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KENTON KOCH  
SCCA Pro Racing champ  
and virtual racer

## RACING THROUGH

During the global shutdown,  
SCCA members turn to  
virtual racing to scratch  
their competition itch

JUNE 2020  
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### Q&A

Tyler Kicera  
jumps between  
Club and Pro



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the hot new  
spec racecar

### TOP NEWS

SCCA updates  
championship  
schedules



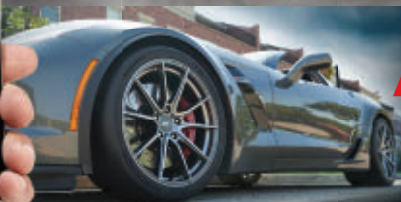


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# FF-1

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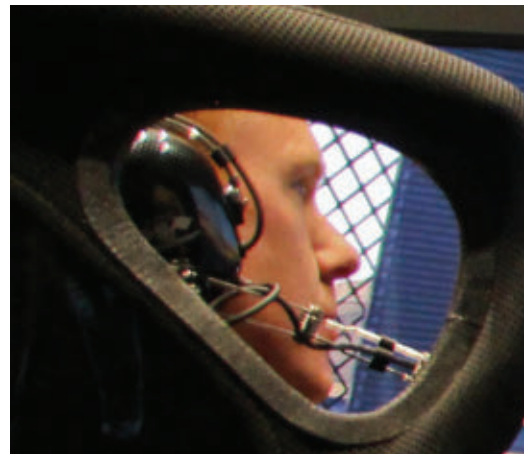
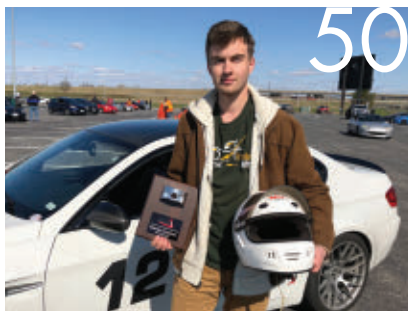
**15** light grey, gloss black,  
rally bronze, white

**17** light grey,  
gloss black, white



**DRS** rally bronze, gloss black **17 18**





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### THE SKY'S THE LIMIT

While the Pikes Peak International Hill Climb is not an SCCA event, that hasn't always been the case. From 1953-'62, SCCA partnered with the legendary event, bringing with it a slew of sports car racers and the longest string of record-breaking runs in the event's history. This year's hill climb has been shifted from its traditional June date to August due to COVID-19, but rest assured that SCCA members will be there in force.

**DATE** June 1953

**LOCATION** Colorado Springs, Colo.

**WHAT** "Bullet" Joe Garson tackles the 1953 Pikes Peak International Hill Climb

**PHOTOGRAPHER**

Courtesy SCCA Archives











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**MIKE COBB**

PRESIDENT & CEO, SCCA INC.

**#SCCAUNITE!**

**u·nite:** | yōō'nit | Verb: to come or bring together for a common purpose or action.

I write this on April 11, 2020, well beyond the "normal" deadline for my *SportsCar* column, but the environment today is far beyond normal. The magazine's editor has extended my deadline so I could try to provide the most current view of SCCA life going forward. Unfortunately, the extra time has not provided me with an updated view of SCCA's near-term future with regard to opening up participation in SCCA events. Hopefully, by the time you receive this issue we will have more positive news to report based on continued improvement with the COVID-19 situation. As always, please refer to [scca.com](http://scca.com) for the most current status updates.

Beyond this, I'd like to share an update tied to how we can all support the SCCA during the challenging period we find ourselves in. But first, a little context. Over the past 60-plus days, many members have e-mailed or shared sentiments of support via social media regarding the SCCA National Staff and the SCCA organization as a whole. To this, we would simply like to say THANK YOU!



Concurrently, many have asked how they might be able to help support the Club during this time. In support of this, I'd like to share a few simple things we can do as we come together as one team in the service of leading this great organization into its 76th year, and hopefully a COVID-19-free future. For simplicity, focus, and clarity, let's just call this united and focused effort: #SCCAUNITE.

Under the #SCCAUNITE banner, here's a roster of actions we can all consider (personal finances and health permitting, of course), in an effort to support the Club while we are unable to race:

**KEEP YOUR MEMBERSHIP AND YOUR LICENSES CURRENT**

As you act on this one, please consider that we are temporarily operating with a reduced staff, so if you can use the new Member Account Portal (MAP) located on the homepage of [scca.com](http://scca.com), this is the fastest and most efficient means of accomplishing this. If you have already done this - THANK YOU!

**CONSIDER BUYING A LIFETIME MEMBERSHIP IN THE SCCA**

This membership option was put on hold as we worked to clean up the plethora of membership options that had accumulated over time (over 5,000 options at one point). But it has been reinstated! Should this be the right fit and the right time for you, you can sign up for this option by logging into the MAP on the home page of [scca.com](http://scca.com) and choosing it from the Online Store.

**PERUSE THE NEW #SCCAUNITE MERCHANDISE**

We have partnered with Shirts 101 to create a new selection of SCCAUNITE branded merchandise, where a portion of the sales proceeds from these products will benefit the SCCA directly. To ensure that everyone can participate in this effort, the team at Shirts 101 is working hard to provide a range of high-quality, branded products that fit a variety of budgets. You can get to the SCCAUNITE product store by going to [sccagear.com](http://sccagear.com)

Taking one or all of the above actions certainly does not replace the competition, the relationships, or the community that we are all missing so desperately - but it certainly would help us navigate this unprecedented season as a family. This, too, will pass. Until then, stay safe, stay healthy, and stay united as One Team. #SCCAUNITE 🍀



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# LATE broking

## PREFIX ON THE FRONTLINES

Prefix Corporation, a partner to the SCCA Pro Racing Trans Am Series, allocated both talent and resources toward providing critical support during the COVID-19 pandemic. The Michigan-based engine supplier retooled to engineer and design protective face shields, which were then used by Michigan first responders and healthcare professionals.



Courtesy Prefix

### THE RETURN

The SCCA National Championship Runoffs returns to Road America for the first time since 2013.



## 2020 RUNOFFS SCHEDULE UNVEILED

Little is certain while in the wake of a worldwide pandemic, especially when it comes to motorsports events. That, however, doesn't mean plans can't be made - and in the case of the 2020 SCCA National Championship Runoffs, which is slated to take place Oct. 3-11 at Road America in Elkhart Lake, Wis., that plan involves a thorough event schedule.

Each of the 26 racecar classes will feature 22-minute sessions on track each

qualifying day, with Tire Rack Pole Award winners being named the evening of Thursday, Oct. 8, before three days of racing commence. On-track action will begin around 8 a.m. local time each race day, and events will be 13 laps or 40 minutes, whichever elapses first.

"For the 2020 Runoffs, we have again built some flexibility into the qualifying schedule," says Deanna Flanagan, SCCA Director of Road Racing. "We will utilize a 'followed-by'

schedule during qualifying, which helps us keep the day on schedule. We [currently] have one unassigned qualifying session each day that will allow us to split a larger combined qualifying group, giving each class at least one day to qualify by themselves while still keeping a timeframe as their scheduled National Championship race the following days."

Of course, there will be a lot more going on at the

57th Runoffs. Track walk/ride sessions are tentatively planned for late afternoon on Sunday, Oct. 4, and Monday, Oct. 5. On the evening of Wednesday, Oct. 7, the popular Block Party extravaganza is back. Then the evening of Thursday, Oct. 8, is when the annual All Participant Party & Dinner will take place where Tire Rack Pole Award winners and the Workers of the Year presented by Mazda celebrations occur. There will also be additional





## CHECKERED FLAG: GEORGE BOVIS

In April, the SCCA lost longtime member George Bovis. Among the first to receive SCCA's coveted Worker of the Year award, Bovis claimed the honor for his duties as a starter in the award's inaugural year of 1985. From 1997-'00, Bovis served on the SCCA Board of Directors as the Chairman. Bovis has also served on Road America's Board of Directors and is the father to three-time Runoffs Champion Chris Bovis.

## BACK AT IT

The Hoosier Super Tour has been amended to fit as many races as possible during the abridged 2020 season.



Dave Green

## 2020 HOOSIER SUPER TOUR: EVENTS ADDED

The opening portion of SCCA's 2020 racing season has been unprecedented. Due to the coronavirus outbreak and precautions that had to be taken, Hoosier Racing Tire SCCA Super Tour events planned for Michelin Raceway Road Atlanta, Hallett Motor Racing Circuit, and VIRginia International Raceway had to be postponed or canceled. But with some retooling and help from SCCA host Regions, a revamped 10-event Hoosier Super Tour schedule has been constructed, albeit with slight operational deviations.

The new 2020 Hoosier Super Tour schedule now contains a May 30-31 event made possible by the St. Louis Region. The Hoosier Super Tour presented by STLCom.com at World Wide Technology Raceway (formerly Gateway) replaces April's canceled Hallett event. Next, Michelin Raceway Road Atlanta is back on the schedule with a July 25-26 Southeast

Conference Hoosier Super Tour weekend, thanks to the work of Atlanta Region. And, finally, an Aug. 28-30 Hoosier Super Tour weekend is now planned at Pittsburgh International Race Complex thanks to SCCA's Steel Cities Region. This Northeast Conference event is a substitution for the canceled VIR Hoosier Super Tour.

While both VIR and

Hallett were previously dual-conference events, it's simply impossible to duplicate that condition in the current climate. Deanna Flanagan, SCCA's Director of Road Racing, noted the revised schedule also reduces the number of events that count toward the Southern Conference and Southeast Conference Points Standings by one event each. 📍

## REMAINING 2020 HOOSIER SUPER TOUR SCHEDULE

DATE	LOCATION	CONFERENCE
May 30-31	World Wide Technology Raceway, Ill.	Mid-States
June 12-14	Road America (June Sprints), Wis.	Northern
June 19-21	Watkins Glen International, N.Y.	Northeast
July 17-19	Mid-Ohio Sports Car Course, Ohio	Northern
July 25-26	Michelin Raceway Road Atlanta, Ga.	Southeast
Aug. 28-30	Pittsburgh International Race Complex, Pa.	Northeast

## 2020 NATIONAL CHAMPIONSHIP RUNOFFS RACE SCHEDULE

Races are 13 laps or 40 minutes, whichever comes first.  
Race times are cars on course times.

TIME	Friday, 10/9
8 a.m.	Anthem
8:15 a.m.	T1
9:15 a.m.	F500
10:15 a.m.	T3
11:15 a.m.	GT-3
1 p.m.	SM
2 p.m.	P2
3 p.m.	FP
4 p.m.	STU
5 p.m.	FA
TIME	Saturday, 10/10
8:30 a.m.	Anthem
8:45 a.m.	AS
9:45 a.m.	FF
10:45 a.m.	BS
11:45 a.m.	GT-1
1:25 p.m.	SRF3
2:25 p.m.	EP
3:25 p.m.	T2
4:25 p.m.	FC/FX (split start)
TIME	Sunday, 10/11
8:30 a.m.	Anthem
8:45 a.m.	T4
9:45 a.m.	STL
10:45 a.m.	HP
11:45 a.m.	GT-2
1:25 p.m.	FE2
2:25 p.m.	GT-L
3:25 p.m.	P1
4:25 p.m.	FV

Worker Party events held Friday, Oct. 9, and Saturday, Oct. 10, at the Road America Center. Additional activities will also be announced.

At the time of this writing, potential Runoffs qualifying criteria adjustments due to coronavirus event interruptions had yet to be decided. For more information about the 2020 Runoffs, as well as a full qualifying schedule, visit [scca.com/runoffs](http://scca.com/runoffs). 📍

## 2020 Wendi Allen Scholarship Fund Recipients

For a seventh year, SCCA members have submitted names of autocross competitors they believe would be worthy Wendi Allen Scholarship Fund recipients. Named and established by the family of Wendi Allen in order to honor the multi-time National Solo Champion, the fund gives back to the sport by helping young women become more successful drivers and contributing members of the Club. This year's recipients are Samantha Bray (Detroit Region), Emily Brown (Colorado Region), and Amy Wunsch (Northern New Jersey Region).

Each recipient will receive \$1,500 to support travel to Tire Rack National Solo events and the Tire Rack Solo National Championships. SCCA will also waive entry fees for scholarship recipients to all National Solo events attended during the year, as well as seek out other forms of support for the recipients, such as driver training, mentoring, products, and logistical assistance, and more.

Funding for the scholarship comes courtesy of Mazda Motorsports and the SCCA Foundation. 📍



## SPARKLING SCCA PODIUMS

Mazza Vineyards returned as the Official Sparkling Wine of the Hoosier Racing Tire SCCA Super Tour, Tire Rack SCCA ProSolo, and SCCA National Championship Runoffs. To order your own, head to [enjoymazza.com](http://enjoymazza.com) and use your SCCA Member Benefit code.



Philip Boyle

## MEMBERSHIP LEADERS

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

### MEMBERSHIP REFERRAL LEADERS FOR MARCH 2020

NAME	REF	REGION
Gayle Jardine	4	Cal Club
Adam Miller	4	New York
John Zuccarelli	4	Florida
Jose de Miguel	3	Puerto Rico
Warren Leach	3	San Diego
John Bower	2	Cal Club
Deborah Burk	2	Florida
Daniel Cutrer	2	SW Louisiana
Carol Deborde	2	Reno
Charles Dickerson	2	Mohawk Hudson

555 additional members have at least one referral.

### REGION LEADERS

(Category based on 2019 year-end membership)

REGION	GROWTH
<b>JUMBO REGIONS (800+):</b>	
Oregon	6.6%
Texas	6.6%
Central Carolinas	5.0%
<b>LARGE REGIONS (401-799):</b>	
Lone Star	9.5%
Steel Cities	9.3%
Northwest	8.6%
<b>MEDIUM REGIONS (200-400):</b>	
Eastern Tennessee	10.7%
Utah	9.6%
Tennessee	9.1%
<b>SMALL REGIONS (&lt;200):</b>	
Wiregrass	35.7%
Mississippi	28.6%
South Texas Border	17.7%

## HAWK RETURNS AS SCCA OFFICIAL BRAKE PRODUCT

Since 2003, Hawk Performance has been the Official Brake Products of the SCCA, and that partnership continues to this day with some new and exciting support from Hawk across a number of SCCA programs.

In 2020, Hawk Performance has added two new ways it will support SCCA members. At the SCCA Runoffs, Hawk will be introducing the Hawk "Brake-Through Performer" to Wednesday's qualifying. The driver with the biggest improvement in overall time will receive a valuable prize from Hawk for their achievement. Hawk is also deepening its relationship with Tire Rack SCCA Time Trials National Tour and Tire Rack Time Trials Nationals Powered by Hagerty through a new Hawk "Fast Brake" incentive program, offering discounts on Hawk brake products to members as they sign up, helping them prep for the upcoming events.

Additional information about Hawk Performance can be found at [hawkperformance.com](http://hawkperformance.com).



## NATIONAL SOLO SCHEDULE RESETS, SOLO NATS RUN DAYS ASSIGNED

With the necessary precautions taken to ensure the safety of participants, volunteers, fans, and humanity, the 2020 Tire Rack SCCA National Solo program schedule has been revamped with an eye on a return to action in the second half of the year. This includes updated Tire Rack

Championship Tour, Tire Rack ProSolo National Series, and CAM Invitational calendars.

The Championship Tour was able to run the first event, the Dixie Tour, in March, prior to shutdown orders going into effect in order to combat the spread of the coronavirus. After much consideration, the Championship Tour and ProSolo season, including two CAM Invitational events, will now consist of a total of 20 events, providing national, state, and local authorities determine that each of these events can be held safely.

In addition, SCCA's Solo department has released an initial version of the 2020 Tire Rack Solo National Championships run days. Lacking season-long competitor data, the Solo department has instead utilized past event history and intrinsic knowledge to complete the schedule, which can be found at [scca.com/solonats](http://scca.com/solonats).

### ANOTHER START

The 2020 National Solo season has been largely rewritten, with events now running through late October.



Perry Bennett

## 2020 TIRE RACK SCCA NATIONAL SOLO SCHEDULE

### TIRE RACK CHAMPIONSHIP TOUR

DATE	LOCATION
July 3-5	Bristol Motor Speedway, Tenn.
July 10-12	Hampton Mills Old Lumber Yard, Wash.
July 17-19	Grissom Aeroplex, Ind.
Aug. 21-23	Lincoln Airpark, Neb.
Sept. 25-27	Seneca Army Depot, N.Y.
Oct. 16-18	GrandSport Speedway, Texas
Oct. 23-25	Marana Regional Airport, Ariz
Sept. 7-11	Tire Rack Solo National Championships, Lincoln, Neb.

### TIRE RACK PROSOLO

DATE	LOCATION
June 12-14	Grissom Aeroplex, Ind.
June 18-20	zMAX Dragway, N.C.
June 26-28	Heartland Motorsports Park, Kan.
July 1-3	Bristol Motor Speedway, Tenn.
July 17-19	Hampton Mills Old Lumber Yard, Wash.
July 24-26	Auto Club Speedway, Calif.
July 31-Aug 2	Oscoda-Wurtsmith Airport, Mich.
Aug. 19-21	Lincoln Airpark, Neb.
Sept. 4-6	ProSolo Finale, Lincoln Airpark, Neb.

### CAM INVITATIONAL

DATE	LOCATION
Aug. 7-9	Grissom Aeroplex, Ind.
Sept. 5	Lincoln Airpark, Kan.





Chris Clark

## TRANS AM REVISES 2020 SCHEDULE

Following the COVID-19 interruption to its original race schedule, the new SCCA Pro Racing Trans Am Series presented by Pirelli 2020 amended calendar accommodates numerous familiar venues, plus some, extending Trans Am's season to December. Head to [gotransam.com](http://gotransam.com) for more details.

# THE VOLUNTEER INCENTIVE PROGRAM

## 12-19 DAYS

Jerry Andersen	Cal Club
Robert G. Andrews	Texas
William J. Baldwin	Cal Club
Mark Biamonte	North Carolina
Nick Boley	Colorado
John Boltik	Central Florida
Thomas L. Brewsaugh	Central Florida
Martin P. Burk	Washington DC
Ann K. Burke	Detroit
Charles L. Burke	New England
Jerry L. Cabe	Cincinnati
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Madison Carpenter	Ohio Valley
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Roland E. Clark	New England
Jan Coleman-Mitchell	Atlanta
Christopher O. Collins	Washington DC
Ian E. Cook	San Francisco
Karen R. Cook	San Francisco
Melanie C. Crain	Central Florida
James A. Crider	Houston
Matthew P. Crotty	Lone Star
Dean Croucher	Finger Lakes
James Crouse	Central Florida
Gregory Derk	Florida
Dana E. DeShong	Central Florida
Dian E. Dingle	Susquehanna
Jonathan Dove	Buccaneer
H. Daniel Duncan	Florida
Rick Edwards	North Carolina
John E. Fine	Atlanta
Michael Finn	Florida
Samuel Fouse	North Carolina
Jeffrey Christopher Fox	Glen
LisaKay Foyle	SW Louisiana
Joseph C. Gandy	Dixie
Steve Gauding	Central Florida
Jim Gillen	Land O'Lakes
Kathy Gillen	Land O'Lakes
Jim Gleason	Lone Star
Christy Graham	Cincinnati
Jeffrey Scott Grose	Central Florida
Sheryl Groth	San Francisco
Cindy Halstead	Glen
John W. Hammond	Atlanta
Dale Hammons	Land O'Lakes
Joyce K. Hart	Des Moines Valley
Larry Hartman	Atlanta
Joe E. Hayes	Ohio Valley
Douglas D. Hendrickson	Blackhawk Valley
Scott Henk	Washington DC
Rick Henschel	Buccaneer
Trevor A. Hermance	New England
Randall S. Hermann	Blackhawk Valley
Albert Hermans	Kansas City
John P. Hertsgaard	Land O'Lakes
George T. Heyl	San Francisco
Patrick Hoban	Florida
Sarah Hobbs	Cal Club
Steven Hobbs	Cal Club
Dan Hodge	Ohio Valley
Taryn L. Hodge	Ohio Valley
Randall Holton	Ohio Valley
Robert J. Horansky	Buccaneer
Liam Hostrop	San Francisco
David Hottle	New England

Milton L. Huemmer	Washington DC
Vicki Jarecke	NE Oklahoma
Art Jaso	Washington DC
Jim Johnstone	Lone Star
Kim Joiner	Blackhawk Valley
Michael Kelley	Washington DC
David R. Killian	Ohio Valley
Mike King	San Francisco
Joseph Kirby	San Francisco
Rudy L. Kirchner	Central Florida
J. Mark Korey	N New Jersey
Bruce P. Kosakowski	Mohawk Hudson
Gregory S. Kozuhowski	South Jersey
Marianne Krauss	New York
Debbie A. LaFond	Neohio
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John C. Leps	Central Florida
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Dwight Loveland	Milwaukee
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Fran Martin	Central Florida
Timothy Martin	Central Florida
John Thomas McDonough	Philadelphia
Kennedy King McElroy	Lone Star
Leland Miller	Central Florida
Walter Miller	Central Florida
Douglas B. Mitchell	Detroit
Blake R. Montgomery	Central Carolinas
Janet Lee Moscati	Washington DC
Michael E. Moscati	Washington DC
David R. Moye	Central Florida
Earl J. Myers	Ohio Valley
David Paul Newman	Chicago
Patty Norlin	Oregon
Linda M. Novak	Chicago
Basil (Butch) O'Connor	N New Jersey
Diane M. O'Connor	N New Jersey
Michael O'Halloran	Central Florida
Phillip Osborne	Ohio Valley
Larry Pannemann	Detroit
Lois Petersen	Arizona
Corky Prip	Central Florida
Michael E. Quaintance	Ohio Valley
Joseph L. Quinn III	Indianapolis
Carol B. Reber	Washington DC
Douglas J. Rigel	Ohio Valley
Robert J. Rivello	Washington DC
Caryl Roberts	Milwaukee
Peter S. Roberts	New England
Richard P. Rock	Blue Mountain
Peter J. Romanowski	North Carolina
David M. Rupp	Ohio Valley
Sue Rupp	Ohio Valley
Marilyn Russell	Fort Wayne
James Schanz	South Jersey
James R. Schell	Ohio Valley
James H. Schmuck	Chicago
Janet E. Schmuck	Chicago
Dale Schubel	Milwaukee
Mitch Schwartzburg	Cal Club
Donald M. Seefeldt	Milwaukee
Brian E. Sill	Texas
Lee Smits	Central Florida
J.M. Spellman	Indianapolis
Paula D. Spencer	Chicago
Catherine Stegeman	Chicago
Michael D. Stringfellow	Washington DC

Larry A. Svaton	Houston
C. David Teal	South Jersey
William J. Thompson	Detroit
Tyrone N. Till	Rio Grande
Mark Troemel	Milwaukee
Deb Turner	Houston
Peter Villame	New England
Michael J. Wahl	Lone Star
Susan M. Wakeman	Detroit
Duane Ward	Ohio Valley
Heidi S. Weir	Washington DC
Roberta F. West	Mid South
Anthony Williamson	Atlanta
Elizabeth Winiarz	New England
Robert G. Woolston	Land O'Lakes
Sean C. Yahn	Milwaukee

## 20-29 DAYS

Blondie Anderson	Land O'Lakes
Robert Anderson	New England
Ronald R. Bashor	Texas
Tiffany Bingheim	Milwaukee
George J. Bloeser	Philadelphia
Judith Bloeser	Philadelphia
Bruce Brunner	San Francisco
Helga Brunner	San Francisco
Christopher R. Buccola	Chicago
Lauri Burks	Neohio
Wanda K. Cecil	South Carolina
Kyle Colbey	Glen
David T. Cole	Glen
Arthur Allan Coy	Cal Club
Penelope R. Coy	Cal Club
Kevin G. Crain	Central Florida
Robert Lee Crawford	Washington DC
Anna Neave Crissman	North Carolina
Kevin S. Cullen	San Francisco
Gary D'Abate	Atlanta
Nancy L. Davis	Central Florida
George E. Delong	Central Florida
Patrick M. di Natale	Kansas City
Dave Foreman	Lone Star
Derrick Frakes	Kansas
Paul Gauzens	Atlanta
Joseph H. Gray	Susquehanna
Sandra L. Gray	Susquehanna
Bob Groth	San Francisco
Terry Halstead	Glen
Lynne Hanushek	South Jersey
James R. Hooker	Central Florida
Edward Kajko	Colorado
Claire Kelly	San Francisco
Hollye Laplante	Central Florida
Mick Levy	Central New York
Michael J. Lombardi	Oregon
Gayle S. Lorenz	Washington DC
James T. Lowe	Houston
Fred L. McKinney	North Carolina
Alan J. Mertens	San Francisco
Dan Miklovic	Northwest
Steven Edward Miller	Washington DC
Morris A. Pendleton	Central Carolinas
Francine R. Plunkett	Lone Star
Pedro Prado	Central Florida
Vanessa Prado	Central Florida
Steven D. Roberts	Kansas City
James Allen Robertson	Houston
Roberta Ross	Cincinnati
Timothy R. Ross	Cincinnati

Ari Schanz	South Jersey
Susan Schuster	Milwaukee
Tobin Schuster	Milwaukee
Harvey Shaw	South Jersey
Monica Shaw	Des Moines Valley
R.J. Shaw	Des Moines Valley
E. Ronald Shellenberger	Washington DC
Herbert Shipp	Central Florida
Sherise Y. Smouse	Washington DC
Sara F. Snider	Central Carolinas
H. Leigh Steves	Colorado
Art Tapley	Texas
J.R. Todd	Central Carolinas
Lynn S. Todd	Central Carolinas
Laurence Vooght	Central Florida
Bonnie J. Wannarka	Lone Star
Gerald L. Wannarka	Lone Star
Peter Watson	New York
Michael L. West	Mid South
Sharon Dee West	Land O'Lakes

## 30-39 DAYS

James (Jeb) T. Bucher	Ohio Valley
Bruce Dover	North Carolina
Nancy L. Eubel	San Francisco
Marilyn Freeman	New England
Terry Hanushek	South Jersey
Neil Harmon	Central Florida
Joseph L. Helser	Blackhawk Valley
Wanda Helser	Blackhawk Valley
Bob Jardine	Cal Club
David J. Kettler	Milwaukee
Anne Kumor	Milwaukee
Richard I. Mitchell	Atlanta
Mary C. Patterson	Des Moines Valley
David Rodman	New England
David G. Rollow	Atlanta
Sharon Rollow	Atlanta
Lee Stanley	Buccaneer
William Scott Stewart	Misery Bay
Donna-Jane Thielke	Milwaukee
Glen Thielke	Milwaukee
Marcia L. Ulise	San Francisco
Eric Whitnoble	Ohio Valley

## 40+ DAYS

Michael G. Beaumia	Milwaukee
Fred R. Brinkel	Washington DC
Carol Deborde	Reno
Dave Deborde	Reno
Jeffrey T. Hutzelman	Steel Cities
Kelley Huxtable	Des Moines Valley
Margaret Mitchell	Florida
Bob Ricker	Florida
Jerome Russet	Land O'Lakes
A. Richard Wong	Western New York

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





Rupert Berrington

## RANDY POBST

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

# FRONT, MID, REAR: HOW ENGINE

**M**id-engine placement is the ideal for pavement-racing automobiles, period. In every series where they have a choice, that's where the engine ends up. But why?

Originally, cars were motorized horse carriages, and they usually mounted the Chitty Chitty Bang Bang single cylinders under the seat. Undoubtedly, they soon discovered what a high center

just ahead of you where you can see if - when - it boils over. Further, trying to carry large loads up front means you won't be able to see over them, and that doesn't work so well, either.

Many racecars are based on street cars, so for the above reasons the engine was up front, too. Another factor is the tricky task of getting power to the wheels. Front engine usually meant a nice, simple, strong rear axle. Mid or rear meant a transaxle would be necessary, combining the transmission and the final-drive axle into one. The articulating driveshafts these required were very difficult to build with early materials and technology. It was a long time before this was accomplished economically and effectively for higher power outputs. Like, well into the 1960s (Corvette, Jaguar).

Rear-engine placement was popular for a while due to its low cost and convenient packaging, but driving one fast can get dicey. No one put the engine back there to maximize performance. Everyone put the engine in the middle for that purpose, however. Colin Chapman and his Lotus racecars were early adopters in their day, and it worked.

Why, then? Mid-engine placement has two strong advantages for going

around corners and racetracks quickly. Let's take a look:

**1.** Mounted just ahead of the rear axle, the mass of the engine, transmission, and final drive are all concentrated over the drive wheels, assuming rear-wheel drive. And the more powerful an engine is, the more weight it transfers back, and the greater the potential to increase traction and launch forward without spinning the tires with the associated great loss of grip. This rearward weight bias is also helpful under braking. The more weight in back, the more the rear tires can help slow the car; more rear contact patch.

**2.** Low polar moment of inertia (PMI). Scientific gobbledygook, eh? In layman's terms, consider a front-engine car like an ice skater with arms extended. When spinning, the skater has long PMI because the weight of the skater's arms is a long way from the center of rotation. But when the skater draws in her arms, what happens? As we see at the Olympics, the skater spins so fast it's a blur. That's because the skater's arms are now close to her center of rotation. The ice skater now has low PMI.

*"Rear-engine placement was popular for a while due to its low cost and...packaging, but driving one fast can be dicey"*

of gravity meant, not to mention serviceability - reaching under the seat and luggage area was a pain. Still is. For instance, the engine is completely hidden on the Porsche Boxster. Impossible to see. Oil is checked electronically on the dash, and you fix everything from underneath.

As you know, most cars ended up with their engines up front since, well, a long time ago. Why? Well, because burning gasoline is hot, and the front end gets the most cooling breezes. You set a radiator right there in front of the engine, the hoses are short, and the radiator cap is conveniently





# PLACEMENT AFFECTS HANDLING

As a car turns for a corner, the front engine is just like an ice skater's extended arms, a long way from the car's center of rotation into the corner, its rear axle. It takes a lot of energy to pull that front weight into the corner, making the car relatively slow to turn as well. This is even more obvious if the engine and trans are mounted way up front, like many classic American cars, and most all front-wheel-drive cars. So, what can slow the steering response is not so much just the weight, but the fact that it's a long way from the rear axle, so it's harder to change its direction. These cars like going straight. This is often the cause of "plow." Or, on the positive side, stability.

Now hop into a mid-engine car, like the newest C8 Corvette. When that car turns, it's like our Olympic ice skater with arms drawn close to her body. The weight of the engine is close to the rear axle and it is much easier to pull into the corner. The car turns faster and with less effort.

So, what's the downside? Well, the car sometimes can turn so fast that it's difficult to control - it's twitchy. Easier to turn means easier to spin, as well. Mid-engine cars are much more difficult to drift for this very reason - they rotate

very quickly. Maybe too quickly. This is one reason why several of today's high-performance cars have a compromise: front engine, rear *transmission*, shooting for some of the best of both worlds: quickness, power down, and stability.

Try this easy demonstration right where you are. Hold your arms straight out in front of you. You are now a front-engine car. Better yet, hold something in your hands - water bottles, your briefcase, a baby. Now (lovingly) swing Junior left-to-right, turning at your waist (which is like the rear axle). Baby will love it! How does that feel? Now draw Baby close to your chest and make the same twisting 90-degree turns. How does that compare? *That*, my friends, is how a mid-engine car feels in comparison to a front-mounted one when entering a corner. It's more responsive. Easier. More precise.

Combine this with my famous drag-fingers-lightly-across-desk, then-push-down-and-try-it-again demo. When you lean on your fingers, you can feel the increased traction from the weight. That's what having the engine and trans over the rear axle does for your tires under acceleration, and one reason why the Z51 C8 Corvette

"Try this easy demonstration right where you are. Hold your arms straight out in front of you. You are now a front-engine car"

will beat the much more powerful C7 Z06 Corvette from 0-60mph.

Now imagine a rear engine - hello 911! The extreme rear weight bias is great for traction under power and can really help the rear tires do more braking, but that PMI is now swinging 'round out back. Your entry rotation now has more momentum and wants to keep going. If you could hold Baby out behind you and do that side-to-side motion while you face forward, that'd be the feeling of a rear engine. Another downside is that the front is very lightly loaded under power, so when you lift off, there's a huge change in front grip. Porsche has done a terrific job of adjusting for this over the years; huge rear tires, roll toe-in, and tight shock dampening to slow the swing of that rear PMI. But they must constantly hold the mid-engine Cayman and Boxster back (less power, strut suspension) lest the mid-engine little brother outrun the superstar 911.

So, choose your polar-moment poison, and go tear up an SCCA track party whenever it's possible - and I'll see you there! 📍

## OUT BACK

(ABOVE) Porsche 911s have always had their engines in the back. It's something that's tricky to tune, but Porsche seems to do OK with it.



# CONNECTED

As racers shelter from a global virus, sanctioning bodies like SCCA keep the motorsports community united through intense online racing | WORDS Philip Royle | IMAGES Courtesy iRacing

**G**ran Trak 10 was a revelation. Arguably the first racing video game, this 1974 arcade hit saw players flinging what now resembles a social media hashtag through a series of asterisks, with direction changes coming via a quick-spinning wheel, loud-clacking gas pedal, and an inaccurate gear lever. *Night Driver*, landing two years later at the

arcade, was beyond an evolution; it exchanged the overhead view for a near-first-person perspective. When the game was ported to the console a few years later, I spent many an hour wheeling my Atari 2600 paddle controller even after *Pole Position* hit the market. But while these weren't racing simulators, they set the stage for the amazing online motorsports

competitions we're seeing today. Indeed, virtual racing is nothing new, but it's the best that it's ever been – and we're extraordinarily lucky it is.

This trip down memory lane isn't just nonsensical nostalgic musings by a nostalgic Gen X'er. The fact is, every generation currently playing (or even simply watching) today's online racing action during the COVID-19 shutdown



## UNREAL ACTION

The Hoosier SCCA eSports Super Tour on iRacing kicked into action in early April, with the SRF3 race group quickly reaching capacity.



has their own racing game story to tell. Yet, while I look back so fondly on my wasted youth, I equally stand in awe of the astounding breakthroughs in technology that have allowed online racing leagues to sprout up to fill the void now left by the absence of physical motorsports.

There's little reason for back-story here, as we've all been living it: a global pandemic

forced the world into temporary isolation from a never-before-seen virus. Shortly thereafter, motorsports events shuttered for much of 2020. But rather than sitting still, racers ranging from amateur to professional took to the virtual racing world, and just like that, motorsports lived on.

None of this is to say that online leagues

via iRacing, Assetto Corsa, R Factor 2, and beyond didn't previously exist - they just existed at a different level. Case in point, SCCA already offered an SRF Challenge series via iRacing and was plugging away launching a virtual Hoosier Racing Tire SCCA eSports Super Tour, but the outbreak jumped those plans into action at lightning speeds.



### A NEW SERIES FOR SCCA

The first stop of the Hoosier SCCA eSports Super Tour came at Michelin Raceway Road Atlanta (BOTTOM LEFT), where competitors wheeled open-wheel cars (MAIN), big-bore GT3 sedans (BOTTOM MIDDLE), and TCR cars (BOTTOM RIGHT).



### THE CLUB GOES VIRTUAL

"When the coronavirus started kicking up and all of the motorsports events were being cancelled, I sent an e-mail to SCCA's John Hunter and Heyward Wagner and said, 'Hey, I think we need to jump on this now,'" Steve Ray explains of the quick action that ultimately launched SCCA's virtual Hoosier Super Tour series in early April. John and Heyward rigorously agreed that online motorsports was the direction, and from there, the ball rolled on a new iRacing league.

Steve is just one component of the team who made this pivot happen, and he readily admits that he's picking up a ball that was already rolling. As such, SCCA already touted its SRF Challenge on iRacing - but that was back when a virtual racing league was complementing real-world action. Suddenly, physical motorsports were halted, and

SCCA's virtual racing program would - at least for the time being - become the only part of the Club in active competition.

The initial Hoosier SCCA eSports Super Tour offering on iRacing boasted not only three racing groups - Spec Racer Ford, Skip Barber Formula cars, and Global Mazda MX-5 Cup cars - but also live streaming of practice, qualifying, and races, as well as event commentary from SCCA members and experienced racing commentators Larry "Lefty" MacLeod and Gregg Ginsburg. "Then we pulled in Kyle Heyer with SYM TV in order to broadcast the races," Steve says.

Broadcasting the virtual races was key, because while every SCCA member loves racing, not everyone has a sim setup, an iRacing membership, or the desire to compete - but the ability to watch changes the game.

"The broadcaster can watch an overall view from above and see all of the

"We decided to limit the races to 40 cars...we filled up the practice server in about 10 minutes"

**STEVE RAY**

action, and then they can pick a different camera and zoom in," Steve explains. "Then there's the replay function where they can see where the action happened and slow it down. This is all going on in the background, and the commentators are talking about it all in real-time."

There are limitations to the broadcast, however, as Steve notes: "We had to limit the races to 40 cars because of the iRacing software. Typically, within iRacing you can go up to about 60 cars in a session that you want to broadcast, but there was a software limitation where over 40 cars caused broadcasts to have errors. We decided to



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## THE LOOK

When racing in a virtual series, visual elements are essential. Beyond the obvious of having monitors or a VR setup to enable racers to see where they're going, there are other factors to consider in the visual realm.

"In iRacing, there is a built-in software spotter you can turn on that will tell you whether there's a car on your left or on your right, and it'll say if you're clear when you pass someone," Steve Ray explains. "You can also have somebody sign in to observe and be your spotter over a voice channel. That person can watch the same view as the broadcast, from overhead, from directly in front of you, from other cars, or wherever, and be in your ear telling you what's going on."

Beyond that, there's also custom racecar livery to consider. "Most of the SCCA Pro Racing FR Americas drivers already had liveries prepared from when they race on iRacing regularly," SCCA Pro Racing's Amy Greenway notes, adding that the Trans Am virtual series involved a different take on livery. "Because Trans Am was using rFactor 2 instead of iRacing, the developers took the Trans Am style guide and uploaded all of the sponsors onto the cars and then put the Trans Am logo on the hood."

Watch the Hoosier eSports SCCA Super Tour replays and you'll see that Club racers were also quick to upload custom – and often entertaining – livery.

## ROUND 2

By the second round, the SCCA Pro Racing FR Americas Invitational iRacing Championship was a well-oiled machine, with racers tackling an incredibly accurate representation of Circuit of the Americas (RIGHT and BOTTOM).

limit the races to 40 cars, and for the first race group, the Spec Racer Fords, I think we filled up the practice server in about 10 minutes," Steve says.

A second race group was added and about 20 racers joined that session, but only one race could be broadcast at a time, so only the larger race group hit the airwaves, so to speak.

"The next race group was the Skip Barber Formula 2000s, and we filled that first session in about two minutes," Steve says.

Truly, there is pent-up demand to go racing.

The first Hoosier SCCA eSports Super Tour weekend, entries were open to anyone on the iRacing platform. Thereafter, races were limited to SCCA members. "People now have to request membership to the league, and I sort through those requests," Steve says.

So, how was the racing for the opening round of the Hoosier SCCA eSports Super Tour? "The guys who specialized in just the online racing had an advantage," Steve admits, adding, "The overall racing was pretty clean. I was really impressed. And I received a lot of comments about how clean and respectful the racing was."

## FR AMERICAS JUMPS IN

Amy Greenway is the Communications Director for SCCA Pro Racing's Formula Regional Americas Championship and, as such, her job promoting the series and its races quickly changed with the virus outbreak. "As soon as we made the announcement that FR Americas' first race in April was going to be postponed, we had to scramble in order to keep our audience engaged, because suddenly we were not going to have a race until June," Amy explains of the birth of the FR Americas



"A lot of factors went into this. FR Americas has drivers from all over the world who are racing"  
**AMY GREENWAY**





Invitational iRacing Championship. But unlike SCCA's Hoosier eSports Super Tour launch, FR Americas organizers had no foothold in the world of virtual racing. Regardless, the process happened fast.

"In developing the online racing league, we announced the series on a Friday, began developing the series on Saturday, and I made the announcement on the following Thursday that FR Americas would host a virtual racing series beginning that coming Tuesday," Amy says.

"A lot of factors went into this," she explains. "FR Americas has drivers from all over the world who are racing, so we had to find a time that would be OK for racers all over the United States, racers in New Zealand, and those in Europe, although the Europeans got the short end of the stick since they would have to race at 2 a.m."

It was quickly decided that the virtual FR Americas series would run on iRacing using the former international F3 car as the spec car. Next, Amy reached out to the drivers.

Since this would be an invitational series, the current FR Americas competitors and international F3 drivers were welcomed, as were some NASCAR drivers and a professional sim racer. "We also opened a fan iRacing league that races every Thursday at 3 p.m., with the top three fans joining our FR Americas league," Amy notes. Sponsors were then brought into the fray, with real-world prizes offered to competitors on a per-race basis and for overall series performance.

That was the easy part, Amy notes. Having never done this before, logistical questions were bountiful. "How would the virtual races be streamed? How

do I develop a league and put on a race? I read the iRacing online manual from cover to cover and then spent hours on the phone trying to set up things with the drivers who were helping me with this," she says.

"The most difficult part was taking the information that I was learning and applying it within 48 hours," Amy says. "We had a test day on Monday just to try out the broadcasting because we're in three different locations. The drivers who were helping me, Jacob Loomis and Blake Upton, live in Seattle and Texas, and my announcer was in Ohio. Bringing us all together to make sure everything was working right was a challenge.

"We had an unofficial practice to test out everything, and it didn't go well - but that's why we practice," Amy laughs. "It





#### GOING TRANS AM

The SCCA Pro Racing Trans Am Series hosted an initial virtual race via rFactor 2, later launching a multi-track virtual racing series.

took me a few hours of back-and-forth with all of them to get the bugs settled. We then had another practice an hour before the first official race on March 24, so we could make sure everything was fixed."

But no amount of planning can account for everything, and the first broadcast resulted in a lower-quality broadcast than desired.

"The racing community is like a family – everybody wants to make sure that everybody is successful and wants to help out," Amy smiles. "I had a sponsor reach out to me wanting to uplift the broadcast to make sure that the next one was on point, and then Apex Racing TV offered a really great partnership where they're going to take over the streaming aspect for our events – we can still use our announcers, but now the races will also integrate driver interviews."

#### BUT WAIT, THERE'S MORE

At the same time, the SCCA Pro Racing Trans Am Series had also dipped its toe into the virtual racing world, and while Amy is involved in that series, too, she wasn't as integral in the launch of that series. That said, Amy was involved enough to say that Trans Am had similar issues wading into online racing



**"The racing community is like a family – everybody wants to make sure that everybody is successful"**  
**AMY GREENWAY**

leagues. Trans Am was also forced to swim in a different software direction.

"Trans Am didn't use iRacing because iRacing doesn't have a comparable Trans Am car in the software, so they went with rFactor 2," Amy points out. "And then the process began again, because what I learned for iRacing didn't really carry over to rFactor 2 because it's a completely different simulation setup."

Trans Am's initial virtual racing offering wasn't part of a series, although soon thereafter an eight-race points-based virtual series was announced. FR Americas Invitational iRacing Championship and Hoosier SCCA eSports

Super Tour, meanwhile, both incorporate seven rounds, with the FR Americas virtual series also involving points and an overall series championship. Also, by the time you read this, most of these online series will have completed their initial calendars, but replays are available at [scca.com](http://scca.com), [framericas.com](http://framericas.com), and [gotransam.com](http://gotransam.com), in many cases also appearing on their YouTube and Twitch channels. New series may also have been launched.

The question becomes, will these virtual racing series become integrated into the SCCA culture beyond COVID-19? Race fields filling up in a matter of minutes are hard to ignore but, at the same time, online racing can never replace the experience of real-world motorsports. Then again, it's now equally hard to imagine virtual racing simply evaporating from SCCA's culture.

Certainly, the answer will come with time, and it will undoubtedly be catered to fit the needs of the audience. For FR Americas, perhaps it's a way to keep racers active and fans enthralled during the off-season; for the Hoosier SCCA eSports Super Tour, maybe the series parallels the physical Hoosier Super Tour. Right now, no one knows. What I do know is that no matter how much I liked *Night Driver*, I'm so glad iRacing is here now. 🍷



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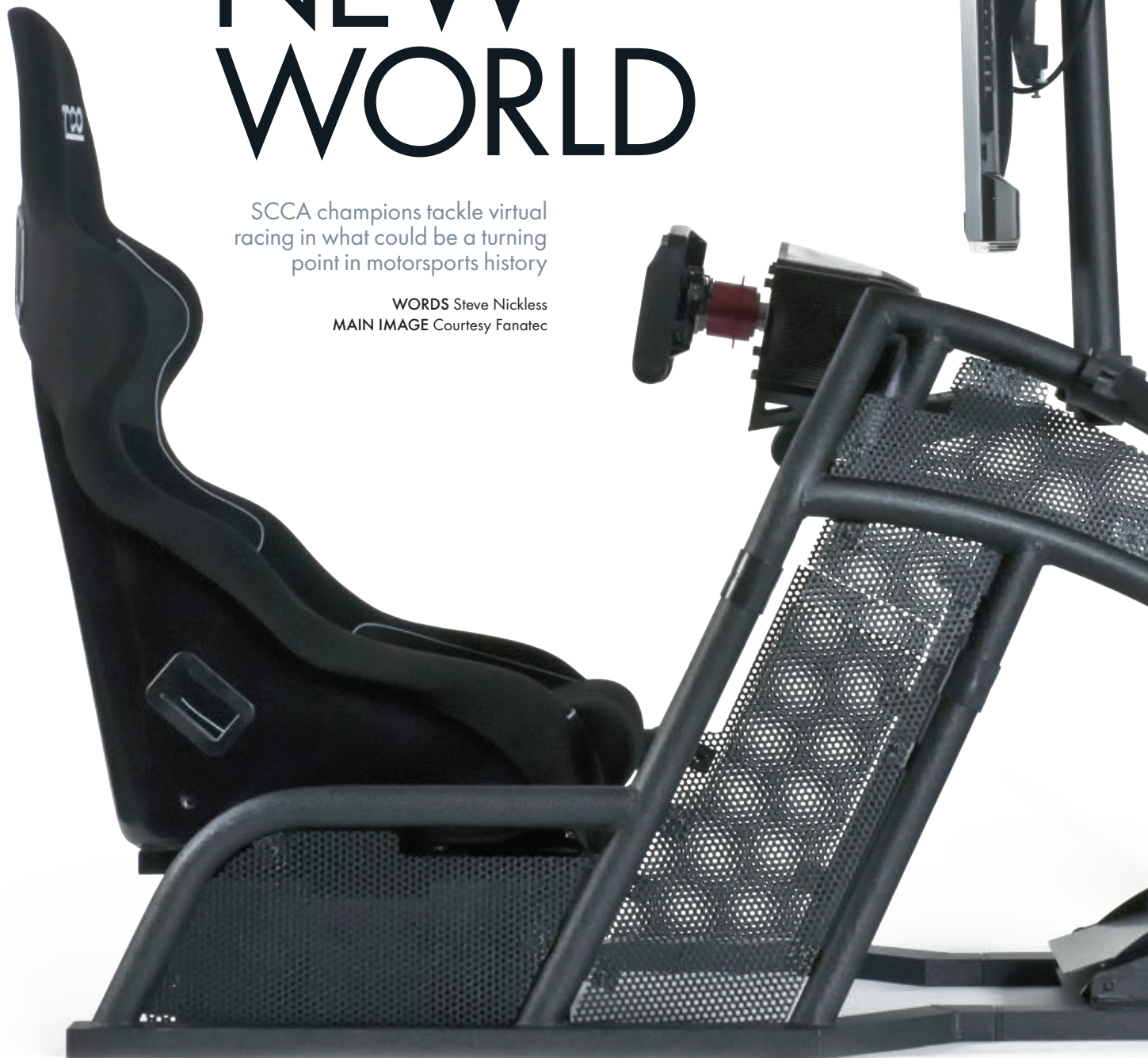
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# BRAVE NEW WORLD

SCCA champions tackle virtual racing in what could be a turning point in motorsports history

WORDS Steve Nickless  
MAIN IMAGE Courtesy Fanatec







**T**om O'Gorman and Kenton Koch are no strangers to the SCCA. O'Gorman's record boasts multiple SCCA Solo National Championship titles and a World Challenge championship from when the series was sanctioned by SCCA Pro Racing. Koch, meanwhile, came through the motorsports ranks during a then-SCCA Pro Racing-sanctioned MX-5 Cup series, and he now owns a Rolex courtesy of winning a rather famous 24-hour race in Daytona.

Both still actively autocross with the SCCA, both are professional

race drivers in a variety of series, and both - thanks to COVID-19 pausing motorsports - are stepping into the world of virtual racing.

Actually, that last one is a rather misleading statement. Hold on and I'll tell you why.

Koch and O'Gorman were thrown together as co-drivers of the eEuroparts.com ROWE Racing Audi in 2018 and became fast friends who stayed in regular contact even as rides with different teams in different professional racing series took them down separate roads. Still, both of them ending up in a 46-car field at Sebring in late March 2020 was no surprise - North Carolina resident Kenton Koch aboard a Porsche and O'Gorman a few rows behind in a BMW.

Had this been the famed Mobil 1 Sebring 12 Hours, SCCA champions Koch and O'Gorman so well placed on the grid in the GT Le Mans-class field would have been big news. As it was, the news was big, but the news was also virtual: the COVID-19 outbreak had pushed the fabled 12-hour race back to November 2020; in its place, on Saturday, March 21, a 90-minute iRacing event, the first in what would become an Esports feeding frenzy over the next few weeks as all the major sanctioning bodies - including the SCCA - grabbed ahold of "virtual racing."

The iRacing Sebring SuperSaturday IMSA event, though, served to kick things off - a strong 50-driver entry featuring Koch and O'Gorman who, several weeks prior, had

#### WINNER'S EDGE

(LEFT) Kenton Koch (left) and Tom O'Gorman (right) have a history of running at the front. With racing shut down due to the pandemic, both have happily taken to virtual racing. And it turns out, this is not their first time on sims.

accepted their invitations, selected their virtual racecars, and worked diligently on setup through qualifying on the notoriously bumpy Sebring airport course captured so well on the iRacing platform.

Koch finished the race an impressive sixth. The transplanted Californian lost time on the first lap, forced to drive off course to avoid a spinning car, triggering an automatic time penalty. He then had to claw his way back through the quality field. O'Gorman, meanwhile, was 12th in the end.

"Yeah, I finished 12th - about where I expected," said Solo National Champ and Michelin Pilot Challenge race winner O'Gorman. "I could have done better; without some mistakes, I could have been in the top 10. But I was honestly just praying for a top-15 in the race after a couple days of practice.

"I was really intrigued to see who else from the IMSA community spends time on iRacing," says O'Gorman. "It was fascinating to see who spends plenty of time on there, and it was kind of intimidating, especially the first day of practice. There were some big names, and I was like, 'OMG, these guys are really fast!'"

*"It was fascinating to see who spends plenty of time on there, and it was kind of intimidating"*  
**TOM O'GORMAN**

#### CAPTAIN'S CHAIR

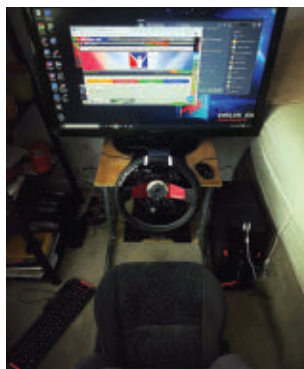
(LEFT) Virtual racing rigs can be as simple or complex as you'd like. Fanatec, a popular sim hardware supplier, makes wheels, pedals, and a rig to tie it all together.







Dan Koch



Courtesy Tom O'Gorman



Courtesy Tom O'Gorman

### THE SETUP

(Clockwise from TOP LEFT) Kenton Koch drives without shoes on his racing simulator. Tom O'Gorman's sim setup is simple but effective. While Tom has raced against pros on iRacing, he also regularly participates in the Hoosier SCCA eSports Super Tour. Kenton Koch utilizes a virtual reality headset during an iRacing session.



Dan Koch

### NOT THEIR FIRST (ONLINE) RODEO

Both of these young drivers can actually claim a wealth of previous Esports experience. O'Gorman's goes back almost 20 years, ironically getting started with the Papyrus MS-DOS NASCAR game when he was just 7- or 8-years old - ironic, because Papyrus morphed into today's premium iRacing platform.

Later, on PlayStation, O'Gorman had *Need for Speed* and *Gran Turismo*. "And then, as those console games started to get better, I engaged with the online community," he says. "There were a couple of games that had a really big online following.

"The first one was *TOCA Race Driver 2*, then 3," O'Gorman continues. "Those are where I really got involved playing with clubs and racing with groups of people, all organized through forums. It was all very grassroots because none of those games were really designed for you to play with other people in a formal way. It was just, you go online, you find a room full of people that race with you, and you have a good time."

That led to simulators, the point where O'Gorman got a steering wheel. "I found this game called *GTR 2*, which was only for PC and it had a bunch of real racecars and real

*"When I go to a racetrack I haven't been to, I've got that knowledge of the layout"*  
**KENTON KOCH**

racetracks in it, and figured out that I couldn't just play with the keyboard; I had to get a steering wheel. So, I bought that and bolted it to my desk.

"Then I found out that there was this whole big group of PC simulators - this is all still pre iRacing - *GTR 2* and *GT Legends* and *R Factor 2*, a bunch of games that each had its own following.

"Finally, I stumbled onto the first, I think, really formalized

community of online racing: *Race2Play*," he recalls. "You had to register for the series, and it was all run through a website. It was very formalized and some of it was streamed.

"iRacing came into play a couple of years later," O'Gorman continues. "All that spanned the years 1995 to 2008-ish. In 2007, I started autocrossing, and when I finally got into a real car, my butt hit the seat and I took my first autocross run, it was very inherent - kind of built in - of what to do. I had to get used to the sensations of the car underneath me, but the fundamentals of how a car works - well, I think all the years [with games and simulators] allowed me to get up to speed in real cars quickly."

As for Koch, racing sims clearly aided in his rapid rise through the ranks from karting to MX-5 champion and many-time IMSA race winner over the last decade.

"I've been on iRacing for nine or 10 years," Koch explains. "But what I used it for was helping to make the transition from karts to cars - to learn new tracks and use it as a learning tool to get up to speed quicker. When I go to a racetrack I haven't been to, I've got that knowledge of the layout, what bumps are where, things like that.

"But currently, well, I still use it for things of that nature, as a tool; but more now because it's fun," Koch admits. "It's fun





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#### ALMOST REAL

(TOP) The IMSA SuperSaturday field on iRacing was packed with 50 pro racers, with a number of SCCA stalwarts among them. (BOTTOM LEFT) Kenton Koch played the opening round of that virtual series smart, taking minimal chances and claiming a solid top-six finish. (BOTTOM RIGHT) Virtual racing brings new challenges, like Tom O'Gorman deciding his own pit strategy in the 90-minute virtual race.

*"I have the same shifter from 10 years ago, the same pedals from eight years ago; you update things as you go"*  
**KENTON KOCH**

to be with peers and race each other on level playing fields. I still use it as a tool, though, to get reacquainted with places."

Koch is enthusiastic about the iRacing platform: "There are official races, series with different cars - a lot of different cars. You start off as a rookie and then you can [upgrade your license] from D to C to B to A, driving different cars along the way. You can test, but it's more beneficial to be out there with others, go car-to-car and learn racecraft. You can really get the whole picture, build a whole skillset on that.

"And, it's funny, the people you race in real life are online, and in the sim you're like, 'I'm literally driving behind the same guy doing the same things!'"

#### THEIR SETUPS

Unlike the multi-million-dollar simulators used by Formula 1 teams or even the \$50,000-\$100,000 sims commercially available, both Koch and O'Gorman are able to compete in the major sports leagues with setups that seem, in comparison, quite primitive. Both have added pieces as they've gone along,

though neither added anything new for the "major league" virtual Sebring event in March.

"I didn't get everything all at once like some people do," says Koch. "I have the same shifter from 10 years ago, the same pedals from eight years ago; you update things as you go and as you need to. All in all, to put a number on my setup, probably in the neighborhood of four grand. But it's been over a long period of time; I certainly didn't drop four grand yesterday."

O'Gorman's sim setup is even more basic. "Yeah, mine





Courtesy Thrustmaster



Courtesy Logitech



Courtesy Fanatec

## RACING RIGS

There are racing simulator setups for any budget, including (from TOP to BOTTOM) Thrustmaster, Logitech, Fanatec, and the full-motion system from CXC Simulations.

is even more 'ghetto fab' than Kenton's," O'Gorman laughs. "A metal frame and wood from Home Depot that my dad helped me build probably 12 or 13 years ago, with a TV set on top.

"I have a Logitech steering wheel from about 10 years ago," he continues. "I don't have a shifter, so it's all paddle shifters - even if I have to use a clutch. But the Sebring race was the first time in a long time that I've really wished I had better equipment, because I really put a lot of effort into that race."

## WHAT'S NEEDED

As the equipment goes up in cost, so does the realism, although not as exponentially as one might expect. Experience, coupled with quality basic equipment, makes a difference - just like real racing.

"You are removed from reality, so you have to make the best of what you've got," Koch explains. "You get your 'feel' through different things. Your steering wheel - it's super important to have force feedback back through that and be able to feel what's going on through the wheel. Then visually: It's important to have a very good screen or a virtual reality headset, and the frame-rate needs to be smooth."

"Which requires a really good internet connection and a fast computer?" I ask. "Right, a good computer," Koch continues. "And it's good to have headphones because then you can hear the tire noise. You have to use all of your senses, rely on your ears and your eyes and your hands."

"I experienced something similar as I was kind of getting back into simulators about a year ago," O'Gorman agrees. "I was playing on a 25-inch monitor with the audio coming through the speakers, but when I changed to a headset, I could hear the car and the tires much better, and I got faster. Then I upgraded to a 50-inch TV instead and got much faster as well.

"As the scale changed, it felt more realistic," O'Gorman notes. "But still, there's only so much you can do. No matter how much you simulate the realistic aspects of all of these cars, no matter how many computer scans and models you



Courtesy CXC Simulations





Philip Royce

**THE REAL DEAL**

(LEFT) Tom O'Gorman may be a pro racer, but his roots are in SCCA autocross – in fact, he's still active in autocross. (BELOW RIGHT) Kenton Koch is no stranger to post-race pro racing interviews, and once real-world racing returns, expect to see him back on the podium. (BOTTOM) Tom O'Gorman is no slouch on the pro racing circuit, logging professional racing podium finishes and wins.



Michael Levitt / LAT Images

take and make off of the real parts, there's only so much you can do with a stimulator. Going back to the *Gran Turismo* and *Forza* games, all of those games do a good job of representing reality up to about 80 percent. The last 20 percent is always some aspect of the physics of those games that you have to learn how to exploit, both how to drive the game and how to set the cars up for the game.

"That's where some drivers really excel [in the different games]. So, for example, in *Gran Turismo 6*, the cars had, I believe, zero camber and you could do some tricks with the diff; and then there was a driving style that was very specific to that game. You could get pretty good, but until you learned how to exploit those unique characteristics, you were never going to be one of the fastest."

**AN ONLINE PRO?**

Is online sim racing something that either O'Gorman or Koch would consider doing professionally? "Heck yeah, of

course I would if it turns into something where I could make a living," Koch is quick to say, humbly adding, "I would have to get better first. I think I'm all right, but there are people out there who are really good at this. There are things in the sim world you have to learn to be able to go quickly – not everything translates [from the real world to the virtual world] one-to-one."

And, just as in real life, teams and car setup are crucial. "There are teams online, and you kind of have to be a part of a good team to be able to get [the cars] set up," says Koch. "If you're not on a team, you have to be good at setting cars up yourself. I found out during the Sebring SuperSaturday iRacing event that if I was two clicks off on [shock] rebound, one way or the other, front or rear, I could lose two to three tenths or gain two or three tenths. I was like, 'I could really screw this thing up.'"

In that race, Koch served as his own crew chief and



Michael Levitt / LAT Images

*"You can grab the mouse and scroll through your heads-up display, and you have a lot of data"*  
**TOM O'GORMAN**

race strategist. "Yeah, I was my own," he admits. "I had a fuel calculation spreadsheet on my laptop, and I would scream to my wife in the other room while racing, 'Hey, put this number in!' She did, and she'd tell me how much fuel I needed to take it to the next pit stop. And, you know, my pit stop was among the best of all the Porsches, so I was pretty happy with that."

"Another aspect of the simulator is that you can actually access way more information than in a real car," O'Gorman adds. "You can grab the mouse and scroll through

your heads-up display, and you have a lot of data available. It takes some practice, though."

**WHEN RACING RETURNS**

At the time this was written, racing worldwide was at a standstill. When racing resumes, O'Gorman and Koch will be back at the real-life racetrack. But that doesn't mean Esports will go away. Rather, this moment could become a turning point for the entire motorsports industry, opening more real and virtual doors than anyone ever thought possible – and regardless of the opportunity, both of these drivers will be ready.

It should also be noted that if you're interested in either online or real racing, Koch and O'Gorman are both enthusiastically available as Esports and real-world driver coaches, or even to help in the development of larger motorsports or performance programs. Koch can be found at [kentonkochracing.com](http://kentonkochracing.com), while O'Gorman is at [tomo.racing@yahoo.com](mailto:tomo.racing@yahoo.com). 📍



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In the adrenaline-soaked world of motorsports, what driver hasn't wondered if they could cut it in the pro ranks? For 35-year-old Tyler Kicera, that was a creeping thought. Reality, however, was that he had a demanding day job, and he and his wife Stephanie had their first baby in 2018 – perhaps it was crazy for him to think about adding the complexities of campaigning in a professional racing series. Then again, Kicera had seen great success in SCCA Road Racing competing in the ultra-competitive Spec Miata class, and that experience could prove beneficial in a pro series. There was also the “what if” factor – he didn't want to have lingering doubts about what might have been. So, he went for it.

Last season, Kicera jumped into the SCCA Pro Racing Trans Am Series Presented by Pirelli, with Kicera Motorsports battling for podium finishes in the TA2 field at both VIRginia International Raceway and Watkins Glen. Kicera also recently participated in Trans Am's first Esports Pirelli Showdown, notching a second-place finish against 26 past, current, and future real-life competitors at the virtual Lime Rock Park.

In real life, Kicera is returning to the track for more TA2 action once the Trans Am series jumps back into action this year, and he's hoping to expand his team's participation further in 2021. So, with so much happening in his racing program, we took the opportunity to pose Kicera a few questions to truly understand his past, present, and what the future holds for Kicera Motorsports.

# GOING FOR IT

WORDS Jim Kearney  
MAIN IMAGE Chris Clark

Have you dreamed of racing with the pros? Spec Miata racer Tyler Kicera plunged into Trans Am TA2, and the results are inspiring





**EYES ON THE PRIZE**  
Tyler Kicera is testing the  
professional racing waters  
with Trans Am TA2.



## FAMILY BUSINESS

Tyler Kicera's Club Racing efforts are supported by friends and family (BELOW), and that is also largely the case in his SCCA Pro Racing Trans Am TA2 adventures (BOTTOM). In Spec Miata, Kicera has gone bumper to bumper with the best of them (TOP RIGHT), yielding impressive results (BOTTOM RIGHT).



Courtesy Tyler Kicera

"Compared to Spec Miata, the TA2 car has an almost infinite level of adjustability"  
**TYLER KICERA**

**SportsCar:** You have an unusual job, what might be the best way to describe it?

**Tyler Kicera:** My title is VP, Head of Creative at TAIT, a technology company that provides staging, robotics, high-performance rigging, and

software for the live event industry including concert tours, theme parks, cruise ships, and architecture. We've built 18 of the top 20 highest grossing concert tours of all time, including the Rolling Stones, U2, Lady Gaga, and more. We've built equipment that has toured all seven continents [yes, including Antarctica], and even flown into outer space. My job is to provide creative direction for the company and work with our clients, artists, and other creative firms in the initial stages of project development.

**SC:** Switching gears, how did you first become interested in racing?

**TK:** My dad, Vic Kicera, was really competitive in everything from Spec Racer Fords to S2000s and stock cars. He got me behind the wheel before he ever did himself. But between my stints in racing, I was spending time at the track supporting him. It's in my blood and part of who I am.

I raced quarter midgets from 6- to 12-years old and ran Allison Legacy cars for two years after that. I took a break from motorsports for a few years in high school, maybe to see if I really wanted it. At 21, I reconnected with racing and I ran two years of Spec Racer Ford in SCCA, and in 2012 jumped into a Spec Miata, which I'm still doing.

**SC:** What would you consider your top achievements in racing thus far?

**TK:** The biggest are probably the championships. In 2015 and



Chris Clark





2016, I won the SCCA National Points Championship in Spec Miata and had to race head-to-head for those wins in the final race of both seasons. In 2016, I won a national championship [with another sanctioning body], which got me into the Mazda Motorsports Shootout.

From a single race perspective, after losing out in Mazda's shootout in 2016, probably my Global MX-5 Cup debut at Watkins Glen, nearly winning in a side-by-side finish. Most recently, in 2019, finishing in fourth place in my TA2 debut at Watkins Glen, with the fastest race lap and running in the top three for most of the race.

**SC:** How did the Trans Am TA2 opportunity arise?

**TK:** Racing is a family endeavor, and we're very competitive. After having success at the Club level in Spec Miata, we were looking for the next challenge. We explored different

series from Global MX-5 Cup to open-wheel series, such as the SCCA Pro Racing F4 U.S. Championship. We evaluated each category: the schedule, the cost, the companion series, the level of competition, the vibe in the paddock, and how each series was run. For us, the clear winner was Trans Am. It's a name that has a lot of history, is recognizable internationally, and is an incredible value given the level of racecar you're driving. At Watkins Glen, we were two to three seconds a lap faster than an IMSA GS car for a lot less money. TA2 is a grownup version of Spec Miata, in my opinion. Then we came across a car for sale that was too good a deal to turn down.

**SC:** Stepping into TA2, what were your biggest concerns?

**TK:** Compared to the Spec Miata, the TA2 car has an almost infinite level of adjustability. As a small

Courtesy Tyler Kiera



family team, we were afraid of getting in over our heads and being lost at the track. The great news is that Chas and Dick with Howe Racing are at each race to support teams running their chassis - we owe a lot of our success to them for helping to get our car dialed in throughout each race weekend. On a personal level, I had proven I could wheel a Spec Miata with the best,

but this was a totally different beast and I wasn't sure how my driving style would translate.

**SC:** Did you find the increased horsepower and speeds overwhelming?

**TK:** I'll admit, I was a little intimidated at first. I knew the throttle would be more than an on-off switch as it is in the Miata, and I had never experienced



## THE FUTURE

Tyler Kicera (BOTTOM) is new to Trans Am, but even his early race results show promise. For instance, during the VIRginia International Raceway Trans Am weekend in 2019 (RIGHT), his TA2 finishing position didn't reflect the fact that he was running lap times worthy of the podium.

that before. I did four or five laps in our first test session at Summit Point before pulling in to look over the car. That was all it took for the anxiety to turn into an ear-to-ear grin.

Top speeds are about 40 to 50mph more than the Spec Miata at most tracks, and lap times at a place like Watkins Glen are about 25 seconds faster. And, at VIR, we're running flat through the Esses, hitting 150mph at the top of the hill - you are on a knife-edge.

**SC:** So, how much more complicated is a TA2 car than a Spec Miata?

**TK:** The car itself is very easy to work on as it is built on a tube chassis. Aside from the normal maintenance between races, you

have to be diligent about going over the car after each session. Nutting, bolting, looking for leaks, and things like that. Speeds are so high and with the vibrations, you've got to stay on top of it or it only becomes a matter of time before you will have an issue.

**SC:** Compared with Spec Miata, how does the TA2 car race?

**TK:** We had the wrong transmission gearing in both Trans Am races in 2019, so it's hard to say the degree to which that contributed, but with the speed and horsepower, I found it very hard to pass. Aero comes into play, so you can be quicker and track someone down, but when you get close you lose air on the front splitter and the handling can totally change.

The dynamics of these longer races are much different than the sprint racing I'm used to - some people set their cars up for a short run and others go for a consistent race pace. I wouldn't say it's more difficult or less difficult, it's just a different sort of race experience.

**SC:** What difference most got your attention?

**TK:** On the Spec Miata we're usually just making small setup changes between tracks. When it comes to the TA2 car, I was surprised at how much setup comes into play and how big the swings are. While I think the setup window to be competitive in a Spec Miata is fairly wide, the TA2 car is much less forgiving. It challenges you because some of the changes that improve the handling are counterintuitive to what I've learned over the years.

**SC:** Does the length of the race have a major impact on you as a driver?

**TK:** With the speed of the cars, the extra g-forces, and the heat in the cockpit, it's a lot more demanding to endure the 100-mile race lengths than what I'm used to in Spec Miata.

I was surprised by how much patience can reward a driver in these races. There is usually some attrition, and even if someone drives away from you initially, the handling of everyone's

cars changes so much that the race can come back to you.

**SC:** How do race budgets compare between SM and TA2?

**TK:** Running costs for a TA2 race weekend including entry fee, two sets of tires, a set of pads and rotors, and fuel totals at about \$6,000 - and that is before crash damage, transportation, hotels, etc.

A set of Pirelli tires for the TA2 car are only slightly more than a set of Hoosiers for the Miata, so that goes a long way to keeping costs down, but while things like brakes, shocks, exhaust, etc., are

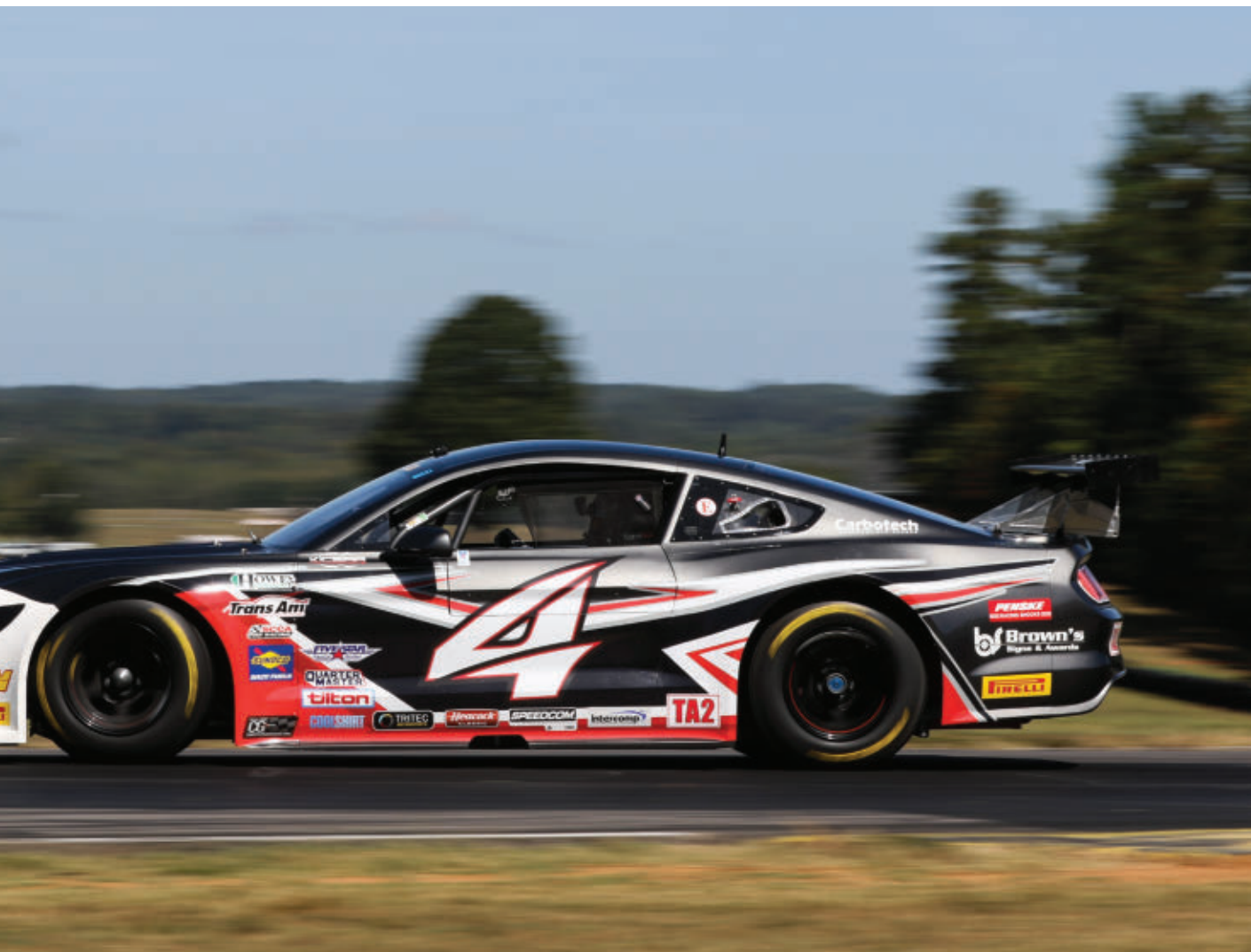


Ignite Media

Chris Clark







open for the class, the series does put cost controls on everything to keep spending in check. For someone who already has a rig and is mechanically savvy, it's a relatively small jump compared to some other pro series. That's precisely why we chose TA2.

**SC:** How complex is it to swap back and forth between SM and TA2?

**TK:** The TA2 car is much bigger, so you have to adapt your perception of where your corners actually are when switching back and forth. The TA2 car is a 4-speed dog box, so there is no

need to use the clutch other than to get rolling, and it's all left-foot braking. Believe it or not, going back to the Spec Miata after running the TA2 car a bunch took a few laps to shake the muscle memory of not using the clutch.

Going from the TA2 car to the SM definitely aids with precision, given how much slower the SM feels.

**SC:** What are your racing plans for 2020?

**TK:** I think everything in 2020 is up in the air at the moment, but I'm staying active on simulators with both Spec Miata and

Trans Am racers. I had a great battle for the win with Cameron Lawrence in the first Pirelli Showdown virtual Trans Am race at Lime Rock Park in late March, ultimately finishing P2. In real life, we were planning to shake the rust off in the Miata before shifting focus to TA2.

**SC:** And, finally, what are your goals for the TA2 season?

**TK:** We had two incredibly strong TA2 weekends in 2019, running up front and in contention for podium finishes at both the Glen and VIR. Unfortunately, sometimes things

*"It's a relatively small jump compared to some other pro series. That's precisely why we chose TA2"*  
**TYLER KICERA**

happen that are out of your control. With some experience under our belt, I think we have a realistic shot of competing for wins - I'll be disappointed if we don't at least come away with a few podium finishes. Ultimately, I'm hoping to continue to build a name for myself in the series and find a way to expand my participation in 2021. 🍷



# AN EPIC TRANS AM SEASON 50 YEARS ON

Seven American car brands, a legendary list of drivers, and barnstorming racing made it so.

WORDS J.J. O'Malley | IMAGES Dave Friedman Collection/Benson Ford Research Center



Since Trans Am by Pirelli's reboot in 2011, the series has grown in participation, stature, and popularity. Fields often exceed 70 cars and the blend of thundering V8s from the TA and TA2 classes mixed in with the exotics from across the XGT, SGT, and GT classes deliver a heady brew. If there is a benchmark today's Trans Am aims to emulate, it would be the classic 1970 season.

Not only did that season mark the first time in the modern era that America's four leading automobile manufacturers battled each other with factory-assisted programs, but it also featured a who's who of legendary drivers.

Ford returned to Trans Am with noted NASCAR team owner Bud Moore, fielding a pair of Boss 302 Mustangs for Parnelli Jones and George Follmer. Defending champion GM's hopes rode on Jim Hall's Chevrolet Chaparral Camaros for himself, Ed Leslie and mid-season addition Vic Elford.

Chrysler backed teams for two of its divisions: Dan Gurney entered two All American Racers Plymouth Barracudas for himself and Swede Savage, while Dodge had a Challenger in the mix for Sam Posey.

Roger Penske and driver Mark Donohue cut title-winning ties with Chevrolet to enter a set of American Motors Corporation Javelins, with Peter Revson adding extra firepower.

The series also featured independents who brought Pontiac Firebirds like the one driven by Jerry Titus and even a Mercury Cougar, putting seven different U.S. makes in the field.

Ford dominated the first four races. Jones won the opening two rounds, beating Donohue by 40 seconds at Laguna Seca and then lapping the field at Lime Rock. Follmer prevailed at Bryar Motorsports Park, but Jones bounced back to win at Mid-Ohio.

Then, it was the Javelin's turn. Donohue gave AMC its initial Trans Am triumph at Bridgehampton,



## THE BIG EAGLE'S LAST PUSH

Aside from a couple of one-offs, the 1970 season was Dan Gurney's final one as a competitive driver. Here he lends his All American Racers crew a hand with the Plymouth Barracuda at Laguna Seca.



## THE BIG GUNS COME OUT TO PLAY

(MAIN) Parnelli Jones' Boss 302 Mustang at Laguna Seca.

(Clockwise from TOP LEFT) The duo: Roger Penske and Mark Donohue; Jones and George Follmer in the Corkscrew; Sam Posey; Donohue in the AMC Javelin; Follmer; Jones winning and celebrating at Laguna Seca.



finishing two laps ahead of the Mustangs despite a pair of off-course excursions. Independent Camaro driver Milt Minter interrupted the AMC run with a win at Brainerd in a race dominated by Swede Savage before the gearbox failed in his Plymouth. Donohue roared back to capture the next two rounds, at Road America and Mont Tremblant, where Bud Moore entered a third Mustang for then-triple Indy 500 winner A.J. Foyt. Sadly, the car was eliminated in a practice crash as Jones tried to set up the ill-handling machine.

On to Watkins Glen, where Elford won in his second Trans Am outing driving the Chaparral Camaro. The event had the largest turnout of the year, with 45 cars vying for 35 starting positions. Jones led Donohue prior to the opening round of pit stops, which coincided with a sudden downpour. Elford returned to the race in fifth position after taking on four rain tires. He made it

to second place behind Donohue, who then took a long stop to change over to slicks. When Hall opted to give Elford only two dry tires a few laps later, it proved the key to victory. Donohue edged Follmer in a last-lap drag race to claim second.

With two races remaining, Ford led AMC by only 11 points, but Jones' Mustang won at Kent and the Riverside finale to secure the title for the Blue Oval. At Riverside, Dan Gurney finished fifth, capping a day in which the Californian announced his retirement before the start.

At the time, there was no drivers' title, and when the SCCA retrospectively allocated points, the drivers' championship would have gone right down to the wire. Jones' victory at Riverside enabled him to edge Donohue for the unofficial crown by only one point, 142-141, ending Donohue and Penske's two-year domination of the championship. 🏆

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# THE NEXT GENERATION

Mazda's Spec MX-5 package for the NC Miata should make for economical fun in SCCA Road Racing's Super Touring Lite – so I built one to find out

WORDS & IMAGES Richard S. James





In January 2001, I traveled to Willow Springs International Raceway in Rosamond, Calif., to photograph a new class of racecar for *SportsCar*. This was the first Spec Miata I had seen, a lovely little white NA prepared by Larry Oka Motorsports. The class was just beginning to take off, and while it was quickly gathering momentum,

few might have predicted that it would become one of the most popular classes in SCCA Road Racing and beyond, even spawning a pro series and spring boarding many drivers to professional racing careers.

Nineteen years later I was registered for the first Spec MX-5 Challenge race with the new specification for

third-generation, NC-model MX-5s, to be held, coincidentally, at Willow Springs. Alas, that race was postponed due to COVID-19 and social distancing but, fortunately, I had already shaken the car down at a couple of SCCA U.S. Majors Tour race weekends and gotten a pretty good handle on how the package works.



#### A NEW SPEC

The concept of Spec MX-5 revolves around affordability, ease of use, and fun.





#### WHY SPEC MX-5?

The first thing to know about Spec MX-5 is that Mazda Motorsports says it's not intended to replace Spec Miata. As Mazda Motorsports Specialist for Technical Development, Josh Smith, who was responsible for coming up with and testing, in conjunction with Panic Motorsports, the specs for the car, notes: "We have no incentive and no reason to take from one pool and add it to another. We're trying to grow the number of Mazda racers, not just cannibalize our own."

In my case, I'm moving from one class to another with the same car. My own personal reason for switching my car to

the Spec MX-5 configuration was competition. A little background: My 2006 MX-5 started out as part of the Mazda press fleet when the NC was originally launched, with the previous owner purchasing it from Mazda and converting it into an MX-5 Cup car when that series was sanctioned by SCCA Pro Racing. Having raced and enjoyed *SportsCar's* Showroom Stock B project MX-5 in 2006, I jumped when offered the opportunity to buy the MX-5 Cup car. I raced the car first in STL for a year, then converted it to Touring 4 because I thought I would be more competitive there.

I raced the car in T4 for three years. But, in that time, in

Southern California we went from about nine T4 cars in a Majors race to one - me. So, it was time to consider my options.

Dany Steyn has proven an NC MX-5 can win SCCA National Championship titles in STL, but the idea of spending the time and money he has put in to develop a winning machine from the ground up was daunting. The Spec MX-5 configuration in STL, meanwhile, offered a much more cost-effective way to have a reasonably competitive STL car, even if it's not going to challenge the likes of Steyn for the Runoffs podium. But then there's David Daughtery to consider.

Daughtery, a 10-time SCCA Runoffs champion, does have

*"It's got a little more power [than Spec Miata] and the engines should be pretty darn even"*

**DAVID DAUGHTERY**

realistic National Championship expectations, and he's building his own Spec MX-5, and he fully expects the car to run at the front. "I think it will be a fun class - it's got a little more power [than Spec Miata] and the engines should be pretty darn even," he explains. "I was one of the first people to go to the NB Miata, and I absolutely loved it; it was like an extension of your body. I loved driving them and racing them. I was



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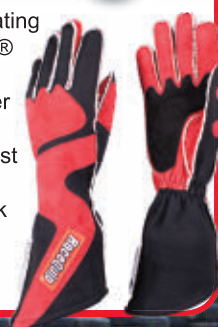


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“We’ve now been racing [the NC Miata] for 10-plus years, so we’ve learned a lot along the way”  
**JOSH SMITH**

on the forefront of the Spec Miata pro stuff with Jim Daniels. My biggest gripe about them was they weren’t very equal...I believe [Spec MX-5] will all but eliminate that concern.”

The package is also attractive on the Regional side, with SCCA racer Todd Launchbaugh being a prime example. Launchbaugh sold his recently refreshed SM and had a Spec MX-5s built by Winding Road Racing in Austin, Texas. Winding Road has been at the forefront of Spec MX-5 and created, with Todd Lamb and Atlanta Speedwerks, the Spec MX-5 Challenge Series. That series began with refurbished Skip

Barber NC Miata school cars, and is now evolving into the new spec.

“It’s not going to be much more costly and we’re going to get more power,” says Launchbaugh of his jump from SM to Spec MX-5. “It’s a small jump in cost to build for a big jump in horsepower and a more modern car.”

#### THE SPECS

“We created a racecar based on four pillars - affordability, tech-ability, reliability, and really fun to drive,” explains Mazda Motorsports Manager of Business Development David Cook. “But the car and spec components are only a portion. The right support program for the racers and for the shops, to get everyone behind this working in the same direction, is key.”

Cook’s statement reflects one big difference in Spec MX-5 vs. Spec Miata: SM was

developed by racers using readily available parts. Spec MX-5, meanwhile, was developed in conjunction with Mazda Motorsports and its partners.

Much of the Spec MX-5 components are based on the old NC MX-5 Cup platform. That series raced with the cars (along with a second class for the similar, but slightly different, Skip Barber cars) for 10 years until it was replaced with the single-supplier, ND-based Global Mazda MX-5 Cup car. That means there are a lot of existing cars out there - some of them have found homes in STL or T4, but others have been sitting idle. The springs, swaybars, cold air intake, header, and exhaust for Spec MX-5 are carryovers from MX-5 Cup. “[Those parts] worked really well on the car,” says Smith. “The biggest thing we’ve done is put a proper

shock package tailored to the spring rates under the car.”

For that, Mazda Motorsports turned to its new partner for SM shocks, Penske Racing Shocks, which then developed a single-adjustable, tamper-proof shock for Spec MX-5. On the drivetrain side, Mazda Motorsports specs a Roush-developed cylinder head and Mahle forged pistons and a new fuel rail. Power is delivered to the wheels through an ACT clutch (OEM is allowed), and there’s a new CR Racing radiator and oil cooler to keep the engine temperatures under control, especially in a draft. Pagid brake pads, a new competition wheel from Rays (or OEM), and Toyo RR tires complete the package. Most of those components were chosen for durability, reliability and, especially in the case of the cylinder heads, they’re easy to tech.



## THE COMPLETE PACKAGE

Spec MX-5 involves, among other things, a new engine (LEFT), which equalizes the racing field. Damper top hats (RIGHT) work in tandem with the specially-designed Penske shocks (RIGHT, MIDDLE). Keeping the car cool under racing conditions is a slick new CR Racing radiator (BOTTOM RIGHT).

"We went through some of our old surveys, and we had quite a few inquiries from customers if Mazda would ever make a Spec Miata cylinder head or would do a CNC cylinder head; that kind of led us down that path," explains Smith. "We are [also] trying to build some durability into the cars. We've now been racing [the NC Miata] for 10-plus years, so we've learned a lot along the way, and we wanted to utilize all the lessons to make [Spec MX-5] something enjoyable for everybody and try to reduce some of the costs in consumption rates and parts."

## THE BUILD

Because I was converting my NC from T4 - and the optional suspension for the NC MX-5 in T4 is essentially the MX-5 Cup/Spec MX-5 suspension with non-adjustable shocks - the build was pretty straightforward. I enlisted the help of Mark Nichols at Iron Canyon Motorsports, which has taken care of the car for me and provided trackside support since I purchased it; Nichols was assisted by ONV Motorsports. Mynor Barrios had already smoothed out a few body wrinkles and applied a shiny new paint job to the car.

The suspension work was as uncomplicated as it gets, with only a little finesse and doing things in the right order required. For the engine, I had the choice of pulling mine and having it built with the Roush

cylinder head and Mahle pistons; but having only one good engine, and with Mazda Motorsports offering 20-percent discounts to the first Spec MX-5 customers, getting a turnkey engine from Mazda was the sensible choice. The other engine will be converted when my bank account recovers.

With the engine out, the rest of the stuff - new clutch kit, the new radiator with an oil cooler and adapter lines - is pretty easy. Mazda Motorsports was a little light on documentation with the first ones it sent out, so there was a little bit of figuring out to do, but they promise to fix that situation. A couple items of note: There are two ports in the radiator for a zinc anode and temperature sensor that need to be plugged if you're not using them, but the plugs are SAE and can be found at your local hardware store. Also, the correct water hose is the one for a 2006-'07 MX-5 without the factory oil cooler.

For the engine, the EGR block-offs need to be installed before the engine goes in and the manifold goes on, because at that point it's inaccessible. Mazda Motorsports should have a kit to do that now. Also, make sure that the fuel rail is installed correctly; things can go very wrong if it's not.

Altogether, it was about \$12,000 in required parts for the conversion, including the turnkey engine. Labor, of course, depends



on how much of this you're able to accomplish yourself. And, naturally, with more parts required, the cost will be more for someone building a Spec MX-5 racecar from a street donor.

Launchbaugh bought a donor and shipped it to Winding Road. He says his build cost could have been as cheap as \$36,000, but he chose some options that will take that

higher, such as converting the rear hubs to RX-8 hubs, a new seat, and new data system. He estimates about \$45,000 all-in. One can spend that much on a Runoffs-level Spec Miata, so it's not a huge leap for a new build.

## THE RESULT

In reality, there are only two main differences between the NC Miata in T4 and Spec MX-5





#### SHAKEDOWN RUN

While the author didn't have the opportunity to completely dial in his Spec MX-5, early track sessions proved promising.

configuration: the minimum competition weight and the shocks. The engine power isn't greatly different (Mazda says a small power bump over a T4 engine, and that's what the butt dyno suggests). But those other two items are the ones that make the difference.

The NC MX-5 minimum weight in Touring 4 is 2,745lbs, with 100lbs for alternate suspension and 20lbs for an aftermarket hardtop. The Spec MX-5 minimum weight, meanwhile, is 2,500lbs - and that's also the weight for the car in STL competition if it's prepared 100 percent to the Spec MX-5 rules, including the Toyo tires.

At the Buttonwillow Hoosier Super Tour in February, I crossed the scales at 2,593. There are some HVAC items that can be chucked, and the headlights can be replaced with blanks. And the driver needs to drop some weight as well. But the 150lb (so far) reduction over T4 trim was a

huge improvement in how the car felt, especially under braking.

The Penske shocks are a huge improvement over the non-adjustable Bilsteins I had in the car, too. The adjustability is a nice touch, but simply having purpose-built racing shocks in the car feels amazing. The last complex of corners at Auto Club Speedway in Fontana, Calif., where I competed in the January U.S. Majors Tour, features a sweeping turn that is the most critical on the circuit as it leads to nearly a mile of straightaway on the oval. It's also very bumpy. With the Penskes, the car felt far more stable through that section, and I was able to go to full throttle far sooner. For the Super Tour at Buttonwillow the following month, the shocks were then dialed stiffer.

When dialed in, a Spec MX-5 should be capable of lap times nearing those of NC MX-5 Cup times. Comparing some of those

**"When dialed in, a Spec MX-5 should be capable of lap times nearing those of NC MX-5 Cup times"**

with existing track records shows that it would be competitive in STL at shorter, technical tracks, despite other cars in STL receiving aerodynamic mods and tire options.

For myself, while it's not indicative of anything, I managed a third-place finish at the Auto Club Majors - better than any results I had in T4 in a similar-sized field - and was running third in Sunday's Buttonwillow Super Tour when I threw it away with a mistake. In the hands of a good driver, the car has potential.

#### THE NEXT STEPS

For my car, the next step is to remove more weight and also install the one-inch-wider

alternate Mazda Motorsports Competition MX-5 wheels, which, according to the testers, really helped the car. For Spec MX-5 in general, the next step is to see class growth, which should be pretty easy since Mazda says 50 kits to build or convert have already been sold, with Mazda prepping the next 50 kits.

Mazda's goal for Spec MX-5, Cook explains, is for it to become its own class in the SCCA and other sanctioning bodies, but he also notes that Mazda sees that as a conversation to be had in several years. For now, however, the Spec MX-5 package in STL is an economical way to own a really fun, low-maintenance racecar. The option to race in the MX-5 Challenge Series, which races during several SCCA weekends and features pretty big prizes, only adds to the appeal. It appears Mazda Motorsports has delivered on its goals in creating the spec - now it's up to the racers. 🍷



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# WORKING TOGETHER

(BELOW) Mitchell Coughran sits ready alongside the Missouri University of Science and Technology Formula SAE Electric team. Mitchell is proud of the autocross awards he's won (RIGHT), but he's quick to note it is a family adventure, which includes (FAR RIGHT, left to right) his sister Olivia, mother Traci, himself, Phillip, and sister Adelle.

# A HOME IN SOLO

For 19-year-old Mitchell Coughran, Street Survival and autocross are only the beginning

WORDS James Heine | IMAGES Courtesy Coughran family

It doesn't take long in any conversation with St. Louis Region's Mitchell Coughran to recognize not only the enthusiasm of the 19-year-old university student for motorsports, but also the importance of encouraging someone who expresses an interest in motorsports to take the next step.

Now already a Regional Solo champion in two classes, an autocrosser ready to lend a hand at local events, a Tire Rack Street Survival

instructor, and a fan of Track Night in America Driven by Tire Rack, Mitchell also is a student and SAE Formula Electric team member at the Missouri University of Science and Technology, where he is studying aerospace engineering. Even in the midst of the current coronavirus pandemic and its effects on everyday life, including motorsports, he is a busy young man.

An SCCA member since 2015, Mitchell earned the St. Louis Region's Solo novice

award in 2016, alongside a first-place title in D Street Prepared. In 2017, he recorded another first in DSP and followed that in 2018 with a first in Street Mod. He moved to F Street last year, where he recorded a second-place finish for the year and was also named the Region's most improved driver. Along the way, he has become a driver for Missouri University of Science and Technology's SAE Formula Electric







team as well as the team's chief technical officer and its head of aerodynamics.

"Mitchell represents our younger generation of autocrossers with enthusiasm," observes St. Louis Region Solo chair Todd Benne. "Whether he is on course, driving, providing help to fellow competitors, or handling Timing and Scoring duties, he always has a positive attitude. His energy and dedication to the sport is admirable. We are fortunate to have him in our program."

For Mitchell, it all began with sim racing and a Street Survival course.

"I became interested in motorsports at age 14 and attended a Tire Rack Street Survival course shortly after I turned 15 and got my first car," he explains. "My parents had never been car enthusiasts, but my father used to be relatively interested. My [Street Survival] instructor referred me to SCCA Solo and asked if I was interested. My parents agreed to try it with me as a family bonding activity, and we were all immediately hooked. It just spiraled from there."

The "we," by the way, includes not only Mom and Dad, Mitchell says, but now also his 17-year-old twin sisters, Olivia and Adelle, who, like Mitchell, have begun a Solo career.

"None of this would've happened without my parents supporting me and helping make me competitive," Mitchell says. "And without the referral of my Street Survival instructor, Thomas Sotiropoulos, I may not have ever found the SCCA Solo program."

Regarding Street Survival, Mitchell calls the program "fantastic," adding that in many ways, Street Survival and autocross complement one another. "Street Survival gave me a taste of car control, but Solo really allowed me to make the transition to learning how to actually have control over the car - not just feeling it out, but going over and learning where the limit is when

**"My parents agreed to try [autocross] with me as a family bonding activity, and we were...hooked"**  
**MITCHELL COUGHRAN**

you get stuck in a sticky situation, whether you're on course or on the road," he explains.

Serving as a Street Survival instructor is rewarding also, Mitchell adds, even though balancing school, autocross, and Street Survival duties means that he's hasn't been able to contribute as much to the program as he would like.

"A lot of the participants are 15, and they don't have much driving experience," he says about the Street Survival students he's mentored, "and you are kind of throwing them in the deep end. They start off freaked out about it, and then, by the end of the day, you see their confidence shift. By the end, they're running the lines, and they're confident in it. It's cool to see how their confidence changes about just being on the road in general."

And Solo? Well, there's something about the finesse of the discipline and the room to grow in performance driving skills that has captivated him, Mitchell says.

"No matter how good you are, you can be better," he says. "That, and every car is a different challenge. Mainly, there's no better place to learn the challenge of handling a car skillfully at - and past - the limit without severe consequences than at a Solo event."

Autocross, he adds, "has given me a place to grow my driving skills more than anywhere else simply because no matter how good or bad you are, there are people supporting you who you can learn from; there are people of a similar skill level you can compete against, and there are people you can help to grow more comfortable and faster on course. In motorsports as a whole, the SCCA has

given me a hugely supportive and rewarding group of people with similar interests."

His SCCA activities also complement his university work, Mitchell notes, including his participation in his school's SAE Formula Electric program. "Rolla," local shorthand for the university, is definitely a hard school in terms of academics, not in the least because he is studying aerospace engineering, Mitchell says, but it offers benefits in addition to providing a good education, too. There is not only the SAE program but also an automotive performance club and a strong car culture, which means he's surrounded by likeminded people even when he's not participating in SCCA events.

"One other benefit of being a part of the SCCA and motorsports as a whole is the connections it opens up," he says. "Not only have I met my closest friends at car events, but my passion for motorsports has opened up career opportunities with people I've met through Formula Electric competitions and employer/sponsor meet-and-greets, and even at normal motorsports events."

Honestly, he adds, motorsports is one of the most satisfying hobbies anyone can take part in. "Sometimes cars can seem to become more of a lifestyle," he says, adding, "The advantage of this is that anyone who shares the interest is an instant friend."

In terms of advice to someone new to the sport, Mitchell recommends going through the learning curve on course in a safe environment. "People new to the sport overestimate how much they are in control of their vehicle at the limit," he explains.

"However, this shouldn't scare someone away," he adds, "because if you do decide to jump into motorsports, you'll become a part of one of the best groups of people there is, and you'll experience some of the most rewarding moments in your life when you learn something new about driving and doing it right." 📍



# LOVING THE JOB

International pro races may be on his worker resume, but 2019 Steward Worker of the Year Steve Pence says SCCA is home

WORDS Jim Kearney | MAIN IMAGE Courtesy Steve Pence

To be honest, every driver harbors the fantasy that their racing talents will be widely recognized, ultimately leading them to the highest levels of the sport. OK, that didn't happen to Steve Pence either, but his work as a steward has followed precisely that sort of path.

Steve's journey from SRF driver to flagger to steward to race director resulted in him working the Formula 1 race last year at the Abu Dhabi Grand Prix, as well as the World Touring Car Championship in Kuala Lumpur, Malaysia. And, before the pandemic, he'd already worked a World Endurance Challenge event at COTA. Yet working in this rarified air didn't prevent him from planning to work the MARRS Regional series this year as well. "It's like coming home," he says.

His first connection with racing came in the form of Jim Russell Racing School Formula Mazda races in the late 1990s. He and his wife Joelle joined the Club in 2004 and began racing SRFs. In 2008, he read about the worker shortage in the Washington DC Region where they raced, and they both signed up, he as a flagger, she as a grid worker. They volunteered about 10-12 days a year. While at Road America in 2011, he chanced to meet A.G. Robbins, one of the event's stewards. "We were both in whites and chatting at the bar in The Paddock Club at the end of a day and I asked him to tell me more about what's involved with being a steward. I was just being polite, but A.G. mistook that for genuine interest," Steve laughs.

Steve says that becoming one of "those guys" was the furthest thing from his mind. But one thing led to another and he agreed to give it a shot. He did his steward-in-training period in 2012 and was glad he did. "I really

fell for it - I just loved the job," he says. "And it seemed to me that the role was being redefined back then into more of a customer-friendly focus and I liked being part of that cultural shift as well. I found out I could be the kind of steward that I'd like to have when I raced. If everyone is warm and friendly, it affects everybody's attitude."

In fact, Steve is used to working with people. He is part of a family business that built and operates an exposition center in Chantilly, Va., near Dulles Airport. They also have a nearby 232-room Holiday Inn. "Our company is run from the bottom up - the more I listen, the easier it is to run it," he says.

When we talked, he was in marathon negotiations to turn the exposition center into a temporary FEMA site to help address the pandemic.

Steve likes that as a steward he can bring along that same attitude and function as a trustee looking for solutions rather than a policeman looking to write tickets. "The steward role is challenging; it requires you to make split-second decisions," Steve explains. "For example, nobody wants to stop a race unless it's absolutely necessary. At Summit Point, an FV went into the woods and the workers couldn't see it. Is it a local yellow, a black flag, a red flag?

The call Steve made was to stop the







### A BIT OF EVERYTHING

Steve Pence (BOTTOM LEFT) didn't begin his SCCA journey as a volunteer. Rather, he spent ample time wheeling racecars (LEFT) before becoming a worker, ultimately earning the 2019 Steward Worker of the Year award (FAR LEFT), which was presented by SCCA President Mike Cobb and SCCA's Director of Road Racing Deanna Flanagan at the 2019 SCCA Runoffs.

race. When the car was located, it was upside down with oil pouring out. "I went with my basic protocol, which is to err on the side of safety," Steve says.

"I first look at the situation from the viewpoint of the drivers – they are our customers," he says. "I don't expect every driver to like me, but I hope to gain their respect. That means that I must be able to explain my decisions. If I can't clearly explain a decision that means I haven't thought about it enough. Sometimes there is no possible popular decision to be reached but if you clearly lay out your thinking, it will almost always be accepted."

At the 2016 Pitt Race U.S. Majors

Tour, a car impacted a tire wall and set 300 tires on fire. Ultimately, five race groups were cancelled. "I pulled the drivers together and told them that I couldn't tell them exactly what I was going to do as I didn't have the authority to award points based upon qualifying, [but] I promised to work with the SCCA National Office and keep the drivers informed in the days ahead. I was completely humbled by the number of drivers who shook my hand that day," he says. After lengthy consultations, the resolution to award points based on qualifying was implemented later and added to the rulebook.

"Whenever I decide something, I ask myself, who else needs to know? Communication is key," he says, adding, "If anything, I over-communicate in order to be as transparent as possible."

When I ask him how he learned all this, he laughs and asks, "Haven't we all worked with people who don't share information freely?"

At the 2018 VIR Majors, an ominous weather forecast had administrators chewing their fingernails. Severe winds and rain were predicted for Sunday afternoon. "We aggressively altered the schedule, moving some races to Saturday afternoon and running as late that evening as possible," Steve recounts. "I got the worker's permission to skip lunch and run straight through. The event was concluded by 2 p.m. I was blown away by the cooperation I got from everyone. Workers, racers, and the Region adapted without complaint to the changes."

Steve first came to my attention when I read his written Driver's Meeting for the 2019 Road Atlanta Majors. With VIR the site of the Runoffs that year, the car count for the April Majors was going to be large and Steve wanted to set a tone at Road Atlanta that might carry over to

VIR a few weeks hence. With crisp clarity, he reminded drivers that they are making their own bed with their driving behavior. He cited Keith Code's "Twist of the Wrist," and the author's concept of each racer having \$10 worth of concentration for the race. Spend it wisely. Steve's message was part of building a positive culture among the participants. "Ask yourself what it will take for this weekend to be clean. Then, choose how to think," he wrote.

Steve admits that before he became a steward, he never read the GCR. "I raced other drivers like I wanted to be raced, with respect," he says, adding that you don't have to quote the rulebook to get people to comply with this golden rule. "If you can build a culture of fair and respectful racing, you don't need to talk with them after the race."

He has seen a lot of racing from a lot of different angles, from driver to flagger to race director. Steve was the race director for the NEDiv Majors in 2016 and for the Hoosier Super Tour from 2017-'19. He was also chairman of the stewards for SCCA Pro Racing FR Americas and U.S. F4 racing under an FIA sanction in 2018-'19. And, in February 2019, he was selected to attend the third annual FIA International Stewards Program in Geneva, Switzerland, along with more than 200 motorsports officials from around the world.

Steve was also on hand at the 2019 SCCA Worker of the Year awards, where he was presented the honor for stewarding.

Yet, while he loves the steward role, he hasn't hung up his driving gloves, although it has been a while since he's been behind the wheel. "I still have a current helmet and I hope to run in SRF3 at VIR or Mid-Ohio, my two favorite tracks," he concludes, chuckling when he adds: "It will be interesting to see how slow I've gotten." 🍷

### 10 POINTS TO PONDER WHILE A STEWARD

"Stewards are called upon to make a lot of decisions, some quite difficult," says Steve Pence. It is nice, he adds, to have a set of immutable principals to fall back on. So, what are they? He takes a deep breath. "Oh, my. First, I want to stress how much help I have had in this regard from my Club brethren, I've been blessed to have many mentors."

1. Look at it from the driver's viewpoint – they are our customers.
2. Listen as much as you can.
3. Explain yourself completely – be open and transparent.
4. Think: What are we trying to accomplish?
5. Remember that rules are tools, not weapons.
6. Be a driver's steward – use the lightest touch possible.
7. Never miss an opportunity to do the right thing.
8. When you decide something, think about who else needs to know about it.
9. Weird stuff is going to happen, accept it.
10. Know the rules, use your best judgment, and rely on your experience.



**ON THE BOARD**

Numerous talented individuals make up the CRB, including Tony Ave (LEFT) and John LaRue (BELOW). Neither is a stranger to the podium.



RICK CORVINE

# MEET YOUR CRB

This month, let's meet three members of the Club Racing Board

**WORDS** Peter Keane, Chairman, Club Racing Board | **MAIN IMAGE** Chris Clark

Well, my friends, these have been trying times. Never in my life did I think a virus could bring much of this great country of ours to a screeching halt. So, with racing suspended for a moment, I thought we'd take the time to introduce you to a few of the current Club Racing Board (CRB) members.

We'll begin with Tony Ave whose racing career started out with snowmobiles, where he was the 1993 Pro Sprint world champion. Tony then moved on to Pro Atlantic, Trans Am, IMSA, IndyCar, NASCAR, and USAC. He was the 1992 SCCA Oldsmobile Pro Series champion, 2007 GT-1 Runoffs champion, and a two-time Trans Am champion. Tony is also the owner of RPX parts and Ave Motorsports, manufacturer of Trans Am, GT-1, Pan Am GT, Super Sedan, and Wesbank V8 racecars. On the CRB, Tony is liaison to the GT and American Sedan committees, but continually supports the Formula and Sports Racer committee, too.

Next to be introduced is John LaRue. John is the owner of LaRue Motorsports Law, a boutique practice concentrating in

legal, business, compliance and appeals, and marketing issues of the motorsports racing industry. John's list of clients includes sanctioning bodies and race teams. He also works with more than 100 up-and-coming drivers on matters including minor emancipation for purposes of competing in professional motorsports. John is also owner of CarbonTech, a distributor of carbon-carbon brake rotors and pads.

John started kart racing in 1976 and has multiple national and professional wins and championships. He has worked in all aspects of the karting community, which led him to become team director of an upstart IndyCar team. John has owned and driven SCCA Formula Fs and Formula Continentals with nine Runoffs podium finishes and two National Championships. On the CRB, John is liaison to the Formula/Sports Racer and Improved Touring committees.

The last CRB member we'll introduce this month is David Arken. David's motorsports career started with crewing for a circle track team in high school. He became involved with

SCCA Club Racing in 1967, found himself working the San Francisco Region Driver's School starting in 1973, and was the chief driving instructor for 25 years. He was on San Francisco Region's Board as well as the Region's competition director in the mid 1970s. David has provided driver training to Porsche Club of America, BMW Club, California Highway Patrol, and has worked for the Bondurant High Performance Driving School.

As a result of his Driver's School involvement and being a competition director, David has a good working knowledge of all race weekend specialties and the difficulties of writing and managing a race weekend. He has also raced in HP, GP, BP, GT-1, DSR, and P2, building his cars from the ground up. On the CRB, David is liaison to the Formula/Sports Racer, GCR, and Touring committees.

Hopefully, by the time this article is published, we are returning to normal life and will have made it through this pandemic. In the meantime, let's prep those competition cars - according to GCR specs - and be ready to go racing when the green flag flies. 🏁



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# AN AUTOCROSSER'S DILEMA

Have you found yourself mid Solo season with nothing to do? Luckily, something always needs maintenance

Hypothetically speaking, what would you do if you had a month or two of enforced time hanging around the house? (And, needless to say, let's assume you and yours are fortunate enough to be healthy and employed.) You can't travel, you can't hang out with your friends, you can't go autocross, and you desperately need something to do. This, of course, could

never happen, but let's play, "What if."

First off, we're going to assume your autocross competition car has already received all of the attention it needs. After all, as any good autocrosser, you completed the general maintenance - oil, coolant, suspension, brakes, tires, and on and on - long before the 2020 season began. So, you're at home - now what?

In the March issue of *SportsCar*, we covered tow vehicle and trailer maintenance. Since the season hasn't yet had a chance to *really* get started, this is a great time to delve deeper into things that aren't every year issues (examples of things you should do annually are pouring over your trailer's wheel bearings and checking date codes on trailer tires). So, with your



**CHECKUP**

(LEFT) Deferring trailer maintenance will bite you down the road, so if you find yourself with spare time, climb under there and finally do what needs to be done.

Do the tires on your tow rig get rotated every oil change or even every year? Or just every time you remember to do it, when there's time? Maybe this is that time.

Do you have a dually with nice outside wheels and ugly steel inners? How about swapping those inner tires with the outers? There's a rotation that most of us never get around to. Those inner tires don't see a lot of sunlight, so they ought to be in lovely shape to take their turn in the light.

On the home front, does the garage need organizing? You'll probably find half a dozen 10mm sockets in the process. Given enough time, maybe build shelves and cabinets. Got a parts cleaner? How often does *it* get cleaned out?

How often does the compressor get drained? I have a dish under mine and leave the valve cracked just a bit, so it slightly seeps air all of the time. If I didn't do that, chances are the drain valve would be due for a replacement - and now I'd have time!

Got a hydraulic press? When was the last time the hydraulic system was bled? How about bleeding your floor jacks? There are procedures for bleeding everything, and your tools always work better when maintained. Along those lines, air tools have their own maintenance needs - impact wrenches sure work better with a spurt of oil.

The driveway is probably low on the attention list most of the time. Concrete and asphalt both like to crack, and those cracks like to grow.

There's no reason to think we'd ever have the sort of time to do all of these things, but we are just playing a game of "What if." We probably won't get to the point of waxing the inside of our trailer wheels - but who knows.

Best wishes for us all staying safe and healthy, and getting back to autocrossing as soon as possible. 🍷

**SECOND FIDDLE**

(LEFT) Tow rig maintenance often comes in second to wrenching on competition vehicles. Now's the time to rectify that.



Courtesy General Motors

free time, it's time to look at those once-every-five-year trailer service items.

Crawl under the trailer and check the bushings, springs, torsion bars, wiring, sealant around the floor bins, weather stripping, grease zerks that always should be addressed but aren't, and anything else you can find. Oiling the hinges on the cabinets, replacing the safety chains and

hooks, and balancing the tires are always a good idea (assuming you can find a tire service station that's open), so if that hasn't been done, this is a great opportunity.

For your tow vehicle, has the brake fluid ever been flushed? In that vein, how are the brake pads looking? Those tend to only get attention when they're worn out, at which point the rotors may also need attention.





# WHAT FUN!

RallyCross has the potential of delivering ludicrous levels of fun, but is your Region maximizing its event potential?

**WORDS** Matt Wolfe | **IMAGES** Rupert Berrington

I ncreasing and sustaining participation levels within a RallyCross program is one of the biggest challenges for any Region. While the DirtFish RallyCross National Championship and DirtFish National Tour

bring the best from around the country together to compete, the Regional programs truly form the bedrock of the sport. Unfortunately, growing Regional participation in any sport isn't easy, so

this month we're going to look at one of the biggest ways to expand your program: making it fun. Yet, while that concept sounds simple, it should be noted that "fun" is subjective, and therefore there





### ARE WE HAVING FUN YET?

RallyCross is intrinsically enjoyable (LEFT), but not all events maximize the fun. Oftentimes, simple concepts can elevate an event into awesome levels, like running the same course in both directions (BOTTOM).

is no one-size-fits-all solution. Therein, it's necessary to take a holistic approach rather than looking for a single solution.

Course design is essential to everyone's enjoyment of an event, with an ideal RallyCross course balancing speed, flow, and technical challenges. Going fast is fun, but RallyCross courses shouldn't resemble a dirt dragstrip. Conversely, if your Region's courses look like an airplane dropped a payload of pylons in a field, you probably need to remove a few elements - courses that are difficult to follow or don't flow well can frustrate drivers.

Another simple way to introduce fun and variety into course design is to run the course in the opposite direction for the afternoon session. This is common practice in many SCCA Regions as it provides a new challenge with minimal event downtime. Also, if your site allows for it, try to run as many different configurations as possible instead of always laying out the same course.

For more fun, don't be afraid to "borrow" ideas from other Regions. There's absolutely no shame in copying something if it works! For example, Susquehanna Region hosts on a fantastic RallyCross school (as do several other Regions across the country), and Susquehanna also has a beginner's guide to RallyCross posted on its website. Accessibility is very important to building a fun program, and both the school and guide are great ways to help those new to the sport.

Supplying food for your participants is another great way to promote fun and camaraderie because it gives people an opportunity to gather and chat. The Ohio Valley and Western Ohio Regions do a great job at this - and if

"Fun is often found by thinking outside the box. New England Region has a mixed surface site that is part dirt and part pavement"

you were at the Great Lakes RallyCross Challenge last year, you experienced it firsthand. Great Lakes Division is also famous for its Saturday night bonfires during two-day events, which sometimes result in Sunday morning kicking off a little later than planned.

Fun is often found by thinking outside the box. New England Region has a mixed surface site that is part dirt and part pavement. Events can be held on a RallyCross sanction on a course that is up to 49-percent paved. Mixed surface events present a unique experience for competitors and provides more options for potential RallyCross venues.

Adapting on the fly can also make for fun events. Detroit Region had to do this after a blizzard dumped two feet of snow the morning of an event. Since the Region couldn't clear the entire site, organizers had a course plowed out and used snowbanks to define the edges. The course drove like a rally special stage, and because few cones were used, corner workers spent most of their day cheering on the drivers. As one participant observed: "It was less like a RallyCross and more like hanging out with my friends."

Admittedly, planned fun doesn't always go as, err, planned, but there are certainly ways to increase the chances of hosting fun events. Be flexible, think outside the box, and focus on making the events enjoyable for all participants. And, if you're reading this, you have ideas of your own, and you're not an RallyCross event organizer, volunteer! 📍





# CAPTURING POR

The Press on Regardless rally has deep roots with SCCA and even WRC. And soon, its fantastic history will be captured in book form

**WORDS** Rick Beattie | **IMAGES** Randy Graves

At a meeting in 1948, shortly after the founding of SCCA's Detroit Region, members were concentrating on forming a "cross country car event that you had to continue to compete on with total disregard for car problems." After much discussion, Mark Henderson explains of the tale, the event Chair asked, "So what are we going to call this event where you are to press on regardless of what happens to you?" A member spoke up: "That's it! We'll call it the Press on Regardless Rally!" And, some 70 years later, they still do.

If you're looking for a rally whose story hasn't been lost, Detroit Region is a great place to find it - and therein, one good

story is from the 1973 Press on Regardless (POR) rally. Canadians Walter Boyce and co-driver Doug Woods won that year's event, with Jim Walker and co-driver Terry Palmer finishing second. Bruce Fisher, who has been the rallymaster for POR since 2001, shared POR's background.

POR was a Time-Speed-Distance (TSD) event from 1949 through the late 1960s, says Fisher, and it was a stage rally from there until 1994, when it went back to a TSD rally. For Fisher's own involvement, his first POR came in 1975 when he was part of the service crew; he then competed as a driver or navigator from 1978-'82. Mark Henderson, meanwhile, knows much

of the history of the event, and he was more than helpful in directing the story to others who also had stories to tell.

Randy Graves, whose photos share space with this text, had recently finished a PDF catalog of his rally history album on Flickr, and he readily shared its contents. The 200 or more rallies listed in his 29-page album included the Press on Regardless 1973 rally, along with 182 photographs he took at that event. His link included photos and dozens of text pages, which any fan of the sport could spend hours poring over.

Nearly a dozen other SCCA members also sent memories of the event as well as stories of what they recall from it.





### PRESSING ON

The images Randy Graves captured of the 1973 Press on Regardless rally illustrate the true essence of the sport, with the February 1974 issue of *SportsCar* (LEFT, MIDDLE) noting that the 1973 running of the event was actually part of the FIA WRC series.

McMahon, "spending several weeks in upper Michigan planning locations at which we would pick up control workers, the route to drop them at their assignment, and how they should get to their next assignment," Bireta recalls. "During the event, we met the workers, led the convoy to the assignments, and went to our next pick-up point."

Forty-seven years later, people wanted to offer help in gathering information about the event. The infamous John Buffum, who placed fourth with co-driver Wayne Zitkus - both now in the SCCA Hall of Fame - had kept his route book along with other information about the rally. Ralph Beckman adds that he "laid out the route and wrote the route book."

Like Bruce Fisher, Chuck Fortino was introduced to the event in 1967, working it in 1973 and competing first as a driver in 1977 and 1979, then as a navigator in 1988 and 1989. "Many memories," he says of the event, then laughing, "Some actually printable."

Indeed, there's plenty about the POR events that are printable: *Press on Regardless: The Story of America's Longest, Oldest, and Meanest Road Rally* is a book written by Andrew Layton and slated to publish in June. Layton, who ran the TSD event for the first time in 2014, has written and published two other books, *Ray Crawford - Speed Merchant*, and *Professor Speed: Danny McKeever and the Mind Game of Going Fast*.

POR fit Layton's study of motorsports history as he discovered more about POR's rich beginnings, he says, and people like Scott Harvey, Gene Henderson, and now Bruce Fisher.

So, place your orders now, then when the book arrives, settle down with a copy and press on. If the book proves to be anything like the rally, you won't be disappointed. 📍

Each tale added more to the lore of POR. Therein, one photograph included in the bunch was the February 1974 cover of *SportsCar*, but David Graves noted that the event that year was actually an FIA WRC rally - yes, SCCA Pro Racing and WRC went hand-in-hand at one point in time.

That particular event ran on Nov. 1-4 through three nights from the start at Belle Isle in Detroit to St. Ignace on the north side of the Straits of Mackinac, then St. Ignace and back again after traveling through the southeastern part of the Upper Peninsula, and then St. Ignace back to Alma near Detroit.

"It was the last POR using stages

to run [partly] in the Lower Peninsula," John Smiskol notes. "Like the 1972 event, it began with a special stage on Belle Isle in the river very near Detroit." John Smiskol, with co-driver Carol Smiskol, finished second in that event.

"I vaguely remember that there were about 20 special stages each night, for a total of around 60 stages for the entire event," Smiskol says, adding that he believes it all added up to 500 stage miles with a total length, including the transits, of 1,500 miles.

A college sophomore at the time, past RoadRally Board Chairman Rich Bireta worked the control layout with Brian





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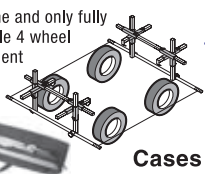
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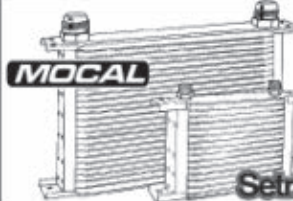
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Available onlineon or around the 20th of every month, and can be downloaded at [scca.com/fastrack](http://scca.com/fastrack)



## 20 COMPETITION | STREET ▼



**(2) 2000 ZETEC VAN DIEMENS >** Currently in Atlantic with Kinsler electronic injection, \$20,000 each. Available as rollers for \$17,500 each. Could be Pinto powered also. Parked five years. Nice cars but not run in a while. Partial trade accepted. Preparation, rental, trackside service available. **Contact: weldmotorsports@gmail.com or (352) 406-8724**



**SCCA ESR P2 >** H0 2.3L engine and SADEV trans with only 9 hours. EVO 5 System, SmartyCam, steering wheel. Ohlins TTX shocks / PO valves. CF splitter, floor, diffuser. Several noses, tails, and spare fenders. Four sets of wheels. Includes all special ESR tools in the shop. **Contact: Frank Clark or fhc@doglickedracing.com**



**GT-1 CAMARO VINTAGE >** Frank Poole tube chassis. Quick change rear end. Tex T-101 transmission with extra gears. Penske coilover suspension. Two sets Jong Blood rims. Lots of extra parts. Great for club or vintage racing. Have all SCCA records. \$25,000. **Contact: Jim (206) 715-1089 or jim@jwassonsea.com**



**TOYOTA FRS >** Professionally built in 2016. Full race suspension, large radiator, fire system, new FIA seat, Enkei wheels, Hoosier wet and dry tires, expertly-dyno tuned, two-way radio. Four races in 2018. SCCA T4 class wins at Daytona and Watkins Glen. Parts included. \$18,900. **Contact: Bob Henderson (561) 222-6686**

## 20 COMPETITION | STREET ▼



**FORMULA ATLANTIC 014 >** 2 to choose from. 0-hour Mazda 2.0L conversions. Long list of upgrades. Inquire for information and pricing. **Contact: Kevin (319) 337-4140 or info@hartek.org**



**1987 PORSCHE 924S >** Original owner. Garaged. 95,000 miles. Meticulously cared for and serviced. **Contact: Philip (478) 595-0696 or jungletrout@gmail.com**



**2005 MARGAY KART >** Briggs World Formula engine. New set of MG Yellows on the kart and set of wheels with MG Reds. Spare parts, manual folding/rolling kart stand, kart cover and like new junior kart racing suit. Well maintained. Nash Karts built motor making 18hp. \$3,500. **Contact: Tony (414) 791-0618**



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



**2005 CORVETTE C6 T1-LP, T2 >** Fresh LS3 motor. Penske shocks and StopTech brakes. Spare, transmission, torque tube, half shafts, plus more. 2010 Grand Sport bodywork. \$45,000. **Contact: John R. Buttermore at (313) 617-3546 or jrb48302@aol.com**

## 20 COMPETITION | STREET ▼



**RALT RT 41 FA ROLLER >** Recently rebuilt. New uprights, wheel bearings, master cylinders, rotors, pads, safety harness, etc. Pi 2 dash, data logger, beacon, computer, Ohlins shocks, 3rd springs. Clutch, flywheel, ECU, exhaust, muffler, starter, engine harness included along with spares. \$29,000. **Contact: Carl Liebich (920) 254-8343 or motorpts@excel.net**



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



**MAZDA P2 ESR >** 2019 Runoffs winner and Hoosier Super Tour Champion. Very reliable, sorted, and competitive P2 package. Fresh engine at Runoffs, spare available, SADEV sequential with auto-blip, MoTeC, custom carbon aero, Ohlin TTX40 shocks w/ blow-off, three sets of wheels, many springs and tools. \$62,000. **Contact: Tray (678) 995-1646 or trayayres@gmail.com**

## 30 OTHER ▼



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

## 30 OTHER ▼



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

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50 words 2 x **\$54** +photo **\$100**  
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## DEADLINES FOR PLACEMENT IN UPCOMING ISSUE:

**AUGUST 2020**

*The Insider Knowledge issue/  
Driving School Directory*  
**Reserve space by:** May 26  
**Materials due:** June 8  
**Mails:** June 29

**TO PLACE PERSONAL CLASSIFIED:**  
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K-140 Pressure Relief Valve



# CALENDAR

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

**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:

### Classic Motorsports magazine

Members receive a discounted subscription rate of only \$16.99 per year to **Classic Motorsports** magazine.

### Grassroots Motorsports

Members receive a discounted subscription rate of only \$16.99 per year to **Grassroots Motorsports** magazine.



**RACER** magazine tells the stories of racers in a way that is unlike any other publication, with SCCA members receiving a 58-percent savings off the cover price.

### HAGERTY

**Hagerty** is offering SCCA members a 5-percent discount to protect their investments, including collector cars, motorcycles, racecars, and boats, as well as a 5-percent discount on annual insurance policies. Plus, 30-percent off on-track insurance for Track Night in America events.

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

## PRO RACING



**TRANS AM** [gotransam.com](http://gotransam.com)  
**Feb 29-Mar 1** Sebring Int'l Raceway, Fla.  
*Francis Jr. (TA); Skeen (TA2); Joiner (XGT); Saunders (SGT); Davison (GT)*  
**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.  
**Oct 16-17** Lime Rock Park, Conn.  
**Nov 6-8** Circuit of the Americas, Texas  
**Nov 19-22** Michelin Raceway Road Atlanta, Ga.  
**Dec 4-6** WeatherTech Raceway Laguna Seca, Calif.

### ▼ WESTWARD BOUND

SCCA Pro Racing Trans Am's 2020 schedule has been amended, and will now conclude in December at WeatherTech Raceway Laguna Seca.

## TRANS AM WEST COAST C'SHIP

**Jul 24-26** Portland Int'l Raceway, Ore.  
**Aug 1-2** Thunderhill Raceway Park, Calif.  
**Aug 21-23** Sonoma Raceway, Calif.  
**Oct 9-11** Sonoma Raceway, Calif.  
**Nov 6-8** Circuit of the Americas, Texas  
**Dec 4-6** WeatherTech Raceway Laguna Seca, Calif.



## FORMULA 4 [f4usampionship.com](http://f4usampionship.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](http://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



## F1600, F2000, AND ATLANTIC CHAMPIONSHIP SERIES

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



## RADICAL CUP

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

**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

## ROAD RACING



Date Track/Region

Phone numbers are for region registrars



## HOOSIER SUPER TOUR

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

**May 16-17** Portland Int'l Raceway, Ore.  
**May 30-31** World Wide Technology Raceway, Ill.  
**Jun 12-14** Road America, Wis.  
**Jun 19-21** Watkins Glen Int'l, N.Y.  
**Jul 17-19** Mid-Ohio Sports Car Course, Ohio  
**Jul 25-26** Michelin Raceway Road Atlanta, Ga.  
**Aug 28-30** Pittsburgh International Race Complex, Pa.



## U.S. MAJORS [sccamajors.com](http://sccamajors.com)

**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.  
**Aug 28-30** Pittsburgh International Race Complex, Pa.

## NORTHERN CONFERENCE

**May 16-17** GingerMan Raceway, Mich  
**Jun 12-14** Road America, Wis.  
**Jul 11-12** Road America, Wis.



Chris Clark



## CALENDAR KEY

All dates/events subject to change

# = Enduro  
 CR = Course Rally  
 CT = Club Trial  
 HC = Hill Climb  
 GTA = Game, Tour, Adventure Rally  
 GRC = Great Race Class  
 NC = National Course  
 NT = National Tour  
 CRE = Club Racing Experience  
 r = Restricted  
 Ro = Runoffs qualifier  
 RT = Regional Tour  
 SR = Social Rally  
 TT = Time Trial  
 TE = Track Event  
 TS = Track Sprint  
 v = Vintage  
 Contact information for registrars and event organizers available at [scca.com](http://scca.com). For changes, e-mail [sanction@scca.com](mailto:sanction@scca.com).

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**  
 Jun 6-7 Charlotte Motor Speedway, N.C.  
 Jun 27-28 Roebling Road, Ga.  
 Jul 25-26 Michelin Raceway Road Atlanta, Ga.

**MID-STATES CONFERENCE**  
 May 23-24 Pueblo Motorsports Park, Colo.

May 30-31 World Wide Technology Raceway, Ill.  
 Jul 4-5 High Plains Raceway, Colo.  
 Jul 18-19 Heartland Motorsports Park, Kan.  
 Aug 22-23 High Plains Raceway, Colo.

**SOUTHERN CONFERENCE**  
 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.  
 Jun 5-7 WeatherTech Raceway Laguna Seca, Calif

**SCCA NATIONAL CHAMPIONSHIP RUNOFFS**  
 Oct 5-11, 2020 Road America, Wis.

## REGIONAL/DIVISIONAL

**NORTHEAST nediv.org**  
 May 22-23 Palmer Motorsports Park/New England  
 May 23-24 New Hampshire Motor Speedway/New England  
 Jun 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 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

**SOUTHEAST sedivrac.com**  
 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 Roebling 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 Roebling 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**  
 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**  
 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**  
 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**  
 Sep 19-20 Buttonwillow Raceway Park/Cal Club  
 Nov 14-15 Auto Club Speedway/Cal Club

## REGION DRIVER'S SCHOOLS

**NORTHEAST nediv.org**  
 Jun 5 NJMP Lightning/South Jersey  
 Aug 21-23 NJMP Lightning/South Jersey

**SOUTHEAST sedivrac.com**  
 Jul 18-19 Sebring Int'l Raceway/Central Florida

**SOUTHWEST sowdivscca.org**  
 Sep 18-20 MotorSport Ranch Cresson/Texas

**SOUTHERN PACIFIC**  
 Oct 24-25 Buttonwillow Raceway Park/Cal Club

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Allen Berg Racing School  
 (888) 722-3220  
[allenbergdrivingschools.com](http://allenbergdrivingschools.com)

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

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

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

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

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

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

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

Porsche Track Experience USA  
 (888) 204-7474 [porschedriving.com](http://porschedriving.com)

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

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

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

**NOVICE PERMIT / SCHOOL AND EVENT CREDIT**

Allen Berg Racing School  
 (888) 722-3220

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

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

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

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

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

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 President & CEO ROBEY CLARK

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 Area 13: JEFF ZURSCHMEIDE  
 (503) 330-3010; [jzurschmeide@scca.com](mailto:jzurschmeide@scca.com)



## SCCA HAPPENINGS

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

**Pro Drive Racing School**  
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**Spring Mountain Advanced Driving School**  
(877) 226-7223 theracingschool.com

**Thompson Speedway Motorsports Park**  
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**Waterford Hills Road Racing Inc.**  
(248) 623-0070 waterfordhills.com

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

#### NORTHEAST nediv.org

**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

**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 sedivrac.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

**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.**

#### CENTRAL cendiv-scca.org

**May 22 TE** Autobahn Circuit Joliet/  
Chicago

**May 30 TE** Blackhawk Farms Raceway/  
Milwaukee

**Jun 5 TE** Road America/Milwaukee

**Jun 5 TE** Autobahn Circuit Joliet/  
Chicago

**Jul 3 TE** Autobahn Circuit Joliet/  
Chicago

**Jul 9 TE** BRoad America/Milwaukee

**Jul 20 TE** Black Farms Raceway/Chicago

**Aug 7 TE** Autobahn Circuit Joliet/  
Chicago

**Aug 13 TE** Road America/Milwaukee

**Aug 21 TE** Autobahn Circuit  
Joliet/Chicago

#### 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

**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 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

#### ▼ RETURN TO ELKHART LAKE

From Oct. 5-11, 2020, the SCCA  
National Championship Runoffs will  
return to Road America, a venue that  
last hosted the Runoffs in 2013.



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

#### NORTHERN PACIFIC norpacscca.org

**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

**Sep 19 TE** Buttonwillow Raceway Park/  
Cal Club

**Oct 24 TE** Buttonwillow  
Raceway Park/Cal Club

#### TIME TRIALS NATIONAL TOUR

**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.** Jun 13, Nov 21

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

**Carolina Motorsports Park, S.C.**  
Sep 17, Oct 15

**Charlotte Motor Speedway, N.C.** Jun 5,  
Jul 10, Aug 13

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

**Daytona International Speedway, Fla.**  
May 22, Jul 31

**Dominion Raceway, Va.** 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.**  
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.**  
May 12, Jun 23, Jul 28, Sep 22

**Michelin Raceway Road Atlanta, Ga.**  
Jun 26, Jul 24

**MotorSport Ranch Texas** 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.**  
May 19, Jun 23, Jul 21, Aug 11, Aug  
28, Sep 1

**NOLA Motorsports Park, La.** May 21

**Palm Beach International Raceway, Fla.**  
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.** May 20, Jun 10, Jul 8,  
Jul 29, Aug 19, Sep 2, Sep 30

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

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

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

**Sebring International Raceway, Fla.**  
Jun 10, Sep 16

**Thompson Speedway Motorsports Park,  
Conn.** Jun 2, Jun 25, Jul 14, Jul 30,  
Aug 17, Sep 1, Sep 29, Sep 30

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

**Virginia International  
Raceway, Va.** Jul 16

#### STREET SURVIVAL SCHOOLS

**May 16** Centre County Public Safety  
Center/Central Pennsylvania

**May 17** CMAC Performing Arts  
Center/Finger Lakes

**May 30** Metropolitan Community  
College Clue River Campus/Kansas City

**Jun 20** Fort Dorchester High School/  
South Carolina

**Jun 21** Bettendorf High School/Great  
River

**Jun 27** NCM Motorsports Park/  
Tennessee

**Jun 27** Dade County High School/  
Chattanooga

**Jul 25** NCM Motorsports Park/Tennessee

**Sep 12** Oxford Valley Mall/Philadelphia

**Sep 26** Yoder Autocross Site/Wichita

**Sep 26** Milwaukee Area Technical  
College/Milwaukee

**Sep 26** Lincoln Airpark/Nebraska

**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

**Jul 3-5** Bristol Motor Speedway, Tenn.

**Jul 10-12** Hampton Mills Old Lumber  
Yard, Wash.

**Jul 17-19** Grissom Aeroplex, Ind.

**Aug 21-23** Lincoln Airpark, Neb.

**Sep 25-27** Seneca Army Depot, N.Y.

**Oct 16-18** GrandSport Speedway, Texas

**Oct 23-25** Marana Regional  
Airport, Ariz

##### TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

**Sep 7-11** Lincoln Airpark, Neb.

##### TIRE RACK® SCCA PROSOLO

**Jun 12-14** Grissom Aeroplex, Ind.

**Jun 18-20** zMAX Dragway, N.C.

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

**Jul 1-3** Bristol Motor Speedway, Tenn.

**Jul 17-19** Hampton Mills Old Lumber  
Yard, Wash.

**Jul 24-26** Auto Club Speedway, Calif.

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

**Aug 19-21** Lincoln Airpark, Neb.

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



2019  
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- Marc Miller  
Professional Driver & Driver Coach  
2019 Trans-Am TA2 Champion



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## SCCA HAPPENINGS

### CAM INVITATIONAL

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

**Sep 5** Lincoln Airpark, Kan.

### STARTING LINE SCHOOLS

**Jun 13** SDCCU Stadium, Calif.

**Oct 3** Crows Landing, Calif.

### REGIONAL

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

**May 16** Jimmy Stewart Airport/  
Allegheny Highlands

**May 17** Centre County Public Safety  
Center/Central Pennsylvania

**May 24** Moore Airfield/New England

**May 30** FedEx Field/Washington DC

**May 30** Temple Ambler Campus/  
Philadelphia

**May 30** Harrisburg Farm Show Lot C/  
Susquehanna

**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 12** Pocono Raceway/Northeastern  
Pennsylvania

**Jun 14** Moore Airfield/New England

**Jun 14** Greensburg-Jeannette Regional  
Airport/Allegheny Highlands

**Jun 20** Regency Furniture Stadium/  
Washington DC

**Jun 21** NYCB Live at Nassau Coliseum/  
New York

**Jun 21** Pitt Race/Steel Cities

**Jun 27** Moore Airfield/New England

**Jun 27** FedEx Field/Washington DC

**Jun 28** Temple Ambler Campus/  
Philadelphia

**Jun 28** Mid-States Regional Airport/  
Central Pennsylvania

**Jun 28** Bader Field/South Jersey

**Jul 9** Pocono Raceway/Northeastern  
Pennsylvania

**Jul 11** Mid-States Regional Airport/  
Central Pennsylvania

**Jul 12** Philadelphia Mills Mall/Philadelphia

**Jul 12** Moore Airfield/New England

**Jul 19** NYCB Live at Nassau Coliseum/  
New York

**Jul 25** Regency Furniture Stadium/  
Washington DC

**Jul 25** Harrisburg Farm Show Lot C/  
Susquehanna

**Jul 25** Bader Field/South Jersey

**Aug 2** Oxford Valley Mall/Philadelphia

**Aug 8** FedEx Field/Washington DC

**Aug 8** Jimmy Stewart Airport/Allegheny  
Highlands

**Aug 9** Moore Airfield/New England

**Aug 9** Mid-State Regional Airport/  
Central Pennsylvania

**Aug 15** Pocono Raceway/Northeastern  
Pennsylvania

**Aug 15** FedEx Field/Washington DC

**Aug 16** NYCB Live at Nassau Coliseum/  
New York

**Aug 16** Pitt Race/Steel Cities

**Aug 23** Moore Airfield/New England

**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 19** Pocono Raceway/Northeastern  
Pennsylvania

**Sep 20** Moore Airfield/New England

**Sep 20** Pitt Race/Steel Cities

**Sep 20** Bader Field/South Jersey

**Sep 26** FedEx Field/Washington DC

**Sep 27** Philadelphia Mills Mall/  
Philadelphia

**Sep 27** Jones Beach State Park/New  
York

**Oct 3** FedEx Field/Washington DC

**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.**

**Oct 4** Temple Ambler Campus/  
Philadelphia

**Oct 4** Pitt Race/Steel Cities

**Oct 10** Lycoming Mall/Northwestern  
Pennsylvania

**Oct 10** Tegeny Furniture Stadium/  
Washington DC

**Oct 10** Mid-States/Central Pennsylvania

**Oct 11** Moore Airfield/New England

**Oct 11** Bader Field/South Jersey

**Oct 11** Splish Splash Water Park/New  
York

**Oct 31** Harrisburg Farm Show Lot C/  
Susquehanna

**Nov 1** Harrisburg Farm Show Lot C/  
Susquehanna

**Nov 1** Moore Airfield/Finger Lakes

**Nov 1** Bader Field/South Jersey

#### SOUTHEAST [sedivacing.com](http://sedivacing.com)

**May 15** 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 12** 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 Park/  
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** Roebeling 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

### ▼ CHALLENGING DRIVE

Expect a combination of scenic routes and challenging stages during this year's United States RoadRally Challenge, taking place Nov. 13-15, 2020, in Michigan.



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

**May 23** Iowa National Guard/Great  
River

**Jun 14** TaxSlayer Center/Great River

**Jun 19** Chippewa County Airport/Lake  
Superior

**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

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

**May 16** Grissom Aeroplex/Indianapolis

**May 17** Cummins Test Track Walesboro/  
Columbus Sports Car Club

**May 17** LFUCG Training Pad/Central  
Kentucky

**May 23** Majestic Star Casino/Indiana  
Northwest

**May 24** Beacon Dragway/West  
Kentucky

**May 30** Toledo Express Airport/  
Northwestern Ohio

**May 30** Grissom Aeroplex/South Bend

**May 30** National Trail Raceway/Ohio  
Valley

**Jun 6** Cummins Test Track Walesboro/  
Columbus Sports Car Club

**Jun 6** Indiana State Fairgrounds/  
Indianapolis

**Jun 7** LFUCG Training Pag/Central  
Kentucky

**Jun 7** Majestic Star Casino/Ohio Valley

**Jun 13** Mid American Air Center/  
Southern Indiana

**Jun 14** National Trail Raceway/Ohio  
Valley

**Jun 21** Tire Rack/South Bend

**Jun 21** LFUCG Training Pad/Central  
Kentucky

**Jun 27** Grissom Aeroplex/Indianapolis

**Jun 27** Mid American Air Center/  
Southern Indiana

**Jun 27** Illinois Star Center/West  
Kentucky

**Jun 28** Toledo Express Airport/  
Northwestern Ohio

**Jul 11** Cummins Test Track Walesboro/  
Columbus Sports Car Club

**Jul 12** Mid American Air Center/  
Southern Indiana

**Jul 12** Indiana State Fairgrounds/  
Indianapolis

**Jul 12** LFUCH Training Pad/Central  
Kentucky

**Jul 12** Majestic Star Casino/Indiana  
Northwest

**Jul 12** National Trail Raceway/Ohio  
Valley

**Jul 12** Owens Community College/  
Northwestern Ohio

**Aug 9** LFUCG Training Pad/Central  
Kentucky

**Aug 16** Tire Rack/South Bend

**Aug 16** National Trail Raceway/Ohio  
Valley

**Aug 16** Owens Community College/  
Northwestern Ohio

**Aug 16** Cummins Test Track Walesboro/  
Columbus Sports Car Club

**Aug 21** Grissom Aeroplex/Indianapolis

**Aug 23** LFUCG Training Pad/Central  
Kentucky

**Aug 23** Mid American Air Center/  
Southern Indiana

**Aug 29** National Trail Raceway/Ohio  
Valley

**Aug 29** Illinois Star Center/West  
Kentucky

**Aug 30** Toledo Express Airport/  
Northwestern Ohio



**Aug 30** Majestic Star Casino/Indiana Northwest  
**Aug 30** Cummins Test Track Walesboro/ Columbus Sports Car Club  
**Sep 12** National Trail Raceway/Ohio Valley  
**Sep 13** Indiana State Fairgrounds/ Indianapolis  
**Sep 19** Cummins Test Track Walesboro/ Columbus Sports Car Club  
**Sep 20** Tire Rack/South Bend  
**Sep 20** Mid American Air Center/ Southern Indiana  
**Sep 20** Toledo Express Airport/ Northwestern Ohio  
**Sep 20** LFUCG Training Pad/Central Kentucky  
**Sep 27** Grissom Aeroplex/Indianapolis  
**Sep 27** Majestic Star Casino/Indiana Northwest  
**Oct 4** Cummins Test Track Walesboro/ Columbus Sports Car Club  
**Oct 4** Owens Community College/ Southern Indiana  
**Oct 4** Mid American Air Center/ Southern Indiana  
**Oct 11** Majestic Star Casino/South Bend  
**Oct 11** Mid American Air Center/ Southern Indiana  
**Oct 11** Grissom Aeroplex/Indianapolis  
**Oct 18** Tire Rack/South Bend  
**Oct 18** Cummins Test Track Walesboro/ Columbus Sports Car Club  
**Nov 1** Cummins Test Track Walesboro/ Columbus Sports Car Club

**MIDWEST midiv.org**

**May 16** Heartland Motorsports Park/ Kansas  
**May 17** St. Charles Family Arena/St. Louis  
**May 17** Remington Park/Oklahoma  
**May 23** Road Yoder Autocross Site/ Wichita  
**May 31** Metropolitan Community College/Kansas City  
**Jun 5** East Crawford Recreation Area/ Salina  
**Jun 6** Columbus Air Force Base/ Mississippi  
**Jun 7** St. Charles Family Arena/St. Louis  
**Jun 7** Remington Park/Oklahoma  
**Jun 13** Road Yoder Autocross Site/ Wichita  
**Jun 13** Lincoln Airpark/Nebraska  
**Jun 21** St. Charles Family Site/St. Louis  
**Jun 21** Metropolitan Community College/Kansas City  
**Jun 28** Gateway Motorsports Park/ St. Louis  
**Jun 28** Remington Park/Oklahoma  
**Jul 4** Lincoln Airpark/Nebraska  
**Jul 4** Road Yoder Autocross Site/Wichita  
**Jul 10** St. Charles Family Arena/St. Louis  
**Jul 11** Grenada Municipal Airport/ Mississippi  
**Jul 12** Remington Park/Oklahoma  
**Jul 19** Heartland Motorsports Park/ Kansas  
**Jul 25** Lincoln Airpark/Nebraska  
**Jul 26** Metropolitan Community College/Kansas City  
**Aug 1** Road Yoder Autocross Site/ Wichita  
**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** St. Charles Family Arena/St. Louis  
**Aug 23** Tulsa Expo Center Fairgrounds/ Northeast Oklahoma  
**Aug 29** Remington Park/Oklahoma  
**Sep 13** Tulsa Expo Center Fairgrounds/ Northeast Oklahoma

**Sep 20** St. Charles Family Arena/St. Louis  
**Sep 20** Metropolitan Community College/Kansas City  
**Sep 20** Remington Park/Oklahoma  
**Sep 26** Road Yoder Autocross Site/ Wichita  
**Sep 26** Lincoln Airpark/Nebraska  
**Oct 4** St. Charles Family Arena/St. Louis  
**Oct 10** Columbus Air Force/Mississippi  
**Oct 10** Lincoln Airpark/Nebraska  
**Oct 11** Metropolitan Community College/ Kansas City  
**Oct 17** Road Yoder Autocross Site/ Wichita  
**Oct 18** St. Charles Family Area/St. Louis  
**Oct 25** Metropolitan Community College/Kansas City  
**Oct 31** Road Yoder Autocross Site/ Wichita  
**Oct 31** Grenada Municipal Airport/ Mississippi  
**Nov 8** St. Charles Family Arena/St. Louis  
**Nov 8** Tulsa Expo Center Fairgrounds/Northeast Oklahoma

**SOUTHWEST sowdivscca.org**

**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 17** Legacy Event Center/Utah  
**May 30** San Juan County McGee Park/ Rio Grande  
**May 31** Legacy Event Center/Utah  
**Jun 14** Legacy Event Center/Utah  
**Jun 20** San Juan County McGee Park/ Rio Grande  
**Jun 20** Legacy Event Center/Utah  
**Jun 27** Legacy Event Center/Utah  
**Jul 11** San Juan County McGee Park/ Rio Grande  
**Aug 1** San Juan County McGee Park/Rio Grande

**NORTHERN PACIFIC norpacscca.org**

**May 23** Expo Idaho/Snake River  
**May 23** Crows Landing/San Francisco  
**May 23** Fresno Fairgrounds/San Francisco  
**May 30** Jore Manufacturing/Big Sky  
**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  
**Jun 27** Jore Manufacturing/Big Sky  
**Jul 11** Expo Idaho/Snake River  
**Jul 17** Hampton Mills/Oregon  
**Jul 25** Crows Landing/San Francisco  
**Jul 25** Fresno Fairgrounds/San Francisco  
**Aug 1** Jore Manufacturing/Big Sky  
**Aug 8** Hampton Mills/Oregon  
**Aug 9** Expo Idaho/Snake River  
**Aug 29** Fresno Fairgrounds/San Francisco  
**Sep 5** Expo Idaho/Snake River  
**Sep 6** Jore Manufacturing/Big Sky

**Sep 19** Portland International Raceway/ Oregon  
**Oct 3** Expo Idaho/Snake River  
**Oct 3** Crows Landing/San Francisco  
**Oct 10** Jore Manufacturing/Big Sky  
**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**

**May 15** SDCU 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  
**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

**ROADRALLY****NATIONAL/DIVISIONAL**

**Jun 6 NC** Roads Scholar; Madison, Wis.  
**Jun 7 NT** Roads Scamper; Madison, Wis.  
**Jul 25 NT** Lakeside Park/Land O' Lakes  
**Jul 26 NT** Lakeside Park/ Land O' Lakes  
**Aug 29 NC** Lobster Traps; Frederick, Md.  
**Aug 30 DC** Crab Traps; Frederick, Md.  
**Sep 19 NC** Hoosier Crossroads; Indianapolis, Ind.  
**Sep 20 NT** Hoosier Byways; Indianapolis, Ind.  
**Oct 3 NC** Oktoberally; Tomah, Wis.  
**Oct 4 NT** GR8 Purple Cow Rally; Tomah, Wis.  
**Nov 13 NT** USRRC - Hell and Back; Whitmore Lake, Mich.  
**Nov 14 NT** USRRC - Pavement Ends; Whitmore Lake, Mich.  
**Nov. 15 DC** USRRC - Are You Territorial?; Whitmore Lake, Wis.



Rupert Berrington

**RALLYCROSS**

**WHAT** RallyCross Nationals  
**WHEN** Aug. 14-15, 2020  
**WHERE** Elkhart Lake, Wis.  
 Are you ready for the 2020 DirtFish RallyCross National Championship, held this year at Road America?

**REGIONAL/DIVISIONAL****NORTHEAST nediv.org**

**May 17 RT** Carolina Blue Restaurant/ South Jersey  
**Jul 19 RT** Carolina Blue Restaurant/ South Jersey  
**Aug 8** New Hampshire Motor Speedway/New England  
**Sep 12** Southington Drive In/New England  
**Oct 25 RT** Carolina Blue Restaurant/South Jersey

**CENTRAL cendiv-scca.org**

**Aug 8 RT** Badger Burrow/Milwaukee  
**GREAT LAKES greatlakes-scca.org**  
**May 16** Bob Evans Restaurant/Neohio  
**Jun 20 social** Kroger parking lot/ Indianapolis  
**Oct 24 GTA** Kualoa Ranch/Indianapolis  
**Dec 5 GTA** Brownsburg Square Shopping Center/Indianapolis

**SOUTHERN PACIFIC**

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

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

**RALLYCROSS****DIRTFISH NATIONAL TOUR**

**Jun 5-7** Thunderhill raceway Park, Calif.  
**Jun 26-28** Ross County Fairgrounds, Ohio

**DIRTFISH NATIONAL C'SHIP**

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

**REGIONAL****NORTHEAST nediv.org**

**Jun 6** Pennsylvania Farm Show Complex & Expo Center/Susquehanna  
**Jun 7** Summit Point Motorsports Park/ Washington DC  
**Jul 11** Panthera Training Center/ Washington DC  
**Aug 23** Summit Point Motorsports Park/Washington DC  
**Oct 11** Panthera Training Center/ Washington DC  
**Nov 8** Summit Point Motorsports Park/Washington DC



## ANNIVERSARIES

## SCCA MEMBERS CELEBRATING 25-60 YEARS

## 60-YEAR MEMBERS

Melvin Bogus	5/1/1960	Houston
Robert J. Brabban	5/1/1960	San Diego
D.M. Devine	5/1/1960	Chicago
Richard Urban Jordan	5/1/1960	Chicago

## 55-YEAR MEMBERS

John Baldwin	5/1/1965	Delta
Zane K. Emstad	5/1/1965	Land O'Lakes
James P. Foyle	5/1/1965	Southwest Louisiana
Bernice Koglin	5/1/1965	Chicago
Don Preston	5/1/1965	Wichita
G. Wendt	5/1/1965	San Francisco

## 50-YEAR MEMBERS

David Arken	5/1/1970	San Francisco
Kim Demotte	5/1/1970	St Louis
Stephen Gikas	5/1/1970	New England
Colby Hillman	5/1/1970	Ohio Valley
Roger Ostrander	5/1/1970	New England
Phillip J. Pash	5/1/1970	Blackhawk Valley
Bob Radford	5/1/1970	Great River

## 45-YEAR MEMBERS

Roger A. Cole	5/1/1975	Ohio Valley
Karl W. Flessa	5/1/1975	Colorado
R. Gary Marquart	5/1/1975	Lone Star
Alexander S. Murray	5/1/1975	Chicago
F. Russell Strate	5/1/1975	Western New York

## 40-YEAR MEMBERS

Michael G. Beaumia	5/1/1980	Milwaukee
Peter R. Genovese	5/1/1980	New York
Karl J. Haltiner	5/1/1980	Finger Lakes
James A. Hangen III	5/1/1980	Washington DC
Doug Jennings	5/1/1980	Western Ohio
William B. Knickel	5/1/1980	SCCA Pro Racing
Donald C. Loftis	5/1/1980	Central Florida
C. Robert Morseburg	5/1/1980	Northwest
Brian J. Reeves	5/1/1980	Finger Lakes
Lenora C. Sterr	5/1/1980	Milwaukee
David Peter Thomas	5/1/1980	San Francisco
James M. Woodruff	5/1/1980	Utah

## 35-YEAR MEMBERS

Shaun Lumley	5/21/1985	Northwest
John Almeida	5/3/1985	San Francisco
Thomas H. Beers	5/2/1985	Northwestern Ohio
Raymond R. Boissoneau	5/9/1985	New England
Sue Wade Davis	5/17/1985	Central Carolinas
Kirsten Dell	5/29/1985	Northern Ohio Valley
Harlan R. Donaldson	5/3/1985	Des Moines Valley
David Lee Ellis-Brown	5/22/1985	Central Florida
Dieter Fahrenbach	5/29/1985	Chicago
Anne B. Gifford	5/22/1985	Mohawk Hudson
Leonel H. Giron	5/14/1985	Florida
Will E. Hamel	5/17/1985	Florida
Mary Hartman	5/28/1985	Finger Lakes
Tim High	5/6/1985	San Francisco
William L. Huxtable	5/20/1985	Wichita
David B. Jackson	5/29/1985	Cal Club
Gene L. Kern Jr	5/13/1985	Steel Cities
Dale R. Kunze	5/2/1985	Western New York
Larry Kurtz	5/2/1985	Northwestern Ohio
Thomas M. McCoy	5/23/1985	Kansas City
Wilke E. Myers III	5/17/1985	Snake River
Richard J. Pawlowski	5/23/1985	Detroit
Donald H. Randles	5/17/1985	Ohio Valley
Mark E. Seargeant	5/17/1985	Arizona
Bruce A. Shelton	5/17/1985	Washington DC
Sherise Y. Smouse	5/29/1985	Washington DC
Barbara Steencken	5/30/1985	Detroit
Raymond E. Thomas	5/20/1985	Cincinnati
Michael Thygeson	5/3/1985	San Francisco
Jim Veillon	5/21/1985	Southwest Louisiana
Michael L. Whitehouse	5/2/1985	Arizona Border
Patrick L. Wille	5/14/1985	San Francisco
Jack Wilson	5/2/1985	Steel Cities
Daniel Yacovelli	5/21/1985	New York

## 30-YEAR MEMBERS

Brian G. Richards	5/14/1990	Oregon
Olaf C. Abrahamson	5/8/1990	Chicago
Danny Anderson	5/31/1990	Washington DC
Richard P. Apodaca	5/27/1990	San Francisco
Tom Brecht	5/4/1990	San Diego
George Bruggenthies	5/4/1990	Chicago
Lynn A. Cadena	5/25/1990	Houston
Kathryn A. Cramer	5/29/1990	Milwaukee
Michael T. Forni	5/8/1990	Chicago
Bob Forsberg	5/16/1990	Northwest
Charles F. Gano	5/31/1990	Central Florida
Dirk L. Gasterland	5/31/1990	Land O'Lakes
Ric Green	5/29/1990	Western Michigan
Janet Harhay	5/1/1990	Central Florida
Bob Hatle	5/21/1990	San Diego
Larry Hull	5/31/1990	Eastern Idaho
Mark M. Idzik	5/29/1990	Chicago
Bill Johnson	5/4/1990	Kansas City
Eric Jones	5/8/1990	Lone Star
Howard Kalmbach	5/15/1990	Northern New Jersey
Edward E. Kelley	5/25/1990	New England
Derek Ketchie	5/4/1990	Central Carolinas
Susanna M. Laszlo	5/14/1990	Oregon
Tony Lopez	5/31/1990	San Francisco
Merlin A. Miller	5/8/1990	Blue Mountain
Mario Musto	5/27/1990	San Francisco
John M. Ray	5/31/1990	Texas
Lori Jo Regan	5/27/1990	New England
Taylor Robertson	5/7/1990	Atlanta
Dave Rodziejewicz	5/10/1990	Atlanta
George A. Rogge	5/4/1990	Indiana Northwest
Robert C. Rygg	5/15/1990	Northwest
Charles L. Seffrood	5/15/1990	Continental Divide
Byron D. Short	5/4/1990	Arizona Border
Yvonne J. Short	5/4/1990	Arizona Border
Michael L. Smith	5/21/1990	Ohio Valley
Steve Ulfelder	5/8/1990	Lone Star
Mark E. Underwood	5/21/1990	North Carolina
Larry Vollum	5/14/1990	Oregon
Bob Weisickle	5/15/1990	San Francisco
Thomas F. With	5/21/1990	Mohawk Hudson

## 25-YEAR MEMBERS

Marcia Armitage	5/25/1995	Finger Lakes
Matthew J. Baldoni	5/8/1995	New England
Daniel H. Borcher	5/31/1995	Buccaneer
Brenda Brinz-Vandeweghe	5/16/1995	Northern New Jersey
Katherine R. Busching	5/18/1995	Northwest
Robert C. Clifton	5/4/1995	Washington DC
Glenn Guido Cordova	5/4/1995	New York
Carol Deborde	5/22/1995	Reno
Elena Ernst	5/17/1995	Western New York
Ann Marie Freitas	5/22/1995	Cal Club
Bruce S. Fuchiwaki	5/4/1995	San Francisco
Eli Garrett	5/11/1995	New England
Mary Beth Gyulay	5/4/1995	Chicago
Jim Hague	5/23/1995	San Francisco
Judy Lynn Hendrickson	5/11/1995	Blackhawk Valley
Larry Lloyd Hinton	5/25/1995	Kansas
Dode Jackson	5/4/1995	Oregon
Robert Kilpatrick	5/11/1995	New England
Mike Kodenko	5/18/1995	Cal Club
Barbara Kostelaz	5/9/1995	Las Vegas
Kelli Lamkins	5/18/1995	New England
Chris Locke	5/23/1995	San Francisco
Joseph A. Marko	5/31/1995	Central Carolinas
Harry J. Martin	5/11/1995	New York
H. Cory McLeod	5/16/1995	Central Carolinas
Roger Merriman	5/31/1995	Ohio Valley
Ronald J. Pawley	5/3/1995	Blackhawk Valley
Nick Roberts	5/4/1995	Montana
Tupper Robinson	5/4/1995	Reno
Peter David Smith	5/11/1995	Florida
Jack V. Strahosky III	5/31/1995	Ohio Valley
Ronald Sudol	5/3/1995	New England
Sean M. Swick	5/31/1995	Neohio
Daniel Thiel	5/19/1995	Finger Lakes
Elizabeth Anne Thiel	5/19/1995	Finger Lakes
Dan Wardman	5/4/1995	San Francisco
Larry Wells	5/18/1995	Finger Lakes
Steve Wettengel	5/19/1995	Milwaukee

SOUTHEAST [sedivrracing.com](https://www.sedivrracing.com)

**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](https://www.cendiv-scca.org)

**May 17** Southern Iowa Speedway/Iowa

**Jul 12** Butler County Fairgrounds/Iowa

**Aug 2** Southern Iowa Speedway/Iowa

**Sep 13** Butler County Fairgrounds/Iowa

GREAT LAKES [greatlakes-scca.org](https://www.greatlakes-scca.org)

**May 16** Milan Dragway/Detroit

**Jun 26** Ross County  
Fairgrounds/Ohio Valley

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

**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

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

**May 30** Deseret Peak Complex/Utah

**NOTE: DUE TO THE COVID-19 OUTBREAK, VARIOUS EVENTS HAVE BEEN POSTPONED OR CANCELLED. PLEASE CHECK [SCCA.COM](https://www.scca.com) OR THE HOST REGION'S WEBSITE FOR THE LATEST INFORMATION.**







## NEW PRODUCTS



### AUTOMETER AUTO GAGE TACH

The new Auto Gage 3.75-inch Pedestal 0-10,000 RPM Tachometer with Shift Light provides performance at a great value. Available in black or silver, these models have been engineered to be easy to read with through-the-dial incandescent lighting as well as illuminated numbers. The tachometers are compatible with most four-, six-, and eight-cylinder engines with points, electronic ignitions, and most 12v high-performance racing ignitions.

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



### MOROSO MUSTANG ROAD RACE BAFFLED OIL PAN

Moroso's Road Race Baffled Oil Pans are designed for 1979-'93 Ford Mustangs and other Fox body chassis with a 5.0 Coyote/5.2 Voodoo swap using BBK or American Racing Headers. These 7.5-quart capacity oil pans are available in steel or aluminum and have trap door assemblies and anti-slosh baffles to keep oil contained in the oil pump pickup area during road racing and street or strip usage. Featuring a 0.5-inch NPT fitting for supercharger drain back, 0.5-inch NPT fitting for oil temperature sender, and a 20mm fitting for the factory oil level sensor.

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



### WILWOOD D52-R RACING CALIPER

Wilwood's high-performance D52-R floating caliper is built specifically for racing using a forged aluminum Type III hard anodized body with a 2.75- or 2.38-inch stainless steel piston. Weighing 4.3lbs, the D52-R caliper provides a lower deflection rate and high volumetric efficiency when compared to current heavier cast models. Caliper mounting uses the original GM stock height and offset. Fits common 11.75-, or 12.19-inch (up to 12.50-inch) diameter rotors and a choice of 0.81-, 1- or 1.25-inch rotor width. Slide pins sold separately. [wilwood.com](http://wilwood.com)

# TOP GEAR

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACING



### KBS COATINGS COATER KIT

The Large Frame Coater Kit by KBS Coatings is a three-step, all-inclusive kit consisting of KBS Klean to clean, RustBlast to remove surface rust, and RustSeal to seal the underside of a car or truck. RustSeal, a rust inhibitive and preventative paint, chemically bonds to metal, including rusted metal or any substrate, to form a flexible yet rock-hard, non-porous barrier that won't crack, chip, or peel. With an excellent ability to spread, it's user friendly and works by isolating metal from moisture - and without moisture, steel can't rust. Provides a smooth, beautiful finish that resembles the look of a powder coat or ceramic coat.

[kbs-coatings.com](http://kbs-coatings.com)



### HOLLEY'S INTECH COLD AIR INTAKE

Designed for the 2015-'20 Ford Mustang with the 2.3L turbo, Holley's INTECH cold air intake features a Slip-Seal housing filter tube that eliminates the use of hose clamps and adapters. The large, high-flow, washable and reusable four-layer dry air filter eliminates the use of filter oils that can damage MAF sensors and set off check engine lights. The use of factory mounting locations and emissions controls makes for a simple and stealthy installation.

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



### DEATSCHWERKS DW X2 FUEL PUMP

DeatschWerks has released its new DW X2-Series Dual Pump Module for the 2011-'19 Ford Mustang. This dual pump module accommodates the fitment of the latest technology in tank fuel pumps, delivering more flow at higher pressures, allowing the use of two pumps where previously three or four pumps were necessary. By reducing the number of pumps, the extra space can be retained for OE functions such as low-level pick-up and saddle tank transfer.

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

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



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**PHILIP ROYLE**  
EDITOR, SPORTSCAR MAGAZINE

## THE PIVOT

Racers are masters of the “pivot.” If a problem is encountered, a change is engineered and initiated, with those improvements ultimately building a better future. Be it exceeding sound limits at Sonoma Raceway and having to fab an exhaust in the paddock (the sound meter busted me at 105dB during the 2018 Runoffs) to having a tire magically evaporate with a half lap to go in a Hoosier Super Tour race and having to weigh the options of giving up or limping to the finish line on three tires (I made it, by the way, and claimed third), the best-laid plans are often interrupted. On a far grander scale, every motorsport enthusiast had their 2020 race season plans vanish as quickly as my tire once did – yet as I expected, enthusiasts were quick to pivot.

The sudden lack of motorsports events due to COVID-19 has led to something rather interesting: the unequivocal embrace of virtual racing. From SCCA Club Racing to SCCA Pro Racing, IMSA, NASCAR, F1, WTCR, and beyond, what was once a subculture quickly became *the* culture. But that’s not to say this was unexpected. The fact is, while F1 was probably not in the midst of launching a virtual pro league, SCCA already had its iRacing SRF Challenge, and the Hoosier eSports Super Tour was in development.

*“What was once a subculture quickly became *the* culture. But that’s not to say this was unexpected”*

I’m no virtual racing savant, although dedicated readers may recall that my introduction to virtual racing came in the early 1990s via the arcade game *Hard Drivin’*. Then when SCCA and iRacing partnered about a decade ago, I spent hours competing in iRacing’s series, staying up late behind a cheap-o wheel and pedal set. In recent years, I’ve turned to high-end sim setups like those from CXC Simulations running iRacing or Assetto Corsa in order to familiarize myself with National Championship Runoffs venues. My first attempt at that came in 2014 for the Runoffs at WeatherTech Raceway Laguna Seca and, in 2018, I visited CXC’s sim-racing venue Base51 to receive one-on-one coaching from pro racer Michael Lewis.

Through this, I’ve discovered that while there’s a huge difference between the inexpensive sim setups and the \$50,000-plus mega systems, it’s all about adapting in order to maximize what you have. As you may have already read in this issue, a slick sim setup is useful when virtual racing, but it’s not essential. Case in point, SCCA stalwart and pro racer Tom O’Gorman is every bit the sim-racing savant I’m not, and he competes seated in what is probably best described as a “contraption” when compared to slick multi-screen sim assemblies.

At the time I wrote this, real-world motorsports had halted, but I’m not worried for the future of the sport – in fact, I’m optimistic. Be it autocrossers, RallyCrossers, RoadRallyists, road racers, or volunteers, we’re all experienced at pivoting when things go sideways – and we did exactly that. Real-world motorsports temporarily hit pause, so we pivoted to press “play” on something new that scratches the competition itch. My guess is, we’re going to learn a lot from sim racing, and the world of motorsports is about to get even better. 🍷

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

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

### FROM THE ARCHIVES

10 YEARS AGO...  
**JUNE 2010**



- A feature titled *The New World Challenge* told of restructured classes in the then-SCCA Pro Racing series. Therein, up-and-comer Shea Holbrook was used to illustrate how Club Racing cars could compete in the pro series.

25 YEARS AGO...  
**JUNE 1995**



- *Sportscar* told of a new sponsor for the Solo National Championships: Tire Rack. That partnership has turned into one of the longest in SCCA history.
- The proposed racetrack Buttonwillow Raceway Park neared its groundbreaking.

50 YEARS AGO...  
**JUNE 1970**



- A reader’s letter suggested a limited modification “showroom stock” production-based racing class. The idea was summarily dismissed.
- Bold SCCA blazers could be ordered for just \$65. A daring ascot was shown but offered.



# VBOX

MOTORSPORT



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**Jason Hart**  
Racing Driver and Coach

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





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on the track.  
Everything else is  
just practice.

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