasized. "This year, Pat Karl, N8ONI, and his associates set up a temporary radio 'net' covering the entire course. 'Hams' also performed course-opening and sweep duties."

All contestants used the Richta GPS Checkpoint app timing system. Developed by former RoadRally Board chair Rich Baireta, the app uses a GPS signal from your smart phone and records the time the rally car passed a checkpoint. Contestants immediately receive their leg time and leg score at each checkpoint without a checkpoint crew.

The tongue-in-cheek claim of it being the "least memorable" doesn't hold up, as it

attracted 25 teams to enter with 24 starting and finishing the course. Of those teams, there were two each of Class E and Class L cars, and 10 of the 20 Class S cars were novices.

Rob Moran navigating for Ron Johnstonbaugh driving a 2015 VW GTI took first in Class E and first overall with 21.7 points for the 43 scored legs. Saverio D'Souza navigating for Satish Gopalkrishnan, also driving a 2015 GTI, took first in Class L with 50.3 points.

This was Gopalkrishnan's first time rallying using this scoring system. For him, "Even though workerless controls take away the thrill of seeing a checkpoint around a fast corner, the challenge of staying on time, all the time, made up for it." He thinks the system bodes well for the future of our sport.

Leading the 20 cars and 10 novice teams in Class S and Class N (novice) was Antonio Acierno navigating for Derek Dreslinski driving a 2008 Mercedes Benz E350 4matic with a score of 345.9 points.

Indeed, this was a memorable event, and Neohio Region truly made a successful renewal of a great SCCA RoadRally. Let it snow, let it snow, let it snow. 🍷



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CONTACT Nicole | **949.417.6722** | Nicole@racer.com
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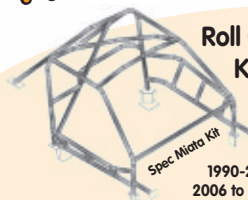
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20 COMPETITION | STREET ▼



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



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

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CALENDAR

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NOTE: DUE TO THE COVID-19 OUTBREAK, VARIOUS EVENTS HAVE BEEN POSTPONED OR CANCELLED. PLEASE CHECK SCCA.COM OR THE HOST REGION'S WEBSITE FOR THE LATEST INFORMATION.

MEMBER BENEFITS

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

DirtFish

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G-LOC Brakes offers all SCCA members a 10-percent discount on its G-LOC Brakes products.



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

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TRANS AM gotransam.com
Feb 29-Mar 1 Sebring Int'l Raceway, Fla.
Francis Jr. (TA); Skeen (TA2); Joiner (XGT); Saunders (SGT); Davison (GT)
Mar 28-29 Michelin Raceway Road Atlanta, Ga. (Postponed)
May 1-3 WeatherTech Raceway Laguna Seca, Calif.
May 22-25 Lime Rock Park, Conn.
May 29-31 Detroit Grand Prix, Mich.
Jun 19-21 Indianapolis Motor Speedway, Ind.
Jun 26-28 Mid-Ohio Sports Car Course, Ohio
Jul 10-12 Brainerd Int'l Raceway, Minn.
Aug 6-8 Road America, Wis.
Sep 11-13 Watkins Glen Int'l, N.Y.
Sep 25-27 VIRginia Int'l Raceway, Va.
Nov 6-8 Circuit of the Americas, Texas

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



FORMULA 4 f4uschampionship.com
Apr 9-11 Michelin Raceway Road Atlanta, Ga. (Postponed)
Jun 5-7 Circuit of the Americas, Texas
Jul 17-19 VIRginia Int'l Raceway, Va.
Jul 31-Aug 2 Barber Motorsports Park, Ala.
Sep 25-27 Sebring Int'l Raceway, Fla.
Oct 23-25 Circuit of the Americas, Texas



FORMULA REGIONAL AMERICAS framericas.com
Apr 9-11 Michelin Raceway Road Atlanta, Ga. (Postponed)
Jun 5-7 Circuit of the Americas, Texas
Jul 17-19 VIRginia Int'l Raceway, Va.
Jul 31-Aug 2 Barber Motorsports Park, Ala.
Aug 7-9 Grand Prix de Trois-Rivieres, Canada
Sep 25-27 Sebring Int'l Raceway, Fla.
Oct 23-25 Circuit of the Americas, Texas



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May 15-17 Barber Motorsports Park, Ala.
Jun 19-21 Pittsburgh Int'l Raceway, Pa.
Jul 3-5 Mid-Ohio Sports Car Course, Ohio
Jul 17-19 VIRginia Int'l Raceway, Va.
Aug 21-23 Summit Point Motorsports Park, W. Va.
Oct 17-18 Pittsburgh Int'l Raceway, Pa.

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Apr 9-11 Michelin Raceway Road Atlanta, Ga. (Postponed)
May 28-30 Mid-Ohio Sports Car Course, Ohio
Jun 18-21 Road America, Wis.
Jul 31-Aug 2 Barber Motorsports Park, Ala.
Sep 25-27 Sonoma Raceway, Calif.
Nov 12-14 Circuit of the Americas, Texas



Date Track/Region
Phone numbers are for region registrars



HOOSIER SUPER TOUR
scca.com/supertour
Apr 10-12 VIRginia Int'l Raceway, Va.
May 16-17 Portland Int'l Raceway, Ore.
Jun 12-14 Road America, Wis.
Jun 19-21 Watkins Glen Int'l, N.Y.
Jul 17-19 Mid-Ohio Sports Car Course, Ohio

CALENDAR KEY

All dates/events subject to change

= Enduro
CR = Course Rally
CT = Club Trial
HC = Hill Climb
GTA = Game, Tour, Adventure Rally
GRC = Great Race Class
NC = National Course
NT = National Tour
CRE = Club Racing Experience
r = Restricted
Ro = Runoffs qualifier
RT = Regional Tour
SR = Social Rally
TT = Time Trial
TE = Track Event
TS = TrackSprint
v = Vintage

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



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NORTHEAST CONFERENCE

Apr 10-12 VIRginia Int'l Raceway, Va.
Apr 25-26 Summit Point, W. Va.
May 9-10 Pittsburgh Int'l Race Complex, Pa.
May 23-24 Pocono Raceway, Pa.
Jun 19-21 Watkins Glen Int'l, Pa.
July 11-12 Thompson Speedway, Conn.
Jul 17-19 NJMP Thunderbolt, N.J.

NORTHERN CONFERENCE

May 2-3 Blackhawk Farms Raceway, Ill.
May 16-17 GingerMan Raceway, Mich
Jun 12-14 Road America, Wis.
Jul 11-12 Road America, Wis.
Jul 17-19 Mid-Ohio Sports Car Course, Ohio
Aug 22-23 Grattan Raceway, Mich.
Aug 29-30 Brainerd Int'l Raceway, Minn.

SOUTHEAST CONFERENCE

Apr 10-12 VIRginia Int'l Raceway, Va.
Jun 6-7 Charlotte Motor Speedway, N.C.
Jun 27-28 Roebing Road, Ga.

MID-STATES CONFERENCE

Apr 18-19 Heartland Motorsports Park, Kan.
May 2-3 World Wide Technology Raceway at Gateway, Ill.
May 23-24 Pueblo Motorsports Park, Colo.
Jul 4-5 High Plains Raceway, Colo.
Aug 22-23 High Plains Raceway, Colo.

SOUTHERN CONFERENCE

May 2-3 Eagles Canyon Raceway, Texas
May 23-24 MSR Houston, Texas
Sep 5-6 MSR Houston, Texas

WESTERN CONFERENCE

May 16-17 Portland Int'l Raceway, Ore.
May 23-24 Pacific Raceway, Wash.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Oct 5-11, 2020 Road America, Wis.

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NORTHEAST nediv.org

Apr 17-19 NJMP Lightning/South Jersey
Apr 25-26 Summit Point/Washington DC
May 22-23 Palmer Motorsports Park/New England
May 23-24 New Hampshire Motor Speedway/New England
Jun 5-7 New Jersey Motorsports Park/South Jersey
Jun 5-7 NJMP Lightning/South Jersey
Jun 12-14 Lime Rock Park/New England
Jun 20-21 Summit Point/Washington DC
Jul 4-5 Watkins Glen Int'l/Glen
Jul 17-19 New Jersey Motorsports Park/South Jersey
Jul 25-26 Summit Point/Washington DC
Aug 8-9 New Hampshire Motor Speedway/New England
Aug 21-23 New Jersey Motorsports Park/South Jersey
Aug 22-23 Thompson Speedway/New England
Aug 21-23 NJMP Lightning/South Jersey
Aug 29-30 Pittsburgh Int'l Race Complex/Steel Cities
Sep 5-6 Summit Point/Washington DC
Sep 12-13 Palmer Motorsports Park/New England
Sep 26-27 Watkins Glen Int'l/Finger Lakes
Oct 2-4 Thompson Speedway/New England
Oct 3-4 Summit Point/Washington DC
Oct 23-25 # New Jersey Motorsports Park/South Jersey



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SOUTHEAST sedivrac.com

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Apr 25-26 #v Sebring Int'l Raceway/Central Florida
Apr 25-26 Roebing 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 Roebing 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
Sep 26-27 Roebing Road/SEDiv
Oct 10-11 VIRginia Int'l Raceway/North Carolina
Oct 16-18 v Sebring Int'l Raceway/Central Florida
Nov 6-8 Road Atlanta/Atlanta
Nov 7-8 v Palm Beach Int'l Raceway/Florida
Nov 27-29 Sebring Int'l Raceway/Central Florida

CENTRAL cendiv-scca.org

May 23-24 Brainerd Int'l Raceway/Land O' Lakes
Jun 27-28 Blackhawk Farms Raceway/Milwaukee
Jul 11-12 Brainerd Int'l Raceway/Land O' Lakes
Jul 18-19 Blackhawk Farms Raceway/Chicago
Aug 15-16 Road America/Chicago
Sep 19-20 Autobahn Circuit Joliet/Chicago

GREAT LAKES greatlakes-scca.org

May 9-10 # Gingerman Raceway/South Bend
Jun 20-21 Grattan Raceway/Western Michigan
Jun 27-28 Waterford Hills/Detroit
Jul 25-26 # Gingerman Raceway/South Bend
Aug 8-9 Mid-Ohio Sports Car Course/Cincinnati
Sep 5-6 Mid-Ohio Sports Car Course/Ohio Valley
Oct 17-18 Mid-Ohio Sports Car Course/Ohio Valley

MIDWEST midiv.org

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
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
Oct 17-18 La Junta Raceway/Continental Divide

NORTHERN PACIFIC norpacscca.org

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 sedivrac.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

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 Director of Road Racing
DEANNA FLANAGAN
 Senior Director, Marketing & Experiential Programs
HEYWARD WAGNER
 Director of Region Development
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 Toll Free: (800) 770-2055
 Main: (785) 357-7222
 6620 SE Dwight St., Topeka, KS 66619
www.sccapro.com

SCCA ENTERPRISES

Phone: (303) 693-2111
 14550 E. Easter Ave., Suite 400
 Centennial, CO 80112
www.scca-e.com

President & CEO **ROBEY CLARK**

SCCA DIRECTORS

Area 1: **BOB DOWIE**
 (845) 325-0930; bdowie@scca.com
 Area 2: **JACK BURROWS**
 (703) 304-2003; jburrows@scca.com
 Area 3: **LEE HILL**
 (813) 245-9332; lhill@scca.com
 Area 4: **MARCUS MERIDETH**
 (734) 776-7799; mmerideth@scca.com
 Area 5: **PETER JANKOVSKIS**
 (630) 738-0288; pjankovskis@scca.com
 Area 6: **CHRIS ALBIN**
 (314) 223-3850; calbin@scca.com
 Area 7: **DAN HELMAN**
 (281) 324-6664; dhelman@scca.com
 Area 8: **ARNIE COLEMAN**
 (719) 931-8281; acoleman@scca.com
 Area 9: **CHARLIE DAVIS**
 (650) 740-7898; cdavis@scca.com
 Area 10: **CHARLES DOBBS**
 (607) 742-6123; cdobbs@scca.com
 Area 11: **JASON ISLEY**
 (951) 741-6501; jisley@scca.com
 Area 12: **STEVE STRICKLAND**
 (540) 798-7037; sstrickland@scca.com
 Area 13: **JEFF ZURSCHMEIDE**
 (503) 330-3010; jzurschmeide@scca.com

SCCA HAPPENINGS

MSR Houston
(281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools
(303) 666-4113 go4itservices.com

Porsche Sport Driving School
(888) 204-7474 porschedriving.com

Simraceway Performance Driving Center
(800) 733-0345
simracewaydrivingschool.com

Skip Barber Racing School
(866) 932-1949 skipbarber.com

Spring Mountain Advanced Driving School
(800) 391-6891
springmountainmotorsports.com

NOVICE PERMIT / SCHOOL AND EVENT CREDIT
Allen Berg Racing School
(888) 722-3220
allenbergracingschools.com

Bertil Roos Racing School
(800) 722-3669 racenow.com
allenbergracingschools.com

BMW of North America
(888) 345-4269
bmwperformancecenter.com

Bob Bondurant School
(800) 842-7223 bondurant.com

Kaizen Autosport Racing School
(919) 741-7151 kaizenautosport.com

LevelUp Racing School
(920) 838-6612
levelupracingschool.com

Lime Rock Driver's Club
(860) 435-5000 limerockclub.com

Lucas Oil School of Racing
(561) 200-7223 lucasraceschool.com

Pettiford's Go 4 It Racing Schools
(303) 666-4113 go4itservices.com

Primal Racing School
(770) 573-1010 primal.racing

Pro Drive Racing School
(503) 285-4449 prodrive.net

ProFormance Racing School
(253) 630-5130
proformanceracingschool.com

Simraceway Performance Driving Center
(800) 733-0345
simracewaydrivingschool.com

Skip Barber Racing School
(866) 932-1949 skipbarber.com

▼ THE SPRINTS

Following an abridged season, racers will be champing at the bit when it comes time for Chicago Region's June Sprints.



Dennis Wood

NOTE: DUE TO THE COVID-19 OUTBREAK, VARIOUS EVENTS HAVE BEEN POSTPONED OR CANCELLED. PLEASE CHECK SCCA.COM OR THE HOST REGION'S WEBSITE FOR THE LATEST INFORMATION.

NOVICE PERMIT / SCHOOL CREDIT
Allen Berg Racing School
(888) 722-3220
allenbergracingschools.com

Danny McKeever's Fast Lane Racing School
(888) 948-4888 raceschool.com

EXR - Exotics Racing Series
(702) 802-5662 exrseries.com

Pro Drive Racing School
(503) 285-4449 prodrive.net

Spring Mountain Advanced Driving School
(800) 391-6891
springmountainmotorsports.com

Thompson Speedway Motorsports Park
(877) 226-7223 theracingschool.com

Waterford Hills Road Racing Inc.
(248) 623-0070 waterfordhills.com

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

NORTHEAST nediv.org
Apr 11 TE Dominion Raceway/
Washington DC
Apr 17 Track Sprint, TE New Jersey
Motorsports Park/South Jersey
May 2 TT, TE Summit Point/Washington
DC
May 9 TrackSprint New Jersey
Motorsports Park/South Jersey
May 23 TT, TE Dominion Raceway/
Washington DC
May 23 TT Summit Point/Blue Mountain
Jun 5 Track Sprint, TE New Jersey
Motorsports Park/South Jersey
Jun 20 HC Duryea/Blue Mountain
Jun 27 TT, TE Dominion Raceway/
Washington DC
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
Jul 18 TT, TE Summit Point/Washington
DC
Jul 22 TE Watkins Glen/Finger Lakes
Aug 15 TT, TE Summit Point/
Washington DC
Aug 15 HC Duryea/Blue Mountain
Aug 21 Track Sprint, TE New Jersey
Motorsports Park/South Jersey

GO TO SCCA.COM/EVENTS TO FIND MORE!

Sep 5 Track Sprint Bader Field/South
Jersey
Sep 5 TrackSprint Summit Point/Steel
Cities
Sep 12 TT, TE Summit Point/Washington
DC
Sep 26 TT, TE Dominion Raceway/
Washington DC
Oct 17 TT, TE Summit Point/Washington
DC
Oct 25 Track Sprint, TE New Jersey
Motorsports Park/South Jersey
Nov 15 TE Subaru 46/Washington DC
Nov 15 TT Summit Point/Washington DC

SOUTHEAST sedivacing.com

May 22 TE Daytona International
Speedway/Central Florida
Jun 5-6 TT, TE Sebring International
Raceway/Central Florida
Jun 13 TE Homestead-Miami Speedway/
Florida
Jul 26 TE Road Atlanta/Atlanta
Aug 1 TT Daytona International
Speedway/Central Florida
Aug 15 TT North Carolina Center for
Automotive Research/North Carolina
Aug 15 HC Robbinsville, N.C./North
Carolina
Aug 29 TT Barber Motorsports Park/
Alabama, Tennessee Valley
Sep 4 TE Sebring International
Raceway/Central Florida
Sep 19 TE Homestead-Miami Speedway/
Florida
Sep 25 TE Daytona International
Speedway/Central Florida
Oct 2 TT Talladega Gran Prix Raceway/
Alabama, Tennessee Valley
Oct 16 TE Sebring International
Raceway/Central Florida
Oct 31 TT North Carolina Center for
Automotive Research/North Carolina
Nov 8 TE Road Atlanta/Atlanta Region

GREAT LAKES greatlakes-scca.org

Sep 4 TE Mid-Ohio Sports Car Course/
Ohio Valley
Oct 16 TE Mid-Ohio Sports
Car Course/Ohio Valley

MIDWEST 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

ROCKY MOUNTAIN coloradoscca.org

May 2, TT La Junta Raceway,
Continental Divide
May 23 TT Pueblo Motorsports Park/
Colorado
Jul 4, TT High Plains Raceway, Colorado
Jul 18 TT Pueblo Motorsports Park/
Continental Divide
Aug 22 TT High Plains
Raceway, Colorado
Sep 26 TT La Junta Raceway/
Continental Divide

NORTHERN PACIFIC norpacscga.org

May 9 TT, TE Thunderhill Raceway Park/
Reno
Jun 20 TT, TE Thunderhill Raceway Park/
Reno
Jul 17 TT, TE Thunderhill Raceway Park/
Reno
Sep 5 TT, TE Thunderhill
Raceway Park/Reno

SOUTHERN PACIFIC

May 2 TE Buttonwillow Raceway Park/
Cal Club
Sep 19 TE Buttonwillow Raceway Park/
Cal Club
Oct 24 TE Buttonwillow
Raceway Park/Cal Club

TIME TRIALS NATIONAL TOUR

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. 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. 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 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.
Apr 21, May 12, Jun 23, Jul 28, Sep
22
Michelin Raceway Road Atlanta, Ga.
May 1, Jun 26, Jul 24
MotorSport Ranch Texas 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. May 21
Palm Beach International Raceway, Fla.
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

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TIRES



VICTRA VR-1

Extreme Summer Radial

UTQG: 200 AA A

Tread Depth: 9/32nds

Wheel Diameter: 15" – 18"

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

***visit Maxxis.com for more details**



SCCA HAPPENINGS

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

STREET SURVIVAL SCHOOLS

Apr 26 Air Force Research Laboratory/
Central New York
Apr 26 Saratoga Auto Museum/
Mohawk Hudson
May 2 Lincoln Airpark/Nebraska
May 16 Centre County Public Safety
Center/Central Pennsylvania
Jun 21 Bettendorf High School/Great
River
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

SOLO

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

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

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

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.

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CANCELLED. PLEASE
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THE HOST REGION'S
WEBSITE FOR THE
LATEST INFORMATION.**

REGIONAL

NORTHEAST nediv.org

Apr 12 New Meadowlands 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 2 FedEx Field/Washington DC
May 3 Pitt Race/Steel Cities
May 3 Bader Field/South Jersey
May 3 Splish Splash Water Park/New
York
May 10 New Meadowlands Sports
Complex/Northern New Jersey
May 16 Jimmy Stewart Airport/
Allegheny Highlands
May 17 Centre County Public Safety
Center/Central Pennsylvania
May 30 FedEx Field/Washington DC
May 31 Bader Field/South Jersey
May 31 Pitt Race/Steel Cities
Jun 6 Mid-State Regional Airport/
Central Pennsylvania
Jun 7 Pitt Race/Steel Cities
Jun 14 Greensburg-Jeannette Regional
Airport/Allegheny Highlands
Jun 21 NYCB Live at Nassau Coliseum/
New York
Jun 21 Pitt Race/Steel Cities
Jun 27 FedEx Field/Washington DC
Jun 28 Mid-States Regional Airport/
Central Pennsylvania
Jun 28 Bader Field/South Jersey
Jul 11 Mid-States Regional Airport/
Central Pennsylvania
Jul 19 NYCB Live at Nassau Coliseum/
New York
Jul 25 Bader Field/South Jersey
Aug 8 FedEx Field/Washington DC
Aug 8 Jimmy Stewart Airport/Allegheny
Highlands
Aug 9 Mid-State Regional Airport/
Central Pennsylvania
Aug 15 FedEx Field/Washington DC
Aug 16 NYCB Live at Nassau Coliseum/
New York
Aug 16 Pitt Race/Steel Cities
Aug 23 Centre County Public Safety
Center/Central Pennsylvania
Aug 29 Pitt Race/Steel Cities
Sep 6 Bader field/South Jersey
Sep 12 Greensburg-Jeannette Regional
Airport/Allegheny Highlands
Sep 13 Jones Beach State Park/New
York
Sep 13 Centre County Public Safety
Center/Central Pennsylvania
Sep 20 Pitt Race/Steel Cities
Sep 20 Bader Field/South Jersey
Sep 26 FedEx Field/Washington DC
Sep 27 Jones Beach State Park/New
York
Oct 3 FedEx Field/Washington DC
Oct 4 Pitt Race/Steel Cities
Oct 10 Mid-States/Central Pennsylvania
Oct 11 Bader Field/South Jersey
Oct 11 Splish Splash Water Park/New
York
Nov 1 Bader Field/South Jersey

GO TO [SCCA.COM/EVENTS](https://www.scca.com/events) TO FIND MORE!

SOUTHEAST sedivrracing.com

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 2 Roebing Road/Buccaneer
May 2 Five Flag Speedway/Gulf Coast
May 9 Twin Foundatins Raceway/
Tennessee
May 10 Hunt Army Stagefield/Wiregrass
May 12 Atlanta Motor Speedway/Atlanta
May 16 USMC Marine Corps Air Station/
North Carolina
May 17 Dade County High School/
Chattanooga
May 24 James Ward Ag Center/
Tennessee
May 31 Dade County High School/
Chattanooga
May 31 Spence Field/Dixie
Jun 23 Atlanta Motor Speedway/Atlanta
Jun 13 USMC Marine Corps Air Station/
North Carolina
Jun 14 Hutchinson Island Paddock/
Buccaneer
Jun 21 Fort Dorchester High School/
South Carolina
Jun 21 Spence Field/Dixie
Jun 28 Dade County High School/
Chattanooga
Jun 28 NCM Motorsports Park/
Tennessee
Jul 12 Hutchinson Island Paddock/
Buccaneer
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
Jul 26 NCM Motorsports Park/
Tennessee
Aug 9 Dade County High School/
Chattanooga
Aug 9 Hutchinson Island Paddock/
Buccaneer
Aug 14 Atlanta Motor Speedway/Atlanta
Aug 16 Spence Field/Dixie
Aug 29 Georgetown County Airport/
South Carolina
Sep 6 NCM Motorsports Park/
Tennessee
Sep 6 Dade County High School/
Chattanooga
Sep 11 Atlanta Motor Speedway/Atlanta
Sep 13 Hutchinson Island Paddock/
Buccaneer
Sep 19 George County Airport/South
Carolina
Sep 19 USMC Marine Corps Air Station/
North Carolina

Oct 4 Dade County High School/
Chattanooga
Oct 4 Spence Field/Dixie
Oct 11 Hutchinson Island Paddock/
Buccaneer
Oct 17 USMC Marine Corps Air Station/
North Carolina
Oct 17 NCM Motorsports Park/
Tennessee
Oct 23 Atlanta Motor Speedway/Atlanta
Oct 24 Michelin North America/South
Carolina
Oct 31 Roebing Road/Buccaneer
Nov 1 Twin Fountains Raceway/
Tennessee
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
Dec 13 Hutchinson Island
Paddock/Buccaneer
CENTRAL cendiv-scca.org
May 3 Brady Street Stadium,
Devenport Schools/Great River
May 23 Iowa National Guard/Great
River
Jun 14 TaxSlayer Center/Great River
Jun 28 Iowa National Guard/Great
River
Jul 19 TaxSlayer/Great River
Aug 9 Brady Street Stadium,
Devenport Schools/Great River
Aug 29 Iowa National Guard/Great
River
Sep 5 Iowa National Guard/Great River
Sep 20 TaxSlayer Center/Great River
Oct 4 Iowa National Guard/Great River

▼ SEASON FINALE

This year's Tire Rack ProSolo
Finale in September will offer many
competitors a reason to celebrate.



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RAPID PUMP® 3 TON STEEL PROFESSIONAL DUTY FLOOR JACK

- Lift height of 5' to 18-1/4", ideal for low-profile vehicles to trucks and SUVs

NOW \$99.99

AMERICAN SOCIETY OF MECHANICAL ENGINEERS
ASME PASE COMPLIANT

NOW AVAILABLE IN BLUE

COMPARE TO HEIN-WERNER \$499.99
MODEL: HW93652

\$134.99

SAVE \$400

ITEM 56642, 64200, 64779, 64783

82533583

LIMIT 1 - Coupon valid through 6/6/20*

AVAILABLE IN 4 COLORS



WOW! SUPER COUPON

SAVE 88%



Grant's MICROFIBER CLEANING CLOTHS PACK OF 4
• 12" x 12"
Customer Rating ★★★★★

WOW! 69¢
~~\$2.89~~

LIMIT 3
ITEM 57162
63358/63925/63363 shown

COMPARE TO PROELITE \$5.99
MODEL: A20AB

82539060

Coupon valid through 6/6/20*

WOW! SUPER COUPON

20% OFF

ANY SINGLE ITEM*

82533566

LIMIT 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, Extended Service Plan, gift card, open box item, 3 day Parking Lot Sale item, comparison, floor mats, sales, storage cabinets, chests or carts, trailers, vehicles, Admiral, Ames, Ames, Bester, Campbell Machinery, Caldas, Coevette, Dayton, Diamondback, Earthquake, Fisher, Hercules, Ikon, Joplin, Lynx, Ponder, Predator, Tanglefoot, Valley, Vulcan, Zircor. Not valid on your business. Non-transferable. Original coupon must be presented. Valid through 6/6/20.

HaulMaster

SUPER COUPON

72" x 80" MOVING BLANKET

Customer Rating ★★★★★

NOW \$5.99
~~\$9.99~~

COMPARE TO BLUE HAWK \$19.99
MODEL: 77280

SAVE 70%

ITEM 69505/62418/66537 shown

82550973

LIMIT 4 - Coupon valid through 6/6/20*

HARDY

SUPER COUPON

POWDER-FREE NITRILE GLOVES PACK OF 100

• 5 mil thickness
Customer Rating ★★★★★

NOW \$5.99
~~\$7.99~~



COMPARE TO VENOM \$14.97
MODEL: VEN4145

AVAIL. IN SM, MED, LG, XL, XXL

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

82551006

LIMIT 4 - Coupon valid through 6/6/20*

TITANIUM BETTER

Professional Performance

UNLIMITED 200™ PROFESSIONAL MULTIPROCESS WELDER

Customer Rating ★★★★★

NOW \$649.99
~~\$699.99~~

COMPARE TO ESAB \$902.60
MODEL: W1003141

SAVE \$252



ITEM 64806

82557101

LIMIT 1 - Coupon valid through 6/6/20*

BEST VULCAN

Industrial Performance

OMNIPRO™ 220 INDUSTRIAL MULTIPROCESS WELDER

Customer Rating ★★★★★

NOW \$869.99
~~\$939.99~~

COMPARE TO LINCOLN ELECTRIC \$1,432
MODEL: K3963-1

SAVE \$562



ITEM 63621

82561318

LIMIT 1 - Coupon valid through 6/6/20*

U.S. GENERAL

SUPER COUPON

56" x 22" DOUBLE BANK EXTRA DEEP CABINET

• 21,500 cu. in. of storage

NOW \$659.99
~~\$779.99~~

COMPARE TO SNAP-ON \$3,745
MODEL: KRA5311FPB0

SAVE \$3,085

ITEM 64864, 56111, 64458, 56110, 64165, 56112

82561567

LIMIT 1 - Coupon valid through 6/6/20*

CENT-TECH

SUPER COUPON

AUTOMATIC BATTERY FLOAT CHARGER

Customer Rating ★★★★★

NOW \$4.99
~~\$9.99~~

COMPARE TO SCHUMACHER ELECTRIC \$30.41
MODEL: SC1

ITEM 69594/69955/64284/42292 shown

SAVE 83%



82561597

LIMIT 4 - Coupon valid through 6/6/20*

MADDOX

SUPER COUPON

11 PIECE DISC BRAKE PAD AND CALIPER SERVICE TOOL KIT

Customer Rating ★★★★★

NOW \$29.99
~~\$49.99~~

COMPARE TO OEM \$60
MODEL: 27111

SAVE 50%



ITEM 63264

82562584

LIMIT 2 - Coupon valid through 6/6/20*

WARRIOR

SUPER COUPON

3 PIECE TITANIUM STEP BIT SET

Customer Rating ★★★★★

• 28 unique hole sizes
• 1/4" hex shank

NOW \$8.99
~~\$13.99~~

COMPARE TO IRWIN \$59.98
MODEL: 15504PKSM

SAVE 85%



ITEM 69087/60379/91616 shown

82567917

LIMIT 4 - Coupon valid through 6/6/20*

BRAUN

SUPER COUPON

845 LUMEN UNDERHOOD RECHARGEABLE WORK LIGHT

• Rechargeable lithium-ion battery



Customer Rating ★★★★★

NOW \$29.99
~~\$34.99~~

SAVE \$79

COMPARE TO BAYCO \$109.12
MODEL: SLR-2120

ITEM 63990

82568984

LIMIT 3 - Coupon valid through 6/6/20*

PREDATOR

SUPER COUPON

2000 WATT SUPER QUIET INVERTER GENERATOR

• 12 hour run time



NOW \$449.99
~~\$499.99~~

SAVE \$559

COMPARE TO HONDA \$1,009
MODEL: EU2000i

ITEM 62523

82571817

LIMIT 1 - Coupon valid through 6/6/20*

HaulMaster

SUPER COUPON

4 PIECE, 1" x 15 FT. RATCHETING TIE DOWNS

Customer Rating ★★★★★

NOW \$6.99
~~\$12.99~~

SAVE 69%

COMPARE TO KEEPER \$22.80
MODEL: 5505



ITEM 90984/63056/63057/63150/56668/63094 shown

82576494

LIMIT 2 - Coupon valid through 6/6/20*

EARTHQUAKE XT

SUPER COUPON

1/2" COMPOSITE PRO EXTREME TORQUE AIR IMPACT WRENCHES

Customer Rating ★★★★★

• 400 lb. working load

NOW \$99.99
~~\$129.99~~

SAVE \$1190

COMPARE TO SNAP-ON \$614.95
MODEL: PT850

ITEM 62891 shown



ITEM 63800

82588649

LIMIT 2 - Coupon valid through 6/6/20*

McGRAW

SUPER COUPON

20 GALLON, 135 PSI OIL-LUBE AIR COMPRESSOR

• Air delivery: 4.0 SCFM @ 90 PSI



NOW \$164.99
~~\$189.99~~

SAVE \$85

COMPARE TO PORTER-CABLE \$249.99
MODEL: 118903799

ITEM 56241/64857 shown

82588938

LIMIT 1 - Coupon valid through 6/6/20*

PITTSBURGH

SUPER COUPON

9 PIECE, 1/4", 3/8" AND 1/2" DRIVE WOBBLE SOCKET EXTENSION SET

Customer Rating ★★★★★

NOW \$9.99
~~\$14.99~~

SAVE 56%

COMPARE TO KLUTCH \$22.99
MODEL: 40033



ITEM 61278/67971 shown

82596211

LIMIT 4 - Coupon valid through 6/6/20*

PITTSBURGH

SUPER COUPON

1500 LB. CAPACITY VEHICLE DOLLIES 2 PIECE SET

Customer Rating ★★★★★

NOW \$39.99
~~\$54.99~~

SAVE 55%

COMPARE TO ROUGHNECK \$89.99
MODEL: 27918



ITEM 60343/67338 shown

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SCCA HAPPENINGS

GREAT LAKES greatlakes-scca.org

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 17 Cummins Test Track Walesboro/Columbus Sports Car Club
May 24 Beacon Dragway/West Kentucky
Jun 6 Cummins Test Track Walesboro/Columbus Sports Car Club
Jun 6 Indiana State Fairgrounds/Indianapolis
Jul 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 11 Cummins Test Track Walesboro/Columbus Sports Car Club
Jul 12 Mid American Air Center/Southern Indiana
Jul 12 Indiana State Fairgrounds/Indianapolis
Aug 16 Cummins Test Track Walesboro/Columbus Sports Car Club
Aug 21 Grissom Aeroplex/Indianapolis
Aug 23 Mid American Air Center/Southern Indiana
Aug 29 Illinois Star Center/West Kentucky
Aug 30 Cummins Test Track Walesboro/Columbus Sports Car Club
Sep 13 Indiana State Fairgrounds/Indianapolis
Sep 19 Cummins Test Track Walesboro/Columbus Sports Car Club
Sep 20 Mid American Air Center/Southern Indiana
Sep 27 Grissom Aeroplex/Indianapolis
Oct 4 Cummins Test Track Walesboro/Columbus Sports Car Club
Oct 4 Mid American Air Center/Southern Indiana
Oct 11 Mid American Air Center/Southern Indiana
Oct 11 Grissom Aeroplex/Indianapolis
Oct 18 Cummins Test Track Walesboro/Columbus Sports Car Club
Nov 1 Cummins Test Track Walesboro/Columbus Sports Car Club

▼ DOWN AND DIRTY

Road America is the place to be come Aug. 14-16, 2020, for the DirtFish RallyCross National Championship.



Rupert Bermington

NOTE: DUE TO THE COVID-19 OUTBREAK, VARIOUS EVENTS HAVE BEEN POSTPONED OR CANCELLED. PLEASE CHECK SCCA.COM OR THE HOST REGION'S WEBSITE FOR THE LATEST INFORMATION.

MIDWEST midiv.org

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 9 East Crawford Recreation Area/Salina
May 17 Remington Park/Oklahoma
May 31 Metropolitan Community College/Kansas City
Jun 5 East Crawford Recreation Area/Salina
Jun 6 Columbus Air Force Base/Mississippi
Jun 7 Remington Park/Oklahoma
Jun 13 Lincoln Airpark/Nebraska
Jun 21 Metropolitan Community College/Kansas City
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
Jul 26 Metropolitan Community College/Kansas City
Aug 1 Columbus Air Force Base/Mississippi
Aug 7 Lincoln Airpark/Nebraska
Aug 15 Metropolitan Community College/Kansas City
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 Metropolitan Community College/Kansas City
Sep 20 Remington Park/Oklahoma
Sep 26 Lincoln Airpark/Nebraska
Oct 10 Columbus Air Force/Mississippi
Oct 10 Lincoln Airpark/Nebraska
Oct 11 Metropolitan Community College/Kansas City
Oct 25 Metropolitan Community College/Kansas City
Oct 31 Grenada Municipal Airport/Mississippi
Nov 8 Tulsa Expo Center Fairgrounds/Northeast Oklahoma

SOUTHWEST sowdivscca.org

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
May 16 Ike Hamilton Expo Center/Red River
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

May 30 San Juan County McGee Park/Rio Grande
Jun 20 San Juan County McGee Park/Rio Grande
Jul 11 San Juan County McGee Park/Rio Grande
Aug 1 San Juan County McGee Park/Rio Grande

NORTHERN PACIFIC norpacsscca.org

Apr 18 Portland International Raceway/Oregon
May 9 Hampton Mills/Oregon
May 23 Expo Idaho/Snake River
May 23 Crows Landing/San Francisco
May 23 Fresno Fairgrounds/San Francisco
Jun 6 Expo Idaho/Snake River
Jun 6 Hampton Mills/Oregon
Jun 13 Fresno Fairgrounds/San Francisco
Jun 20 Crows Landing/San Francisco
Jun 20 Portland International Raceway/Oregon
Jul 11 Expo Idaho/Snake River
Jul 17 Hampton Mills/Oregon
Jul 25 Crows Landing/San Francisco
Jul 25 Fresno Fairgrounds/San Francisco
Aug 8 Hampton Mills/Oregon
Aug 9 Expo Idaho/Snake River
Aug 29 Fresno Fairgrounds/San Francisco
Sep 5 Expo Idaho/Snake River
Sep 19 Portland International Raceway/Oregon
Oct 3 Expo Idaho/Snake River
Oct 3 Crows Landing/San Francisco
Oct 10 Portland International Raceway/Oregon
Oct 10 Buttonwillow Raceway/Fresno
Oct 24 Expo Idaho/Snake River
Nov 7 Crows Landing/San Francisco
Nov 14 Fresno Fairgrounds/San Francisco

SOUTHERN PACIFIC

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
May 31 Maui Motorsports Park/Hawaii
Jun 6 California Speedway/Cal Club
Jun 21 Marana Regional Airport/Arizona Border
Jun 21 Vidinha Stadium/Hawaii
Jun 28 Maui Motorsports Park/Hawaii
Jul 11 California Speedway/Cal Club
Jul 19 Vidinha Stadium/Hawaii
Jul 26 Maui Motorsports Park/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 Maui Motorsports Park/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
Sep 27 Maui Motorsports Park/Hawaii
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
Oct 25 Maui Motorsports Park/Hawaii
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 22 Maui Motorsports Park/Hawaii
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

ROADRALY

NATIONAL/DIVISIONAL

Apr 25 NC Steel Haul; Pittsburg, Pa.
Apr 26 NT Laurel Run; Pittsburg, 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

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**May 1** Bank of America, Mission Hills, Calif./Cal Club**Jun 5** Bank of America, Mission Hills, Calif./Cal Club**Find more events near you at**
www.scca.com/roadrally**RALLYCROSS****DIRT FISH NATIONAL TOUR****Jun 5-7** Thunderhill raceway Park, Calif.**Jun 26-28** Ross County Fairgrounds, Ohio**DIRT FISH NATIONAL C'SHIP****Aug 14-16, 2020** Road America, Wis.**REGIONAL****SOUTHEAST** sediv racing.com**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**CENTRAL** cendiv-scca.org**May 17** Southern Iowa Speedway/Iowa**Jul 12** Butler County Fairgrounds/Iowa**Sep 13** Butler County Fairgrounds/Iowa**MIDWEST** midiv.org**Apr 19** I-80 Speedway/Nebraska**May 17** City of Madison/St. Louis**May 31** 46 Subaru/Wichita**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**Jul 26** Howard, Kan./Wichita**Aug 9** City of Madison/St. Louis**Sep 6** City of Madison/St. Louis**Sep 20** I-80 Speedway/Nebraska**Sep 20** Howard, Kan./Wichita**Sep 27** City of Madison/St. Louis**Oct 11** 81 Speedway/Wichita**Oct 18** I-80 Speedway/Nebraska**Nov 8** I-80 Speedway/Nebraska**Nov 14** City of Madison/St. Louis**SOUTHERN PACIFIC****Apr 18** MC Motorsports

Park/Arizona Border

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

John W. Bornholdt	4/1/1955	South Jersey
Vance Braxton Jr.	4/1/1955	St Louis
Rockwell O'Sheill	4/1/1955	Western New York
David B. Wild	4/1/1955	Finger Lakes
Wm M. Wonder	4/1/1955	New York

60-YEAR MEMBERS

Alex Dearborn	4/1/1960	New England
Gayle Hancock	4/1/1960	South Texas Border
John C. Hancock	4/1/1960	South Texas Border
Jay H. Heizer	4/1/1960	Lone Star
Philip M. Henderson	4/1/1960	Western New York
Charles Kulmann	4/1/1960	Cal Club

55-YEAR MEMBERS

Lorraine Aronson	4/1/1965	Steel Cities
R. James Boehm	4/1/1965	St Louis
David M. Chiles	4/1/1965	North Carolina
James Corcoran	4/1/1965	Washington DC
Dave Frellsen	4/1/1965	Chicago
Daniel Furey	4/1/1965	Ohio Valley
Terry Hanushek	4/1/1965	South Jersey
Frank E. Henrich	4/1/1965	New York
Jeff Kankiewicz	4/1/1965	Indiana Northwest
Laury Lundberg	4/1/1965	Oregon
Peter Magnuson	4/1/1965	Central Florida
C. Dean Read	4/1/1965	Chicago

50-YEAR MEMBERS

Andrew Gilberg	4/1/1970	Detroit
Johannes W. Krauss	4/1/1970	New York
Gary Mahannah	4/1/1970	Northern New Jersey
Jim C. Rawson	4/1/1970	Houston
Don Verdiani	4/1/1970	Philadelphia

45-YEAR MEMBERS

Larry Funk	4/1/1975	Neohio
Rosemary A. Goodnight	4/1/1975	Finger Lakes
Rex S. Gunning	4/1/1975	Western Ohio
Michael R. Jaeger	4/1/1975	Rio Grande
David A. Kolb	4/1/1975	New England
Keith Krop	4/1/1975	Texas
Reed Kryder	4/1/1975	Mahoning Valley
Sandi Kryder	4/1/1975	Mahoning Valley
Robert M. Lee Jr.	4/1/1975	Florida
Delmar Long	4/1/1975	Iowa
William O. Margraf	4/1/1975	San Francisco
Robert C. Raub	4/1/1975	Colorado
Scott Vandeweghe	4/1/1975	Northern New Jersey
James R. Vaseff	4/1/1975	Atlanta

40-YEAR MEMBERS

Shirley D. Belizaire	4/1/1980	Neohio
Andrew D. Collins	4/1/1980	Northwest
Sidney H. Collins	4/1/1980	Central Florida
Donald H. Denomme	4/1/1980	New England
Jim Garry	4/1/1980	Mohawk Hudson
David A. Gomberg	4/1/1980	Washington DC
Lee William Grimes	4/1/1980	Central Kentucky
Linda L. Hansen	4/1/1980	Blackhawk Valley
Gerald P. Hansen	4/1/1980	Blackhawk Valley
J. Michael Hemsley	4/1/1980	Chattanooga
Robert C. Henson	4/1/1980	Kansas City
Candida L. Kaplan	4/1/1980	Steel Cities
Barry W. Kashar	4/1/1980	San Francisco
Norman W. Morgan	4/1/1980	Atlanta
Mike Schiffer	4/1/1980	Central Florida
Soter Slomski	4/1/1980	New England
Don Smethers	4/1/1980	Oregon
Steven Wold	4/1/1980	Mohawk Hudson

35-YEAR MEMBERS

Donald B. Ahrens	4/16/1985	Central Florida
Rene Bine III	4/9/1985	San Francisco
Paul Brown	4/4/1985	Rio Grande
Peter Calhoun	4/19/1985	Chicago
Raymond Carmody	4/26/1985	Glen
Jim Coman	4/19/1985	Alabama
Ronald J. Conrad	4/24/1985	Fort Wayne
Michael C. Dirienzo	4/29/1985	Chicago
Bob Eaton	4/15/1985	Central Florida
Jennifer Eaton	4/15/1985	Central Florida
William Farmer	4/24/1985	Detroit
Chuck Hanson	4/24/1985	Rio Grande
Donald E. Hill	4/29/1985	Chicago
James Jacobs	4/24/1985	Blue Ridge
John Luetjen	4/4/1985	New England
Patrick McCammon	4/24/1985	Fort Wayne
Scott Meyers	4/24/1985	Arizona Border

John A. Phillips	4/12/1985	Houston
Robert J. Polastre	4/4/1985	Mohawk Hudson
John G. Polkinghorne	4/24/1985	Oklahoma
Mike Presley	4/19/1985	Central Carolinas
David E. Ray	4/12/1985	San Francisco
Stephen Rick	4/24/1985	Tennessee
Dave Riehl	4/24/1985	Oregon
Timothy R. Schnell	4/24/1985	Oregon
Roger A. Stark	4/4/1985	Northwest
Ken Steagall	4/24/1985	Tennessee
"Jude" Ann Summers	4/24/1985	Ohio Valley
Daniel Tinley	4/12/1985	Chicago
Joel Topolosky	4/4/1985	Ohio Valley
Benjamin Tyler	4/17/1985	Cincinnati
Ronald Wilcox	4/9/1985	Central Carolinas

30-YEAR MEMBERS

Chris W. Albin	4/16/1990	Southern Illinois
Tim Brecht	4/29/1990	San Diego
Dennis Chalfont	4/7/1990	Cal Club
Jerome S. Conway	4/16/1990	Atlanta
Kevin Coulter	4/20/1990	Chicago
Kirk Fleming	4/29/1990	Cal Club
Linda Fleming	4/5/1990	San Francisco
David Flesher	4/6/1990	Buccaneer
Andy Hohl	4/6/1990	St Louis
Darryl T. Hunter	4/6/1990	North Carolina
Art Jaso	4/25/1990	Washington DC
Richard C. Johnson	4/17/1990	Detroit
Gary Kincel	4/29/1990	Steel Cities
Marc Linsler	4/9/1990	Old Dominion
Gary W. Massey	4/17/1990	Colorado
Teresa M. Massey	4/17/1990	Colorado
Charles Mathis	4/16/1990	Southern Illinois
Mark McAllister	4/6/1990	Finger Lakes
Jane McGinley	4/6/1990	Central Florida
Gregory Mulcahy	4/25/1990	Detroit
Deborah N. Nicolette	4/6/1990	Washington DC
Klaus Ortmann	4/7/1990	Central Florida
Diane Petrone	4/29/1990	Neohio
John R. Petrone	4/29/1990	Neohio
Heather Powers	4/16/1990	North Carolina
Dave Rueggsegger	4/11/1990	Colorado
Paul Shaver	4/11/1990	Finger Lakes
Joseph Stadelmann	4/23/1990	New England
R. Matt Sternenberg	4/11/1990	Houston
Katharine Sturgis	4/17/1990	New England
Wilmer Valentin	4/6/1990	Central Florida
M. Bart Wolf	4/25/1990	Milwaukee
Irene Woodworth	4/20/1990	Buccaneer

25-YEAR MEMBERS

Vickie Abbott	4/6/1995	Buccaneer
Donna C. Auger	4/7/1995	Detroit
Gordon Bror Benson	4/25/1995	Cincinnati
Darlene F. Cannon	4/20/1995	Southern Indiana
Rick Carr	4/6/1995	Ozark Mountain
Brenda R. Conrad	4/13/1995	Fort Wayne
Dave Deborde	4/25/1995	Reno
Taylor E. Dobbs	4/18/1995	Glen
Arlene E. Donovan	4/12/1995	Washington DC
Catherine M. Foley	4/27/1995	Northern New Jersey
Michael Gardner	4/25/1995	Land O'Lakes
Robert Goppold	4/11/1995	Detroit
Sean Gould	4/24/1995	Colorado
Adrian R. Hilliard	4/6/1995	South Carolina
Austin R. Hilliard	4/6/1995	South Carolina
Natalie W. Hilliard	4/6/1995	South Carolina
Michael Holz	4/24/1995	Milwaukee
Lorena Irvine	4/6/1995	Kansas City
Sarah A. Kelly	4/27/1995	New England
William S. Kincaid	4/12/1995	San Francisco
Sharon Kincel	4/11/1995	Steel Cities
Cory Leblanc	4/6/1995	Central New York
Brian D. Licklider	4/6/1995	Blue Mountain
Linda Livermore	4/18/1995	Land O'Lakes
Carl Maier	4/12/1995	Texas
W. Preston Meyers	4/6/1995	Chicago
Gerardo Morales	4/12/1995	Florida
Frank Putman	4/25/1995	Detroit
Steve Ray	4/25/1995	Detroit
Henry F. Rompage	4/6/1995	Kansas City
Derek Schardt	4/17/1995	Western Ohio
Jim Shaffer	4/25/1995	Neohio
Ken Snyder	4/11/1995	Kansas City
Blair Stitt	4/19/1995	North Carolina
Kathryn A. Trier	4/18/1995	Des Moines Valley
Joe Walvoord	4/24/1995	Milwaukee

NEW PRODUCTS



AUTOMETER E-POWER 800 JUMP STARTER

AutoMeter has introduced the E-Power 800 Emergency Power/Jump Starter. This versatile unit can jump start your car as well as charge your personal electronics and supply an emergency LED flashlight with SOS and strobe modes. This power pack also charges any device with a USB port, such as a phone, computer, or tablet. The EP-800 jump starter is perfectly suited for auto, marine, power sports, and lawn tractor applications, among others.

autometer.com



TCI SIX-SPEED TRANSMISSION PACKAGE

TCI introduces its new 6x Six-Speed Transmission Package for externally balanced Small Block Ford applications. Using the latest innovations in drivetrain technology, TCI developed a groundbreaking transmission for street, Pro Touring, and race vehicles. The 4L80E-based 6x Six-Speed Automatic Transmission is a fully programmable transmission that gives you six forward gears for quick acceleration and increased fuel economy at cruising speeds, while still being capable of handling up to 850hp.

tciauto.com



ANDERSON COMPOSITES SHELBY MUSTANG HOOD

Anderson Composites has announced a new double-sided dry carbon fiber hood for 2015-'19 Shelby GT350 and GT350R owners who desire optimal heat extraction during track days. The large center vent measures an impressive 20-inches wide and 23-inches long for maximum heat extraction, while the side vents each measure 8-inches wide and 16-inches long. The vented area provides optimal heat extraction for vehicles that may be equipped with aftermarket performance products. andersoncomposites.com



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PORSCHE CARRERA 911/996 BLACKHEART EXHAUST

The Holley Hooker BlackHeart exhaust is a simple but effective install for your 1998-'04 Porsche 911/996 Carrera. Utilizing the factory hardware, this system bolts directly in place of the factory muffler. Built of 2.25-inch 304SS tubing, it will provide years of maintenance-free service. The high-flow mufflers and resonators deliver a deep tone with reduced resonance at cruising speed. The system is finished off with four slash-cut tips for an aggressive look. holley.com



HEATSHIELD PRODUCTS INSUL-BOOT

Spark plug boots and wires are located within one of the most intense heat environments on an engine: next to the exhaust manifold. Insul-Boot from Heatshield Products encases spark plug boots in a specially formulated and woven thermal barrier rated for a constant 1,200 degrees F and intermittent 2,000 degrees F of heat exposure to keep high-radiated heat from degrading the boots to the point of reduced function or misfires. heatshieldproducts.com



HOT SHOT'S SECRET NEVER RUST LUBRICANT

Hot Shot's Secret Never Rust Lubricant is a new multi-purpose, 100-percent synthetic spray lubricant that protects metal parts from rust and corrosion significantly longer than competitive brands. Formulated by Lubrication Specialties Inc., manufacturer of Hot Shot's Secret high-performance oils and additives, Never Rust Lubricant is ideal for use on metal nuts and bolts, cables and chains, metal tools, automotive parts, door hinges, locks, and much more. hotshotsecret.com

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

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

THE TIMES, THEY ARE A-CHANGIN' (BUT ONLY TEMPORARILY)

This issue went to print as the world ground to a halt. The COVID-19 pandemic was spreading wildly through the U.S. and beyond, and the residents of this planet began the process of hunkering down for an unknown length of isolation. In our SCCA world, many March events were canceled as host Regions and the SCCA National Office opted to set #funwithcars aside over the greater good of humanity. Truly, the old SCCA adage of "We came for the cars but stayed for the people," took on new light as the Club banded together by temporarily disbanding, placing the health of the membership and the world as top priority.

Yet this is not a column about a destructive virus. Yes, motorsports both small and large have been postponed, and many individuals have found themselves fighting for toilet paper, but it's important to remember that the world keeps turning. The SCCA will once again compete on the nation's greatest road courses, parking lots, and dirt fields. Our days of getting up at 5 a.m. for the privilege of standing in parking lots are far from over. If you want me to pull out some relatively incoherent automotive metaphor, I could say that motorsports is not hitting the brakes, it's actually pushing

the clutch. This is a temporary pause before clicking back into gear. Momentum will not be lost during this shift; if anything, greater things are to come.

Completely unrelated to this, *SportsCar* recently underwent its own change. Jason Isley, who has been the magazine's Associate Editor for over a

decade, has decided to move on to new adventures. While a statement like that is often marketing spin on someone's involuntary departure, that is not the case here. Jason will be stepping into a role at another company that's completely different from his prior duties at *SportsCar*, and I truly wish him the best. It's also important to note that his byline will continue to appear in the magazine, although that largely depends upon his availability, as his new gig promises to keep him hopping.

But as Jason well knows, working for *SportsCar* (and motorsports in general) is a bit like being in the mafia: once you're in, there's no getting out. Proving the point is the fact that these pages still periodically hold the bylines of Richard S. James and Steve Nickless, both of whom are past *SportsCar* editors. Jason also still represents Area 11 on SCCA's National Board of Directors, so he's going nowhere.

SCCA is also here to stay. While I hold up in my home office, I want to fast-forward to see what the world is like when this issue hits mailboxes. Beyond that, how will the 2020 Tire Rack Solo National Championships, DirtFish RallyCross National Championship, United States RoadRally Challenge, and the National Championship Runoffs cope with this unthinkable disruption? I'm curious, yet I already know the answer. Rewind the clock 19 years to 9/11, and you'll find the SCCA membership to be a remarkable group. Indeed, these are unprecedented times, but we will race again – and we will do so closer than a six-foot social-distancing mandate. 🍷

"Our days of getting up at 5 a.m. for the privilege of standing in parking lots are far from over"

FROM THE ARCHIVES

10 YEARS AGO...
MAY 2010



- A virtual racing competition placed one talented driver in the selection process for the real 2010 SCCA Pro Racing TDI Cup.
- Our *Think Different* feature told of interesting Regional events and series, like the Morror Khana autocross.

25 YEARS AGO...
MAY 1995



- The first in a multi-part series tackled the topic of correct driver etiquette in a variety of SCCA Road Racing classes.
- In a riveting news story, *SportsCar* analyzed hotel room rates for the SCCA National Convention from 1994-'95.

50 YEARS AGO...
MAY 1970



- A Timing and Scoring feature told of the best practices of the day, which involved tapers entering car numbers next to the car's time on a tape, then tearing off that tape and passing it to a calculating group for the lap times to be worked out.

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- GPS POWERED LAP TIMER
- ON-SCREEN DATA RECALL
- CONFIGURABLE LED'S
- PREDICTIVE LAP TIMES



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AIM SPORTS SOLO 2 AND SOLO 2 DL ▲

- ▲ AIM SPORTS SOLO 2 DL
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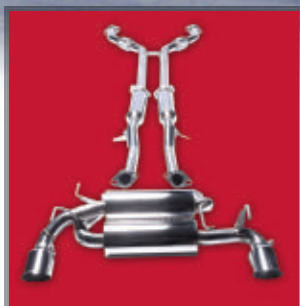


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