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in a lightweight rear-drive car,
we called Brian Karwan



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reconnect through
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(ISSN 0300-6387-
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COVER PHOTOGRAPHY Perry Bennett

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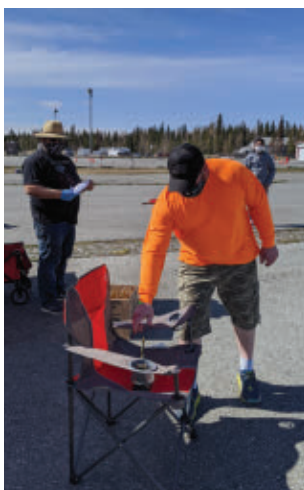
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THE RETURN

Arctic Alaska Region hosted SCCA's first event since stay-at-home orders were issued in March due to the coronavirus pandemic. With safety the top priority, participants in the autocross were required to don masks (RIGHT), group meetings were socially distanced (ABOVE), and the awards presentation was contact free (TOP).

DATE May 3, 2020

LOCATION Palmer, Alaska

WHAT Autocross

PHOTOGRAPHER

Courtesy Alaska Region







ERIC PRILL

SCCA VICE PRESIDENT AND CHIEF OPERATIONS OFFICER

ASSESS. ADAPT.

I write this month's guest column from the back of an RV headed east on I-70 somewhere around the Kansas-Colorado border after spending the weekend at La Junta Raceway for the Bob Lazier Memorial U.S. Majors Tour, Regional, and Time Trials weekend. La Junta probably isn't as well known as some other racetracks in America, but it was just what Jesse Prather, Joe Smith, and I needed to scratch the racing itch that we couldn't reach for the previous two months due to the pandemic. Between April 4 and May 3, we were *supposed* to have run the Hoosier Super Tour at Hallett and

invitation process via the U.S. Majors Tour path that the SCCA Board of Directors approved two days earlier. You can read more about it in this month's news section just pages away. Regardless, here's a summary:

- U.S. Majors Tour points will not be considered when determining 2020 Runoffs invitations. The point requirement was new for 2020 and will be postponed until 2021.
- Of the three separate Majors events you need to attend in your class to receive a Runoffs invitation, you may now replace up to two of them with: (1) separate Regional race weekend participation(s); or (2) substitute Majors entry fees for events that you were unable to attend.
- Participation in at least one U.S. Majors Tour event is still mandatory, and you need to finish at least one Majors race (defined as going at least half the distance of the overall winner).

The reasons for the Runoffs qualification edit are two-fold. First, in these uncertain times, we recognize that COVID-19 affects individuals and parts of the country differently. While events are happening now in some areas, others will need more time, and their window may close on hosting races in 2020. Additionally, we have higher-risk members who may need to remain at home. At the same time, we have Regions holding events, which

is great for those able to travel and whose schedules still permit it. These events need to be viable, even if they can't pull the normal car counts.

Second, the Regional race entries allow a driver to still get out on track to compete while supporting a Region's event that Region organizers worked hard to host. If attending additional Majors or Regionals are out of the question, the substitute entry provides SCCA and the Regions the revenue they would have received if you were able to go, thus helping pay the bills and making sure there will be future events.

Is it odd paying an entry fee for a race you won't attend? Perhaps, but remember that the idea is that you would have attended the event if you were able to – it's just now you are able to skip the event but still have it count toward the Runoffs. Full details on how the new Runoffs "Quarantification" path will work are at www.scca.com/runoffs.

Something that my fellow driver Joe and I did at La Junta was volunteer wherever the Region needed help. Our crew duties with Jesse were limited, so we spent most of Saturday and Sunday working in pit lane. It was a good experience and a reminder that we're a Club and that we all need to put some time in to make it happen. Whether it's assisting on a weekend that you're not racing, or even working a couple of sessions when you are, I encourage everyone to volunteer. You might even find a new appreciation for your Club and make some new friends along the way! 📍

"Something that my fellow driver Joe and I did at La Junta was volunteer wherever the Region needed help"

Conference Majors events at Heartland Motorsports Park and Worldwide Technology Raceway (Gateway). But life has changed, the cars remained in the garage, and we've had to adapt.

Similarly, the Summit Racing Equipment Road Racing program has also had to adapt. Stay Home orders ground SCCA events to a halt in mid-March, and only two months later did we see activity return. When event cancellations started in earnest, there were two questions that came rolling into the SCCA Road Racing e-mail inboxes and voicemails: "When are we going to go racing?" and "How does this affect how I get to the Runoffs?"

On May 20, I hosted a Facebook Live to detail changes to the Runoffs



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Leggera HLT

17 18 19 20 21



Indy HLT

18 19 20



Ultraleggera HLT

19 20



LATE breaking

SOLO NATIONALS: TIME TO REGISTER

By the time this issue reaches your mailbox, Tier 1 registration for the 2020 Tire Rack Solo National Championships should be upon us, with the first round of registration opening on June 15 for the Sept. 7-11 event in Lincoln, Neb. Tier 2 registration will kick off on June 24, with open registration starting on July 1. Head to scca.com/solonats for more information.



Rupert Berrington

THE ROAD AHEAD

Hundreds of racers are expected at Road America this October to compete for the top spot at SCCA's National Championship Runoffs.



Mark Weber

2020 RUNOFFS QUALIFICATION REQUIREMENTS UPDATED

Upon advisement from the SCCA Road Racing department and Club Racing Board (CRB), the SCCA Board of Directors (BoD) has approved a revision to invitation qualification criteria for the 2020 National Championship Runoffs taking place Oct. 5-11 at Road America in Elkhart Lake, Wis.

Late in 2019, changes were made to the process in which drivers earn an invitation to the 2020 Runoffs, with a return to

point standings performance criteria being included. However, due to event interruptions caused by the coronavirus pandemic, the belief is many Summit Racing Equipment SCCA Road Racing competitors could encounter difficulties qualifying for the 2020 Runoffs with points standards in place. Therefore, the decision has been made to remove the points benchmarks this year. Instead, a participation model will be deployed for 2020

similar to that used for previous National Championship events.

Eric Prill, SCCA Vice President and Chief Operations Officer, notes the latest revisions for 2020 are designed to not only assist racers in getting to the Runoffs, but also help local SCCA Regions where event entries may be impacted by COVID-19 concerns. "Obviously, the pandemic has created a very complicated situation for the Summit Racing Equipment SCCA Road Racing program and

National Championship," Prill says. "What we have done through the updated qualification path is strike a balance between the challenges some members face with attending events this season and the need for these events to remain successful, which is critical for the fiscal wellbeing of Regions and the Club as a whole."

To qualify for the 2020 Runoffs, drivers will now need to participate in a minimum of three U.S. Majors Tour or Hoosier



RALLYCROSS NATIONALS REGISTRATION NEARS

Registration for the Aug. 14-16 DirtFish RallyCross National Championship at Road America is about to open. RallyCross National Champions from the previous five years can register for the event on July 1, with open registration kicking off one week later on July 8. Head to scca.com/rallycross for more info.



ONE SHOT

This year's ProSolo Finale will be a winner-takes-all event, making for an even more intense showdown at the light.

Racing Tire SCCA Super Tour weekends and finish in at least one race. Up to two of these weekend participations may be replaced with any combination of Regional race weekends or substituted with paid entries for any of the remaining 2020 U.S. Majors Tour events not attended.

SCCA is rapidly constructing an online option for "substitute" registrations where drivers can submit entries and log Runoffs qualification credits for events "missed" due to coronavirus. The substitute entry process will be separate from normal registration for that event, with details being released at a later date. An action outside SCCA's normal operating procedure, Prill notes this is being conducted to offset lost revenue for Regions.

"Club members are experiencing financial hardship this year, as are their local Regions," Prill says. "A family united by the passion for racing, we all want to see people out doing what we love. This pandemic has impacted everyone, but we want to make sure Club members can get to the Runoffs while ensuring the health of Regions for a long time to come."

Updated Runoffs qualifying conditions for 2020 eliminates the need for a specific Pro Racing path to the Runoffs as the new formula serves both interests. The Divisional and Defending Champion paths to a Runoffs invitation remain unchanged. It should be noted that endurance races remain excluded as counting toward Runoffs qualification and plans for deployment of the new Runoffs Appearance Fund remain in place. 📍

It's Winner Takes All at the 2020 ProSolo Finale

The revised requirements for those working toward participation in the 2020 Tire Rack SCCA ProSolo Finale taking place Sept. 4-6 in Lincoln, Neb., have been announced.

Because of event inequity brought about by disruptions caused by the coronavirus pandemic resulting in an imbalance of ProSolo events accessible to competitors, points will not be awarded in 2020 to ProSolo participants. All 2020 ProSolo events are now considered "standalone," meaning the ProSolo Finale will be an electrifying, tense, winner-

take-all championship mimicking the Tire Rack Solo National Championships and SCCA National Championship Runoffs.

With the elimination of points, ProSolo Finale eligibility and registration questions emerge, and organizers appreciate there is no "perfect" solution under these conditions. With that in mind, ProSolo Finale entries will again be conducted in a three-tiered manner. Tier 1, opening Wednesday, Aug. 19, will be for 2020 Super Challenge and Ladies Challenge winners, as well as 2020 class winners.

Tier 2, opening Wednesday, Aug. 26, can be accessed by those running a 2020 ProSolo event and the 2019 ProSolo Challenge winners, as well as the top-three 2019 JCJ Cup and Fletcher Cup finishers. Tier 3, opening Monday, Aug. 31, will be open to anyone who participated in a 2019 ProSolo event.

Starting with Tier 2, online sign-up will be a "first registered, first entered" endeavor until the event cap is reached.

It should also be noted that registration is expected to return to normal in 2021. 📍

2020 Contingencies for ProSolo and CAM Challenge

A number of partners have pledged support for 2020 Tire Rack SCCA ProSolo and CAM Challenge Series participants through contingency sponsorship programs. The collection of corporate partners includes a brake manufacturer, tire manufacturers, and automakers who produce and sell motorsports-related equipment, like Hawk Performance, Falken Tire, BFGoodrich Tires, Hoosier Racing Tire, Mazda North American Operations, and Toyota TRD.

Details are available via the Contingency Registration link at www.scca.com/solo. 📍



MONEY MAKER

Numerous companies are offering contingency payouts in exchange for sticker placement.



LATE broking

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F600 SERIES UPDATES SCHEDULE

The F600 Challenge Series, a race series that runs within other SCCA race weekends, saw its first two events cancelled due to the coronavirus pandemic, but has since added a race to its schedule. Check out theformula600challenge.com for details.



Clark McInnis



Rupert Berrington

O. T. Y.
Bryan Heitkotter
(LEFT) and
Ken Roller
(BOTTOM)
claimed two
of the most
prestigious
awards in SCCA
Autocross based
on their 2019
Solo Nationals
performance.

2019 SOLO DRIVER OF THE YEAR AND ROOKIE OF THE YEAR NAMED

Each year, the Solo Events Board (SEB) selects a Driver of the Year and Rookie of the Year from nominations submitted by SCCA members. The 2019 SCCA Solo Driver of the Year is Bryan Heitkotter of the San Francisco Region, and Rookie of the Year is Ken Roller of the Philadelphia Region.

Driver of the Year honors are presented to the Solo competitor who has demonstrated exceptional skill or has overcome major obstacles to produce an outstanding performance at the Tire Rack Solo National Championships. During the 2019 Solo Nationals, Heitkotter competed in STX piloting a Subaru BRZ. The car would be considered a "budget build" as compared to other vehicles on the grid, and yet after the first day of competition, Heitkotter sat an impressive second. On day two, Heitkotter came to the start line in fourth for his final

run, 0.833sec off the leader. But, by the end of his last run, Heitkotter not only covered the deficit, but jumped into the lead by 0.448sec. That was enough for him to secure his 10th SCCA Nationals Championship.

Rookie of the Year recognizes an outstanding performance at a first Solo National Championships by a driver with limited competition experience. In a 20-driver

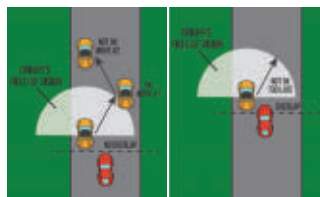
STH field at the 2019 Solo Nationals, Roller fought his way to a runner-up finish driving a Subaru Impreza WRX. Roller was only 0.790sec off the leader after two days of competition, and he now joins a list of previous Rookie of the Year honorees that include names such as Mark Daddio, Bryan Heitkotter, G.J. Dixon, Darren Seltzer, Andrew Pallotta, and Tamra Hunt. 🏆



Rupert Berrington

RACING ROOM

The GCR will soon contain illustrated guidelines defining racing room and passing etiquette. The SCCA worked closely with professional racing drivers Randy Pobst and Terry Earwood to create these specific guidelines based on their decades of road racing experience.



Perry Bennett



TIRE RACK RETURNS AS SCCA OFFICIAL TIRE RETAILER

Tire Rack and SCCA have worked together since 1995 to create access to motorsports programs ranging from autocross to track events and more, and that relationship continues in 2020 for a 25th year, making America's leading high-performance tire and wheel source SCCA's Official Tire Retailer and the Club's longest-standing partner.

Since 1979, Tire Rack has grown from a single-point

retail store in Indianapolis to encompass over 2.8 million square feet of space in 10 distribution centers across the country. A diverse and broad in-stock inventory from 263 major tire and 57 wheel brands can be delivered anywhere in the country, most in one business day. Matt Edmonds, Tire Rack's Executive Vice President, also noted that a national network of over 8,000 independent Recommended Installers is

available to assist customers with installation of purchases.

"Involvement with Sports Car Club of America, and the thousands who participate in SCCA events, is a proud tradition for Tire Rack," Edmonds says.

For two decades, tens of thousands of SCCA competitors have grown familiar with Tire Rack through the company's support of the Tire Rack SCCA National Solo program, currently comprised of the Tire Rack SCCA Championship Tour, Tire Rack SCCA ProSolo, Tire Rack CAM Challenge, and the annual Tire Rack Solo National Championships. Additionally, many new to the world of autocross have gained entry thanks to Tire Rack SCCA Starting Line schools. Tire Rack also sponsors programs like SCCA Track Night in America Driven by Tire Rack, Tire Rack SCCA Time Trials National Tour, and the Tire Rack Time Trials Nationals season finale, plus the Tire Rack Pole Awards at the National Championship Runoffs and Street Survival program. 📍

CAM Challenge Updates 2020 Schedule

Due to the postponement or cancellation of events earlier this year due to the pandemic, there will be no yearlong points championship for the 2020 Tire Rack CAM Challenge Series Powered by SCCA. A number of events, however, have been added to the calendar with special CAM class elements prior to 2020's Tire Rack SCCA Solo National Championships.

At multiple upcoming ProSolos, a CAM Shoot Out of four, eight, or 16 cars will

Perry Bennett



MUSCLING THROUGH

The 2020 CAM Challenge will be different from the past, but the resulting adapted schedule is one that will offer numerous opportunities for many drivers.

be conducted dependent on class entries. There will continue to be a standalone August CAM Challenge event in Peru, Ind., as well as the

CAM Challenge Invitational just prior to September's Tire Rack ProSolo Finale and Tire Rack Solo National Championships in Lincoln, Neb. 📍

MEMBERSHIP LEADERS

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

MEMBERSHIP REFERRAL LEADERS FOR APRIL 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 Dickinson	2	Mohawk Hudson

605 additional members have at least one referral.

REGION LEADERS

(Category based on 2019 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Oregon	4.1%
Florida	3.6%
Texas	3.1%
LARGE REGIONS (401-799):	
Steel Cities	7.9%
Northwest	7.4%
Indianapolis	6.6%
MEDIUM REGIONS (200-400):	
Tennessee	9.5%
NE Pennsylvania	7.6%
Eastern Tennessee	7.3%
SMALL REGIONS (<200):	
Wiregrass	35.7%
Mississippi	32.1%
South Texas Border	17.7%

UPDATED 2020 TIRE RACK CAM CHALLENGE SCHEDULE

DATE	EVENT TYPE / LOCATION
June 18-20	ProSolo Concord, N.C.
June 26-28	ProSolo Topeka, Kan.
July 1-3	ProSolo Bristol, Tenn.
July 24-26	ProSolo Fontana, Calif.
Aug. 7-9	CAM Challenge Peru, Ind.
Sept. 4	CAM Invitational Lincoln, Neb.
Sept. 8-9	Solo Nationals Lincoln, Neb.



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

POWER OUT OF TROUBLE? NOPE

I had an epiphany during a radio interview on Bud's Garage. (Yes, radio. I know, it should be a podcast. I have some old friends.) My last epiphany came during a ProSolo in 1983, so these don't happen very often - but that one benefited me my whole life. See *Pobst Position* "My Epiphany," to be part of my compilation book of the same name, coming soon.

"Nearly all of you sporty-car type maniacs must have experienced the intervention-slash-car-saving actions of stability control"

But I digress.

Power out of trouble? What would your electronic nannies do? By now, nearly all of you sporty-car type maniacs must have experienced the intervention-slash-car-saving actions of stability controls. Annoying sometimes, saving your sorry behind others, and probably many times you never even realize it. Aggressively cutting throttle, applying brakes, all the time when you want to go. Don't you hate it? Have you ever

thanked the engineer or designers for keeping you out of the wall?

My epiphany is this: Have you ever felt your stability control *add* power? This is so important I'm going to ask you again in boldface: **Have you ever felt your stability control add power?**

And, since we are in this antique one-way form of communication called "reading a column," I will answer for you: No! Absolutely not. Never. Your electronic nannies will never go to throttle. I know I am being redundant here, I've written of this before, but this one truth really drives it home.

Let me have a show of hands (another example of something that works *really* well in a magazine): How many of you believe that you can power out of trouble? Don't be shy now, get your driving-gloved hands up. There's a lot of you. I know this because I have spent so much time with you for, lo, these many wonderful speedy-driving years.

Power is your friend - until it isn't. Power is your friend when everything is alright. Power is your friend when you are in complete control. Power is your friend when

you know where you are going. When all's well, your tires still have traction, so power transfers weight to the rear, increasing the grip back there, making the car more stable.

Power is *not* your friend when you are in trouble. Just ask your PSM (Porsche Stability Management). Power is not your friend when you just might lose control. Power is not your friend when you're worried, or downright scared, scrambling for control, trying to catch a slide that's too wide or too quick - a "Yikes!" moment. These are seminal moments in a driving career. Will you spin or not? Will you win or not? Will you crash or not? Will you destroy your car and end your high-performance driving career or not? Knowing when to use power is one of the three fundamentals of car control, along with always looking where you want to go, and recovering the steering when you steer into the skid and catch the slide. Take a car control clinic.

Trouble is defined by how much the tires are sliding. And too much rear slide is way more difficult than too much front, though both issues



require the driver to ease off the throttle. You will definitely find your electronic driver aids cutting back on power if you get greedy; that's traction control, but you'll never find them rolling power on.

Power in times of trouble: "If you are not sure where you are going, why go there faster? When you're in trouble, throttle only makes you crash faster. When in doubt, both feet out." Quotes from my mentor and hero Terry Earwood and the Skip Barber Racing School, once again.

I've got to complete the set: "If you spin, both feet in." Also, a Terry and Skippy phrase, just in case you missed some of my earlier columns. If you totally lose it, jam the brakes, and hold 'til stopped. Clutch, too - evermore rare in today's world, I know - to keep the engine running.

I know, I know, you say you have "saved" the car many times by jamming on the gas to "power out of it." Well, if that worked, then you weren't really in trouble, or God saved it, not you, my fortunate friend. Here's why: If you are at or beyond the limit of tire grip, then what happens when you add

power? You make it worse, because adding power can only make it slide more. A sliding tire cannot handle the increased torque. Drift, anyone? What you need is less siding to regain control. Reduce the slide by counter-steering, not with power. Fix it with your hands, not your feet. Make sense?

If accelerating made your car more stable, then the rear tires had enough traction to transfer weight back and improve rear grip, and you just got lucky. Or maybe you had all-wheel drive or front-wheel drive, and the front tires had enough traction to transfer some weight to the back. All-wheel drive could help or hurt a slide by accelerating, depending on the torque split. Front drive will actually help it, but if you counter-steer and don't recover the steering, it'll hook-slide and shoot you off into the next county anyway. It's risky for that reason, but even if backwards in a front-drive car, throttle can still straighten it out - sometimes. I've done it. Test this hypothesis at your own risk.

To be your helpful friend, power has to come into play early, before

"If accelerating made your car more stable, then the rear tires had enough traction to transfer weight back and improve rear grip"

the trouble starts, when it can move weight back. A little power makes a car more stable if it's hooked up. Staying on the gas helps keep it stable. Unless something gets you all *sideways*, then you've got to back off. Snapping abruptly off the gas can get you in trouble, too, of course, but if you're already too sideways then it won't matter any more, so stay away from the loud pedal. Catch it with your hands, your steering.

I have not yet encountered electronic controls that correct and recover steering for us, but they do often use the brakes to straighten a car. Just last year I saw a driverless prototype from Stanford University drifting a skidpad at Thunderhill Raceway, so it's a safe bet it's coming.

So, never think to power out of trouble, you'll just crash harder (except front-drives). Remember, does your stability control ever add throttle? Absolutely not. 🚫

GOING TOO FAR
(ABOVE) Computer aids are generally turned off for most SCCA performance driving events - which can result in situations like this.

How do you set up a low-powered, rear-wheel-drive autocross car to go fast? That was what I wanted to know. Specifically, I wanted the secrets to speed for C Street (CS), Solo Spec Coupe (SSC), and Street Touring Roadster (STR). My search began as it always does, by reaching out to numerous top finishers in those categories. And they all offered great information. But when you're told by more than one of those top finishers the equivalent of: "When I get stuck, I call Brian Karwan" - well, I called Brian Karwan.

Karwan is a three-time Solo National Champion, the defending STR champ, and the founder of Karcepts, which specializes in this type of car. In other words, he knows his way around car setup. More importantly, he's willing to share his knowledge with friends, competitors and, now, all of us.

Hunting for speed in a C Street, Solo Spec Coupe, or Street Touring Roadster autocross setup, I called the person everyone else talks to, Brian Karwan

WORDS Reece White | MAIN IMAGE Rupert Berrington



LOW POWER,

ON RAILS

Brian Karwan drove his ND Miata to the STR Solo National Championship title in 2019, winning the 28-car class by more than 0.4sec.



FAST CAR



Perry Bennett

First things first, he says: know the rules of your class. Options are limited in SSC, there is limited flexibility in a Street class, and Street Touring opens the door considerably. The trade off, of course, comes in resources required – both mental and physical.

Because of the rule sets, Karwan recommends working on alignment before anything else – which includes toe, camber, and caster. The idea is to get the most amount of rubber on the ground as possible. A larger contact patch equates to more speed through the corners, the most critical variable in any form of racing. Most cars can accomplish this in the rear, but the front may be another story – limited either by the car or the rule set.



Rubert Berrington

“Most of these cars are going to want to see more than 4 degrees of negative front camber”
BRIAN KARWAN

DRIVING STYLE

(TOP) Solo Spec Coupe cars have similar modifications, but there are still ways to set up the car to your own driving style. (ABOVE) Brian Karwan collected his third National Championship title in 2019.

“Most of these cars are going to want to see more than 4 degrees of negative front camber,” Karwan says. “I know that may sound extreme to some, but we know this by also observing long-term tire wear in race trim. A CS Miata or Honda S2000 will be limited to around two degrees of negative front camber, so they will wear their tires’ outside shoulders aggressively, and not see as much wear on the inside of the tires. Where STR and STX have more options in their rules, they can get in the negative 4.1 to 4.5 range of front camber, which is what you will find the fast guys running.”

That’s critical information, because everything else in the setup relates directly to this.

“With the Street classes,

people will characterize those cars as generally being pushy, so most adjustments will have to be made on the setup to make those cars rotate,” Karwan explains. “But then looking at the SSC or ST classes, you have more contact patch with the camber, plus wider tires, and those cars naturally become more oversteer prone – especially ST cars. This will affect the whole approach to the setup.”

This is where paths may begin to diverge.

In a class like C Street, the parts you choose are pretty much limited to two main areas. There are many swaybars available with various ranges in adjustments and sizes; shocks have multiple options ranging from stock to a cost-effective

SUM OF THE PARTS

The Solo Spec Coupe kit (RIGHT) limits setup options, but that doesn't mean there aren't tricks to dialing in the correct setup for your driving style, as two-time SSC National Champion Adam Benaway (BELOW and BOTTOM) reveals.



SSC, SPECIFICALLY

A Solo Spec Coupe package for the Subaru BRZ and Scion FR-S is sold by Tire Rack, meaning all competitors have basically the same parts for their cars. Tires, shocks, alignment, and suspension pieces are all dictated by the rules, giving competitors a narrow window for adjustments.

There are some adjustments, however. For instance, last year's Tire Rack Solo National Championships SSC runner-up finisher Jimmy Vajdak feels the most important part of setup in the class is driver comfort.

"In my opinion, SSC is setup agnostic," Vajdak says. "It doesn't seem to really care. Adam Benaway is running the stiff front bar, and I'm on the soft front bar. I'm running more rear camber than most. At the end of the day, we're still within a few tenths and thousands of a second of each other, so I think it comes down to setting the car to your driving style and whatever you're happy with."

But Benaway, the two-time SSC National Champ, isn't so sure. While most were running the softer option for the front swaybar, he was almost a lone ranger with the stiffer bar.

"I drove Matthew McCabe's car afterward, and his car felt light and nimble," Benaway says. "Maybe I'm describing it wrong, but it felt as if the contact patch was smaller. It responded very well. When I turned the wheel, it was very 'skate-y.' Some people



Perry Bennett

may like that. It felt light on its toes. My car almost felt heavy and planted. To me, that builds confidence in a car. But no one wanted to try my setup."

Was Benaway's setup correct? Did it make a difference? It did to Benaway, but it's hard to tell if that was a personal style, as Vajdak believes, or if it's truly quicker.

Benaway thinks it is truly quicker, which is actually

a humbling statement. The other option is that setup truly doesn't matter, or even that the accepted setup is quicker. If that's the case, Benaway is even faster than his fellow competitors behind the wheel.

"To me, if I was coming into the class and the winner has a setup, I'm going to try that setup until it has proven me wrong," Benaway reveals. "I think setup really did help. I ran a little bit of tow-out in the front and a little bit of tow-in in the rear, which kind of seems contradictory. But the car felt so stable. If you watch my video, I play with the wheel at a very minute level. I'm not chasing the car, where I felt like a lot of other people did."



Perry Bennett

Koni with rebound adjustment only, with the options continuing through a high-end shock with double adjustable dampers to control rebound and compression independently.

A Street Tuning class like STR is even more open. These liberal rules appeal to many autocrossers who love to tinker and adjust to find the parts that work best for them. The great news for those who are chasing the competition is that it's fairly easy to talk to others in the class and find a baseline for parts. Those who choose to start from scratch should plan to test parts and pieces until they land upon the best balance, which can include a dramatic investment in both time and money.

WE HAVE CONTACT

Let's skip ahead and work under the assumption that the car has a swaybar, shocks, wheels, and tires, all within the rules for a particular class. Where to start tuning? Karwan's recommendations sound obvious when he lays them out but may not be initially intuitive.

"It is important to realize which variables will have the greatest effect on the handling of the vehicle and start with those items first," Karwan says. "The variables that have a lesser effect can be used to fine tune the overall setup."

Of course, basic alignment has been discussed already. That front-end camber should



Perry Bennett

come first as a general rule, Karwan explains, but up next is swaybars and spring rates. This fits together because, as Karwan tells us, “Both the springs and swaybars work together, and both have a drastic ability to manipulate the handling of a chassis - more so than any shock change, alignment change, or tire pressure change - so you want to start with adjusting these before anything else.”

If spring rate is fixed for your car, that eliminates one step. Running the maximum wheel and tire width for a class will maximize the grip, bringing a need for roll and compression resistance. The lowest ride height possible also lowers the center of gravity but remember to take into account



Perry Bennett



Perry Bennett

BIRDS OF A FEATHER

(ABOVE) While many of Brian Karwan’s tuning tricks given here are directed towards STR and CS, they can be adapted to vehicles in other classes, too, like E Street’s Mazda Miata and Toyota MR2.

whether or not you plan to drive this car on the street.

“My theory on selecting spring rates is to run the softest spring rates possible that still enable you to run the lowest ride height,” Karwan reveals. “The softest possible may still end up being a fairly stiff spring, as the additional parameter to satisfy is to not allow the suspension to over-travel, where you start slamming shocks into bump stops or tires into fender wells.”

The goal is to keep the tire in contact with the ground as much as possible.

“Assume a case of springs so stiff that they don’t even compress the suspension when hitting a bump,” he explains. “In that case, the tire gets airborne and skips over the surface, eliminating grip.”

Once you’ve met the requirements for a low center of gravity and suspension travel, you can predict the expected bias of the car. More front spring relative to rear will produce understeer; soft fronts and a stiffer rear spring will product more oversteer. There is not necessarily a right or wrong answer here, but rather personal preference for the driver.

SWAY CONTROL

With springs set, Karwan next looks at the swaybar all the while breaking the car’s characteristics into three categories - entry, mid-corner, and exit - plus transitions like a slalom. The dominant characteristics of the car mid-corner are typically based on the spring stagger, but



Perry Bennett

Perry Bennett

ONE OR THE OTHER

When set up correctly, STR and CS cars will bring a smile to your face (FAR LEFT). Utilizing a setup that is close to the edge, however, can result in different situations (LEFT, TOP and BOTTOM).

Once the car will run quickly through sweepers and transition through slaloms, the focus can be on the rear bar setting. Jump back on the throttle with a bar that is too stiff, and it can be hard to put the power down, yet a bar that is too soft in the rear will exhibit understeer behavior.

"If you have a highly adjustable rear swaybar that you can test and tune different settings, you will realize quickly that this adjustment is one of the best adjustments in finding overall speed on the clock," Karwan said. "The first time I realized the importance of a rear swaybar setting was mind blowing. The difference in time between a car with a proper rear bar setting and an improper rear bar setting can easily be a half-second on a 60-second course."

THE FINE TUNE

With the majority of the car set, Karwan uses shocks to fine-tune settings. In a limited class like C Street, many will use shocks to manipulate the handling of the car simply because there isn't much else to adjust.

"Ideally, the shocks should be used to keep the tires in contact with the ground as much as possible," Karwan says. "That is how you would want to use the shocks in STR trim, as you have unlimited spring rate and swaybar rate options. However, in a class like CS, you end up

"I feel it is best to focus on utilizing the specific adjustment that has the most influence"

BRIAN KARWAN

with a pushy car and so this is an instance where shocks may be used to actually keep the tire more off the pavement, such as the rear tires, by inducing extra rear rebound or rear compression in order to get the car to pivot more on corner entry or corner exit." Longtime autocrossers are already yelling about one trick that hasn't yet come up: tire pressures. There is a reason for that. Today's tires are really, really good.

"You can have 5psi differences from another competitor and still have the same speed, so nowadays being in the ballpark is good enough," Karwan says. "That doesn't mean to not adjust it and test and tune to see what you like, but I'm just saying that the overall speed in the car is less affected because the operating window is so large on these newer tires."

And, like that, I had it: the secret to speed in C Street, Solo Spec Coupe, and Street Touring Roadster. But even as I hung up the phone, I had a feeling like knowing all of Karwan's secrets was still not going to be enough to beat him. But hey, it's a start. 📍

swaybars will impact entry, mid-corner, exit, and transitions.

"In my experience," Karwan says, "corner entry to mid-corner behavior is mostly dictated by the front swaybar. The front swaybar also highly dictates the transitional stability. The rear swaybar primarily affects the corner exit behavior of the chassis."

He does caution, however, that this is a general rule. Adjustments on the front will affect the rear of the car, and vice versa.

"Sometimes people use front bar to help corner exit," Karwan acknowledges. "And sometimes you can notice the rear bar affect corner entry behavior. All of that is true, but I feel it is best to focus on utilizing the specific adjustment that has the

most influence on the behavior you are trying to address."

As always, the setting and size of the swaybar is a balance. Karwan focuses on the slalom for setup. A large front swaybar allows for more aggression through a slalom but may cause too much understeer in longer or tighter corners. A softer front swaybar helps the corners, but the lack of stability in the front may put a driver behind through a slalom. This is why a good, adjustable bar is important - it's pretty much impossible to swap bars between runs, but it is possible to make an adjustment.

"My general method of setting the front swaybar is to set the front bar as soft as possible yet have it still comfortable to attack the fastest slalom on the course," Karwan says.



How one person sparked
a Formula Vee revolution in
SCCA's New England Region

WORDS Philip Royle | MAIN IMAGE Nick Galuardi

BUILDING MOMENTUM

The conversation between several New England Region members and myself began as a brainstorming session to see how we could recognize the passing of longtime SCCA member and Formula Vee racer Paul Faford.

Chats via e-mail and the phone wound hither and yon covering various initiatives in the Northeast but, at every turn, the talk was not necessarily of Paul Faford; rather, it was of a legacy he inspired. Soon, another story revealed itself, a story larger

than one person, which, in reality, is probably most fitting to the memory of Paul Faford. So, in the strangest of twists, the story you're about to read is not about Paul Faford at all.

"I started working on oval cars around the time I was 14.

I had a very dismal career driving a stock car, and a year later was in go-karts. Then, in 2001, I retired from any racing at all," Jeff Adams explains of how he came to fully develop an idea that Paul Faford had come up with in the early 2000s. "Then,



MAKING A DIFFERENCE

(LEFT) New England Region member Paul FaFord (kneeling) championed Formula Vee, its drivers, and racing in general. Paul passed away in 2018, but his legacy lives on. (BELOW) The podium and trophies in the Northeast Formula Vee Championship stand out on purpose. (BOTTOM) Building a successful racing program within the Region involved plenty of legwork, including hosting a booth at local racing shows.



"I fell in love with driving the car and with the group of guys racing Vees"
JEFF ADAMS

the brainchild of Paul FaFord. The idea was simple: Adapt SCCA's Club Racing Experience (CRE) through the SCCA Time Trials program in order allow Formula Vees, placing non-competition licensed drivers safely behind the wheel of Formula Vees in order to hook them on racing. For Jeff, it worked like a charm.

"I fell in love with driving the car and with the group of guys racing these Vees," Jeff admits. "Then, in October 2014, I bought my own Formula Vee."

Jeff competed in New England Region's 2015 SCCA Road Racing season, but he noticed that while there were regularly six to 12 Vee drivers per event, they were frequently different drivers.



in 2014, they were putting the road course back into Thompson Speedway and a friend of mine decided to stop beating himself up in enduro motorcycle racing and get a Formula Vee.

"I was giving my friend a hand as crew, and that was

the first year these guys were putting on the Open Wheel Driving Experience, so I jumped in a car with that program."

The Open Wheel Driving Experience, or OWDP as it's locally known, was a relatively new program and was, in part,



Alison Turpin



Nick Galuardi

ALL TOGETHER

(FAR LEFT) Evening gatherings at the track bring the Northeast Formula Vee racers together, building lasting friendships. (LEFT) Roger Barr test fits for his session in an Open Wheel Driving Experience. Barr finished second during the 1964 Runoffs in FV and took the FB National Championship in 1968. This was his first time in a racecar since the early 1970s. (BOTTOM) A growing Northeast Formula Vee Championship field takes to Thompson Speedway Motorsports Park in 2017.



Alison Turpin

"So, in the winter of 2015, I went to Paul Faford, John Petillo, and Nick Galuardi with the idea of starting a Formula Vee series, which over the last four seasons has exploded," Jeff says.

The Northeast Formula Vee Championship (check it out at nefv.org), didn't happen overnight, as John, Nick, and Jeff are quick to point out. The concept came to life due to groundwork set in place many years earlier.

"If you step back to about 2003 or 2004, Paul Faford had come up with the idea of creating Vee Fest - to have all of the Formula Vee racers come to

"[We] would go to the local shows like Racing Expo. Then we wondered if we could bring a racecar"

JOHN PETILLO

one event," Nick explains. "For several years, we would have 20-some Vees coming to that one event. In a way, this was the start of the championship series from more than 10 years earlier - but Jeff took it a step farther with the series."

Following the creation of Vee Fest, a group of Formula Vee drivers had begun promoting New England Region racing. "Paul Faford had been racing

for 30 years or more in New England," John explains. "He'd really become the face of Formula Vee in the area - he was the lead open-wheel instructor at the SCCA Driver's School, and he would sometimes call me up with ideas."

One such idea was to check out local racing shows. "He and I would go to the local shows like Racing Expo," says John. "Then we wondered if we could bring a racecar to one of the shows."

They did, plus a website was made, business cards and pamphlets were printed, and the Vee racers went to work promoting their local SCCA race weekends.

"We did that for a few years and, by 2013 or 2014, we managed to get our Formula Vee race participation up from six to about 10 cars," John explains.

"This was right around the time SCCA came up with the Club Racing Experience. But that's not for open-wheel cars, so Paul Faford said, 'Do you think we could get the Region to go for an open-wheel version of that?'" says John.

"We knew that we needed to be careful if we were going to do this," John laughs of their creation of the OWDE. "We were going to be putting people in our Vees, and we weren't going to be charging them for using our cars for the event."

"Ultimately, we had to trust the people we were putting in our cars for the OWDE because we were going to be racing our cars that weekend, too," Nick explains of the event that takes place one weekend per year. "They also had to trust in us, too," he adds.

Largely, Nick believes OWDE participants are drawn into the Formula Vee group because of that trust. "They see it as a class they can afford, and they also know they are going to have support from a whole community."

"When they show up for the Open Wheel Driving Experience, we have a classroom and we also drive participants around the track in our street cars," John says. "Then we go out and



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A FUN DRIVE

(Clockwise from RIGHT) By the 2018 races at New Hampshire Motor Speedway, the Northeast Formula Vee Championship was seeing a healthy turnout. All FV racers are encouraged to paddock together during NEFV Championship weekends. Paul Faford welcomes participants for the Open Wheel Driving Experience. Drivers wait on grid during the very first OWDE in 2014.



Alison Turpin

Nick Galardi



Nick Galardi



Alison Turpin



qualify for our races in our Vees. At that point, OWDE drivers see these aren't rental cars - these are *our* racecars. Several sessions later the OWDE drivers are going out, so the whole Vee paddock area is involved in switching the cars around to get the new drivers to fit, and then we're on the grid helping them out. They see us in action, and they also help crew our cars."

"Those first couple of OWDE sessions are so memorable when you're getting your feet wet," Nick notes. "It's that first euphoria. It's great to see people appreciate something you love so much."

Jeff emerged from that enthusiastic OWDE program with stars in his eyes, and he has returned that trust many times over.

"In the winter of 2015, I worked with these guys to develop an idea that the Formula Vee racers would go to five out of the eight New England Region events," Jeff says of the creation of the Northeast Formula Vee Championship, an idea born of similar cloth of Paul Faford's Vee Fest, wherein Vee racers would cluster to build stronger fields. "That winter, we reached out to

"When you pull names out of a hat, it's one of those things where everyone goes home happy"
JOHN PETILLO

some of the supporters we'd had over the years like Autowerks Engines, Hoosier Racing Tire, Penske Racing Shocks, eventually Advantage Motorsports, and more, and they gave us goodies to give to the racers in the series."

Like the OWDE, the goal was to build enjoyable events, creating camaraderie between the Formula Vee racers.

"Keeping it fun, all of our contingency prizes are drawn out of a hat, starting with the best prize and working our way down," Jeff explains. "That got people even more interested because who doesn't like to get stuff? It sweetens the pot."

"The contingency offering also gets everybody together, because when you give out prizes, it's not locked to positions one, two, and three," says John. "When you pull names out of the hat, it's one of those things where everyone goes home happy - you don't have to be a frontrunner to win something. That keeps everyone



together and interested. Everyone pits together and it's like a huge family."

"We also started adding an additional \$25 to the entry fee so we could give away better trophies," Jeff adds. "And, when the racing's done, usually someone has a campfire going and there are 15 of us around the fire telling racing stories. It truly has become a huge family."

The clustered competition into fewer race weekends also attracted more drivers. "What's nice with a big racing field is you always have someone to race against," says John, adding, "and that applies to both ends

of the field, because it's not nice to be the only fast guy."

In 2016, New England Region Formula Vee race fields averaged 10 cars per event. With the Northeast Formula Vee Championship roaring, 2017 saw participation jump to 14 cars per race weekend. Come 2019, that per-race average was an astounding 27 cars.

Nick, John, and Jeff are quick to point out that while the Northeast Formula Vee Championship helped immensely, no solitary element led to success. From Vee Fest to show promotions to a website and social media

pushes, everything worked to create a winning formula. "It's all of the pieces coming together," says Nick.

Truly, one of those crucial pieces was Paul Faford. "He was one of the most trusted people," John recalls of their friend who passed away roughly two years ago. "You knew he was in it because he loved it, and he was always trying to find ways to make things better through a calculated, methodical method.

"The August New England Region racing weekend is dedicated to him," John continues. "That event

features the OWDE and Vee Fest - both of which were his idea. From now on, that weekend in August will be the Paul Faford Memorial Event."

In 2019, the Paul Faford Memorial Event was New England Region's largest Formula Vee turnout of the season. "Paul meant a lot to a lot of people - drivers who have retired even come back for that race," John notes.

Indeed, this is the story about the reinvigoration of Formula Vee racing SCCA's New England Region area - but none of it would have happened without Paul Faford. 📍

LOST TIME

The Amazing Parallel Racing Lives of the Brothers Caruso | WORDS Jim Kearney | IMAGES Courtesy Caruso Brothers Racing



Racers routinely agonize over lost time, with the deficit in question often measured in divisions of a second. But what if the time lost was considerably longer than a tenth here or a second there? For brothers Chris Caruso and Jeff Filipkowski, this is exactly the case, with their lost time coming in metrics of decades.

Brothers by blood, Chris and Jeff both raced open-wheel racecars, but for nearly 50 years they didn't know the other one existed. They don't even share a last name – Jeff was adopted. “My adoptive parents told me when I was about 10-years old,” says Jeff, now 50 and residing in northeast Pennsylvania. It was back in 1980, about the same time he discovered Formula 1 racing on television. “I stumbled upon the Brazilian

Grand Prix and I immediately became a big race fan. It looked thrilling and difficult.”

From that day on, he followed every F1 race he could. “I rooted for Ferrari even though I didn't yet know I was Italian,” he says.

The open-wheel racing adventure comes with an equally vivid memory for Chris. At age 13, he found himself with his family sitting in Turn 2 at the 1975 Indy 500. His dad had a business client that resulted in a handful of free tickets. “I had no particular interest in racing before then, but when those motors fired up, I got a knot in my stomach,” Chris recalls. On the pace lap he saw the two day-glow red cars of Wally Dallenbach and Gordon Johncock. He said, “I'm rooting for them!”

More than four decades later, Caruso Brothers Racing would field two day-glow red Formula Vees and run numbers 40 and 60 in honor of the Patrick Racing teammates. Life, indeed, is a long, strange trip.

THE DISCOVERY

Science is amazing. Not too long ago, connecting with a long-lost brother would be near impossible. “I didn't think all that much about it,” says Jeff. “I had a wonderful family that raised me. As a kid, when they tell you [you're adopted], you just think, oh, OK.”

He began thinking more about his roots after his son, Derek, was born in 2003. “I'd find myself wondering, where are my real folks?” he says. But it wasn't until his wife, Petra, gave him a DNA test kit

as a Christmas gift in 2017 that the trail heated up.

That gift turned out to be the gift that keeps giving, as the results indicated that not only was Jeff 60 percent Italian, but he likely had a half-brother. “I didn't know exactly how to proceed, so I just sent him an e-mail setting out my age, where I was born, and that I was adopted.”

As luck would have it, Jim, the half-brother who Jeff had contacted, had a burning interest in genealogy. Jim was the oldest of the siblings and had also been adopted. By playing astute detective and following up on the 2010 obituary of their natural dad, Pasquale Caruso, Jim had already managed to connect with Chris Caruso and Chris' two sisters. Then to confirm

TOGETHER

(LEFT) Jeff Filipkowski (left) and Chris Caruso (right) painted their Formula Vees to match one of Chris' most vivid memories of motorsports, then hit the track together (RIGHT). Chris competed in a Skip Barber racing series (FAR RIGHT) in the late 1980s, but later stopped racing. (BOTTOM RIGHT) It's thumbs up for Chris (left) and Jeff (right), who have plans to return to the SCCA Runoffs in 2021.



the connection, Jim and Chris had submitted their own DNA tests and the results confirmed it: they were brothers.

Not long after, Jeff contacted Jim and they were able to close the loop on the family tree. A reunion took place and Chris and his two sisters, Cindy and Cheryl, welcomed their two long-lost brothers Jim and Jeff into the fold, along with 10 cousins. "It was great, but it was also overwhelming," Jeff remembers. "It was like getting hit with a wave." As you might imagine, they had a lot of ground to cover.

THE UNSPOKEN BOND

"I'd participated in a lot of track days in a first-gen Toyota MR2 back in the '90s, and I raced a Formula Vee between 2002 and 2009, mostly in Regionals and a few Nationals," says Jeff. "I loved it, but money was tight, and I had to sell the FV."

He worked as a journeyman cabinetmaker in his adopted father's company, but that business folded in the 2008 economic crunch. Jeff was soon hired by a similar shop performing high-end installations in New York City. "I work with very demanding customers and architects, [and] it can be quite stressful," Jeff admits. But he never forgot about racing.

For what would be 10 years, Jeff fell asleep each night running laps in his head. He was determined to return to the track,





but by the time of the unexpected family reunion, that magic moment had yet to happen.

Chris, meanwhile, had been so intrigued by his 1975 Indy 500 experience that he persuaded the family to go back in 1976 and 1977. "Our family next went to the 1979 Trenton IndyCar race, and my mom and older sister ended up working in Timing and Scoring," Chris says. "Later that year at Pocono, they got me an introduction and I ended up working in tech."

By that time, Chris was an engineering student at the General Motors Institute, eventually having quite a successful career. A few years into working at GM, however, he finally tried his hand at racing. In 1988, he attended a Skip

Barber School and competed in Formula Fords in the Barber Competition Series in 1989 and 1990. "I was always kind of a thrill seeker," he says. "I did sky diving, bungee jumping, parasailing. I loved it all."

Yet neither Jeff nor Chris knew this about each other. It turns out, even at the family reunion their love of racing simply never came up.

THE AHA! MOMENT

A few months after the big family reunion, Jeff saw a 15-year-old Formula Vee on Facebook that was both nearby and inexpensive. "My wife said, 'We must buy it,'" Jeff says. Jeff had also been looking into the Challenge Cup FV Series where a set of street tires lasts more than

a season. "I thought that with the low purchase price and this new affordable series, we could do a few races, which was way better than nothing," he explains.

The big bang came when he posted a photo of the car on Facebook. Across the country in Las Vegas, Chris perked up - he couldn't believe his eyes. What was his newfound brother doing with a racecar? He called Jeff and they finally brought each other up to speed on their mutual sporting interest.

When Chris learned that Jeff was going to Watkins Glen for an end of the 2018 season race, he couldn't help but hatch a plan. Chris flew in for the Glen race and surprised Jeff with an in-person offer to crew. That was just the beginning.

FAMILY MATTERS

The newly-discovered family finally gathered (FAR LEFT), but the topic of racing didn't arise that day. Once it did, Chris Caruso (LEFT) and Jeff Filipkowski (BOTTOM) wasted no time hitting the track together.

At the end of the weekend, Chris revealed his proposal: he would sponsor Jeff to run a full season of Formula Vee in 2019, including attending the National Championship Runoffs. A few weeks later, Jeff returned with his own Vee version of the plan. His old Vee had just come up for sale - he could buy it and they could run the 2019 season together.

Chris was quick to attend a pro racing school to see if he could still handle a racecar, then he called to say he was in. So, they were off to the races.

They didn't hold back, doing 13 race weekends leading up to the Runoffs at VIRginia International Raceway. They ran U.S. Major Tour races in the Northeast, Challenge Cup FV races, and several Northeast FV Regional events.

"We say it's like a made for TV story," says Chris. "You can't go back, [but] we are determined to make up for lost time."

The story of Chris Caruso and Jeff Filipkowski is far from over - in fact, it's primed to get better. All along, the 2020 racing season was a planned development year before going full-bore in 2021, where the duo will take a serious crack at the 2021 Runoffs at Indianapolis Motor Speedway. "I can't wait to get there and run over that yard of bricks," Chris concludes. "And now I can show my brother Indy - he's never been there." 📍

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YOU CAN!

Does doubt plague your SCCA Road Racing driving? Here are 12 ways to transform any competition weekend

WORDS Jim Kearney

IMAGES Rick Corwine

High-performance driving and racing are fantastic ideas - just don't drive yourself crazy in the process. In a recent article, I focused on subconscious notions that adversely affect a driver's performance, but barely scratched the surface of a problem that is so deeply rooted in the sport that everyone thinks it's normal. As a driver coach, I see it all of the time. And, if those negative thoughts are not deflected, they run the risk of subconsciously becoming part of a driver's racing plan or, more accurately stated, the racer's habit. I've been guilty of most, and you probably are too. But, as they say, awareness is the first step to recovery. So, read on - and stay positive!

BEING GREAT

(LEFT) Drivers like David Pintaric don't accidentally find their way to the top step of the Runoffs podium. Rather, there's an overall mindset that contributes to success.



Jeff Loew



D.E. Baer



"I work on the car up to the last minute, it keeps me from getting nervous."

This approach keeps your mind off of driving. Sometimes a last-minute thrash cannot be avoided, but for many drivers, this bad idea seems to be ingrained. Having the car ready an hour early allows you to look inward, assess your performance, and consider your

approach to the next session.

Social interaction is a part of any track day, but you need to prioritize your time and allow yourself some introspective time. It takes both commitment and courage to look inward and be honest but fair to yourself. Yet it's not all about criticism; you should also note the things you are doing well.

Follow your routine

READY TO GO

(TOP) Any race weekend involves a certain amount of wrenching, just be sure you're only dealing with the things at hand and not deferred maintenance. (ABOVE LEFT) Finding the limit is a part of racing, but it's often best to inch there rather than leap. (ABOVE) Jumping into practice and qualifying sessions with a quick pace will make you more prepared for when the green flag drops.

(assuming you have one that keeps you calm), always do it the same way – and get to the grid early. Nothing distracts you from driving more than being late to the grid.

"I'm not all that competitive by nature, so I'm just going to go out there and enjoy myself."

Do you really feel this way or is this just a way to hedge your



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RAINY DAYS

Don't skip wet weather practice sessions. The experience and confidence you gain from the track time could pay dividends down the road.

"There is never enough time at the track. Something always comes up to suck away free time"

bets? Most competitors want to know how good they can become, but if you are playing this game, you will never find out. Set reasonable goals given your past performances and look to make a small gain. Don't kid yourself: Everybody wants to go faster.

"I'll only be happy if I can get under a 1:25."

The other extreme is the driver who views each session as a dare. It's good to have goals, but it's silly to set your sights on a particular lap time when the conditions don't support it. There are many factors that are

totally out of your control: track grip, tires, wind, temperatures, draft, air density, and so on.

Like the ads say, your results may vary, so compare yourself to other drivers running similar cars that day rather than to some past lap time. If the track is not fast, looking to set a new personal best will end in frustration.

"This time I'll do Turn 3 flat."

A high-speed turn that can perhaps be taken with the gas pegged is the racer's equivalent of the white whale of Moby Dick. Reaching for the ultimate no-lift run through a difficult turn is fraught with danger. Doing the turn consistently and staying within yourself is much more likely to be of benefit.

Set reasonable goals and creep up on them. This isn't a video game - mistakes have

repercussions. Other variations of this bad idea include: "I must be in the top 10 or else," and, "I must get a certain amount of points this weekend or else."

Focus on driving better rather than a specific outcome and your performance will improve.

"My motor sucks, I'll drive around it."

Even in spec classes, complete engine parity is not a guarantee. Maybe you actually are down on power, but what are you going to do about it? Perhaps you are contributing to the problem with demon late braking that doesn't allow you to go to the gas as early. A cleanly driven car is always going to move away from you on the straight if you are screwing up the preceding corner.

Do the best you can at the event and plan to address

your motor deficiency as soon as possible. You may have to sacrifice something else to make those ends meet, but nothing good comes from trundling around down on power. You may try too hard and crash or, worse, you may accept that you belong where you are in the field.

"I'll complete my car prep when I get to the track; the schedule looks pretty open."

There is never enough time at the track. Something always comes up to suck away free time. You need to register, setup in the paddock, deal with tires, go through tech, and on and on. The more tasks you can take care of in advance, the more likely you will be able to think about your driving. Get ahead of the game with car prep so you can work on pre-session mental preparation.

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Jason Hart
Racing Driver and Coach

vboxmotorsport.com



“Set your car up to run reliably and with sufficient compliance to allow you to survive your mistakes”

“I start every session slow and gradually come up to speed.”

For beginning drivers or those who have had a long layoff, this is sound thinking. For the rest, the drawback is that when it goes green for the race, everyone else is on it hard – are you mentally prepared?

Perhaps the trickiest thing in high-performance driving is learning to go fast on cold tires. Many will frown at you if you go too hard, too soon, and make sloppy mistakes. But if you let the slow start habit take hold, you will rarely be qualified

well – and even if you pull out a late-session flyer in qualifying, you won’t be ready to hold the pace when the race goes green.

Work on pushing harder, sooner, every session. It’s a difficult skill to develop, but it has major benefits.

“I have some killer tweaks up my sleeve this weekend.”

Tweaks of the week almost never pan out. Set your car up to run reliably and with sufficient compliance to allow you to survive your mistakes as well as those of others.

Not only do most tweaks not work out, but they distract you from all the basics. Stick with the fundamentals, at least until you get near the front of the pack. Until then, tweak your driving, not your car.

“I’ll figure out the track when I get there.”

These days, there is no excuse not to know the track before you arrive. Not everyone has a simulator, but everyone has a computer. I recommend the speedsecrets.com Virtual Track Walks, but there’s also YouTube videos. You can also talk to friends who have been to that track. You should be able to discuss the track layout using the correct corner numbers or names the moment you set foot on the facility.

“I’ve been really busy at work. I haven’t checked the alignment, brakes and shocks in quite a while, but I’m sure everything is OK.”

Your car needs attention. Every driver downplays off-track excursions. Any time the car is

off the track surface, there is a chance that something in the setup changed. Have a system to stay ahead of your car’s needs. It’s not enough to have a checklist; you have to use it.

“If it rains, I’m not going out.”

Perhaps you won’t ever excel in the rain, but you should learn what rain racing is all about. It may even improve your car control.

Speaking in very general terms, most cars will accelerate and decelerate in the wet fairly well, given appropriate tires, of course. What they don’t like to do is turn. Instead of accelerating through the turn, you run straight in, stay off the racing line as much as possible, get through the turn carefully, and accelerate out.

DREAM BIG

(LEFT) Racing is hard, especially if you're convinced that you're not fast enough to run with the big dogs in close quarters. (BELOW) When everything comes together, success will follow. And who doesn't like winning?



Anything you can do to soften the car will help you maximize what limited grip is available.

Try it, you might like it.

"I don't want to hold anyone up."

Some drivers are so lacking in confidence that they become focused on not messing anyone else up and become overly fixated on their mirrors. Meanwhile, an overtaking driver's biggest fear is that the car ahead will try to help them by getting out of the way.

Even if you are not one of the quick cars, look ahead and drive your line. Being mirror-aware is good but being mirror-obsessed is dangerous. Drive your line and give a point-by if someone comes up quickly but stay with your job: Drive your car and let others drive theirs. 🟡

About the author:

A racecar driver coach since 2010, drivers coached by Jim Kearney have been on the Runoffs podium 15 times, scoring six gold medals (two each in FV, FF, FC, FE, HP), two silver (both in FE), and six bronze (four each in FV, FC, P1, FM). Jim has also coached the FRP F2000 champion twice. Ross Bentley also recently noted in his Speed Secrets Weekly that the SCCA Runoffs may be the one of the biggest mental challenges in sport. Ross said: "Guess who I'd get to coach me if I was racing in the Runoffs? Why? Because Jim tunes the helmet." Check out kearneykdd.com for more information.

THE AUTHOR'S EARLY DAYS

My racing career began with a shock – more precisely, anaphylactic shock. What was supposed to be a routine iodine dye test resulted in a few days in intensive care. And it made me think: if I had died, would I have been satisfied with my life?

As a spectator in 1967, roughly a decade prior to that aforementioned hospital visit, I'd seen Jim Clark win the Grand Prix at Watkins Glen. It was thereafter the only sport I followed. I then went to the Indy 500, plus more races at the Glen and Mosport, but always as a spectator.

In 1977, shortly after leaving the hospital, I heard that Bill Scott Racing was offering a Solo 1 school at Summit Point where you could drive your own car on a real racetrack – I quickly signed up. At the end of the day, Bill Scott came over to me, in a crowd of 50 participants, and shook my hand. He said, "It would be a shame if you don't race." I have no recollection of what I said. Perhaps I fainted.

Two months later I rented one of BSR's Showroom Stock C Pintos for a SCCA Driver's School. At the end of a workday in Lancaster, Pa., I drove to McLean, Va., picked up the Pinto, and then drove to Lime Rock. I racked out in a sleeping bag, and I knew next to nothing. I'd brought a roll of white adhesive tape for my numbers, and I failed tech as a taillight bulb was out. To rectify that problem, I borrowed Chip Gnassi's taillight bulb from another BSR Pinto and returned it following tech.

A leaky left front tire had me gridded in the back, but with a quick repair I made my way up to finish second. The winner's best lap was a 1:18.1; mine was 1:18.3. Thinking back, it was like someone had pulled an elastic band taut for 15 years and then let it snap forward at the green flag.

I was startled recently when I came across this photo from my very first race, a long-ago adventure. Borrowed driver's suit and big grin. At age 30, and after watching racing for 15 years, I'd finally got on track. You never know if you don't go. Life is short.

Jim Kearney




Courtesy Jim Kearney

UNDER PRESSURE

Nitrogen is common for minimizing tire pressure gains in motorsports, but it turns out that nitrogen is only half of the story

WORDS Philip Royle | IMAGE Courtesy Intercomp





There is setting tire pressures prior to competition, and then there's optimizing the setup. Most motorsports enthusiasts are familiar with nitrogen as an air alternative for inflating performance tires, as nitrogen is less likely to escape from the tire and it generally allows for less pressure growth as temperatures increase – and in a sport where a half-pound of tire pressure makes a real difference, some believe nitrogen to be essential. It's true that if you walk the paddock at any pro or Club race, you'll discover competitors purging competition tires of air and re-inflating them with nitrogen, but it turns out, nitrogen isn't actually what it's all about.

FLAT OUT

Purging race tires is about more than simply adding nitrogen.

"The air we breathe is 78-percent nitrogen, 21-percent oxygen, and 1-percent argon," explains Chris Berg, a marketing specialist for Intercomp. "Air also contains varying amounts of water vapor, and water is problematic in high-performance tires because these molecules expand at a different rate than the other components of our atmosphere. This causes erratic and unstable expansion of the gas within a tire as heat transfers through the rubber carcass and into the air held within."

This instability makes it hard to predict and control how pressure will increase with the additional heat, and therein, Berg notes, many racers utilize systems like Intercomp's tire drying and purging setup along with some type of pure compressed gas. "In most cases, race teams will use nitrogen gas to fill tires because of its chemical stability and comparatively low cost to purchase," Berg adds.

Purging systems remove most of the air within a mounted tire, also eliminating most of the moisture. From a deflated state, many race teams re-inflate with nitrogen, although regular air can be used, too. The real key is the utilization of dry air during the re-inflation process.

Systems like this are far from inexpensive; Intercomp's

setup (shown above) is just shy of \$2,200, but the benefits are real. "Using a tire drying and purging system allows racers to better control the changes a tire undergoes while on track," Berg explains. "Consistent and predictable tire growth allows a racer to better control attributes like tire stagger, pressure gain, temperature, and wear. Drying also eliminates tire glazing caused by overheating

"Air also contains varying amounts of water vapor, and water is problematic in high performance tires"
CHRIS BERG

or building temperature too quickly, which can permanently alter how the tire comes up to temperature and its performance when at the ideal temperature."

It's bizarre to witness, the tires sucking in on themselves multiple times during the purging process, leading some – like myself – to wonder whether the tire's carcass can safely take this level of deformation. "For most tires, it would be difficult to damage a tire carcass when vacuuming the air out," Berg tells me, but he also notes that tire damage can occur if the process is not done correctly. "Damage to the tire bead could happen

if tires are vacuumed to the point that the negative pressure is great enough to pull the tire from the wheel rim," he warns. "Also, it's not recommended to store tires in a vacuum state for an extended period. Short-term deformation should not cause damage, whereas tires stored while deformed may cause damage."

Berg also notes that while professional racing teams utilize tire-purging systems on racing slicks, the process can also benefit high-performance street tires like those found in autocross competition, as well as R-compounds. "Purpose-built racing slicks can benefit the most from being filled with dried gas," he says. "These tires usually use softer, more exotic rubber compounds and advanced construction methods. The result is a higher optimal temperature range to extract the most grip. R-compound tires are a step down in grip and performance from slicks, but still benefit from the use of pure or dried air. Even performance street tires can be optimized when inflated with a gas lacking moisture content."

Erratic and uncontrolled pressure gains due to water content can happen in any tire, Berg concludes, with that affecting grip and pressure no matter the tire or motorsports application. 🚫

This year has seen more motorsports uncertainty than, perhaps, ever. Thanks to the global pandemic, races have been cancelled or postponed and hundreds of SCCA members who envision spending the

season prepping for their shot at a National Championship title come the Oct. 5-11, 2020, National Championship Runoffs at Road America have found their racecars silent early in the season. But while racing is cautiously resuming

with championship battles carefully commencing, another conundrum arises: How can you properly prep for the Runoffs with such little time between now and that all-important title event? To find out, we asked the ones who know.

First and foremost, in considering the unique challenge this year's Runoffs will pose, it's important to remember that you're not alone. Limited pre-Runoffs testing opportunities is an issue that haunts all racers this year. From independents

BE RUNOFFS READY

With a spring and summer like no other in racing history, how should one prepare for the 2020 National Championship Runoffs? We break it down into three easy steps

WORDS Steve Nickless | IMAGE Rupert Berrington

WINNING SECRETS

Mark Boden and his Fall-Line crew are no strangers to the Runoffs podium, with Boden most recently claiming the Touring 1 National Championship in 2019.

to proven arrive-and-drive teams, on-track time this year is at a premium.

"[In addition to our SRFs], we also have a P1 car that should be very competitive this year," says multi-time Spec Racer Ford National Champion

and Lakeland, Fla.-based PM Racing co-owner Brian Schofield. "I have a customer driving it and he's looking for a National Championship title, or at least a podium. We put a lot of effort into that car over the winter, but it's

just been halted; we have not been able to test."

"For the most part, we are closed up," admits Mark Boden, long-time T1, T2, and GT-2 competitor and reigning T1 National Champion and owner of the Buffalo Grove, Ill.-based Fall-Line

Motorsport. When we spoke, Boden was busy signing up for any SCCA race within rational towing distance that he believed would happen in order to get his racers seat time, which at the time of this writing was a track some 1,000 miles away.





Rupert Berrington

FRONT RUNNERS

K-Hill Motorsports well knows the Runoffs podium, with Formula F driver Jonathan Kotyk claiming a pair of SCCA National Championships for the team in as many years.

"We'll drive out there and we'll do what it takes to go racing," Boden explains. We have a lot of guys who really want to race if we can race and do it safely. I think we'll end up taking seven cars out there."

Brandi Kaiser, owner and CEO of the Abbottstown, Pa., single-seater specialists K-Hill Motorsports is no stranger to heartbreak or challenge - her husband Kris, K-Hill's founder, passed away suddenly in February 2019, leaving Kaiser to guide a shaken team through the season. And now, coronavirus. "We've had two adverse years - the first one with Kris passing

and now with this. But we'll make it," Kaiser says.

But if anyone knows how to win, it's K-Hill. The team has claimed multiple Formula F SCCA National Championship titles, including the last two years, consecutively, courtesy of its young star Jonathan Kotyk. To ensure another winning year, Kaiser is doing the desk work now so the team can concentrate on racing once it returns. "I'm keeping in contact with all of my clients, keeping that personal one-on-one relationship with all of them," she says, offering a fantastic segue to the first Runoffs prep tip in this story: "I'm digging through so we can be on our

"You don't want to show up...with a motor that's not fresh, and brakes are so important"
MARK BODEN

A-game and be ready because, honest to goodness, I really believe the floodgates are going to open and everybody's going to want to go racing."

TIP 1: BE RACE READY

Since qualifying for the 2020 Runoffs could be short and sharp for many racers this year, it's important to maximize every moment both during the racing season and at the Runoffs. "I preach to my guys and myself

that when we show up to the racetrack, all we should have to do is make minor chassis adjustments, change tires, and add fuel," says Schofield.

"We put a lot of prep into [these cars]," Schofield says of his SRF fleet, noting that this year more than any other, drivers need to be careful with their cars on track during the season, and especially at the Runoffs. "I absolutely hate wrecks because it's such a huge setback," he says. "All of the work you've done leading up to the event is now [lost] and you've ruined your whole Runoffs."

For Boden, his Road America Runoffs prep heavily involves

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two key components: “You don’t want to show up at Road America with a motor that’s not fresh, and brakes are so important – [they] get a lot of abuse there in all of those heavy braking zones.”

What it boils down to is something Boden, Schofield, and Kaiser all echo: Organization and thorough pre-race preparation and attention to detail will be especially critical at this year’s Runoffs.

TIP 2: KNOW THE TRACK

Being successful at Road America involves track knowledge. To that end, simulator time is a must for anyone. After that, well, there’s physical seat time. But it’s not always that easy.

For the K-Hill team, the inability to test early in the year is shaping up to be problematic because, at the time of writing, K-Hill’s SCCA Road Racing driver lineup was not yet settled, so that puts even more emphasis



Mark Weber

FIELD OF VIEW

(LEFT) Dave Weitzenhof (07) has competed in many formula classes through the years, including Formula F, Formula Continental, and Formula Vee (shown). He's also logged more laps around Road America than most and knows a few tricks to finding speed around the infamous 4.048-mile Wisconsin circuit that will host the SCCA Runoffs this October.

the beginning of October. There could be a 20- to 30-degree swing in track temperature.

"[The practice days are] worth every penny," Boden is quick to state. "I've always taken advantage of the practice days. There are usually four test days and I've always tried to take advantage of at least three of them."

Dave Weitzenhof, a seven-time SCCA National Champion and perennial Central Division champ in FV, FF, and FC, has logged thousands of racing miles at Road America in his five decades of racing, agrees, adding that your competition knows the importance of those practice days. "The people who are planning on running up front [at the Runoffs], they're going to do whatever they have to do to get sharp at the track," he says. "They'll probably do all three or four practice days."

And for those racers who have never been to Road America before the 2020 Runoffs? "They need track time," Schofield admits. "There's nothing better than track time. People always say to me, 'How do I get good times - do I need to buy another motor?' No, you need seat time. Seat time. Seat time."

However, Schofield warns, there can be such a thing as too much track time at the Runoffs. "I've honestly had guys do two or three [practice] days and then, come qualifying

"Mostly focus on getting out of the corners and going down the straights well"

DAVE WEITZENHOF

time, they're just tired," he says. "I've started telling my guys, 'If you're going to do two days, let's do a day, sit a day out, then do another day.' That way they can go out to the corners on their off day and watch what others are doing."

TIP 3: DIAL IT IN

Traditionally, Runoffs-bound racers have the spring and summer to test various components and setups, but this year that time might be limited - so should a driver play the 2020 Runoffs safe by going with a known setup, or throw a Hail Mary setup on the car for qualifying?

Luckily, there are experts who have been to the track before - and to that end, Weitzenhof offers this specific setup advice for Road America: "The focus is on horsepower, aerodynamics, and suspension tuning," he says. "A lot of it is having the engine fresh, but it's especially important to have your suspension right: Make sure you don't have to run a lot of downforce to be able to go through the corners correctly."

"There are a lot of right-angle corners and just a few fast corners," Weitzenhof adds of Road America's 14-turn,

on pre Runoffs racetrack time at the Elkart Lake, Wis., circuit. "I'm hoping we can start [prepping for the Runoffs at] the June Sprints," says Kaiser.

Fall-Line will also be at the June Sprints, but Boden won't

solely rely on the Sprints for the complete picture. "Road America in the fall is going to be a completely different racetrack than it is at the June Sprints, so what we learn at the Sprints is not necessarily going to apply to



Richard S. James

UP FRONT

Brian Schofield (61) and PM Racing have proven their worth, with Schofield scoring an impressive eight Runoffs podium finishes in Spec Racer Ford.

4.048-mile circuit. “Mostly focus on getting out of the corners and going down the straights well. Whatever you can do to do that would be the key.”

Spec Racer Fords, it turns out, are fairly straightforward. “Once you find a setup that works for you or for a particular driver [at any track], you pretty much stay with it,” Schofield explains. “There are a few tracks where we run something a little different, but the biggest thing is the weather conditions. We have one setup that works in

the winter, but it’s not going to work well in the summer.”

That said, Schofield’s key advice is not to stress out looking for that ideal Runoffs setup.

“Come Runoffs time, what [often hurts] people is all the downtime [during the event] – they over think it,” he says. “They spend more time reading their data, watching new videos, and thinking about what to do to the car to make it better for a 22-minute-long qualifying session. A lot of guys engineer themselves to the back [of the field]. I see it a lot.”

“When you’re born a racer, you stay a racer. It’s a drug. It’s an addiction”
BRIAN SCHOFIELD

CONCLUSION: THIS IS WHAT WE DO

Whether you feel like you’re prepared for the 2020 Runoffs or not – and regardless of how the National Championship event treats you – this Oct. 5-11 in Elkhart Lake, Wis., will certainly be more than another

National Championship event. The fact is, this year’s Runoffs will, in many ways, embody everything SCCA stands for, ultimately showcasing the astounding resilience and fortitude of SCCA’s membership.

“I’m looking forward to the Runoffs,” Schofield concludes. “I know a lot of people are struggling [with the pandemic], but we’ll come out of this. When you’re born a racer, you stay a racer. It’s a drug. It’s an addiction.” 📍

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BATTLING THROUGH

2020 has not been the easiest of years, but for Puerto Rico Region's 19-year-old Marcos Vento, it's presenting challenges he'll face head on

WORDS James Heine | IMAGES Courtesy the Vento family

When we first caught up with the Puerto Rico Region's Marcos Vento in early April, the genial 19-year-old Spec Miata driver was at home in Guaynabo, Puerto Rico, observing the commonwealth's island-wide, stay-at-home rules, continuing his studies online at the University of Tampa - which, like other Florida schools, closed its campuses in mid-March - and, like all of us, waiting for the COVID-19 pandemic to pass and the world to open again for racing - and everything else.

"Right now, we have a government curfew that begins at 7 p.m.," he explains in a midday telephone conversation. "We have to stay at home. We can't leave home from 7 p.m. to 5 a.m. And you can't drive your car every day - like on Mondays, Wednesdays, and Fridays, only cars with the license plates that end with an even number can be driven; and on Tuesdays, Thursdays, and Saturdays, only cars with odd-numbered plates can be driven. On Sundays, you can be on the streets only for emergencies."

So, he adds, "I haven't really left the house."

Which is not a situation he might have imagined when he planned his SCCA Road Racing season at the beginning of the year.

The plan for this year, after a satisfying 2019 season in STL, where he finished second

in SARRC competition and 12th at the Runoffs, was to race Spec Miata with Jim Drago's East Street Racing. He began with Homestead's Palm Tree Winter U.S. Majors Tour in January and also raced at the Sebring and COTA Hoosier Super Tours, but aside from iRacing at home almost every night now with a local league, that's been it, because, as we all know, the coronavirus intervened and on-track competition came to a halt - as did Marcos' on-campus education at the University of Tampa, where by the time you read this, he will be a junior majoring in international business and marketing.

"We were planning on racing the whole Hoosier Super Tour series this year and ending up at Road America for the National Championship Runoffs," he explains. Despite the coronavirus cancelling much of the racing season, he still has hopes of making it to the Runoffs this year.

In addition to STL, since 2015, Marcos has polished his racecraft in IT and STU. Yet, even with his now-limited introduction to Spec Miata, the class quickly has become a favorite with him, not in the least because "Everyone's got the same car," he says. "It's a new challenge for me, and I've been learning from the best people at ESR Racing."

As a third-generation racer, he has been around racing all his life, and as a youngster he looked forward to the day when he himself could get behind the wheel.

"My grandfather, Juan Vento, started racing in the '70s in Puerto Rico, the Dominican

Republic, and in many other places, and he is still racing GT-1 in the Southeast Division," he says. "My dad [Javier Vento] races GT-2. I started racing karts when I was 13-years old.

"What I enjoy the most about racing is the competition. Everyone out there is





Mark Webster

LONG ROAD

(LEFT) Marcos Vento traveled from Puerto Rico to race Spec Miata in the Hoosier Super Tour at Sebring this past January. (FAR LEFT) Marcos isn't the only one in his family to race. His grandfather Juan (left) races in GT-1 and his dad Javier (right) competes in GT-2. (BELOW) Marcos is already racking up the hardware for his trophy collection.

THE PUERTO RICO REGION: NAVIGATING NATURAL DISASTERS

If the coronavirus hasn't been enough to make motorsports life – and life in general – frustrating for Marcos Vento and his fellow members of the Puerto Rico Region, consider also that recently the island commonwealth has endured a series of earthquakes beginning in late December and continuing through the production of this issue of *SportsCar*, with the most serious quakes (5.8, 6.4, and 5.9 magnitude, respectively) occurring almost back to back in early January. All of this, of course, on the heels of a long recovery from the devastating landfall of Hurricane Maria in September 2017.

Counting everything, there have been more than 800 aftershocks during the current "storm," Marcos notes.

"Basically, you can't take a walk without having another earthquake," he reports, perhaps half in jest. "So, yeah, it's been hard times, but we learned to overcome Maria, and we're learning to overcome the earthquakes and get back on our feet again."

competing to be the best, and it pushes you to become even better. I have learned many things racing in SCCA, but one that always comes to mind is the ability to adapt to how the car changes while the race progresses, due either to tire degradation or, for example, weather changes."

As for his studies at the University of Tampa, he would much prefer to be attending on-campus classes than participating in online studies at home. "It's definitely a big change," he explains. "It's something that I – and all my classmates – have had to become accustomed to, and it's been pretty hard. We can't – at least I can't – pay attention the same way we did when we were one-on-one in person with our teachers. But, you know, it's a new challenge, and I'm happy to be taking it – and taking my next steps to graduating."

Of last year's SEDiv and SARRC season in STL, Marcos says his most satisfying

performance was at the Atlanta Region Hoosier Super Tour March 16-19, especially because he finished second twice that weekend. "It was my first time at Road Atlanta," he recalls. "We went into the weekend with a crate engine, completely stock, and also stock brakes. It rained a bit on Friday; so that qualifying didn't count as much as qualifying on Saturday. I qualified second in STL, within the same second as Danny Steyn, the defending STL national champion, and then I went on to finish second in both races."

Marcos notes the weekend also pleased him because it was just his second Super Tour event, and he was able to manage the traffic of the slower T4 cars, all while learning the track.

Not that his weekend was without moments of excitement. "In the second race, a lapped car spun entering Turn 11 and crashed into me," he says. "The third-



"Everyone out there is competing to be the best, and it pushes you to become even better"
MARCOS VENTO

place car caught up to me at that point, but I eventually managed to create a gap."

As for the remainder of this year, as soon as SCCA gives the green light for racing, expect to see him Marcos on the track. "Right now, we don't know what's going to happen, but when the light turns green, I'll be there." 🟢

STARTING IT ALL

Central Florida Region worker Larry Kurkowski is where the races begin

WORDS Jim Kearney | IMAGE Philip Royle



He's old school and proud of it. Larry was first involved with the SCCA in June of 1958. He was living in Rochester, Minn., when a friend asked him to navigate for him in a Road Rally, which he did up until 1970. In the early 1980s, Larry moved to Jacksonville, Fla., and became active as a flagger, particularly at Daytona and Sebring. "I was the corner captain at Turn 6 at Daytona, which was a very active area," he recalls. "Plus, when cars missed the turn into the infield at Turn 1, they came right at us. I had a ball and I'd still be flagging if my knees weren't so bad." It's no lie - in fact, he has worked the 24 Hours of Daytona 20 times and the 12 Hours of Sebring 15 times.

When he lived near Chicago in the late 1980s, Larry became Chief of Flagging and Communications. In 1992, he was at Blackhawk Farms and they were short of starters, so he got the nod. "I was kind of nervous as it was my first time in that position," he explains. "The thing is that you can't move. If you so much as blink, they take off on you." That first start experience involved a field of Formula Continentals and, Larry says, everyone behaved themselves. "It went perfectly," he says. "It sort of whet my appetite for more."

It wasn't until 1997 that he next got the call to climb into the start stand, this time at Roebling Road. "There is a very long approach there and you have to focus to stand still that long," he notes. Since then, this has been Larry's primary role, starting an estimated 400 to 500 races, from Club races

to Trans Am to World Challenge and vintage events. He was once the back-up starter at the St. Petersburg IndyCar Grand Prix.

So, can anyone do it? Larry feels strongly that a starter should have an F&C background. "They need to know the flags and be up to speed on the lingo so they can handle the phone chatter. And I think they have to want to do it."

"The most important thing is to relax," Larry continues. "If you are tense, you will have a hard time standing still. And, if you are edgy, it's more difficult to pay attention to everything." For beginning starters, there will be another starter standing immediately behind them to give them a nudge when the time is right to throw the green. "We tell them that at this moment, they are it. Some folks have a hard time with this and may decide it is not for them."

It's also important, Larry notes, that they not look for the perfect start. "There is just too much to control," he says. "I look at the first three to five rows. You can't take in all the cars. On a long approach like Sebring, they might get jumpy. You follow your instincts and make your best call."

Larry says that sometimes you give a green and regret it. "Early on that happened to me once and I realized that I was concerned about keeping us on schedule. The stewards told me afterward to let them worry about that issue - and they were right."

Every race is important but there is no denying that the pressure is high at the Runoffs, where Larry has been on the start team

since 2007 and has been the Chief Starter since 2009. "It definitely is a more pressured situation than it has been all season," he admits. "It is everyone's final go-round for the year and their chance at a National Championship."

Every track presents a different challenge, not just for drivers but for starters, as well. At Brainard, due to safety fencing, it's difficult for the inside row to see the starter until the flag is actually waved. At Road America, the starter can see the field move though the final turn but then loses sight of them as they go through a dip at the bottom of the hill approaching the start line. "You better be ready for them because they often come up the hill at full tilt," he says.

VIR has its own issues, too. "Because of the kink approaching the start line, you can only see the first four rows," he says. "You can hold open-wheel cars longer as you are hanging right over them, but if you want drivers with a roof over their head to see the flag, you need to wave it earlier."

Larry was at VIR during the 2019 Runoffs where SCCA President and CEO Mike Cobb and SCCA's Director of Road Racing Deanna Flanagan presented him with the Starter Worker of the Year Award, and while he's grateful, he also knows nothing lasts forever. Consequently, Larry plans to make 2020 his last year as an active worker. "I just have too many orthopedic issues," he admits. But rest assured, racers, that the knowledge he's earned on the start stand will be expertly passed to others who hold the green flag. He's old school that way. 🏁



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**MAINTAINING SPEED**

The Club Racing Board is made up of numerous dedicated members of the SCCA, including Jim Goughary (LEFT) and Paula Hawthorne (BELOW).

MEET YOUR CRB, PART 2

Club Racing Board introductions continue with three more talented members of the CRB

WORDS Peter Keane, Chairman, Club Racing Board | **MAIN IMAGE** Jeff Loewe

Last month in this column I introduced you to three members of the Club Racing Board (CRB), specifically Tony Ave, John LaRue, and David Arken. If you missed it, I highly recommend you pick up last month's issue and give it a read - after all, these are the folks who are helping lead the SCCA Road Racing program, so it's good to know their background. Now that you're up to speed, let's jump into this month's CRB introductions.

CRB member Paula Hawthorne is a liaison to the GCR and B-Spec committees. She has a great deal of Steward experience and has crewed for professional racing teams in IMSA, World Challenge, and Mazda Road to Indy.

A member of SCCA's Steel Cities Region since 2008, Paula joined her Region's Board a decade ago. She has also filled several different roles with Steel Cities, including Region Executive, Assistant RE, Membership Chairman, and Race Chair. She developed her Region's "Steel Cities Ticker" e-mail notification system that keeps people informed of upcoming events, and she also found time to become a Divisional Steward and earn a National Grid license, Regional

Flagging and Communications license, and Regional Registrars license. Then in 2015, Paula received the 2015 SCCA Worker of the Year Award for Race Administration and also SCCA's Member Excellence Award.

Next on the CRB lineup is Sam Henry. A registered mechanical engineer, Sam is currently Regional Executive for SCCA's Ozark Mountain Region and sits on his Region's Board. He has held multiple positions in his Region, including Assistant RE, Secretary, Treasurer, and Solo Manager. Sam is an active Production category racer and autocrosser. He's also a four-time RallyCross National Champion.

On the CRB, Sam is liaison to the Production and Spec Miata committees. His Miata expertise stems from years of competition and ownership of Springfield Dyno, a company that developed Miata exhaust and cooling systems, as well as designed custom CNC tire shaving equipment. Sam is a certified Goodyear Eagle Performance Specialist and his company also provides dyno testing, tuning, chassis setup, and complete wheel and tire services.

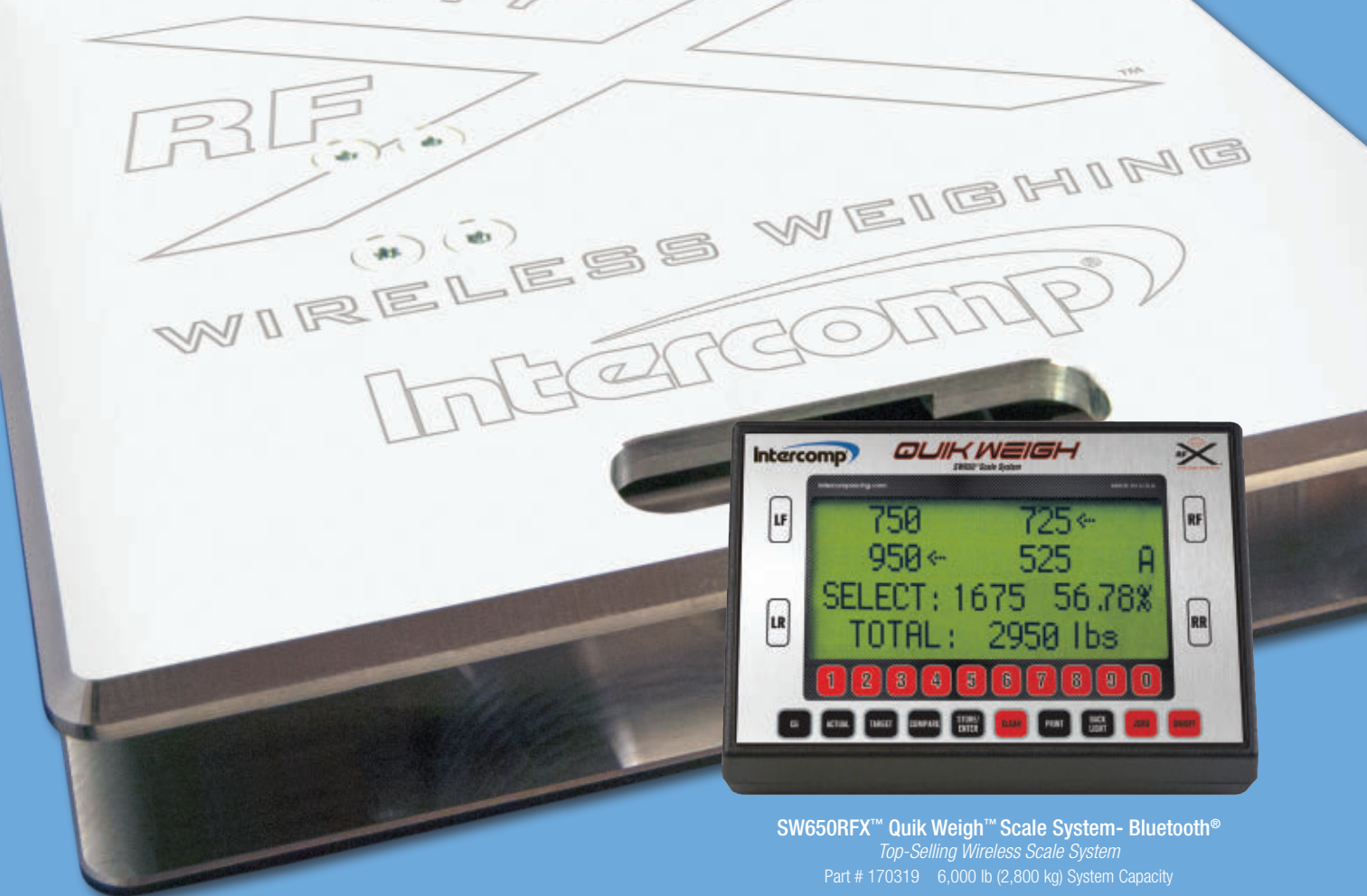


Philip Royle

The last CRB member to introduce this month is Jim Goughary. After taking a Formula Vee through an SCCA Driver's School in 1973, Jim went on to have a successful career in SCCA Regional and National racing. He has competed in Formula Super Vee, Formula Ford, Super Touring Lite, and GT-2, as well as Showroom Stock A, B, and GT. Jim is the CRB's liaison to the Grand Touring and Super Touring committees.

An active member of the Road Racing Drivers Club, Jim is also a four-time GT-2 SCCA Runoffs National Champion. He also has several podium finishes in IMSA racing, one of them coming in 1986 where he won the Firehawk Six Hour at Road America. You can toss in an IMSA fastest race lap at Lime Rock, too.

And, as a final note, once SCCA Road Racing has resumed (if it hasn't already), it will be absolutely imperative that you support the SCCA as much as possible. If you can't race, volunteer. Getting back up to speed will take a team effort, but if we unite and work together then this Club and our sport will emerge as strong as ever. 🏁



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THE RINGMASTER

What is it like to chair the Tire Rack Solo National Championships? We ask Scott Dobler as he prepares to co-chair his third

WORDS Paul Brown | MAIN IMAGE Rupert Berrington

Chairing the Tire Rack Solo National Championships is not for the weak. Truly, a solid organizational background plus deep levels of competition understanding and detailed event administration savvy are all necessary if you're to succeed in hosting SCCA's largest autocross of the year. These warnings are fine and dandy, but what is it *really* like to chair an event as massive as the Solo National Championships? To find out, we asked someone who had.

Scott Dobler, who is approaching his third year as a co-chair of the Solo Nationals, started his SCCA career as a toddler attending events with his father. Later, he competed in autocross events in the south, but with a busy family life he was not able to attend the Solo National Championships until 2014. By then, he had already become a local organizer, working as Regional Executive for some years and serving on the chief's team and as chair of ProSolos in his local Region.

It turns out, Dobler has actually been on the Chiefs Team at every Solo Nationals he has attended. As a freelance graphic designer, he has created the covers for various SCCA publications and logos for multiple events starting with the 2014 Solo National Championships and every Solo Nationals since. He is currently the SCCA National Coordinator for the Tire Rack Street Survival program, working with other coordinators from organizations such as BMWCCA and PCA.

Dobler's partner in crime is Jeff Cox. Their first year as co-chairs was 2018, which was also the year that saw an unfortunate confluence of extended entry caps and an angry Mother Nature. The problems encountered that year were certainly not the fault of the event chairs and, as such, both were asked to return to their co-chair roles for the 2019 and 2020 Solo Nationals.

When he was asked to take on the monumental task of chairing the Solo National Championships, Dobler made two phone calls - one to Cox and the other to Tracy Lewis. He needed Cox to do more than half of the work, and he needed Lewis' experience and support as Chief of Workers. With those two on board, Dobler says, the rest of the Chiefs Team could continue on with its usual worker evolution as longtime members bring new blood on board.

"This is going to be one of the most important Solo National Championships ever"
SCOTT DOBLER



Kristen Poole



DOUBLE DUTY
Scott Dobler (LEFT) not only co-chairs the Tire Rack Solo National Championships, but he's also a competitor (ABOVE).



His first task as the 2018 chairman was to attend the 2017 Solo National Championships setup weekend, then to shadow then-chairs Ron and Karen Babb at the 2017 Solo Nationals to get a graduate course in how the job should be done. And, really, there are few better people to learn this job from than the Babbs.

Early on in their event chair discussions, Dobler and Cox had said that if they got everything else right, the competition would take care of itself. While that is probably true in theory, perfection is hard to accomplish. Consequently, bettering the chances for success at

the Solo Nationals, Dobler explains, is a yearlong - or even multiyear - process.

For a while now, the SCCA has tried to make Solo Championship Tours be a dress rehearsal for the Solo National Championships. Even with that goal, things don't always run the same way. Discussions after the 2018 National Solo season resulted in several operational changes with the explicit goal of running the Tours in a more consistent manner. Beyond that, another goal has been to use Tours to train workers in specialty positions, so grid, safety, and impound chiefs at the Solo Nationals would have fewer rookie workers at the big event. Meanwhile, the SCCA Field Staff

has been busy documenting all lessons learned during the National Solo season.

Despite the coronavirus largely affecting the 2020 National Solo season, this year's Tire Rack Solo National Championships, themed "Top Cone" to honor the Air Force, is expected to take place as originally scheduled. At the time of this writing, nobody was sure about what effect, if any, the virus outbreak may have on participation, but expectations are that competitors and organizers will take this challenging year in stride. As Dobler says, "This is going to be one of the most important Solo National Championships ever." Regardless, Dobler and Cox will be ready for everything. 🍷



ANOTHER ONE

RallyCross is fun, but are your Region's events entertaining enough for drivers to return time after time?

BACK FOR MORE

Attracting new competitors to RallyCross events is only half of the goal | **WORDS** Matt Wolfe | **IMAGE** Dave Green

Being new to something fun is exciting. But after the initial excitement wears off, one is often left at the crossroads of deciding whether to pursue the newfound activity further or to find the next shiny object. Such is the conundrum for many participants at RallyCross events across the country. But while RallyCross might be exciting enough to retain many who are new to the sport, there are also things the SCCA Region can do to help seal the deal and keep them coming back.

Acquiring new members is an essential part of growing and sustaining any program, and keeping those faces coming back is just as crucial. Therein, there are more than a few proven strategies to keep people coming back. As we covered last month, a culture of fun will go a long way toward filling your registration page. Even so, helping guide your new and inexperienced folks will also pay dividends.

Novice walks and new driver meetings are a big help to green racers. Programs like these provide an opportunity to drill down into some of the finer points of RallyCross without bogging down the

regular drivers' meeting with the same information experienced folks have heard time and time again. During those novice meetings and walks, it's important to stress not only the basic rules and procedures of an event (like the "down and out" cone rule, radio etiquette, and corner worker responsibilities), but also to give some basic pointers on navigating the course both safely and quickly.

Providing novices with some kind of driving instruction is also a proven method to bridge the gap between new racers and the seasoned vet. This is helpful from several perspectives as the new drivers get the benefit of instruction from experienced competitors, the instructors help the new drivers get up to speed quickly, and both benefit from increased levels of competition.

Simplifying the experience can also up the fun for newbies. A little information can go a long way toward removing some of the mystery from navigating a typical RallyCross. Posting a basic timeline and schedule on the event registration webpage as well as some event guidelines can clear up a lot of questions before someone even

sets foot on site. At the event, signage indicating where tech inspection, grid, and registration will also work wonders.

Simplification of the experience for new folks applies to driving at the event, too. One of the common questions from new competitors is when they should think about shifting gears. Often, it's better to instruct them to get the car into second gear and then worry about steering rather than trying to be at redline every moment they're on course. In addition, if you're an experienced RallyCrosser and see someone struggling with a particular element or setup for a particular surface, don't be afraid to offer pointers. A few friendly words may be the difference between that person coming back or them leaving the sport for good.

When you break it down, attracting and helping new drivers get up to speed in RallyCross is the responsibility of everyone in the Club – and ultimately, we all benefit from a healthy program offering deep competition. Though we're all competing against each other, lending a helping hand builds camaraderie and a better racing community. 🍷

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NOW AND THEN
Be it recently (LEFT) or 40 years ago (ABOVE), the Nor'Wester always proves entertaining.

AN INCREDIBLE NOR'WESTER

Dating back to 1967, this Pacific Northwest RoadRally serves up quite an experience

WORDS Rick Beattie | MAIN IMAGE Courtesy Rainier Auto Sports Club

There are certain Regions of the SCCA that seemingly from the start have enticed people who worked hard, not so much to maintain the tradition of RoadRally but rather to continue the enjoyment of the sport. Regions in the northeast seem to get more notice, but RoadRally in the Northwest Region is one that certainly belongs in the group of notables.

The Nor'Wester Auto Rally is a great example of what is worth experiencing. Kevin Poirier and Ron Sorem were very good at pointing out where to find the evidence of these dedicated Regions, with Sorem suggesting that Rainier Auto Sports Club (RASC) would have the most information.

RASC started Nor'Wester "as an adventurous TSD event in 1967," and continued as that for five years with SCCA noticing it 1970 and then making the 1971 Nor'Wester "again voted 'Rally of the Year' in the Northwest, and sixth in the nation in its first year in the SCCA."

Nor'Wester history tells of it becoming a stage event on closed roads for the SCCA Pro Rally series until 1984. During that time, the event became part of Rally Week Northwest as it ran one weekend with Olympus running the following weekend. Its unbroken run of 20 years as an SCCA (or sometimes an

NARRA) event ran from 1973 through 1984.

Features that make the Northwest Region events memorable are the views far into the distance, bright sunshine or travel through the night, and desolate forest roads. A quick look at the 1971 event adds a few more.

In 1971, the Nor'Wester ran from June 18-20, with a start location in Bellevue, Wash. It was a 900-mile, two-night event. The first ran from 9:31 p.m. until approximately 10 a.m. or 11 a.m. in Ellensburg, Wash., with a banquet at 8 p.m. - the meal price was an astounding \$3.75 per person. The second started Sunday at 5:01 a.m. and continued until 12 or 1 p.m. Fifty-six entrants started that event.

S. Richards writing for *Wishbone Alley Gazette*, the RASC monthly newsletter, noted the 13 checkpoints averaged one per hour the first night and described the trip as "rather muddy," "rather fast," "dirt and gravel," and "really neat mud."

There was a breakfast break after seven-and-a-half hours on the road.

Sunday started with "45 rather dirty rally cars [56 entrants]," with the 17 checkpoints averaging one per half hour. Breakfast was at 7 a.m.

"The constant driving of Jim Bauman,

the unerring navigation of Jon Zerr, and the reliability of the French Peugeot, proved to be the winning combination [as first overall and first in Equipped]," the report stated. Congratulations also went to Wayne and Linda Collier in their Corvair, who took first in Unequipped.

The rally, the reporter wrote, "was designed to have the best combination of driver, navigator, and car emerge victorious; it looks as if it was a success."

The RASC thanked 33 sponsors, as "special assistance from University Porsche/Audi, Rainier Brewing Company, and Castrol upped the prize fund to \$1,325."

Listed in the RASC events of note, along with events like Alcan Winter Rally, No Alibi, Alcan 5000, and Alcan Summer Rally, were other Nor'Westers in 1997, 2005, 2012, 2017, and 2019.

There's a bit more needed to understand the Nor'Wester than the written celebration. For the 2017 RoadRally, RASC commissioned David Fox to provide a 6:21 minute featurette of the Nor'Wester. It shows the Nor'Wester that words don't adequately describe and can be found at rainierautosports.com/events/2017/norwester/. 📍

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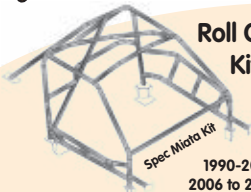

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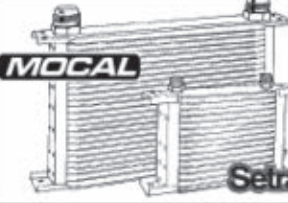



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Aug 22-23 Grattan Raceway, Mich.

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Jun 27-28 Roebeling Road, Ga.
Jul 25-26 Michelin Raceway Road Atlanta, Ga.

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Jun 27-28 Hallett Motor Racing Circuit, Okla.

Jul 4-5 High Plains Raceway, Colo.
Jul 18-19 Heartland Motorsports Park, Kan.
Aug 22-23 High Plains Raceway, Colo.

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Jun 27-28 Hallett Motor Racing Circuit, Okla.
Aug 8-9 Eagles Canyon Raceway, Texas
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Jul 25-26 Summit Point/Washington DC
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Aug 21-23 New Jersey Motorsports Park/South Jersey
Aug 22-23 Thompson Speedway/New England
Aug 21-23 NJMP Lightning/South Jersey
Aug 29-30 Pittsburgh Int'l Race Complex/Steel Cities
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Sep 12-13 Palmer Motorsports Park/New England
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(253) 630-5130

proformanceracingschool.com**Simraceway Performance Driving Center**

(800) 733-0345

simracewaydrivingschool.com**Skip Barber Racing School**(866) 932-1949 skipbarber.com**NOVICE PERMIT / SCHOOL CREDIT****Allen Berg Racing School**

(888) 722-3220

allenbergracingschools.com**Danny McKeever's Fast Lane Racing School**(888) 948-4888 raceschool.com**EXR - Exotics Racing Series**(702) 802-5662 exrseries.com**Pro Drive Racing School**(503) 285-4449 prodrive.net**Spring Mountain Advanced Driving School**

(800) 391-6891

springmountainmotorsports.com**Thompson Speedway Motorsports Park**(877) 226-7223 theracingschool.com**Waterford Hills Road Racing Inc.**(248) 623-0070 waterfordhills.com**TIME TRIALS, TRACK EVENTS, CLUB RACING EXPERIENCE, & HILL CLIMBS****NORTHEAST** nediv.org**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 1 HC** Polish Mountain, Flintstone,

Md./Washington DC

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 Track Sprint Summit Point/Steel Cities**Sep 12 TT, TE** Summit Point/Washington DC**Sep 19 HC** Weatherly/Northeast

Pennsylvania

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**OFFICERS**Chairman **LEE HILL**Vice Chairman **DANIEL HELMAN**Secretary **ARNIE COLEMAN**Treasurer **K.J. CHRISTOPHER**Assistant Treasurer **PETER JANKOVSKIS****SCCA NATIONAL OFFICE**

Toll Free: (800) 770-2055

Main: (785) 357-7222

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www.scca.com**EXECUTIVE LEADERSHIP**

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Senior Director of Solo and Rally

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

= Enduro

CR = Course Rally

CT = Club Trial

HC = Hill Climb

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class

NC = National Course

NT = National Tour

CRE = Club Racing Experience

r = Restricted

Ro = Runoffs qualifier

RT = Regional Tour

SR = Social Rally

TT = Time Trial

TE = Track Event

TS = Track Sprint

v = Vintage

Contact information for registrars and

event organizers available at scca.com.For changes, e-mail sanction@scca.com.

SCCA HAPPENINGS

SOUTHEAST [sedivrac.com](#)

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 22-23 TT, TE Palm Beach International Raceway/Florida
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

CENTRAL [cendiv-scca.org](#)

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 BAutobahn 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](#)
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](#)

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

NORTHERN PACIFIC [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

SUPER DUPER! ▶

The Hoosier Super Tour is back, with racers scheduled to tackle Mid-Ohio Sports Car Course on July 17-19.

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.

TIME TRIALS NATIONAL TOUR

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. 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. Jul 31
Dominion Raceway, Va. Jun 11, Aug 6, Sep 3
GingerMan Raceway, Mich. Jun 18, Jul 17, Aug 13, Sep 17
Harris Hill Raceway, Texas Sep 2, Oct 14
Heartland Motorsports Park, Kan. Jun 18, Jul 17, Aug 18, Sep 15, Oct 15
High Plains Raceway, Colo. Aug 11
Lime Rock Park, Conn. Jun 11
Memphis International Raceway, Tenn. 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 Jun 30
New Hampshire Motor Speedway, N.H. Aug 6
New Jersey Motorsports Park, N.J. Jun 23, Jul 21, Aug 11, Aug 28, Sep 1
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. Jun 10, Jul 8,

GO TO [SCCA.COM/EVENTS](#) TO FIND MORE!

Jul 29, Aug 19, Sep 2, Sep 30
Pocono Raceway, Pa. Jun 9, Jul 7, Aug 20, Sep 14
Portland International Raceway, Ore 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. Jun 18, Aug 20, Sep 17
VIRginia International Raceway, Va. Jul 16

STREET SURVIVAL SCHOOLS

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.

CAM INVITATIONAL

Aug 7-9 Grissom Aeroplex, Ind.
Sep 4 Lincoln Airpark, Kan.

STARTING LINE SCHOOLS

Jun 13 SDCCU Stadium, Calif.
Oct 3 Crows Landing, Calif.

REGIONAL

NORTHEAST [nediv.org](#)

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 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



Jeff Loeve

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-55 YEARS

55-YEAR MEMBERS

Charles M. Chadwick	6/1/1965	Washington DC
George W. Hoffman	6/1/1965	Glen
William K. Schubert	6/1/1965	Chicago
Robert D. Shelton	6/1/1965	Washington DC

50-YEAR MEMBERS

Bill A. Braucksick	6/1/1970	Cincinnati
Francis McAllister	6/1/1970	Finger Lakes
Robert Sieck	6/1/1970	Central Florida
Claire Kelly	6/1/1970	San Francisco

45-YEAR MEMBERS

Alan Coleman	6/1/1975	Atlanta
Hugh A. Cornell	6/1/1975	Glen
Laurence Dignan	6/1/1975	New England
Stewart Edwards	6/1/1975	Chicago
Ed Midgley	6/2/1975	Chicago
Francis L. Miller	6/1/1975	Detroit
Sandra L. Neff-Weir	6/1/1975	Cincinnati
Tim N. Regenold	6/1/1975	Mid South
Michael P. Weir	6/1/1975	Cincinnati

40-YEAR MEMBERS

Larry Campbell	6/1/1980	Lake Superior
Bruce Domeck	6/30/1980	Kentucky
Susan K. Free	6/1/1980	Buccaneer
Al P. Harhay	6/13/1980	Central Florida
Kathryn R. Hayworth	6/1/1980	San Francisco
G. Michael Hayworth	6/1/1980	San Francisco
Donna P. McDonough	6/1/1980	Steel Cities
William Mark Sigmon	6/1/1980	Central Carolinas
William P. Skibbe	6/1/1980	Houston
Ted Sohler	6/1/1980	Steel Cities

35-YEAR MEMBERS

Dale R. Andrew	6/18/1985	Indianapolis
Charles E. Bailey	6/4/1985	San Francisco
Doug Blank	6/19/1985	Atlanta
Terry A. Bowman	6/19/1985	Neohio
Pratt Cole	6/18/1985	Reno
Brenda J. Cole	6/18/1985	Utah
Carl J. Cramm	6/24/1985	Houston
Susan A. Eckel	6/7/1985	Detroit
Nicholas Fasola	6/26/1985	Atlanta
Merlene Fletcher	6/12/1985	Snake River
Robert E. Frazier	6/12/1985	Buccaneer
Richard Giroux	6/24/1985	Ohio Valley
Pam Haines	6/24/1985	Northern New Jersey

Jeff Haines	6/24/1985	Northern New Jersey
Dale Hammons	6/12/1985	Land O'Lakes
William Hudson	6/14/1985	Mohawk Hudson
Conrad D. Humphrey	6/19/1985	Ohio Valley
David W. Jansen	6/14/1985	San Francisco
Michael R. Larimer	6/12/1985	Mohawk Hudson
David Luney	6/13/1985	Atlanta
David R. Noel	6/25/1985	Philadelphia
Arden Kozono Oji	6/4/1985	San Francisco
Jacob C. Perry	6/12/1985	Central Carolinas
Wayne Quick	6/10/1985	North Carolina
Pamela J. Sasser	6/10/1985	Chicago
Jamie Sculerati	6/4/1985	San Francisco
Susie Sorenson	6/19/1985	Milwaukee
Mark B. Tcherkezian	6/12/1985	Central Carolinas
Rodney B. Thompson	6/4/1985	Central Florida
John Paul Yursky	6/11/1985	Neohio

30-YEAR MEMBERS

Burdette H. Martin Jr	6/1/1950	Chicago
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25-YEAR MEMBERS

Richard D. Alexander	6/27/1995	Mohawk Hudson
Ellie Alexander	6/27/1995	Mohawk Hudson
Susan Andrews	6/22/1995	Western Michigan
Ron L. Bauer	6/29/1995	Northwest
Rosemary Bayer	6/22/1995	Detroit
Meg Brooks	6/28/1995	Atlanta
Donald A. Brooks	6/7/1995	Southern W Virginia
James Louis Brown	6/21/1995	South Carolina
John D. Burke	6/29/1995	Central Florida
Travis Engen	6/21/1995	New England
Jim Hedderick	6/15/1995	Houston
Jim Kellogg	6/20/1995	Atlanta
John Lisiecki	6/22/1995	Detroit
Paul K. Little	6/7/1995	Northern New Jersey
Nathan Paul Lucas	6/14/1995	Washington DC
Brian Meyer	6/13/1995	Kansas City
Philip H. Michaud	6/14/1995	Detroit
Timothy J. Noble	6/20/1995	San Francisco
Horace A. Ott	6/20/1995	Philadelphia
Maryanne C. Rhodes	6/8/1995	New England
Canio G. Tartaglia	6/7/1995	New England
John Valenta	6/28/1995	St Louis
Chip Van Slyke	6/21/1995	Mohawk Hudson
Cesare W. Venegoni	6/22/1995	St Louis
Richard D. Willy	6/21/1995	Northwest

Oct 4 Temple Ambler Campus/
Philadelphia
Oct 4 Pitt Race/Steel Cities
Oct 10 Lycoming Mall/Northwestern
Pennsylvania
Oct 10 Tegency 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

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 Roebbling Road/Buccaneer
Nov 1 Twin Fountains Raceway/
Tennessee
Nov 6 Atlanta Motor Speedway/Atlanta
Nov 8 Spence Field/Dixie
Nov 14 Danville Regional Airport/South
Carolina
Nov 14 Darlington Raceway/South
Carolina
Nov 15 Dade County High School/
Chattanooga
Dec 6 Dade County High School/
Chattanooga
Dec 6 Spence Field/Dixie
Dec 13 Hutchinson Island
Paddock/Buccaneer

CENTRAL centdiv-scca.org

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 16 Minnesota College/Land O'
Lakes
Aug 29 Iowa National Guard/Great
River
Sep 5 Iowa National Guard/Great River
Sep 20 TaxSlayer Center/Great River
Sep 27 La Crosse Fairgrounds
Speedway/Land O' Lakes
Oct 4 Iowa National Guard/Great River
GREAT LAKES greatlakes-scca.org
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 LFUCG 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 1 Grissom Aeroplex/Fort Wayne
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 22 City of Eastlake Municipal
Parking Lot/Neohio
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 City of Eastlake Municipal
Parking Lot/Neohio
Sep 13 Indiana State Fairgrounds/
Indianapolis
Sep 19 Cummins Test Track Walesboro/
Columbus Sports Car Club

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GO TO SCCA.COM/EVENTS TO FIND MORE!

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 3 City of Eastlake Municipal
 Parking Lot/Neohio
Oct 4 Cummins Test Track Walesboro/
 Columbus Sports Car Club
Oct 4 Owens Community College/
 Northwestern Ohio
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 17 City of Eastlake Municipal
 Parking Lot/Neohio
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

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

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

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
Sep 12 Front Range Airport/Colorado
Sep 26 Front Range Airport/Colorado

NORTHERN PACIFIC norpascascca.org

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

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.

REGIONAL/DIVISIONAL

NORTHEAST nediv.org
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
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

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

SOUTHEAST sedivrac.com

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

Jul 12 Butler County Fairgrounds/Iowa
Aug 2 Southern Iowa Speedway/Iowa
Sep 13 Butler County Fairgrounds/Iowa

GREAT LAKES greatlakes-scca.org

Jun 26 Ross County
 Fairgrounds/Ohio Valley

MIDWEST midiv.org

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 1 Billy Bob's Billings Farm/
 Northeast Oklahoma
Aug 9 City of Madison/St. Louis
Aug 29 Santa Fe Trail Cycle Park/Kansas
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
Sep 27 Santa Fe Trail Cycle Park/Kansas
Oct 11 81 Speedway/Wichita
Oct 18 I-80 Speedway/Nebraska
Nov 8 I-80 Speedway/Nebraska
Nov 14 City of Madison/St. Louis
Nov 22 Santa Fe Trail Cycle Park/
 Kansas
Dec 13 Santa Fe Trail Cycle Park/Kansas

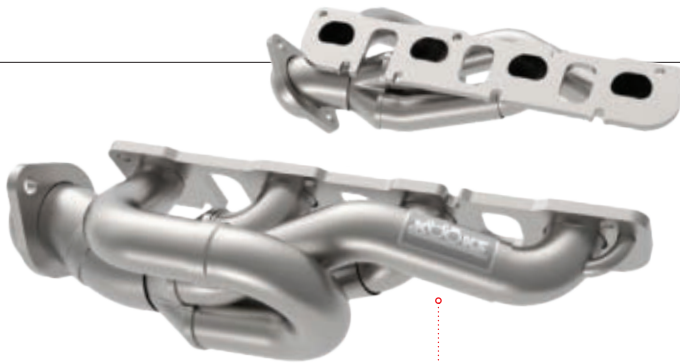
NEW PRODUCTS



FLEX-A-LITE FAN CONTROLLER KIT

The Flex-A-Lite Compact Adjustable Electric Fan Controller with Relay Kit offers an easy way to adjust the fan activation temperature between 160- and 220-degrees F with a small, flat-blade screwdriver. The fan controller, which utilizes 12-gauge wires to power the fan and motor, includes optional connections to activate the electric fan whenever needed, and also for a manual override switch.

flex-a-lite.com



KOOKS RAM TORQUE SERIES HEADERS

Tight truck engine bays are no match for new Torque Series Shorty Headers from Kooks Headers and Exhaust. Now available for 2009-'18 Ram 1500 applications, the Torque Series provides a solution for customers looking for a factory manifold replacement with a performance gain for street-driven pickups. The new Ram application fits 5.7L Hemi engines and works with factory catalytic converters. Connections to retain the factory EGR system are included. kooksheaders.com



TRACK FACTS APP

The Track Facts app is the industry's first mobile application that can replace or enhance your current racecar "setup notebook" or homemade spreadsheet. The app, which is available for iOS and Android, features car profiles, session data, record keeping, and an export function. SCCA members can use the partner code "5900" for free one-year access. trackfactsapp.com

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HAYS MUSCLE CAR FLYWHEELS

Hays has expanded its lineup to include four new SFI certified billet aluminum flywheels. These CAD designed pieces are for use in late-model applications including 2009-'17 Dodge Challengers powered by the 5.7L, 6.1L, or 6.4L Hemis, 2012-'13 Ford Mustangs with the eight-bolt crankshaft 5.0L, and more. The flywheels are designed to deliver fast throttle response and quick acceleration while offering weight reduction and excellent heat dissipation.

haysclutches.com



J.W. SPEAKER LED TAILLIGHTS

J.W. Speaker Corporation Model 234 Flash is the company's newest LED taillights for transport, industrial, construction, agriculture, and specialty vehicles. This drop-in replacement for four-inch, round LED lights is the newest edition to the Model 234 taillights. The light has three programmable strobe patterns and is available in SmartHeat, enabling year-round use while providing superior visibility, extreme durability, and longevity. It may also be perfect as your next racecar rain light. jwspeaker.com



LSI HAND SANITIZER

Lubrication Specialties Inc. (LSI), manufacturer of Hot Shot's Secret performance oils and additives, began production of alcohol-based hand sanitizer to assist with COVID-19 care, offering 4oz bottles of Hot Shot's Secret hand sanitizer for free to their local hospital and healthcare workers, nursing homes, and truckers transporting essential supplies. Due to overwhelming response, LSI now offers hand sanitizer to businesses and individuals in larger bottles. Available in sizes ranging from 16oz to 330 gallons. lubricationspecialties.com

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

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

IT'S A WEIRD YEAR

Tell me something I don't know, right? I mean, seriously, the title of my column is a statement so obvious that it's painful. After a pandemic wreaked havoc across America and the world, the motorsports community got to spend much of the 2020 race season battling on iRacing and reading about motorsports companies shifting production to face shields and hand sanitizer. And, while I was witnessing these industry shifts, I was similarly embroiled in transformation debates of my own.

Since this article was written in mid May, I can only guess what life is like as you read this. Some physical SCCA events will have occurred, and I can say that with confidence because during the production of this issue, Arctic Alaska Region held a successful socially distanced autocross on May 3 - the first SCCA event since the nation went into lockdown. Soon thereafter, Salina Region and Colorado Regions hosted events, too, so I'm sure other events have happened since.

At the same time, it would be insincere to say the effects of the virus won't be long felt in the SCCA. For example, while SCCA had made no announcement at the time of this writing, it's hard to believe that this year's National Championship

events will look like they did in 2019 (I'll leave you to insert your own 2019 Tire Rack Solo National Championships face mask joke here). There's also a virus-related change coming with *SportsCar*.

During the outbreak, we crunched numbers from here to the moon in an attempt to maximize the benefit

to the Club while minimizing costs, with one option emerging as the clear victor. The plan is a multi-step attack on all fronts. We decided to push the printing of *SportsCar* back a few weeks in order to defer certain costs. Then we cranked the magazine's frequency dial from 12 to 10, combining the upcoming November, December, and January issues.

The decision for this merger of issues was far from random. By uniting the November, December, and January issues, you will regularly receive issues during the worst of the pandemic, then a solitary massive issue featuring SCCA's top tier title events will mail nearing yearend.

In an issue I quickly dubbed the *SCCA National Championship Mega Issue Spectacular* (although that name was immediately shot down by...err...everyone), it will - according to my math - be the largest issue of *SportsCar* ever produced in the publication's 76-year history, and contain coverage from the Tire Rack Time Trials Nationals powered by Hagerty, the DirtFish RallyCross National Championship, the Tire Rack ProSolo Finale, the Tire Rack Solo National Championships, and the National Championship Runoffs. Truly, this mega issue will be spectacular! (I'm telling you the name will catch on.)

Yes, the 2020 racing season is a weird one, but we'll get through it together. And, while the SCCA National Championship Mega Issue Spectacular is set to be different from what we're used to, I can tell you the *SportsCar* team will work hard to make it one for the record books. 🍷

"We crunched numbers from here to the moon in an attempt to maximize the benefit to the Club"

 twitter.com/sportscarmag

 facebook.com/sportscarmag

FROM THE ARCHIVES

10 YEARS AGO...
JULY 2010



- *SportsCar* covered the races at Road Atlanta celebrating 25 years of Spec Racer Ford, with Brian Schofield winning both Pro SRF races. Schofield is still a force to be reckoned with, as is evidenced by him appearing in this very issue, still racing in SRF.

25 YEARS AGO...
JULY 1995



- A *ProSolo Experience* featured what it's like to attend a ProSolo Clinic - a concept that still exists.
- Fire destroyed \$700,000 in inventory at the SCCA Enterprises office. Luckily, insurance covered the losses.

50 YEARS AGO...
JULY 1970



- SCCA's Competition Board had proposed limiting the number of National race weekends to roughly four per Division each season in order to improve the level of racing and attract more spectators. Controversy swirled.



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