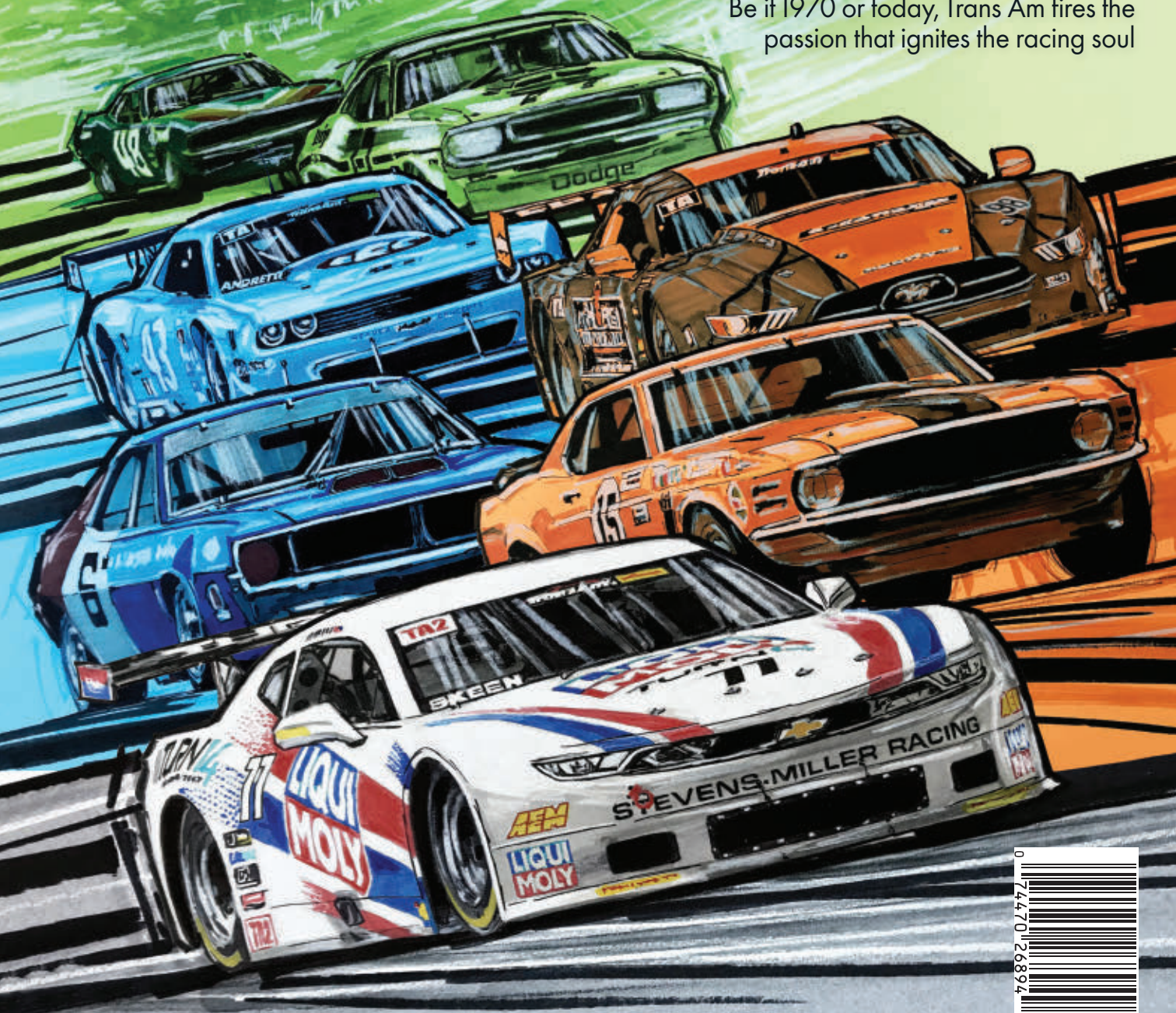


# SPORTSCAR



## LIVING THE LEGEND

Be it 1970 or today, Trans Am fires the passion that ignites the racing soul



### THE SPRINTS

Coverage from the 65th June Sprints



### DETERMINED

Nothing will stop Grace Hackenberg

### BE READY

Prepping for the RallyCross Nationals



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# CONTENTS

## SPORTSCAR

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## FEATURES

- 16 THE MORE THINGS CHANGE...**  
Trans Am's 1970 season was incredible. And as it turns out, so is 2020
- 22 THE GRACIE PROJECT**  
Grace Hackenberg was determined to go racing, and friends helped it happen
- 30 HOW NOT TO WIN**  
Paul Brown's tips for not winning at the Solo National Championships
- 34 GO TIME**  
Driving tips for the forthcoming RallyCross National Championship
- 38 WE'RE BACK!**  
Behind the scenes at the first Hoosier Super Tour since the pandemic
- 44 THE UNSTOPPABLE JUNE SPRINTS**  
Complete coverage from the 65th running of the June Sprints Super Tour
- 52 HOUSE CALL**  
Dr. Alain Derzie found a home at Spring Mountain Motor Resort
- 54 FULL THROTTLE FAMILY**  
Autobahn Country Club opened countless possibilities for the Missig Family

## DEPARTMENTS

- 4 SCCA MOMENT**  
SCCA's U.S. Majors Tour racing is back!
- 6 FROM THE PRESIDENT**  
SCCA President and CEO Mike Cobb
- 8 LATE BRAKING**  
News from around SCCA and the world
- 14 POBST POSITION**  
Racing Champ Randy Pobst speaks
- 58 FIRST GEAR**  
Up-and-coming young members
- 60 INSIDE SCCA**
  - 60 ROAD RACING**  
From CRB Chairman Peter Keane
  - 62 RALLYCROSS**  
Matt Wolfe talks RallyCross
  - 64 ROADRALLY**  
Rick Beattie explains RoadRally
- 66 MARKETPLACE**  
You want it, someone has it
- 70 CARS FOR SALE**  
Your next racecar is here!
- 72 CALENDAR**  
Thousands of events you need to attend
- 76 TOP GEAR**  
Essential tools, accessories, and gear
- 78 FROM THE EDITOR**  
The editor starts a book club...

COVER ILLUSTRATION Paul Laguette









#### **THE RETURN OF GREEN**

When most of the nation entered a pandemic-related lockdown in March, motorsports events were similarly shuttered. As shelter-at-home restrictions eased, Continental Divide Region was one of three Regions that hosted the return of SCCA Road Racing with a U.S. Majors Tour during the Memorial Day weekend. These events proved healthy racing events could exist, ultimately setting the stage for the likes of the Chicago Region June Sprints.

**DATE** May 23, 2020

**LOCATION** La Junta Raceway, Pueblo, Colo.

**WHAT** U.S. Majors Tour

**PHOTOGRAPHER**  
Rupert Berrington





## MIKE COBB

PRESIDENT & CEO, SCCA INC.

## COMING TOGETHER

In the June issue of *SportsCar*, we introduced a few things SCCA members can do as one team in service of navigating this great organization through its 76th year and into a COVID-19 free future. For simplicity and clarity, we called this united and focused effort: #SCCAUNITE.

Unfortunately, not only has the U.S. been tested with the impact of COVID-19, but also with racially charged events that led to significant social unrest across much of the country. This has provided us with

an additional opportunity to demonstrate our commitment to providing an environment for all members that is free of harassment, discrimination, and any behavior that interferes with enjoying a safe, fun, and exciting SCCA experience.

While we have not yet discovered the cure for all the challenges we currently face as a country, in our little slice of the world we did recently

come together as one united team in service of putting on one of the best SCCA events in recent history: the 65th running of the SCCA WeatherTech Chicago Region June Sprints at Road America. The quote that follows is from Mike Kertscher, President and General Manager at Road America, and it speaks volumes about the welcoming environment afforded to all who participated in or were spectators at this event, which was one of the first large-scale motorsports events in the country where COVID-19 practices were successfully and consistently deployed, and the largest Hoosier Racing Tire SCCA Super Tour and U.S. Majors Tour event in history with 467 entries.

"We had a very successful June Sprints – one of the biggest June Sprints we've had in modern times. For us to get that one in, it was big. It was very encouraging to see folks come out and support the event."

**MIKE KERTSCHER, PRESIDENT AND  
GENERAL MANAGER AT ROAD AMERICA**

The Chicago Region did a fabulous job defining COVID-19 processes and procedures in advance of this event. There was solid execution across all disciplines, and there was an overall sense of excitement in the air – excitement to be out of the house as well as excitement to be with others who share our passion for competition and community. And, of course, there was excitement fueled by some beautiful Wisconsin sunshine and the sights, sounds, and smells (and brats) that are all part of the SCCA racing experience.

Sometimes a picture can tell the story better than prose, so to the left is a shot from Turn 14 at Road America on a beautiful June Sprints morning where the crew is working in a united fashion to keep one another safe, while also working to keep all drivers on course safe. Masks on, of course!

In closing, while #SCCAUNITE was originally intended to be a rallying cry for helping us emerge from COVID-19, it also represents our commitment to an environment that is free of harassment and discrimination while providing a welcoming environment to all. By coming together for the purpose of delivering the best SCCA experience possible to all and for all – we are creating a brighter, more united future together. #SCCAUNITE 🍷



### TURN 14 UNITED

Todd Cohen,  
Dwight Loveland,  
Tiffany Bingheim,  
Don Holmey, and  
yours truly flagging  
at the June Sprints.  
(Note: Everyone  
returned to social  
distancing after  
the photo.)



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# LATE broking

Jeff Loeve



## RUNOFFS REGISTRATION DATES

Here are the dates to know for the Oct. 3-11, 2020, National Championship Runoffs at Road America: Prep shop and multi-car team paddock requests run from July 1-31; Runoffs worker and driver registration begins July 15 at 10 a.m. CDT, which includes test day reservations; and single-car paddock registration begins Sept. 1. More information, including paddock maps, is available at [scca.com/runoffs](http://scca.com/runoffs).



Chris Clark



Chris Clark



Chris Clark

## TRANS AM'S BACK

At the Mid-Ohio Trans Am round, Thomas Merrill claimed the TA2 win (LEFT), Ernie Francis Jr. finished on top in TA (TOP) and Mark Brummond won SGT (ABOVE).

# TRANS AM'S TRIUMPHANT RETURN

Patience paid off for Ernie Francis Jr. on June 27, 2020, in the second SCCA Pro Racing Trans Am Series presented by Pirelli race of the season. Gridded fifth, Francis worked his way up the field on a slick but drying track to take his seventh-consecutive victory at the Mid-Ohio Sports Car Course.

Nearly four months since winning the 2020 season opener at Sebring, Francis took his 44th career victory driving his One South Florida Wealth Advisors Ford Mustang. "The race was a struggle from start to finish," admitted Francis,

who went on to win the title following his six previous Mid-Ohio triumphs. "We had a lot of pressure going into this race, not starting on pole and starting in fifth is not something we are used to. We knew we had some work to get done.

In XGT, Erich Joiner claimed his second consecutive race win in his Championship Coffees and Tool Porsche 911 GT3 R, with Ken Thwaits finishing second. One day after capturing the SGT class pole in the rain, Trans Am debutant Mark Brummond led from start to finish to win in his Garage Door Doctor/Dynamic

Auto Tune BMW M4 GT4.

The following day, Thomas Merrill claimed his first Trans Am Series presented by Pirelli TA2 Powered by AEM victory of the season in the Diehl-Merrill Racing/HP Tuners/Mike Cope Racing Ford Mustang.

A late-caution flag had set up a final one-lap dash to the checkers, but a post-race scoring re-check determined that the time limit had been achieved before a late-race restart, meaning that the race finished under a late-race caution. That negated a tumultuous final lap that saw Merrill crash while Scott

Lagasse Jr. took an apparent victory over Mike Skeen.

"We were under a full-course caution and going for a restart," explained Trans Am race director Dorsey Schroeder. "Because of the COVID-19 virus restrictions, our Timing and Scoring official was in a different building. He couldn't get the information to us that we were going to run out of time before we got the restart underway. We should have gone checkered flag on the lap [but] we went back to the green flag. So, we went back to the last scored lap for the official result." 📍





Zachary Beckman

## REGISTER FOR THE TIME TRIALS NATIONALS NOW

Registration for the 2020 Tire Rack SCCA Time Trials Nationals will be open by the time you read this. The event, taking place Sept. 24-27, 2020, at NCM Motorsports Park in Bowling Green, Ky., includes three days of action, including the Thursday Holley Performance Day as a no-charge option for entrants. For more information, head to [timetrials.scca.com](http://timetrials.scca.com).

## Register now: Solo Tour and National Championship Contingency

Contingency registration for the 2020 Tire Rack SCCA Solo Championship Tour and Solo National Championships (which takes place Sept. 7-11 at Lincoln Airpark in Nebraska), is open.

To participate, all competitors must register before their event and they must fulfill all of the manufacturer and supplier contingency requirements, including correct sticker placement on their competition vehicle.

Contingency offerings include cash payouts or certificates from companies like Hawk Performance, BFGoodrich Tires, Falken Tire, Hoosier Racing Tire, Mazda North American Operations, and Toyota/TRD.

Many opportunities require pre-registration with the SCCA or the sponsoring company. It is the responsibility of each competitor to make sure they are in compliance with each program for which they would like to enroll.

Details and instructions, can be found at [scca.com/pages/solo-contingency](http://scca.com/pages/solo-contingency). 📌



Perry Bennett

### PAYOUT

Stickers can result in cash and prizes.

## FR Americas and F4 U.S. Drivers Deliver at Mid-Ohio

After nearly an eight-month hiatus, the SCCA Pro Racing F4 United States and Formula Regional Americas Championships returned to racing, roaring through Mid-Ohio Sports Car Course June 26-28, 2020, with more than 50 Honda-Powered cars between the championships.

FR Americas delivered two action-packed races at Mid-Ohio, with exciting battles from the front to the back of the 17-car field, but it was Global Racing Group rookie Linus Lundqvist who controlled the weekend with a dominant debut.

Behind his No. 26 Paytrim machine, the 2018 BRDC British F3 champion swept the weekend, qualifying on pole and then driving from lights to checkers in both 30-minute features, earning Lundqvist the Omologato Perfectly Timed Move of the Race.

Later that weekend, the 33-car-strong F4 field stormed



Gavin Baker

### THE DOUBLE

Linus Lundqvist ran from the pole to checkers in both FR Americas races at Mid-Ohio.

through the Mid-Ohio circuit. Unfortunately, Mother Nature plagued the first round with torrential weather. As rain worsened the already slick track conditions, lightning was spotted, forcing race control to call the round before the green flag reemerged. Since no green laps were taken, points were not awarded. The

series will attempt to make up the round at a later date.

Since no official lap times were clocked in Race 1, the grid for Race 2 was based off qualifying results. Christian Bogle started on point, and after three restarts, Bogle held onto his pole-position start to claim the Race 2 win, which came to a conclusion under a full-course caution. 📌

## JOSH HURLEY CLINCHES TRANS AM ESPORTS TITLE

Josh Hurley put a stamp on the Trans Am by Pirelli Esports Championship after a victory and third-place finish on a virtual Silverstone Circuit secured the inaugural championship title, \$20,000 in cash and prizes, a seat at the end-of-season champions awards banquet, and a Crystal Sensations trophy.

Hurley entered the June 20 finale three points behind leader Tyler Kicera.

But with Kicera's typical fast speeds hindered by a 40kg weight penalty that carried over from the previous round, Hurley was able to move even closer to the title. The feat tied up the championship entering the opening round, ratcheting up the drama ahead of the doubleheader.

"I really thought Tyler [Kicera] deserved the championship as much as me," says Hurley. "If either of us won, I'd be a



Courtesy Trans Am

### ONLINE

Josh Hurley earned the Trans Am Esports title at a virtual Silverstone.

happy guy. It's great to win a championship again - it's been awhile [2008 in the SCCA Pro Racing TDI Cup]. I'm super excited and hoping, just maybe we can make this lead, to show what we can do in a real car, even if it's just a couple races." 📌



# LATE broking

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## HPD EXTENDS F4 AND FR PARTNERSHIP

Honda Performance Development has announced that it will continue to be the sole engine supplier for the SCCA Pro Racing Formula Regional Americas and F4 U.S. Championship, with that agreement continuing at least through 2023.



Cavin Baker

## SCCA Pro Racing & Parella Forge Partnership

Parella Motorsports Holdings (PMH), the owner of the SportsCar Vintage Racing Association (SVRA) and majority owner of the SCCA Pro Racing Trans Am Series presented by Pirelli, has engaged a partnership with two SCCA Pro Racing open-wheel series, Formula Regional Americas Championship Powered by Honda and Formula 4 United States Championship Powered by Honda. The agreement builds on the success of the tried-and-true relationship of PMH and Trans Am, which is also sanctioned by SCCA Pro Racing.

"SCCA Pro Racing has proven the viability of FR Americas and F4 U.S. and we are confident that through a



Cavin Baker

### BRIGHT FUTURE

F4 and FR Americas has partnered with Parella Motorsports Holdings.

combined effort we can take both to the next level," says Tony Parella, SVRA President and CEO and majority owner of Trans Am. "I want to thank our newest PMH board member, Nick Craw, who was instrumental in making this deal come together. His exceptional executive leadership experience in SCCA, ACCUS and FIA proved invaluable."

The agreement calls for SCCA Pro Racing to continue to sanction both open wheel series with operational and race management services. Among SCCA Pro Racing's additional crucial services are staffing and participant accident insurance. PMH takes ownership of all commercial aspects of both series under the SpeedTour event brand. 📍

## PROLAUNCH: A STARTING LINE EXPERIENCE

SCCA Starting Line program has introduced hundreds of students to autocross, and now the program has expanded with the SCCA Starting Line ProLaunch Experience aimed at educating competitors about the Tire Rack ProSolo season.

The SCCA Starting Line ProLaunch Experience uses a team of successful ProSolo veterans who still remember the nerves of their first events to show you the ins and outs of a ProSolo and the variations from a traditional autocross event. From the unique grid to the drag race start, instructors

will support you in a fun and welcoming environment.

Designed to help students better understand how the SCCA's ProSolo events run, the ProLaunch program will give participants an excellent opportunity to learn how the drag race start works with an instructor by their side. Please keep in mind that this is not your typical Driving School, as the actual driving is limited to practice starts only. Each student will receive at least 12 practice starts, with coaching throughout the weekend. If learning autocross tips is a more



Perry Bennett

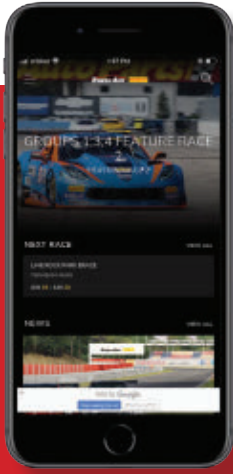
### LAUNCH DAY

The ProLaunch Experience will aid those moving into ProSolo competition.

valuable resource, the traditional Starting Line School may be a more appropriate course.

Sound interesting? Anyone entered in a given ProSolo is able to participate, with coaching beginning at 1 p.m. on the Friday of the ProSolo weekend. Registration for the ProLaunch school is just \$65, plus the price of the ProSolo entry. 📍





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### Trans Am by Pirelli National Championship

Feb. 29-Mar. 1 // **Sebring International Raceway**

June 26-28 // **Mid-Ohio Sports Car Course**

July 10-12 // **Brainerd International Raceway**

Aug. 6-8 // **Road America**

Sept. 11-13 // **Watkins Glen International**

Sept. 25-27 // **Virginia International Raceway**

Oct. 16-17 // **Lime Rock Park**

Nov. 6-8 // **Circuit of The Americas**

Nov. 19-22 // **Michelin Raceway Road Atlanta**

Dec. 4-6 // **WeatherTech Raceway Laguna Seca**

### Trans Am by Pirelli West Coast Championship

Aug 1-2 // **Thunderhill Raceway Park**

Aug. 21-23 // **Sonoma Raceway**

Sept. 5-7 // **Portland International Raceway**

Oct. 9-11 // **Sonoma Raceway**

Nov. 6-8 // **Circuit of The Americas**

Dec. 4-6 // **WeatherTech Raceway Laguna Seca**

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\*Correct as of July 6, 2020. Subject to Change





# LATE broking

## AUTOCROSSERS GIVE BACK

On June 13-14, San Francisco Region's Fresno Chapter held its first event in more than three months due to the pandemic. The chapter had a successful return to autocross, and also raised \$4,000 for the Central California Food Bank, helping to supply 28,000 meals to people in need.



Rupert Berrington



Jeff Loeve

**SAFETY FIRST**  
SCCA is working to streamline many of the processes to reduce face-to-face interactions. With that, the SpeedWaiver has been introduced.

## MEMBERSHIP LEADERS

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

### MEMBERSHIP REFERRAL LEADERS FOR MAY 2020

NAME	REF	REGION
Warren Leach	6	San Diego
Gayle Jardine	4	Cal Club
Adam Miller	4	New York
Scott Rettich	4	Ohio Valley
Jose De Miguel	3	Puerto Rico
Todd Minard	3	NW Ohio
John Zuccarelli	3	Florida

825 additional members have at least one referral.

### REGION LEADERS

(Category based on 2019 year-end membership)

REGION	GROWTH
<b>JUMBO REGIONS (800+):</b>	
Houston	5.0%
Texas	3.2%
Detroit	1.9%
<b>LARGE REGIONS (401-799):</b>	
Steel Cities	7.7%
Land O' Lakes	6.6%
Indianapolis	6.2%
<b>MEDIUM REGIONS (200-400):</b>	
NE Pennsylvania	15.2%
South Bend	9.5%
Reno	8.1%
<b>SMALL REGIONS (&lt;200):</b>	
Wiregrass	35.7%
SW Montana	34.9%
Mississippi	30.4%

## Social Distancing with a Digital SpeedWaiver

As SCCA events return following the relaxing of shelter-in-place orders, SCCA has announced that the long-anticipated online waiver - called SpeedWaiver - is now up and running.

SpeedWaiver is a service offered by Hagerty Motorsports that allows event participants to sign the event waiver electronically and contribute further to running physically distanced

events in order to keep participants and staff safe.

For Event Participants, once an SCCA Region signs up for SpeedWaiver, no sign in or pre-registration is required to sign an SCCA waiver. So, whether you're a guest, a walk-up, a driver, or a worker, you can sign the waiver in a digital format right from your phone by scanning a QR code, then taking a selfie with the app and digitally signing the forms.

On the Region side, pricing

for the product is direct from SpeedWaiver and starts at \$5 per month for up to 10 waivers and \$29 per month for 125 signed waivers each month (there are bigger plans as well). Hagerty will automatically upgrade and downgrade the Region's plan based on usage, so Region organizers won't have to worry about downgrading plans for months with few or no events.

For additional information, head to [SpeedWaiver.com](http://SpeedWaiver.com). 📍

## Stream FR Americas and F4 U.S.

The Honda-powered SCCA Pro Racing F4 U.S. and Formula Regional Americas Championships will now be accessible worldwide to fans via a new partnership between SCCA Pro Racing and the Formula Americas Network (FAN).

Last season, SCCA Pro Racing accelerated its video content, featuring extensive F4 U.S. and FR Americas weekend coverage tailored for social media. In 2020, SCCA Pro Racing will elevate its global coverage with a 34-race live streaming package that began from the season opener at Mid-Ohio Sports Course, June 26-28, on the FANRacing.live network.

SCCA Pro and FAN also recognizes the strong demand for race coverage on more traditional platforms like television. As such, FAN will amplify its race coverage efforts domestically with a one-hour produced television show per series that will air live each race day on F4 U.S. and FR Americas' race weekends. 📺



Cavin Baker

### ALL THE ACTION

Fans of the SCCA Pro Racing F4 and FR Americas Championships can now stream the action every race weekend.



2019  
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CHAMPIONS



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



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Rupert Berrington

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# PASSING STANDARDS

With all due respect, our SCCA Road Racing General Competition Rules are about to take a giant leap forward, and I am thrilled. For the past eight months, top racing instructor Terry Earwood and I have been working on a proposal we call Passing Standards. But we've really been working on these ideas for our entire adult lives. My heartfelt thanks goes to longtime Club stalwart Jim Rogaski for creating this initiative and inviting Terry and I to write it.

*"Up until now, the stewards and drivers have operated with a simple and effective couple of sentences in the GCR"*

Regular readers of *Pobst Position* know that I have suggested such a thing several times over the years, but I never took the time to write it all up. Now, thanks to Jim and the officials of the Club, including SCCA Director of Racing Deanna Flanagan, VP Eric Prill, the National Stewards, and the CRB

and Executive Boards, this proposal has become part of the GCR.

Up until now, the stewards and drivers have operated with a simple and effective couple of sentences in the GCR that all racers should already know. Let's take a peek:

- "Drivers are responsible to avoid physical contact between cars on the racetrack." This is perfect - SCCA is not a contact sport of NASCAR wannabes.
- "Each competitor has a right to racing room, which is generally defined as sufficient space on the marked racing surface that, under racing conditions, a driver can maintain control of his car in close quarters." Very fair, although rather vague.
- "Drivers must respect the right of other competitors to racing room. Abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass

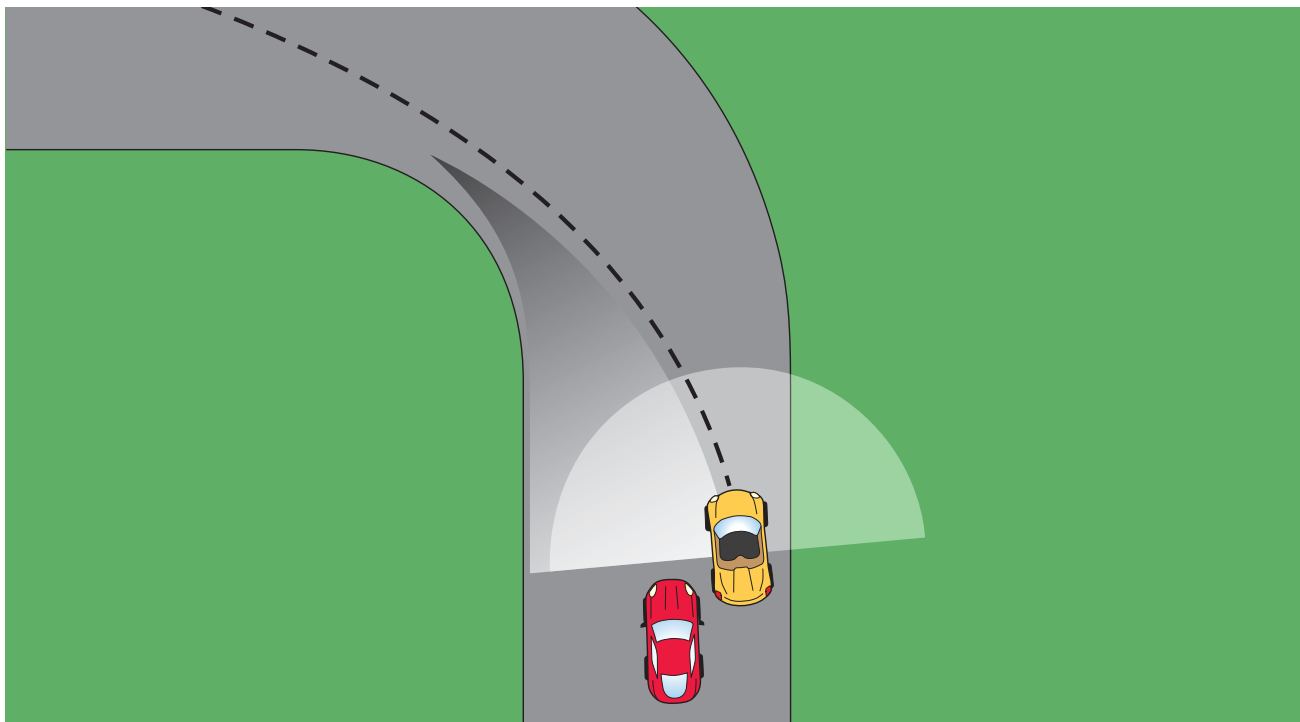
may be interpreted as an effort to deprive a fellow competitor of the right to racing room."

OK, that's helpful, but it's still wide open to interpretation.

- "The overtaking driver is responsible for the decision to pass another car and to accomplish it safely. The overtaken driver is responsible to be aware that he is being passed and not to impede or block the overtaking car. A driver who does not use his rearview mirror or who appears to be blocking another car attempting to pass may be black flagged and/or penalized, as specified in Section 7." And here we have the rub: How is the overtaken driver to be aware that he is being passed from a blind spot? His spider sense?

Have you ever been speared in the inside rear wheel or door by someone you couldn't see? Further, a leading driver cannot use his mirrors after he turns for the corner. For





one, he better be looking toward the apex, the inside edge of the corner. Look where you want to go. Entering a corner staring in your mirrors is a recipe for disaster. For two, the mirrors aren't pointed the correct way anymore anyway.

As I write, the guidelines are two days from their official announcement, but I took the liberty of posting one diagram on Facebook of the classic corner entry dilemma; The Vortex of Danger. The comments were so interesting. They varied between, "Bravo, I agree," and "So, I guess this means we just take the mirrors off the car?" to an Ayrton Senna paraphrase, "If there is a gap and you do not take that gap, then that is not racing."

This proposal by Terry and I, with beautifully assembled diagrams by Deanna Flanagan, comes from 30-plus years each of racing and teaching at the pro level. In *Pobst Position*, I long ago identified the need for some kind of better explanation of proper passing.

Some guidelines that will help drivers and officials be consistent, because I saw that every one of them had a little different idea of how passing should work.

I saw the need when I heard - and was hit by - drivers expecting a car ahead to somehow know they were attempting a late pass, when the lead car could not see them. Yes, I developed a sense of danger that often saves me from dangerous and foolish late moves, but isn't it much better to spread the knowledge of what works and why, to prevent these atrocities in the first place?

We saw that the true and necessary Natural Laws of Passing are based upon what each driver can see. The reason the trailing car has the greater responsibility for a safe pass is that this driver can see everything. It's vision. The leading driver can no longer see the trailing car once turning in for the corner. Consequently, the trailing car has to get into the peripheral vision of the leading

"I saw the need when I heard - and was hit by - drivers expecting a car ahead to somehow know they were attempting a late pass"

car in the brake zone. Before the lead car turns for the corner.

Imagine you are leading, and you have turned for the corner. The car behind you attempted to out-brake you, but only got as far as his front wheel to your rear. The trailing car never appeared in your peripheral vision, so you turned for the apex. Now both of you enter the turn with this one-wheel overlap.

Lead car, can you see the trailing car? *No*. You are looking ahead into the turn. Do you know what the trailing car is going to do? *No*. It's buried in that person's head.

Trailing car, can you see the lead car? *Yes*. Do you know what that driver is going to do? *Yes*. The lead car is driving the line into the corner. The lead car cannot see you. And the Vortex is closing fast. Do not hit what you can see. 🚫

**THE VORTEX**  
(ABOVE) Randy Pobst's "Vortex of Danger" will soon be a GCR term all SCCA road racers will know.

# THE MORE THINGS

Fifty years on from the watershed 1970 season, the intensity and ferocity of today's SCCA Pro Racing Trans Am series brings back a flood of memories | WORDS Steve Nickless | IMAGES Dave Friedman Collection / Benson Ford Research



## SIMPLY THE BEST

With thrilling on-track action (MAIN) alongside racing superstars and heated paddock action (RIGHT), the 1970 SCCA Pro Racing Trans Am season is still considered one of the best in more than 50 years of the series.

Just six laps into the 79-lap 1970 Riverside Raceway SCCA Pro Racing Trans Am battle, Indianapolis 500 winner and many-time USAC champion Parnelli Jones' bright orange Ford Mustang was backwards and off the track in Turn 9, suffering bodywork and spoiler damage, clawing for traction.

Jones skidded back on the racing surface and was quickly up to speed once more,

well behind then-race-leading teammate George Follmer but beginning one of the most memorable come-back drives in the storied history of the SCCA Trans American Championship.

After the race, Jones would joke about the vibration, about using the curbing to turn the car; but his rivals on the day - on the season - could only hang their heads. Jones' Bud Moore-built No. 15 Mustang had caught and

passed Follmer's No. 16 with eight laps remaining at Riverside International Raceway, Oct. 4, 1970, clattering on to claim its second consecutive Trans Am victory, fifth on the season, further solidifying Ford's lock on the manufacturer's championship.

Nearly 50 years later, one veteran and one young driver whose skills might someday carry them to Parnelli Jones heights - Ed Sevadjan and Tyler

Kicera, respectively - split a pair of victories on the same Southern California circuit, triggering a flood of memories in those lucky enough to have witnessed both events.

Much beloved Riverside Raceway, of course, gave its concrete and asphalt life for a shopping center back in 1989. But, almost magically, the fast nine-turn circuit has been resurrected in virtual



# CHANGE....



form to, on May 30, 2020, once again host a pair of Trans Am races - Esports style, that is.

While Riverside has vanished and Jones long-retired, the now-named Trans Am Presented by Pirelli series is very much alive. The much-anticipated 2020 season had to be significantly reconfigured due to the COVID-19 pandemic, but today's drivers are back on track, having already picked up the in-person action at

Mid-Ohio Sports Car Course on June 26-28 and then Brainerd International Raceway on July 10-12. The next stop is Road America on Aug. 6-8. All of this picking up where Trans Am left off at Sebring International Raceway in February, in those pre-pandemic times.

For many of them - and certainly for the fans - there was a seven-round Esports Trans Am series to keep the

*"One veteran and one young driver whose skills might someday carry them to Parnelli Jones heights"*

fires of enthusiasm well stoked. Much like the pivotal 1970 season, the Esports version was intense from start to finish, featuring most of the modern-day series stars and headlined

by a fierce championship duel between Kicera and Josh Hurley that carried to the virtual Silverstone, England, finale.

Sevadjian's Esports win from the pole (which he'd claimed by an astounding 0.001 sec) at Riverside was lights to flag. Kicera's win in the 20-minute-long Race 2, though, brought with it memories of Jones in that infamous 1970 run: Starting fifth on the grid,

### MUSCLE HEADS

(RIGHT) From brutal Barracudas to mean Mustangs, Camaros, Pontiacs, and beyond, the 1970 Trans Am season was iconic. Today's TA2 class mirrors this amazing heritage in all of the best ways.

Kicera picked off one driver after another in the short race, taking over the lead with just minutes remaining to close the points gap on season-long rival Josh Hurley.

The full replay can be found at Trans Am's YouTube channel, [youtube.com/thetransamseries](https://youtube.com/thetransamseries) - and it's genuinely worth your time.

### RUNNING TO THE HISTORY BOOKS

As important as the Esports series was, filling the three-month gap between real-world events, sim races at long-lost Riverside and Bridgehampton - two of the most challenging road courses in North America - sent many scrambling to YouTube and a variety of history books for fresh perspective on one of the most heralded racing seasons ever: 1970 Trans Am.

The 1970 season is a feature of Trans Am lore as the only one in racing history to feature all four (then) major U.S. automakers: Ford, General Motors, American Motors, and Chrysler. Fronting for those automakers were a half-dozen powerhouse teams and many of America's most skilled drivers, among them Jones, Follmer, Mark Donohue, Peter Revson, Jim Hall, Dan Gurney, Swede Savage, and Sam Posey, plus lesser well-known but supremely talented Tony Adamowicz, Ed Leslie, Milt Minter, and others.



Sadly, one "great driver" left off that list at season end was 1967 Trans Am champion, ex-Shelby pilot and Titus/Godsall Racing principal Jerry Titus, tragically killed in July at Road America.

This was only the fifth season of SCCA's sedan series which had been launched in 1966, perfectly timed to catch the ascendancy of the "pony car" - Ford's Mustang and the herd that followed: Chevrolet Camaro, Pontiac Firebird, AMC Javelin, Dodge Challenger, and Plymouth Barracuda.

For the 1970 season, the factory efforts had all been parceled out to powerhouse teams, Ford continuing with South Carolina-based NASCAR team owner Walter "Bud" Moore; Chevrolet's back-door factory effort with Texan Jim Hall; Pontiac through the Canadian-funded

Titus/Godsall Racing; Dodge via the Marblehead, Mass.-based constructor Autodynamics; and Plymouth jumping in with the great SoCal All American Racers.

The shocker over the winter was Team Penske parking its all-conquering '69 Camaros in favor of a lucrative deal to run American Motors' Javelin, introduced to the series the year before by Ron Kaplan.

Not unexpectedly, Penske struggled at the start of the season with its new cars, the well-dialed-in Bud Moore Mustangs dominating the first four events at Laguna Seca, Lime Rock, Bryar, and Mid-Ohio.

At Bridgehampton in June, though, it all came right for Penske's brilliant Mark Donohue who gave the Javelin its first win. The quiet New Jersey-born driver then won again at Road America and Mt. Tremblant, a

three-win streak interrupted by Milt Minter's surprise victory (in an ex-Penske Roy Woods Racing Camaro) in an incident-plagued, appropriately named, Donnybrooke (aka Brainerd).

Englishman Vic Elford notched a win at Watkins Glen, the Jim Hall Camaros well suited to the upstate New York GP circuit's long straights. But the tide swung back to the Mustangs as the 11-race season wound down, Jones winning handily in Kent, Wash., and charging spectacularly back to front in the October Riverside finale.

Donohue's red, white and blue Penske Javelin finished third at Riverside. It was both appropriate and touching that Mark's son David was invited to participate in the 2020 Esports race. An accomplished GT racer himself, David Donohue never got to lap the real Riverside,





Images: Dave Friedman Collection / Benson Ford Research



## SUPERSTARS

The 1970 season of Trans Am was a knockout. (Clockwise from TOP LEFT) That year, Parnelli Jones was no stranger to victory circle; the infamous Jim Hall continued to push aero limits; Jerry Titus was formidable both on and off the track; Sam Posey muscled his Dodge Challenger into contention; and Mark Donohue continued to solidify his racing legacy.

all sides. Fresh enthusiasm from new owners The Trans Am Race Company (assuming management of the series from SCCA) and its principals Tony Parella and series veteran John Claggett turned the tide. With support plus sponsorship from tire maker Pirelli, which debuted in 2017, and several seasons of steady growth behind it, the Trans Am renaissance - along with the exciting and affordable muscle car laden TA2 class - was in full swing rolling into 2020. Another spectacular 12-race schedule on most of North America's premier circuits had been announced, the combination of rules stability and newly added XGT class backstopping a record number of entries at the start of a new decade - and then COVID-19.

The first few weeks of March were fraught, indeed, with all the major sanctioning bodies forced to cancel spring races and Trans Am was no exception.

To the rescue? A virtual Trans Am series. After a preliminary event at Lime Rock set up in record time (read more about that in the June issue of *SportsCar*), a larger platform was found which had digital machinery most closely approaching Trans Am spec cars. A seven-weekend, 14-race April to June Esports series on the Assetto Corsa Ultimate Edition gaming platform was the result, launched to much acclaim at a virtual Laguna Seca on April 18.

Class of the field in the

opening rounds were the two drivers who would take the points battle to the finale: Josh Hurley, who's had an enduring career in a wide variety of machinery, from karts to Formula Atlantic as well as sports and GT cars; and Tyler Kicera, who rose up through the Spec Miata ranks. In the virtual series, Hurley ultimately got the better of Kicera to take the Trans Am Eports title by the narrowest of margins - and cling to the hope the real world would notice and put him into a real-world TA machine.

Through the spring, though, others impressed, including race winners Dylan Archer, Ed Sevadjan, and former "real world" Trans Am champions Cameron Lawrence and Ernie Francis Jr., while Thomas Merrill, J.P. Southern, Hunter Pickett (grandson of series great Greg) also earned podium spots. And the West Coast Trans Am series was well represented in the points courtesy Nick Rosseno, Cameron Parsons, and Carl Rydquist.

Sim racing filled the spring gap, but there was no hiding the fact the Trans Am world was anxious to get back on track. In late May, Trans Am released its extensively revised 10-race schedule, the action resuming during the June 26-28 weekend at Mid-Ohio, which it shared with the SCCA Pro Racing F4 U.S. Championship and FR Americas series.

"[With] several seasons of steady growth behind it, the Trans Am renaissance...was in full swing rolling into 2020"

and while the 3.3-mile virtual version was different from the 2.54-mile layout used in the 1960s and '70s, his appearance was heartwarming - and somewhat successful. Handicapped by a cast on one wrist and despite no previous experience at the track or in the series, he finished just outside the top 10 in the Trans Am Esports Race 1 at the circuit.

Back to 1970, though, faced with a down economy and a looming energy crisis, the factories, one by one, withdrew from Trans Am. In response, SCCA rules makers changed the look of the series through

the decade with Porsche 934 turbos battling for top honors in the premier class and Group 44 Jaguars and Triumphs plus several independent Porsches and Corvettes starring in the supporting Category I.

On into the 1980s and '90s as tubeframe racers overtook the production-based machinery, the "pony cars" (Camaros and Mustangs) returned. Intensity remained, a hallmark as a host of new names emerged, young drivers with bright futures seizing the Trans Am limelight: Wally Dallenbach Jr., Scott Pruett, Tommy Kendall, Willy T. Ribbs, Scott Sharp, Paul Gentilozzi, Boris Said, and many others.

## 21ST CENTURY RENAISSANCE

The early years of the 21st century were rebuilding years, as Trans Am faced formidable GT-racing competition from

## FULL SUPPORT

The preliminary entry list for the Mid-Ohio race (which will have occurred by the time you read this) shows that most of the expected regulars and all of the front runners made it through the lockdown, preparing to pick up where they left off at the beginning of the year. At the top of the order, defending and six-time champion Ernie Francis Jr., one of America's brightest young stars, has returned with a new sponsor to resume his battle with accomplished former prototype racer Chris Dyson for TA-class top honors, both in Ford Mustangs.

Nipping at their heels in Trans Am's premier class will be a quintet of former champions, Tony Ave, Amy Ruman (in Corvettes), Tomy Drissi, Simon Gregg (son of perennial champion Peter Gregg), and Doug Peterson (in Chevrolet Camaros).

While the focus over the years, generally, has been on the premier class, Trans Am has featured a multi-class format from the beginning. The original Over- and Under-2-Liter (the latter becoming the 2.5 Challenge in 1971) morphed steadily through to a streamlined 2020 featuring five classes: big-bore TA; populous and hard-fought TA2; and XGT, SGT, and GT for the huge variety of production-based GT3, GT4, and other exotica and select SCCA Club Racing muscle.

The GT classes, attracting entries from SCCA Club Racing and others whose FIA GT3 cars

*"Across the decades, the influence of drivers like Parnelli and George and Mark and Dan is still felt, heard in echos"*

have lost their homologation, have enjoyed steady growth, largely at races in the Midwest. Then there is TA2: Introduced in 2011, the TA2 Powered by AEM Championship has all but taken over from the more exotic TA and GT machinery as a crowd favorite, with more than 20 and often 30-plus TA2 cars enjoying separate races on all Trans Am weekends. Being largely spec, many have likened this class to Spec Miata, but with crazy horsepower.

With tube-frame chassis from a quartet of American manufacturers; rigidly controlled shock absorber, brake, and other components, approved engines, and Camaro, Mustang,

or Challenger bodywork that very much resembles the real thing, TA2 is fast becoming one of the most popular ways for its drivers to enjoy big horsepower on America's best tracks.

The new young racing in the TA2 class has been spectacular - so good, in fact, that this year its rules were adopted by an Australian race organizer, with the Australian Trans Am series set for a summer debut.

As it was in the glorious 1970 season, it's impossible to predict a 2020 TA2 champion: Defending champion Marc Miller is not returning to defend his title this summer, and Sebring race winner Mike Skeen was not on most pundits' pre-season list of predicted winners (though with a strong Stevens/Miller Camaro and impressive race history, he should have been), leaving the door wide open for the likes of former champions Rafa Matos, Cameron Lawrence, Doug Peterson

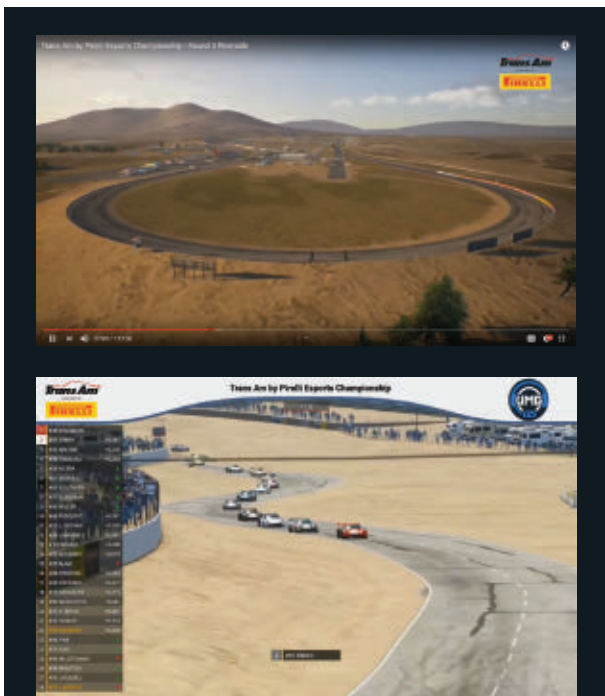
and (West Coast) Thomas Merrill; experienced Misha Goikhberg and Scott Lagasse; and young up-and-comers Lawless Alan, J.P. Southern Jr., and, frankly, many others.

In recent years, TA2 has become popular with the young stars of NASCAR looking to gain road-racing experience (although packed racing schedules in post-COVID summer and fall may preclude many free weekends this season).

The tone was clearly defined in Trans Am's early years - door-handle-to-door-handle racing start to finish in hour-long races on North America's best racetracks featuring fan-recognizable machinery hustled along by supremely talented drivers - and it continues to this day. Across the decades, the influence of drivers like Parnelli and George and Mark and Dan is still felt, heard in the echoes of rumbling Trans Am V8s. 







#### RIVERSIDE, VIRTUALLY

Trans Am hit a homerun when its Esports series returned Trans Am to the infamous Riverside Raceway in 2020.

#### TODAY'S LEGENDS

(Clockwise from FAR LEFT) Edward Sevadjan seamlessly transferred his on-track skills to the virtual Esports realm. Multi-time Trans Am champion Amy Ruman is already a modern legend of the TA class. New classes like SGT bring different cars to the class, keeping the racing action as exciting as ever.

#### MEET TONY PARELLA

Tony Parella's motorsports journey began innocently enough as a 15-year old, wheeling dirt-track cars in Upstate New York. As time progressed, Parella's involvement in the sport also changed, with him ultimately purchasing the Sports car Vintage Racing Association (SVRA) in 2012. A quite unique professional racing opportunity arose soon thereafter, and now in 2020, Parella continues to expand his offering through SCCA Pro Racing's duo of formula car series.

"In 2013, I received a call from John Claggett, the president of the Trans Am Race Company [TARC, which operates the SCCA Pro Racing Trans Am Series], and he said Trans Am would like to race at SVRA's Sebring weekend," Parella explains of the conversation that eventually led to him becoming the majority owner of TARC.

That SVRA-Trans Am weekend showed tremendous promise, although Parella admits several SVRA members initially pushed back. "Some of the vintage racers asked how we could let professional racers into the weekend," he says, "but now there have been an insane number of SVRA members who have crossed over to Trans Am's TA2 because it's very affordable professional racing. Children and grandchildren of some of the SVRA racers are now competing in TA2."

The partnership between Parella, SVRA, SCCA Pro Racing, and TARC worked so well that when the opportunity arose for Parella to assume control of the commercial aspects of the SCCA Pro Racing F4 U.S. Championship and FR Americas Championship series, both powered by Honda, the fit was natural.

"Adding F4 and FR Americas

to the fold will enable us to take Trans Am, F4, and FR Americas, and not only run them with SVRA weekends, but also break off and do professional racing weekends on their own," Parella explains of his plans to manage the two spec open-wheel series that SCCA Pro Racing has launched over the last four years, plus Trans Am, all with SCCA Pro Racing sanctioning.

It doesn't stop there. Trans Am released a mobile app earlier this year that showcased the series and allowed fans to stream races, and Parella's intent is to expand this into F4, FR Americas, and even SVRA races. "Having F4 and FR Americas under the umbrella allows me to leverage the apps that we developed and the streaming packages we built," he says, adding that despite the Trans Am app being announced barely one day prior to Trans Am's 2020 opening round at Sebring, it drew some 500,000 views spanning 41 countries.

"We've had such a successful partnership with Trans Am that it gave us a great template to work with for F4 and FR Americas," Parella concludes. "Trans Am is doing tremendous, and I think SCCA Pro Racing is happy about that. This next chapter will also have a great outcome."

#### LOVING IT

Parella continues to grow the sport.



# THE GRACIE PROJECT

Success in motorsports is never a guarantee, but Grace Hackenberg is not your average enthusiast, and hers is no average story

If it takes a village to raise a child, what does it take to build a racing team? For Grace Hackenberg the unlikely answer was a congregation - or two. And then some. You see, Grace, a 20-something from Portland, Ore., has a penchant for forging her own path and conquering obstacles, so when she decided racing was her future, it was hard work - and quite a few friends - that pulled her through.

Smith College, one of the prestigious Seven Sisters, graduated its first class of ambitious women in 1879, but it's not the first place that comes to mind when the curriculum is engineering. In fact, Smith only began offering its engineering degree program in the early 2000s, but despite it being a relatively new offering, the program is eye catching.

"Smith has a really unique engineering program where you can design your own discipline," Grace explains. "I thought I was going to be an aerospace engineer, or some other type of engineer. The summer before my senior year in high school, I saved up and took a racing school, and I knew this was it - it's got to be racecars for the rest of my life. I was able to tailor all of my course work and projects and build a racecar. It was an opportunity to have hands-on working experience."

WORDS Greg Rickes

MAIN IMAGE Smith College/Samuel Masinter

The idea was there from her start at Smith, but how to turn the dream into reality? Enter a Smith alum, Joni Gang. At that time, her husband, Dean Case, was the Director of Public Relations for Mazda Motorsports. Therefore, the obvious answer was a Miata.

Grace set her sights on a multi-discipline event called the *Grassroots Motorsports* \$2017 Challenge. The event incorporated racing against the clock on both the dragstrip and an autocross course, with the added element of preparing the car within a strict budget - two thousand and seventeen dollars - matching the year. Starting with a scrapped 1999 Mazda Miata, she worked under the tutelage of Hale Motorsports and her engineering advisor at Smith, Sue Froehlich.

There were fundamental challenges. While Grace recruited fellow students for a variety of roles from fundraising to logistics, the bulk of the car preparation labor fell on Grace herself. There was also no indoor workshop, so she improvised with a covered loading dock. It became a pioneering experience for Smith College on a variety of levels.









Jonathan Terca

## PERSISTENCE PAYS OFF

Grace Hackenberg is determined. Ultimately, that has led to her obtaining her SCCA competition license and racing in Spec Miata in a car she built.

The team eventually made the long trek to Florida and acquitted itself with distinction, earning a seventh-place finish in the competition, catching the attention of national media outlets including *Autoweek* and the *Wall Street Journal*.

That exposure led to Donovan Motor Cars, a renowned Jaguar specialist in Lenox, Mass., and a favorable impression from company founder Brian Donovan. "This was the first time we had an engineering student as an intern," Brian explains. "Right from the beginning, you could see the drive, the willingness to want to get into this field and work. For Grace, this was not just going to be a job but something that was really a passion for her."

Working diligently on the shop floor, Grace parlayed her work ethic and graduation - class of 2018 - into a full-time paid appointment as a service technician.

While her daily work routine involved all aspects of customer car care, it was the after-hours attraction of Donovan's motorsports program that spoke to her soul. The Donovan squad campaigns a trio of front-running Jaguar XK-Es in high-profile events like the Lime Rock Historics. Whenever it came to the racecars, Grace was on board. "You just had to whisper the word and she was there," Brian smiles. "As an example of her enthusiasm, I would have to make her put in a time sheet

"I would have to make her put in a time sheet... otherwise she wouldn't even be asking to get paid"  
**BRIAN DONOVAN**

for it, otherwise she wouldn't even be asking to get paid."

Dave Hathaway, who's been with the Donovan racing program since its beginning as a one-car effort, became her mentor.

If anyone should wear the label "life-long enthusiast," that would be Dave Hathaway. He first attended Lime Rock Park as a teenager not yet old enough to drive, shortly after the track opened in 1958. Among the variety of cars he'd later own in those early years were a

Crosley, a Nash Metropolitan, a TR3, and a Corvair, all before he left for college. He's been an SCCA worker, autocrosser (starting in the days when they were still called gymkhanas), run RoadRallies, ice raced, and eventually moved into SCCA's Road Racing program with a Triumph Spitfire and later a Renault Le Car.

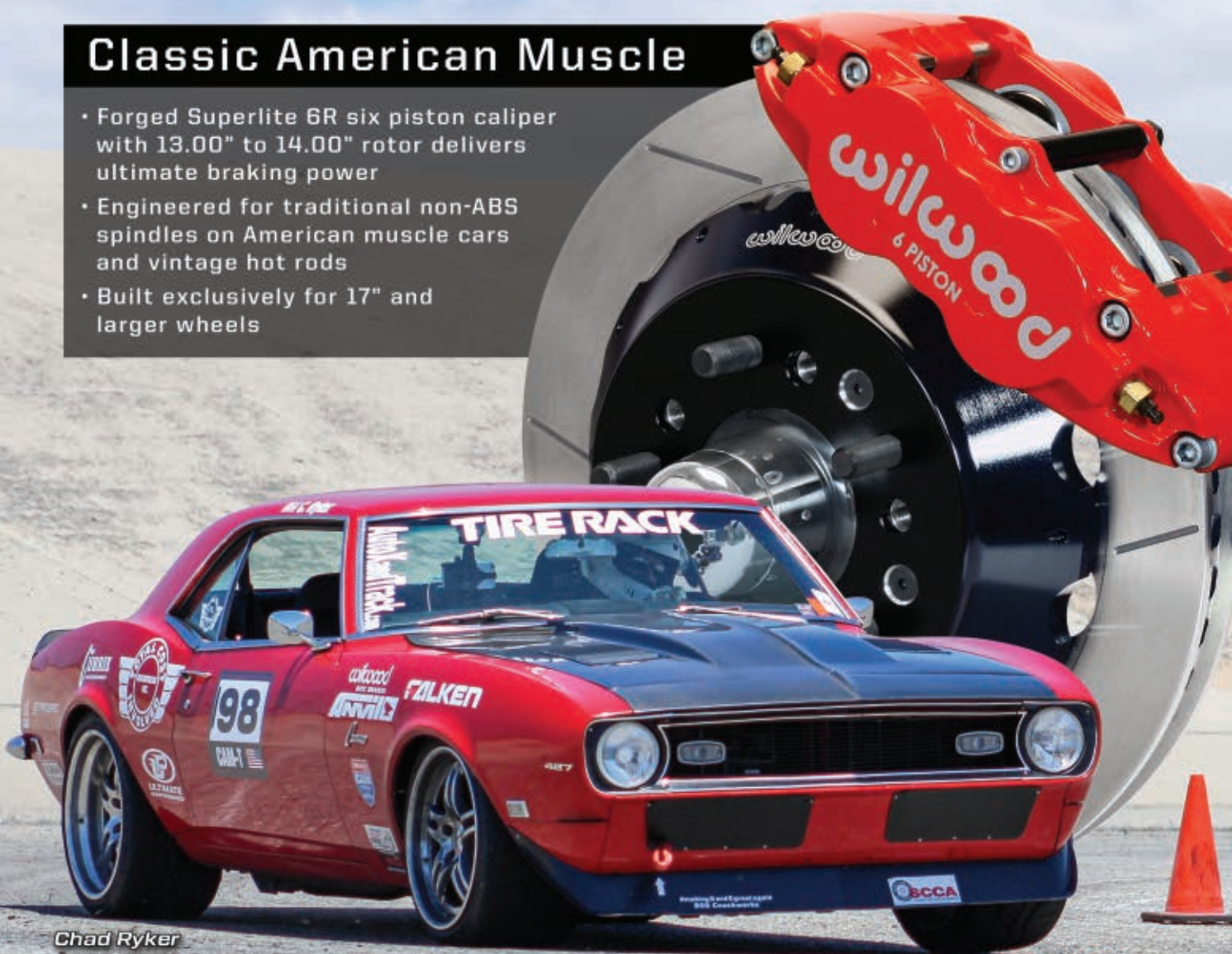
While the technical aspects of campaigning the Jaguars addressed her professional growth, Grace still held on to her desire to see the action from behind the wheel. This time, though, she was looking for a more structured format than the *Grassroots Challenge*. Building on her prior experience, a step into racing with the SCCA seemed like



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## A LONG ROAD

Grace Hackenberg's road to racing has been a winding one, but she's fully committed. Despite the setbacks (RIGHT), the goal has always been to race (FAR RIGHT).



Courtesy Grace Hackenberg

a logical progression. The former Smith College car would serve as the platform, transitioning into a full-fledged Spec Miata. But this time, Grace would work with a roof over her head, as the resources of the Donovan shop were available off hours.

While Grace's extended family enthusiastically supported her aspirations, on the financial side she would be on her own. Dave Hathaway's early racing partnership had been called Parsimonious Racing, and that discipline would come to the forefront once again.

Pittsfield, Mass., is something of a crossroads for SCCA geography. Out on the western end of New England Region, many enthusiasts gravitate toward the events run in nearby upstate New York by the Mohawk-Hudson Region, so Dave's rich experience was also expansive. It put venues such as Lime Rock Park, Thompson Speedway Motorsports Park, and Whiskey Hill Raceway within easy reach.

To get the project rolling, former SCCA Area 10 Director and Miata racing expert Tom Campbell (who crews for his brother Charlie Campbell, who put on a spectacular run at the 2019 National Championship Runoffs in F Production, crossing the stripe just 0.096sec behind the leader) completed a thorough evaluation on what it would take to get the car up to SM specifications. And, thus was born *The Gracie Project*.



Courtesy Grace Hackenberg

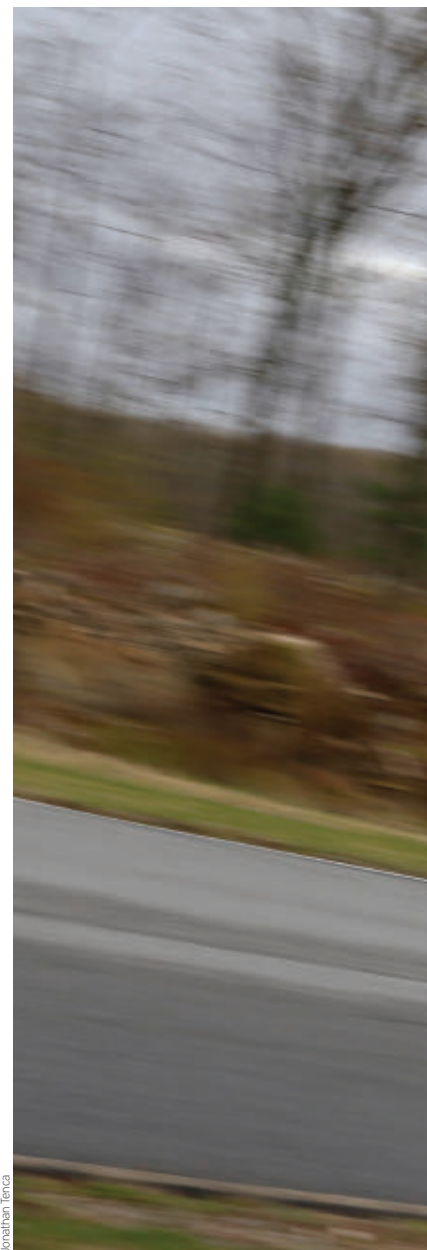
**WHATEVER IT TAKES**  
(ABOVE) Grace doesn't shy away from automotive projects.

Working around a calendar crowded with events for the Donovan Jaguar team, the first goal for Grace's Miata was October 2018 for a CRE (Club Racing Experience) at Thompson Speedway. It was time for both Grace and Dave to get creative.

Around the same time *The Gracie Project* was taking shape, Pastor Tim Weisman came to Zion Lutheran Church with a

vision to move his congregation into greater involvement with the community. Racecars need wheels. Dave thought, "Why not apply for a grant through Zion's youth fund?" Unorthodox as it may seem, Pastor Tim and the church council agreed. In return, Zion Lutheran Church received prominent placement on the Miata's front wheel wells.

Grace is full of praise for



Jonathan Tenca





the CRE. "The best possible path for young racers is to do the CRE, to have real wheel-to-wheel racing experience, and to get immediate feedback from instructors who are out on the track with you," she enthuses.

This first serious track outing also showed where the Miata would need more preparation. Rather than opting for a professional race shop rebuild,

Grace undertook freshening the powerplant herself. In between his own two-car race prep, Charlie Campbell squeezed in a transmission rebuild at no cost.

Racing safety is better than ever, but it comes at a price. Borrowed equipment may have been acceptable for the initial CRE but being properly outfitted for a more extensive race schedule in 2019 became a necessity.

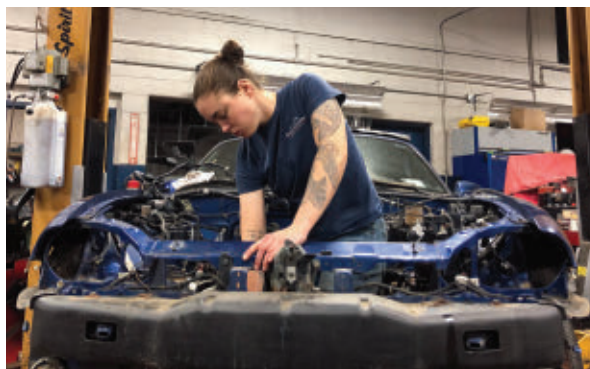
**"The best possible path for young racers is to do the CRE, to have real wheel-to-wheel racing experience"**  
**GRACE HACKENBERG**

Here was another occasion where Dave Hathaway's local connections, and Grace's German heritage, struck a responsive chord with an unlikely patron.

The German American Club of Berkshire County was in the midst of a merger with the Adams Historical Society. With some legacy funds that would not be part of the new arrangement, one of the last orders of formal business for the German American club was a grant to purchase Grace's race gear. A banner across the back of Grace's suit is among the last

## PREP WORK

(RIGHT) Grace Hackenberg's Miata racecar build involved diving into any situation. (FAR RIGHT) Through hard work, Grace's Miata project came together, albeit through several iterations.



Courtesy Grace Hackenberg

vestiges of the organization. Bob Hebert, an SCCA racer going back to the days of the original Formula B and now one of the Donovan Jaguar drivers, gifted a HANS. GT-Lite racer Wilson Wright provided a transponder.

With off-season work completed, the action plan for 2019 took shape. Successfully completing NER's spring Driver's School set the stage for her race debut at Lime Rock Park in June. But first, the Miata needed tires.

Again, *The Gracie Project* became a community effort. Alice Belden, whose late husband Dave was a stalwart of the New England Region racing scene back to the 1960s, made a bequest that covered a major portion of the cost, and then Pastor Tim and Zion Lutheran stepped up to meet the goal.

The Lime Rock race introduced Grace to the thrill of wheel-to-wheel competition, and also some of the consequences as she got caught in an incident. There was no noticeable damage and the officials deemed it a racing incident, clearing the way for her to continue her quest.

A demanding schedule built around her responsibilities at Donovan limited her summer track time to some valuable testing at Monticello Motor Club thanks to an arrangement between team principal Donovan and Jason Rabe, another driver on the Jaguar squad. Perennial SCCA contender Ken Payson



Courtesy Grace Hackenberg



Megan Haley

## PICK-A-PART

(ABOVE) Grace's journey has been an educational experience that involved many newly-learned skills and numerous friends.

then kicked in some additional track time at Thompson.

The last chance for Grace to complete her licensing was NER's season closer at Thompson in October 2019. Anxious to maximize her track time, Grace entered both Spec Miata and STL. The ambitious plan was not without its challenges. The Miata seemed to have an issue

getting its power to the ground, which ultimately proved to be due to a slipping clutch. Nonetheless, Grace persevered and made it cleanly - if not quite as swiftly as she hoped - through the weekend.

With that, *The Gracie Project* was complete. For Dave Hathaway, it was a tribute to 50 years of SCCA involvement, harkening back to his first SCCA





Driver's School at Thompson in the fall of 1969. "For me, the whole project was to remember the past and all the great people who helped me and are lifelong friends."

With her SCCA competition license in hand, it was time for another chapter in Grace Hackenberg's quest. Immediately following the Thompson race, she packed

her belongings - and the Spec Miata - for a return to Oregon. Back home in Portland, she's already landed an assignment with Ivey Racing Engines and also made a very favorable impression with the Cindi Lux SCCA Pro Racing Trans Am team.

With the goal of earning her SCCA racing license achieved, Grace offers this assessment of

**"The whole project was to remember the past and all the great people who helped me"**  
**DAVE HATHAWAY**

her skill set: "I'm much better as a mechanic than a driver right now. Driving has been a great learning experience, learning about setup and then

feeling these things that I've read about and talked about."

In the bigger picture, Grace would like to find her way to the pro ranks like IndyCar or F1, though she's fully cognizant of the opportunities in SCCA Pro Racing and IMSA that could propel her along. But wherever the road leads, Grace - backed by quite a community - has the drive to get there. 📍

# HOW NOT TO WIN THE SOLO NATIONALS

Not winning at the Tire Rack Solo National Championships is easy, but not doing it 35 times in a row is an art

WORDS Paul Brown | IMAGES Rupert Berrington

**H**ow does one avoid winning a Tire Rack Solo National Championship? It turns out that I am a subject matter expert. You might think it would be a challenge to come up short 35 times in a row - and I would say

you're right. The fact is, in addition to aptitude, it also takes creativity to accomplish such a tremendous feat. Consequently, I'm here to reveal every secret I know for repeatedly and unequivocally avoiding

obtaining an autocrossing National Championship by as near a margin as possible.

But first some warnings: If you're what we lovingly call an alien in the autocross world - those who have a penchant for winning despite

the odds (I'm looking at you Bryan Heitkotter and Tom O'Gorman) - you're going to end up in the distinguished list of champions at the back of the rulebook regardless of my tongue-in-cheek-but-all-too-true "How Not to Win"





tips. Also, while my tricks have worked for repeatedly putting my name near the top of the Solo National Championship results with nary a win over the course of three and a half decades, I've discovered they don't work for ProSolo.

There, I have scored six titles despite my best efforts.

Also, while what I am about to present is by no means a comprehensive list of how I've failed from winning at the sport we love, it should prove adequate for most looking

to follow in my footsteps. And double also, my writing should not deter you from entering the Solo National Championships - win or lose, SCCA's National Championship autocross event is the most fun you'll have autocrossing.

Period. It takes place this year on Sept. 7-11 at Lincoln Airpark in Lincoln, Neb., and you need to enter.

But enough chatter - let's dig into how I have achieved my staggering level of near success.



## MAKE YOUR OWN BAD LUCK

It helps to begin your quest with limited driving and car setup talent - but that is far from enough to match my level of success. While you don't necessarily need bad luck, you need to ensure good luck is not on your side. And, for that, here are my secrets.

Choose a car that's unusual, this way performance parts are as unavailable as setup advice. If the car also has no available camber adjustment, super soft springs, and a weak limited slip, all the better. Ensuring the car weighs more than anything else in the class is a nice cherry on top.

Picking the wrong tires is also

an effective method of staying just shy of the top spot at the Solo Nationals. A corollary to this is to drive on rain tires when it's too dry for them, or on dry tires when it's too wet - throwing a Hail Mary in the wrong direction, you could say. A side bonus to this is that tire manufacturer contingency programs are only good if you finish well enough to win them, so this way you get to experience a crushing defeat on multiple levels.

Another approach is to make a plan for driving the Solo course, then fail to execute it properly for the first two runs. If you want to excel at not winning in style, as I am wont to do, the real trick is to then execute

your driving plan perfectly on the third and last try - and then realize it was a terrible plan to begin with. That realization must occur on the last run or else you'll have a chance to correct the error on a later run, and that's not what we're here for.

## AN ALTERNATE PATH TO SECOND

Something that works for a lot of competitors looking to walk in my footsteps is to choose an absurdly large and competitive class. Back in the day when the Neons were a who's who of Solo, go ahead and order a shiny new model and jump in the deep end of the pool - it worked for me.

It is worth pointing out that someone wins regardless of

the class size, though, so depth alone is no guarantee of scoring a close loss. So, maybe take a run with the emergency brake partially on just to make sure. It's a tried and true method.

Picking last year's good car is also a good approach. This works best if a new car comes out and is classed favorably in the same class. If that new car attracts oodles of talented drivers, all the better.

If you pick a good car but make a major setup mistake, that's an exceptional way to keep you from the top of the podium. Go with an expensive set of dampers tuned by someone who is supposed to know what





### MISSED IT BY THAT MUCH

From claiming, among other things, a third and a pair of fifths in a C5 Corvette (as seen on the opening pages of this story), fifth-, sixth-, and eighth-place finishes in an MR2 Spyder (LEFT), and sixth place in a 370Z (BELOW), Paul Brown has earned himself an impressive 83-percent trophy rate at the Tire Rack Solo National Championships. His win rate, however, could be mistaken for a goose egg.

limited resources can afford to present a properly prepared car. Apropos of nothing, the list of champions in E Stock is another who's who of Solo.

### STREAKING

So far, you've succeeded in avoiding the stigma of a win and obtaining one of those embarrassing "SCCA National Champion" jackets - now let's keep the streak going.

Hop into a car that's the polar opposite of what you've been driving for the previous decade. No more putting down all the power you have in a small car - let's go big on power and overall dimensions. A car that hates putting that power down is a *big* bonus. The fact that it responds completely differently to damping changes than the previous cars can only help.

OK, now we're on a roll.

When R-compounds were tossed and Stock became Street, pick a car that should do well with the 200 UTQG rule. However, make sure you fail to notice a suspension binding issue and you've made it past another year.

Yes, there are a lot of approaches to avoiding that first win, but these should help you on your quest. I've applied all you've read - and more. But if you ever feel down about your streak of near misses, keep in mind that there are a lot of drivers who haven't won, so you're in great company. 🍷



*"If you pick a good car but make a major setup mistake, that's an exceptional way to keep you from the top"*  
**PAUL BROWN**

### About the author:

*Paul Brown (BELOW) has attended every SCCA Solo National Championships since 1985. In that time, he has competed in nine different classes and scored 29 trophy finishes, none of which have the solitary number "1" on them. He does, however, own a spectacular collection of 11 trophies with the numbers "2" and "3" inscribed on them.*



they're doing, then learn way too late that their expertise doesn't extend to autocross. Oh, but don't stop there.

To make defeat truly sting, discover the problem with the setup with enough time to apply a fix, but then have an over-dog car get tossed into your class. Torque is overrated, they say. Pro Tip: This one is good enough to keep you out of the trophies, too, not just off the top step.

This next option has to be applied carefully, as one false move can result in a National Championship: Pick a good car, set it up well, and drive it well, but pick an inexpensive class where those with boatloads of talent but

### REGISTER NOW!

Want to try your hand at equaling - or bettering - author Paul Brown's record at the Tire Rack Solo National Championships? Registration for the 2020 Solo Nationals, which takes place Sept. 7-11 in Lincoln, Neb., is now open for all participants. Assuming the event hasn't reached its entry cap (as it has done several times in the past), head to [scca.com/solonats](https://scca.com/solonats) now to reserve your space at this winner-takes-all mega event that routinely sees in excess of 1,000 autocrossers descend on Lincoln Airpark for a week of fun and competition.

# GO TIME

Are you ready to rock the 2020 DirtFish RallyCross National Championship? No? These tips will help | WORDS Philip Royle | MAIN IMAGE Justin Fitch

**T**he 2020 DirtFish RallyCross National Championship is nearly upon us - will you be there? Of course you will. In fact, you've already registered for the event at [scca.com/rallycross](https://scca.com/rallycross). There's a snag, though: The pandemic and nationwide stay-at-home orders put a damper on keeping your RallyCross skills sharp. So the real question is, will you be ready come the big day or will pre-run jitters be the enemy that defeats you?

Luckily, there are folks who specialize in performance rally who know the secrets to driving successful events - even National Championship-level RallyCross events. As such, I (virtually) cornered one such talented rally instructor to discover the secrets of staying atop the RallyCross game during a season when in-person practice has become as elusive as a perfect run.

But first, a nice, juicy caveat: Everything you're about to read also applies to your next Regional RallyCross, so don't stop reading just because you can't make it to this year's big National Championship event. With that, let's jump in.

## TRAIN YOUR EYES

"Vision and smoothness are two major keys to success in motorsports, and the beauty is these can be practiced anywhere - on the road, on a bike, or wherever speeds are higher than walking pace," explains Nate Tennis, the lead instructor for DirtFish Rally School. DirtFish, it should be noted, not only offers numerous in-person performance rally experiences at its gargantuan home base in Snoqualmie, Wash., but is also the title sponsor for SCCA's RallyCross National Championship and RallyCross National Tour. "Exercising good vision through corners, driving the correct line, and being as smooth as possible with each input can all be practiced on public roads without alarming fellow motorists or the local authorities."

To that end, Tennis offers simple tricks to accomplish the feat. "If possible, take a drive on a road you aren't used to in order to make your brain work in a new environment, rather than resorting to autopilot on the daily commute," he says. "Better yet, take the RallyCross car out for a drive to reacquaint yourself with its idiosyncrasies."



Ruben Berrington

Simulators have also come a long way in recent years and offer a great way to practice. "They may not replicate the feel of sliding on gravel, but to your brain it is racing, and therefore worth the investment," he says.

## BANISH JITTERS

"As in any situation, preparation is the key to success, so overall we suggest finding the areas you feel are weak or most intimidating and practice those," Tennis advises of minimizing your nervous tension. "The less experience we have with something, the more daunting it can be, so practice the challenging components until they are more comfortable. The nerves may still be there, but practice will provide experience in dealing with the situation and allow you to perform with less stress and anxiety."



**TOO MUCH?**  
Sliding is inevitable  
in RallyCross, but  
don't take it too far.





That's great, in theory. But how does this work when, hypothetically speaking, oodles of events are canceled. Tennis offers realistic advice.

"A good course walk can help determine the overall outcome of an event, yet is often the last thought when preparing for an event," he notes. "Course walks can be practiced very easily: any road, walking trail, or bicycle path can be used for practicing a course walk. You may not be able to drive the course after - at least without disturbing cyclists - but getting your brain to look for correct lines and obstacles will prepare you for race day."

Next, ensure your car is ready, rock solid and ready to boogie. "Remove any distracting concern by getting the car ready well before the event, so you can focus on the competition

and not the car," he explains. "Quite simply, if you're worried about the car, you aren't thinking about driving."

Then there's something you probably haven't thought about: clothes. "Bring comfortable clothing," insists Tennis. "Find what you like to race with - also something that can be tested during a regular commute - and make sure it's clean and ready to go."

It's important to note that with clothing, one size rarely fits all. "The shoes used for a thorough course walk are probably not great for driving - and they're likely slippery with mud," says Tennis. "We suggest two separate sets of clothing: one for the course and one for driving. Race day can also get hectic, so use separate bags to keep everything straightforward and obvious. Also,

**"A relaxed driver will have smooth inputs, and as we all know, smooth is fast"**  
**NATE TENNIS**

have a backup of everything; racing with wet socks caused by course duties is no fun."

And, finally: breathe. "A relaxed driver will have smooth inputs, and as we all know, smooth is fast," he says.

#### THE BASICS ARE ESSENTIAL

Now you're mentally prepared and donning your speediest of RallyCross clothes. All that's left is to do it! Hold on. With minimal time behind the wheel this year, let's go over the basics of speed.

First is your seating position. "Your backside should be placed firmly in the seat to feel the

car, with your back against the seatback," Tennis explains. "Leaning forward or out of the seat reduces your feeling for the car, and means your body isn't stable to allow smooth inputs. The seat should be upright enough to ensure good visibility, but not too high to force vision too close to the front of the car. Also, ensure you're close enough to the controls so your hands and feet are able to comfortably operate everything without strain and, most importantly, are not used for bracing during cornering or braking."

Now use your eyes. "Your eyes lead the rest of the body, so keep your eyes moving and well ahead of the car," Tennis notes. "Look where you want to go."

But before hitting the course, visualize what you're about to do. "While sitting in grid, practice





Rupert Berrington



Rupert Berrington

driving what you saw during the course walk," says Tennis. "Take a quiet moment, and even close your eyes if that helps concentration. Between runs, visualize areas that need focus, and mentally highlight areas to carry more or less speed, or that may have changing conditions."

Speaking of which, Tennis points out that you should always drive to the conditions. "Just because you were able to attack a corner on the last run doesn't mean you can attack it on the next run," he insists. "The most challenging aspect of loose-surface driving is the changing conditions, so make sure to adapt to what the course is doing. If a rut develops, change your line. Brake earlier, get through the rough section, and accelerate where there is grip."

And, while DirtFish instructors

are fans of left-foot breaking, unless you're an expert at the driving style you're about to attempt, lay off the fancy stuff. "We all want to be the next Colin McRae, but what makes top-level drivers so good is their ability to be very efficient," Tennis notes. "That means they do not waste time with huge slides, overly fancy techniques, and flailing arms on every input. What feels fast isn't always fast; a car that is straight and accelerating is faster than one that is sideways."

Great stuff, for sure, but the final advice Tennis readily doles out is possibly the most important: "It sounds funny, but the pressure we put on ourselves to perform can often tarnish the experience," he reminds me. "Remember why you're there, and enjoy the time with your car and fellow rally nuts. Have fun!" 🚗

## WINNING SECRETS

(FAR LEFT) When threading through cones at the limit, the last thing you should be thinking about is seating position. (LEFT) Course walks are crucial to RallyCross success. As such, you should even practice course-walking techniques between events. (BOTTOM LEFT) RallyCross can be brutal on machinery, but checking nuts and bolts should be done long before the event, keeping on-site maintenance to a minimum.

## AVOIDING FAILURE

RallyCross weekends are stressful enough without having to wrench your way through mechanical issues. As such, whether your next event is the 2020 DirtFish RallyCross National Championship or a Regional down the road from your house, here are a few tips to make sure your car isn't the weak point.

"We suggest ensuring there aren't any loose or unnecessary items in the car that can cause unexpected issues – like getting stuck under the pedals or whacking you in the head," says DirtFish Rally School lead instructor Nate Tennis. "Next, change all the fluids to ensure they are fresh and properly filled – especially the brake fluid is not effective. Then, do a complete onceover of all suspension components to make sure everything is tight and in good shape. Aside from loose bolts causing something to fall off, any play in a worn suspension component is movement a driver will have to compensate for."

Tires are key to success in RallyCross, but they're also a point of potential failure. "To employ a well-used term, these are your only contact with the road, so they play a huge role in your success," Tennis notes. "Do a complete onceover of each tire to ensure they aren't cracked or damaged, and that the pressure is set."

To that end, Tennis recommends setting tire pressures high prior to the event,

thus allowing for easy final adjustments at the RallyCross site. He also points out that a difference in pressure between tires will influence handling, so be sure pressures remain equal, and if you find one tire is low, then a leak may be present. "Constantly monitor the pressures during the event," he says. "Tire pressure is affected by temperature, so they will need to be observed to ensure they are where you want them. Carry a gauge in the car to adjust between runs if time allows."

The next trick is to anticipate mechanical issues. "RallyCross failures typically follow a chain that starts from the ground up: the tires take the most abuse, followed by the suspension, then the low-hanging components under the car," Tennis explains. "Aside from general wear from gravel spray, the hardest abuse to a RallyCross car comes from ruts and large bumps, as these put forces well beyond what it was designed for."

To that end, vehicle placement during competitions can pay dividends. "Always be careful to not hit berms with the steering wheel turned to lock, as components are at their limit of travel and have no room to absorb these impacts, and this can cause tires to puncture or de-bead," Tennis notes. "If the unavoidable happens, take a good look at the car after the run to make sure nothing is loose or cracked, as those issues can quickly turn into large problems."

# WE'RE

After a three-month pandemic layoff, the Hoosier Super Tour returned to the track May 30-31 at World Wide Technology Raceway – here's how the weekend came to be | WORDS James Heine | MAIN IMAGE Mark Weber



**T**ime flies, they say, but sometimes three months can seem like a lifetime, especially when you're cooped up at home, encouraged to forgo almost all normal activity – including motorsports. And, thus it was, starting in the middle of March – everything stopped.

Prior to the halt in, well, everything, the Hoosier Racing Tire SCCA Super Tour had completed three race weekends, including the Jan. 10-12 weekend at Sebring International Raceway, the Feb. 8-9 weekend at Circuit of the Americas, and the Feb. 21-23

weekend at Buttonwillow Raceway Park. Next up were trips to Michelin Raceway Road Atlanta, Hallett Motor Racing Circuit, VIRginia International Raceway, and Portland International Raceway, but all were cancelled. With concerns about the coronavirus pandemic lingering,



# BACK!



and many governors disinclined to relax shelter-in-place rules, more cancellations seemed possible.

Enter the St. Louis and Southern Illinois Regions and the folks at World Wide Technology Raceway in Madison, Ill. Might a Hoosier Super Tour in St. Louis be possible? Maybe.

#### WILL IT OR WON'T IT?

The question, says St. Louis Region Board member and Race Committee chair Jim Lynch, popped up initially during a late-March telephone conversation with SCCA Director of Racing Deanna Flanagan about rescheduling the

St. Louis Region's U.S. Majors Tour race weekend that was originally planned for May 2-3. Yes, Lynch told Flanagan, it might be possible, because - at the time - some of shelter-in-place rules in Illinois were scheduled to be relaxed by the end of April or early May. So, yes, a

#### TOOTH AND NAIL

Spec Miata was a humdinger, with Kyle Greenhill (42) barely outpacing Jim Drago (2) both days.



Mark Weber



Mark Weber



Jeff Loewe



Jeff Loewe

**BACK AT IT**

(Clockwise from TOP) Rick Harris took Saturday's win in his new B-Spec Mazda 2. James Weida dominated F500 both days. Michael Borden claimed a pair of T4 wins. Richard Wiese pulled off an impressive double win in SRF3.

race weekend during the final two days of May might work.

And, thus began a seven-week rollercoaster ride, Lynch explains, including several sleepless nights. First, Illinois governor J.B. Pritzker backed away from lifting some of the shelter-in-place rules, instead extending them through the end of May. Second, in spite of support from regional elected representatives and local county officials and agencies, including the county health department - which applauded the SCCA's rules for event operation and social-distancing and green-

**"Everybody came, they raced, and they had fun. Afterward, I got a lot of e-mails thanking us"**  
**JIM LYNCH**

lighted the event - some state officials appeared less enthusiastic about the proposed weekend. But finally, after innumerable conference calls, an official "yes" was given.

"It went down to the wire, literally," Lynch says.

By "literally," Lynch means that he was not 100-percent positive the weekend would

move forward until the evening before racecars hit the track. He couldn't be sure, he says, that the "yes" he and the track had received from the state would actually stay "yes."

Hence the sleepless nights.

"This event could not have happened without the tremendous support of the Road Racing Committee of the St. Louis and Southern Illinois Regions, the SCCA National Office, especially Deanna Flanagan and Eric Prill, and the absolutely incredible help provided by Curtis Francios, Chris Blair, and the entire staff

at World Wide Technology Raceway. They really went to bat for us," Lynch says.

The result: a weekend under resort skies, with 128 entries from as far away as California and Connecticut, great competition, multiple track records and, of course, social-distancing and masks as the predominant fashion statement.

"Everybody came, they raced, and they had fun. Afterward, I got a lot of e-mails thanking us for putting on the event," Lynch says. "For everybody," he adds, "it was a lot of work, but we're happy we did it."





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Jeff Loew



### FROM THE DRIVER'S SEAT

Not surprisingly, after a three-month layoff – for some, a layoff longer than their traditional winter break – there were a lot of appreciative racers in the paddock of the May 30-31 Super Tour at World Wide Technology Raceway. Among them, Cliff White, three-time SRF champion who this year has switched to GT-2 and TA2 but found himself

in St. Louis with an SRF3 from Alliance Motorsports (because a delivery service had “lost” the transmission for his GT-2 Mustang a week earlier “somewhere between Charlotte and Daytona”), was delighted to be in St. Louis.

“We were able to run a Regional race at Sebring and a TA2 race at Sebring before getting shut down, but we’ve missed two or three races in

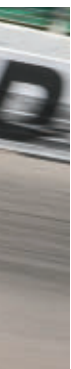
between,” he explains of his 2020 race season. “I’m so glad we are back racing. Everybody was going stir-crazy.”

Except for the aforementioned lost transmission, the story was similar for 2019 FE2 National Champion Rhett Barkau, who also reports he was glad to finally be back on track. “I’ve been working a lot at our dealership, working on the

simulator, doing some Trans Am Esports and iRacing, and getting ready for the season,” he says, noting that similar to White, he has also recently switched to GT-2 and TA2, but in a Dodge Challenger.

“Two weeks ago, we were up at Road America for testing. There wasn’t much open-track time, but we were just getting the feel of the car. Other than that, this is our first true





Jeff Loeve



Jeff Loeve

#### THE PACK

(Clockwise from TOP LEFT) Saturday's Formula Vee winner was Chris Jennerjahn. Philip Smith took commanding wins in American Sedan. Michael Pettiford kept busy by racing in multiple classes, laying claim to a pair of T3 wins in the process. Multi-time Formula Enterprises National Champion Scott Rettich was the man to beat in FE2 – and nobody did. Michael Lewis ran GT-3 and GT-Lite in his RX-7, and he walked away with four first-place trophies, too. Steve Sargis was too fast for the competition in his HP Spitfire.



Jeff Loeve



Mark Weber



Mark Weber

## HOOSIER SUPER TOUR

### WORLD WIDE TECHNOLOGY RACEWAY AT GATEWAY Madison, Ill. | May 30-31, 2020

#### SATURDAY

**GT1:** (3 starters) 1. Michael Lewis (Jaguar) 57.922; 2. Stephen Wiles (Cadillac); 3. Steve Leidholdt (Ford); **GT2:** (8 starters) 1. Mark Kirby (Dodge) 1:02.728; 2. Rhett Barkau (Dodge); 3. Mark Boden (Porsche); **GT3:** (1 starter) 1. Michael Lewis (Mazda) 1:05.317; **GTL:** (6 starters) 1. Michael Lewis (Mazda) 1:11.386; 2. Roy Lophshire (Toyota); 3. Peter Zekert (Nissan); **AS:** (3 starters) 1. Philip Smith (Chevrolet) 1:09.446; 2. Brian Himes (Ford); 3. Andy Schniedermeyer (Chevrolet); **EP:** (3 starters) 1. Jesse Prather (BMW) 1:06.962; 2. Steve Smyczek (Mazda); 3. Jud Scott (Mazda); **FP:** (6 starters) 1. Sam Henry (Mazda) 1:08.566; 2. David Bednarz (Mazda); 3. Mason Workman (Mazda); **HP:** (6 starters) 1. Steve Sargis (Triumph) 1:10.785; 2. Jack Schulz (MG); 3. Vesa Silegren (Honda); **T1:** (1 starter) 1. Michael Pettiford (Chevrolet) 1:06.859; **T2:** (6 starters) 1. Tim Kezman (Porsche) 1:07.902; 2. Mark Boden (BMW); 3. Bill Collins (Chevrolet); **T3:** (1 starter) 1. Michael Pettiford (Pontiac) 1:09.398; **T4:** (4 starters) 1. Michael Borden (Mazda) 1:10.617; 2. Ralph Porter (BMW); 3. Justin Lautz (Mazda); **SM:** (12 starters) 1. Kyle Greenhill 1:11.967; 2. Jim Drago; 3. Jason Knuteson; **STU:** (6 starters) 1. Mark Wajda (Honda) 1:09.399; 2. Robert G. Wright (BMW); 3. William Goodro (Lotus); **STL:** (4 starters) 1. Joe Moser (Honda) 1:08.784; 2. Brian Laughlin (Mazda); 3. Raymond Joseph Smith (Mazda); **BS:** (5 starters) 1. Rick Harris (Mazda) 1:15.627; 2. Chris Taylor (Mazda); 3. Ryan Hall (Ford); **SRF3:** (21 starters) 1. Richard Wiese 1:06.437; 2. Justin Claucherty, 3. Bobby Sak; **P2:** (1 starter) 1. Fred Michael (Mariah) 1:11.162; **FA:** (1 starter) 1. James P. Wright (Swift) 57.020; **FC:** (1 starter) 1. Bill Johnson (Van Diemen) 59.061; **FE2:** (4 starters) 1. Scott Rettich 58.825; 2. Thomas W. Burt; 3. Amy Hollowell; **FF:** (1 starter) 1. David H. Livingston Jr. (Spectrum) 1:01.877; **FV:** (3 starters) 1. Chris Jennerjahn (Vortech) 1:12.520; 2. Jeff Loughead (Vortech); 3. Graham Loughead (Vortech); **FX:** (1 starter) 1. Grant Palmer (Ligier) 1:01.908; **F5:** (6 starters) 1. James Weida (Scorpion) 1:04.583; 2. Jack Walbran (Scorpion); 3. H. Cory McLeod (Novakar).

#### SUNDAY

**GT1:** (3 starters) 1. Michael Lewis (Jaguar) 58.599; 2. Stephen Wiles (Cadillac); 3. Steve Leidholdt (Ford); **GT2:** (6 starters) 1. Tim Kezman (Porsche) 1:02.752; 2. Mark Kirby (Dodge); 3. Tom Patton (Sunbeam); **GT3:** (1 starter) 1. Michael Lewis (Mazda) 1:05.071; **GTL:** (5 starters) 1. Michael Lewis (Mazda) 1:11.736; 2. Edward Nicholson (Nissan); 3. James Lynch III (Mazda); **AS:** (3 starters) 1. Philip Smith (Chevrolet) 1:09.094; 2. Brian Himes (Ford); 3. Andy Schniedermeyer (Chevrolet); **EP:** (2 starters) 1. Jesse Prather (BMW) 1:08.294; 2. Jud Scott (Mazda); **FP:** (6 starters) 1. Mason Workman (Mazda) 1:09.227; 2. David Bednarz (Mazda); 3. Mark Weber (Mazda); **HP:** (5 starters) 1. Steve Sargis (Triumph) 1:10.075; 2. William Nick Engels (Toyota); 3. Jack Schulz (MG); **T1:** (2 starters) 1. Michael Pettiford (Chevrolet) 1:05.729; 2. Bill Collins (Chevrolet); **T2:** (4 starters) 1. Tim Kezman (Porsche) 1:07.936; 2. Mark Boden (BMW); 3. Joe Boden (Porsche); **T3:** (1 starter) 1. Michael Pettiford (Pontiac) 1:10.021; **T4:** (2 starters) 1. Michael Borden (Mazda) 1:09.917; Ralph Porter (BMW); **SM:** (11 starters) 1. Kyle Greenhill 1:12.073; 2. Jim Drago; 3. Voytek Burdzy; **STU:** (5 starters) 1. Mark Wajda (Honda) 1:09.095; 2. Alan Orban (Dodge); 3. William Goodro (Lotus); **STL:** (3 starters) 1. Joe Moser (Honda) 1:07.622; 2. Brian Laughlin (Mazda); 3. Raymond Joseph Smith (Mazda); **BS:** (6 starters) 1. Chris Taylor (Mazda) 1:15.062; 2. Ryan Hall (Ford); 3. Frank Schwartz (Mini); **SRF3:** (20 starters) 1. Richard Wiese 1:06.293; 2. Bobby Sak; 3. Justin Claucherty; **P2:** (2 starter) 1. Fred Michael (Mariah) 1:10.63; **FA:** (1 starter) 1. James P. Wright (Swift) 57.158; **FC:** (1 starter) 1. Bill Johnson (Van Diemen) 1:00.121; **FE2:** (4 starters) 1. Scott Rettich 59.512; 2. Thomas W. Burt; 3. Amy Hollowell; **FV:** (2 starters) 1. Jeff Loughead (Vortech) 1:12.836; 2. Chris Jennerjahn (Vortech); **FX:** (1 starter) 1. Grant Palmer (Ligier) 1:02.098; **F5:** (5 starters) 1. James Weida (Scorpion) 1:03.597; 2. Jack Walbran (Scorpion); 3. F. Russell Strate Jr. (Scorpion).

"I'm pleased to be [racing at Gateway], definitely. It's been a long time coming"

**SAMANTHA SILVER**

have been cancelled," she explains. "I'm pleased to be here, definitely. It's been a long time coming."

The next stop for all three racers: the Chicago Region June Sprints at Road America on June 12-14 - the home to the 2020 National Championship Runoffs on Oct. 5-11. How did the June Sprints turn out? Complete coverage starts on the pages that follow....

weekend," he says, adding, "We're glad to be here."

Ditto for Spec Miata racer Samantha Silver. "I think there have been four races that I planned to go to that

This may have been the 65th running of the Chicago Region WeatherTech June Sprints, but it was unlike any of the previous 64. The global pandemic has touched all aspects of everyday life, and motorsports are no exception. After three months of cancelled events, the SCCA began to emerge from quarantine, and racing began its first tentative steps toward resuming, with the June Sprints coming barely one month after the Club began to wade back into the motorsports waters.

Luckily, Road America - with its vast acreage - lent itself well to being the first spectator event of the emergence. The track and SCCA worked together to stage an event that all could enjoy while observing the many safety protocols that were necessary. The track, under the direction of Road America President Mike Kertscher, strongly encouraged safe practices for its employees, spectators, and participants. Shielding was put into place at all spectator contact points from the entry gate to the concession stands. "Social distancing" was observed, with gaps established between cars, campsites, and in all viewing areas. Sanitizing dispensers were also sited liberally around the facility. The use of masks was encouraged, and many did just that. Fan attendance was down compared to

previous years, but that was to be expected. Nonetheless, some 4,000 were present on Saturday with Sunday's count approximately 7,000.

Conversely, race attendance was up. In all, SCCA logged 466 race entries for the event, making this event the most successful stop on the Hoosier Racing Tire Super Tour ever, even surpassing the popular Super Tours at Circuit of the Americas and VIRginia International Raceway. But the Road America paddock, though facing a near National Championship Runoffs-caliber of entries, was spacious enough so that distances were in place between each competitor's setup.

After a much longer off-season than normal, all were eager to get back into action. Smiles were universal as the off-season blues were jettisoned, and while the usual hand shaking and backslapping was replaced by waves and shouted greetings, the good will, camaraderie, and renewal of friendships was much in evidence all weekend long.

The weather also cooperated in that it was dry and a bit chilly. In other words, jacket weather. Two complete rounds of racing were held, with nine races each on Saturday and Sunday. Saturday's events were 25-minute dashes, while Sunday saw longer 13-lap challenges.



**GOOD TIMES**  
Saturday's Group 3 saw 51 racers take the green, but it was Jesse Prather (34) who was the class of the field. That day, Prather logged a 15 second overall margin of victory and reset the EP track record.

First up was Touring 2, 3, and 4. With six Fall-Line Motorsports shop cars in the race, it was almost a foregone conclusion that one of the teams would win. And, so it was. Mark Boden and Alan Kossof were the overall winners in the two races, both in Porsche 996s. On Saturday, the two passed the lead a number of times before Kossof prevailed,





Race action during the 65th Chicago Region June Sprints was all business, overshadowing the unusual backdrop of a nation toiling with a pandemic

WORDS Tom Schultz | IMAGES Jeff Loewe

# THE UNSTOPPABLE JUNE SPRINTS

with Fall-Line teammates Boden and Tim Kezman following. Sunday's longer go saw Boden victorious, but he had to work for it. Kossof and Kezman traded the early lead while Boden was several spots back. He had to work his way past several cars before reaching fourth on lap three. He was eight seconds

behind the first two, but rapidly closed the gap. He took third on lap four and second on lap 10, then he moved past Kossof on the penultimate lap and took the checker after a fine run. Jason Ott took T3 in his BMW Z3 both days, while Michael Bordin doubled in T4 in a Mazda Miata. The STL and STU race had the

same top three both days, with David Fiorelli, Anthony Geraci, and Joe Moser filling the overall top three spots, but the race was not so simple. Fiorelli won on Saturday in STU after a battle with Geraci, where Geraci was just behind Fiorelli until Turn 3 of lap five when Geraci went wide and ran through the sand trap.

That escapade dropped him 15 seconds behind, but he still held second place. Moser was third overall both days, taking STL in the process. It was not easy for Moser, though, especially on Sunday as Danny Steyn was the early STL leader until he dropped out on lap six. Denny Stripling, running third in STU, nosed in and



Mark Weber

**MIND THE GAP**

(Clockwise from TOP LEFT) Saturday's B-Spec race saw 11 competitors, but up front it was Joseph Gersch with the win. Jesse Prather never misstepped in EP, although the competition didn't give in easily. The SRF3 races were won by Brian Schofield, proving he is a formidable master of this challenging circuit. Saturday's FP race saw 16 competitors take the green, but Ethan Shippert was the one on top come the checker.

Both Group 3 races, comprised of EP, FP, HP, GTL, and BS, were owned by Jesse Prather. He led the entire distance both days in his potent EP BMW Z3. Jon Brakke was second on Sunday in his Miata after dropping out early on Saturday. That put Ethan Shippert in a Lotus 7 in that position, plus the FP win. Eric Prill was in the FP lead on Saturday when a lapped car seemed to biff Prill's Mazda out of the race. Prill made up for it on Sunday, taking third overall and the FP win. GTL was Chris Bovis and his Honda CRX in a breeze on Sunday, while Taz Harvey's Miata prevailed on Saturday when Bovis was a DNF. Steve Sargis had HP in his control, winning Saturday in his familiar Triumph Spitfire, but dropping out early on Sunday allowing Christopher Schaafsma to take it in a VW Golf. B-Spec was Joseph Gersch with the Saturday win and Fritz Wilke taking top honors on Sunday.

The Spec Racer Ford Gen3 races saw 64 cars on the track, filling the four-mile circuit with constant action, with continuous passing, drafting, ducking, and weaving throughout the pack. Brian Schofield, however, had the best weekend of the group, winning both days. He led most of the way in Saturday's 32-mile dash, with Charles Russell Turner finishing second after a brief period in the lead. Bobby Sak, Denny Stripling, John Black, Scott Rettich, and Dave

took the third overall spot from Moser, but he could not hold off Moser, who passed him on lap 10.

The next race was for P2, FC, FE2, and FX. Tim Day Jr. showed once again why he is the man to beat in P2 as he took his Stohr WF-1 to the overall win in both goes. Tray Ayres chased him hard, his Elan always in the picture. Robert Iverson, in a Ligier JS 49, had a long tussle with Ayres before moving into second in Sunday's race. He then stalked and took Day for the lead on lap 11, holding the point until Turn 12 of the last lap, when Day made a great inside move to pass for the win. Iverson had been third on Saturday, with Greg Gyann's Stohr WF-1 ahead

of him in second. Gyann had led the first three laps on Saturday before Day motored past.

The FE2 contests were close on both days. Kenton Koch, Scott Rettich, Liam Snyder, Max Grau, and Charles Russell Turner constantly ran in tight company fighting for first. Each had time in the lead and the outcome was always in doubt. Grau prevailed in Sunday's longer race followed by Rettich and Snyder. The day before, it had been Koch on the top step followed by Snyder and Rettich. Both days were exciting, with the outcome constantly in doubt.

The Formula Continental race was taken by Christopher

**"The Spec Racer Ford Gen3 races saw 64 cars on the track, filling the four-mile circuit with constant action"**

Miller, who had come through the pack to take the win. Miller had not been in Saturday's race, which made his run on Sunday even more remarkable. Robert Armington, who had won on Saturday, was the early leader until he was passed by Mauro Fauza. Fauza led into the last lap when Miller charged by both him and Armington to win. On Saturday Fauza was second behind Armington with Brian Tomasi in third.



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Mark Weber



Mark Weber

**THE ROAD TO VICTORY**

(Clockwise from TOP LEFT) Michael Borden backed up his pair of T4 Super Tour wins at World Wide Technology Raceway with two more victories at the Sprints. Joe Moser might be new to the STL field, but that didn't stop him from claiming a duo of wins. Zachary Whitson led a humdinger of an FV race to the checker on Saturday. Tony Ave dominated GT-1 both days.



Mark Weber

Ogburn III finishing in that order, although the pack was always within shouting distance.

Sunday was much more frantic, with Turner in the early lead, then T.J. Acker for six laps until a full course yellow bunched the pack. At the restart Acker remained in first, with Black, Sak, Stripling, Schofield, Rettich, and Turner in an ever-changing jumble filling his mirrors. Final lap, and it was all change, and the mad dash saw positions in constant flux. As the pack sped under the checker, Schofield had his nose in front, followed by Sak, Stripling, Acker, Black, and Rettich. The fact is, the top 15 were all turning times fast enough to

**"Both FV races were frantic. The lead was in constant change, with the first half-dozen Vees running in a swarm"**

take the win - it just cannot get more frantic than that!

Sixty-six Mazda Miatas answered the call for their twin bills. Somewhat surprisingly, the lead both days was essentially just two cars as Preston Pardus and Jim Drago took the top two spots, Pardus on Saturday and Drago on Sunday. The twosome had a tight battle both days with Pardus prevailing by 0.061 sec on Saturday and Drago by comparison a massive 0.101 sec

on Sunday. Kyle Greenhill, Chris Halderman, Denny Steyn, and Tom Brown finished just behind, with third always in doubt. Everyone was encouraged to practice social distancing, but that was certainly not the case on the track.

Classes FF, F500, and FV were next, both days providing a variety of action. In FF, Simon Sikes came out best in his Mygale SJ12 with second on Saturday and the win on Sunday. Tim Kautz had led Sunday's big go until lap six, when he dropped out. Sikes then took the point, with Jackson Lee, Robert Perona, and Jeffrey Bartz in close company. Second was in constant dispute, with Lee

and Bartz ultimately taking the other two steps on the podium. Perona had won on Saturday in his Piper DF-3 after a tight battle with Sikes, Kautz, and Lee.

In F500, Aaron Ellis easily took the short race on Saturday in his Ellis AE13. However, Sunday was different. Calvin Stewart started well back after not running on Saturday and moved smartly to the front. Eric McRee stayed right with him, but it appeared that Stewart had matters in hand. That was until the last lap. McRee got a great run out of the last corner in his NovaRace Blade, drafted and passed Stewart at the flag, just nipping him by a nose.

Both Formula Vee races were frantic. The lead was in constant change, with the first half-dozen Vees running in a swarm all the way. Zachary Whitson, Hunter Phelps-Barron, Chris Jennerjahn, Brian Farnham, Andrew Whitson, Ron Whitson, Andrew Thomas Abbott, and Brandon Abbott all had a taste of first place. Zachary Whitson prevailed by 0.013 sec on Saturday while Phelps-Barron took Sunday by a whopping three seconds.

After the exhausting battles of that race, the following GT-1, GT-2, GT-3, AS, and T1 events proved much more processional. Tony Ave simply stomped on his Corvette's throttle and sped into the distance, taking both GT-1 races in a breeze. Cliff Ebben and Dave Ruehlow took the next two spots, with Ebben second on Saturday and Ruehlow on





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Sunday. Mark Boden won GT-2 twice in a Porsche 997 while Bill Baten was a double T1 winner in his Camaro. Andy McDermid took AS on Sunday in his Ford Mustang after dropping out of the lead the day before. That allowed Gregory Eaton, also piloting a Mustang, to claim that win. George Cichon was Sunday's GT-3 winner in a Mazda RX-7 after the similarly mounted Jeff Dernehl took Saturday.

The use of split starts has become rather common. The idea is to separate the classes by speed, thus enabling racers to get on with it without inordinate interference by faster or slower classes. In addition, it clarifies matters for the spectators. In Saturday's FA and P1 race,

*"While the on-track action was its usual spirited self, everything surrounding the event was quite different"*

however, it all went upside down. The Atlantics were the first to receive the green, followed some 30 seconds later by the P1 cars. FA's Ahsen Yelkin grabbed the lead in his Swift O14.a followed by Dudley Fleck and Richard Zober, both in Swift O16.a steeds. Yelkin led the first six laps until he was passed by Zober. Meanwhile, James French, in a fendered Swift O14.a P1 car, was lapping several seconds a lap faster than the Atlantics. He quickly caught up to them

and, by lap eight, had moved into first overall. Kenton Koch and Chip Romer, both in Elan DPO2 racers, trailed French as they slalomed through the Atlantics. The race played out with French winning overall and in P1, with Koch and Romer following. Zober was fourth overall and first in Atlantic followed by Larry Howard and Steve Forrer, both in Swifts.

That demonstration did not go unnoticed by the officials, as the two classes were reversed on Sunday. P1 got the green first, with FA the trailing group. French took off immediately, with Romer trailing in second. Zober had the early FA lead until passed by Forrer on lap six. Positions remained



relatively stable until lap nine, when French pulled off course with no power. That elevated Romer to first with Jason Miller and John McAleer battling for second. McAleer took the spot on lap 11, only to have Miller retake it a lap later. Romer came home the winner, followed by Miller and McAleer. In FA Zober



## ROLLING SPEED

(Clockwise from LEFT) Mark Boden bested a 16-car GT-2 field to take the win both days. Jeff Dernehl clinched the GT-3 win on Saturday, but his luck ran out on Sunday when he was forced to retire early. Pro racer Kenton Koch tried his hand at FE2 and went home with Saturday's win. Spec Miata was anyone's race, but in the end, Preston Pardus (32) and Jim Drago (2) split the wins. American Sedan's Gregory Eaton scored Saturday's class win. Aaron Ellis was Saturday's F500 victor.



regrouped and passed Forrer for the class lead on lap 10, holding it to the finish followed by Fleck, who snagged second from Forrer on the last lap.

With that, a very unusual weekend of racing concluded - while the on-track action was its usual spirited self, everything surrounding the

event was quite different. Credit must be given to Road America, Chicago Region, and the SCCA for being able to run such a large event under the very trying circumstances that have greatly altered daily life. Let us hope that this is the first of a reemergence of our sport and the defeat of a terrible unseen enemy. 🍷

## JUNE SPRINTS HOOSIER SUPER TOUR

ROAD AMERICA | Elkhart Lake, Wis. | June 12-14, 2020

### SATURDAY

**GT1\***: (8 starters) 1. Tony Ave (Chevrolet) 2:07.783; 2. Cliff Ebben (Ford); 3. Dave Ruehlow (Chevrolet); **GT2\***: (16 starters) 1. Mark Boden (Porsche) 2:16.313; 2. Cliff White (TA2) 3. Tim Kezman (Porsche); **GTL**: (3 starters) 1. Taz Harvey (Mazda) 2:43.935; 2. Christopher Bovis (Honda); no other finishers; **GTx**: (3 starters) 1. Luke Lange (Hyundai) 2:35.712; 2. Tyler Gonzalez (Hyundai); 3. Matthew Forbush (Hyundai); **AS\***: (7 starters) 1. Gregory Eaton (Ford) 2:30.839; 2. Daniel Richardson (Chevrolet); 3. James Jost (Ford); **EP**: (16 starters) 1. Jesse Prather (BMW) 2:27.962; 2. Tim Schreyer (BMW); 3. Lance Loughman (Datsun); **FP**: (17 starters) 1. Ethan Shippert (Lotus) 2:34.065; 2. Ken Kannard (Mazda); 3. David Bednarz (Mazda); **HP**: (4 starters) 1. Steve Sargis (Triumph) 2:40.688; 2. William Trainer (Volkswagen); 3. Mike Origer (Volkswagen); **TI\***: (4 starters) 1. Bill Baten (Chevrolet) 2:24.759; 2. Timothy Rubright (Ford); 3. James Browne (Porsche); **T2**: (17 starters) 1. Alan Kossof (Porsche) 2:27.536; 2. Mark Boden (BMW); 3. Tim Kezman (Porsche); **T3**: (25 starters) 1. Jason Ott (BMW) 2:34.180; 2. Derek Kulach (Nissan); 3. Brenton Williams (Nissan); **T4**: (13 starters) 1. Michael Borden (Mazda) 2:39.242; 2. Nick Leverone (Subaru); 3. Richard Mooney (Mazda); **SM**: (69 starters) 1. Preston Pardus 2:42.710; 2. Jim Drago 3. Danny Steyn; **STU**: (5 starters) 1. David Fiorelli (Subaru) 2:28.243; 2. Anthony Geraci (Lotus Exige); 3. Denny Stripling (Honda); **STL**: (25 starters) 1. Joe Moser (Honda) 2:33.471; 2. Danny Steyn (Mazda); 3. Nick Iarossi (Mazda); **BS**: (11 starters) 1. Joseph Gersch (Toyota) 2:56.105; 2. Chris Taylor (Ford); 3. Riley Salyer (Honda); **SRF3**: (64 starters) 1. Brian Schofield 2:31.431; 2. Charles Russell Turner; 3. Bobby Sak; **P1**: (10 starters) 1. James French (Swift) 2:03.146; 2. Kenton Koch (Elan); 3. Chip Romer (Elan); **P2**: (9 starters) 1. Tim Day Jr. (Stohr) 2:11.807; 2. Greg Gyann (Stohr); 3. Robert Iverson (Ligier); **Px**: (2 starters) no finishers; **FA**: (9 starters) 1. Richard Zober (Swift) 2:07.419; 2. Larry Howard (Swift); 3. Steve Forrer (Mazda); **FC**: (13 starters) 1. Robert Armington (Van Diemen) 2:13.238; 2. Mauro Fauza (Van Diemen); 3. Brian Tomasi (Van Diemen); **FE2**: (22 starters) 1. Kenton Koch 2:13.050; 2. Liam Snyder; 3. Scott Rettich; **FF**: (20 starters) 1. Robert Perona (Piper) 2:25.108; 2. Simon Sikes (Mgale); 3. Jackson Lee (Mgale); **FV**: (22 starters) 1. Zachary Whitston (Protoform) 2:26.244; 2. Andrew Thomas Abbott (Vector); 3. Brandon Abbott (Vector); **FX**: (6 starters) 1. Dale Vandenbush (Formula Mazda) 2:20.503; 2. Jason W. Vinkemulder (Star Mazda); 3. Robert Noell (Star Mazda); **F5**: (12 starters) 1. Aaron Ellis (Ellis) 2:24.352; 2. James Weida (Scorpion); 3. Eric McRee (NovaRace).

### SUNDAY

**GT1**: (7 starters) 1. Tony Ave (Chevrolet) 2:06.781; 2. Dave Ruehlow (Chevrolet); 3. Cliff Ebben; **GT2**: (14 starters) 1. Mark Boden (Porsche) 2:17.488; 2. Brad McAllister (Ford); 3. Jay Sauter (Chevrolet); **GTL**: (3 starters) 1. Christopher Bovis (Honda) 2:38.503; 2. Jamie Blust (Austin Healey); 3. Taz Harvey (Mazda); **GTx**: (3 starters) 1. Luke Lange (Hyundai) 2:35.831; 2. Tyler Gonzalez (Hyundai); 3. Matthew Forbush (Hyundai); **AS**: (7 starters) 1. Andrew McDermid (Ford) 2:28.261; 2. Philip Smith (Chevrolet); 3. Daniel Richardson (Chevrolet); **EP**: (14 starters) 1. Jesse Prather (BMW) 2:28.679; 2. John Brakke (Mazda); Rob Hummel (Mazda); **FP**: (16 starters) 1. Eric Prill (Mazda) 2:35.163; 2. Craig Chima (Lotus); 3. Ken Kannard (Mazda); **HP**: (4 starters) 1. Christopher Schaafsma (Volkswagen) 2:47.161; 2. Mike Origer (Volkswagen); no other finishers; **TI**: (3 starters) 1. Bill Baten (Chevrolet) 2:23.143; 2. Timothy Rubright (Ford); no other finishers; **T2**: (16 starters) 1. Mark Boden (Porsche) 2:26.303; 2. Alan Kossof (Porsche); 3. J. Patrick Womack (BMW); **T3**: (22 starters) 1. Jason Ott (BMW) 2:32.753; 2. Brenton Williams (Nissan); 3. Chris Orr (BMW); **T4**: (11 starters) 1. Michael Borden (Mazda); 2. Nick Leverone (Subaru); 3. Richard Dickey (Mazda); **SM**: (64 starters) 1. Jim Drago 2:43.366; 2. Preston Pardus; 3. Kyle Greenhill; **STU**: (5 starters) 1. David Fiorelli (Subaru) 2:29.068; 2. Anthony Geraci (Lotus); 3. Denny Stripling (Honda); **STL**: (22 starters) 1. Joe Moser (Honda) 2:32.447; 2. David Palfenier (Mazda); 3. Spencer Clark (Acura); **BS**: (10 starters) 1. Fritz Wilke (Ford) 2:53.800; 2. Riley Salyer (Honda); 3. Joseph Gersch (Toyota); **SRF3**: (63 starters) 1. Brian Schofield 2:31.151; 2. Bobby Sak; 3. T.J. Acker; **P1**: (9 starters) 1. Chip Romer (Elan) 2:02.801; 2. Jason Miller (WynnFurst); 3. John Mcaleer (Elan); **P2**: (7 starters) 1. Tim Day Jr. (Stohr) 2:11.427; 2. Robert Iverson (Ligier); 3. Tray Avers (Van Diemen); **Px**: (2 starters) 1. Judd Miller (Radical) 2:10.496; 2. Conrad Park (Radical); **FA**: (9 starters) 1. Richard Zober (Swift) 2:06.605; 2. Dudley Fleck (Swift); 3. Steve Forrer (Swift); **FC**: (13 starters) 1. Christopher Miller (Van Diemen) 2:14.565; 2. Mauro Fauza (Van Diemen); 3. Robert Armington (Van Diemen); **FE2**: (23 starters) 1. Max Grau 2:13.100; 2. Scott Rettich; 3. Charles Russell Turner; **FF**: (17 starters) 1. Simon Sikes (Mgale) 2:25.473; 2. Jackson Lee (Mgale); 3. Jeffrey Bartz (Van Diemen); **FV**: (20 starters) 1. Hunter Phelps-Barron (Mysterian) 2:46.030; 2. Chris Jennerjahn (Vortech); 3. Zachary Whitston (Protoform); **FX**: (5 starters) 1. Jason W. Vinkemulder (Star Mazda) 2:20.510; 2. Dale Vandenbush (Formula Mazda); 3. Robert Noell (Star Mazda); **F5**: (14 starters) 1. Eric McRee (NovaRace) 2:24.191; 2. Calvin Stewart (Novakar); 3. James Weida (Scorpion).

\* provisional race results

# HOUSE CALL

When Dr. Alain Derzie comes to Spring Mountain, it's to answer his own addiction to racing

WORDS George Tamayo | IMAGES Courtesy Dr. Alain Derzie and Spring Mountain

What are the similarities between racing and performing surgery? There's a moment of hesitation before Dr. Alain Derzie replies, "You know, I've never really thought about it."

Derzie is a general and trauma surgeon in New York City

and among one of the earliest members at Spring Mountain Motor Resort and Country Club outside of Las Vegas, Nev. Soon after completing his medical residency, Derzie bought a Chevrolet Corvette and took it to a club gathering at Englishtown Raceway Park

in New Jersey. The plan was to walk around the show, but when he saw the autocross course, everything changed.

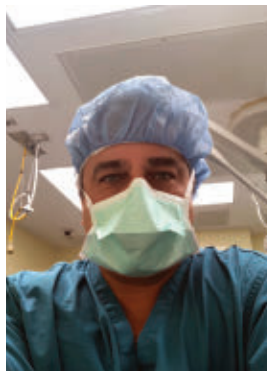
"I don't think I ever even went to the rest of the show," says Derzie. "They loaned me a helmet and I just kept going back to run the

autocross over and over. I was hooked and signed up for the Corvette school near Las Vegas. It wasn't even called Spring Mountain then."

In between the time Derzie signed up for the course and when he arrived, Spring Mountain founders John Morris







#### HOME SWEET HOME

(OPPOSITE) Seated in his Radical, Dr. Alain Derzie couldn't be happier. (TOP LEFT) With a house at Spring Mountain, Derzie has access to ample track time to prepare for the SCCA Pro Racing Radical Cup. (LEFT) Racing cars is impressive, but so is Derzie's day job as a trauma surgeon. (BOTTOM LEFT) Spring Mountain's racetrack offers challenges for even the best of drivers.



**"We've been a part of this community that's been built just for us around our passion"**  
**DR. ALAIN DERZIE**

and Brad Rambo had purchased the facility and renamed it. At the time it was a rough ribbon of asphalt without a single amenity beyond a portable toilet and two tents with folding chairs in the middle of the desert.

"That was in 2004 and I'm not sure if it's an obsession or an addiction, but I have it," continues Derzie. "I went back as often as I could to take the next level course."

By 2012, Derzie bought his first Radical SR3 and began competing in Spring Mountain's race series. He's now on his third Radical, is a member of SCCA's New York Region, and competes in the SCCA Pro Racing-sanctioned Blue Marble Cocktails Radical Cup North America series as well.

"I'm fortunate in that as a surgeon I have flexibility to

manage my cases and surgeries around the race schedule," he continues, adding that it takes him out to Spring Mountain eight to 10 times a year, typically staying Wednesday to Monday.

Like many at Spring Mountain, Derzie will rattle off the bounty of amenities that have been developed since that first visit back in 2004. There's the clubhouse, the garages, the lake, the swimming pools, karting track, shooting range, off-road trails, and now over six miles of racetrack with 50 different configurations - all of which Derzie routinely takes advantage of. As fabulous as all of that is, Derzie says it's the people who make it what it is.

"Together with this group of people, we've been a part of this community that's been built just for us around our passion for cars and racing," says Derzie, who now also has his own home on the property overlooking the track. "Many of them are a big deal in their field, but at the track, there are no pretenses, just enthusiasm."

Among those Derzie has become close with is former IndyCar and sports car driver Jeff Bucknum. He coached Derzie early on and now Derzie is helping to return the favor. Bucknum's son Spencer is beginning his own racing career, debuting this year in the SCCA Pro Racing F4 U.S. Championship Powered by Honda. It was in Derzie's Radical that Spencer had the opportunity to show Bucknum he could be a racer, following in the steps of his father and grandfather, Ronnie.

Back to the question of racing and surgery, Derzie has an answer. "I think in both cases it's easy to say they are both about the adrenaline rush, but in reality, it's anything but," he concludes. "Racing and surgery are the same in that whether it's getting through Turn 1 at the start of a race or treating a gunshot wound to the abdomen, the ability to react effectively is the result of both training and experience, knowing that there is always more to learn." 📍

#### WHERE THE HEART IS



Spring Mountain offers on-property and trackside lots to build the home of your dreams to create the ultimate community for motorsports enthusiasts.

"I'm super lucky to have been able to build a home in such a beautiful place, literally on the racetrack," says Alain Derzie. "This past weekend I wasn't able to attend the race, but invited all the coaches, spotters, and spectators to watch from my roof deck as it was the best view for that layout. I got to watch the race from New York via my roof cam."

"I think the super interesting thing about the Spring Mountain Estates neighborhood is that it is the only place I know of in the world where a bunch of friends and fellow racers got together and built a neighborhood. Usually, you buy a house, move in, and then meet your neighbors. We did it the other way around."

Contact Mike Weeks at (800) 391-6891 for Spring Mountain lot pricing and availability.



# FULL THROTTLE FAMILY

The Missigs are a full-on car and racing family, and Autobahn Country Club is where they live their passion

WORDS George Tamayo | IMAGES Courtesy Missig family and Autobahn Country Club



Jim and Diana Missig have a shared passion for cars and racing that was passed on to their son Jordan, now 22, who is embarking on a racing career of his own. In fact, it would seem that Jordan's destiny was a forgone conclusion long before he was born.

Growing up, Jim watched with great interest as his father worked on a race team that ran a Gurney Eagle in the 1970s. When it was his turn to start a career, he poured his automotive interest into an auto body business in Joliet, Ill., during nearly 30 years of ownership.

While running the business, he learned of a novel venture that would soon spring up practically in his own backyard: The Autobahn Country Club.

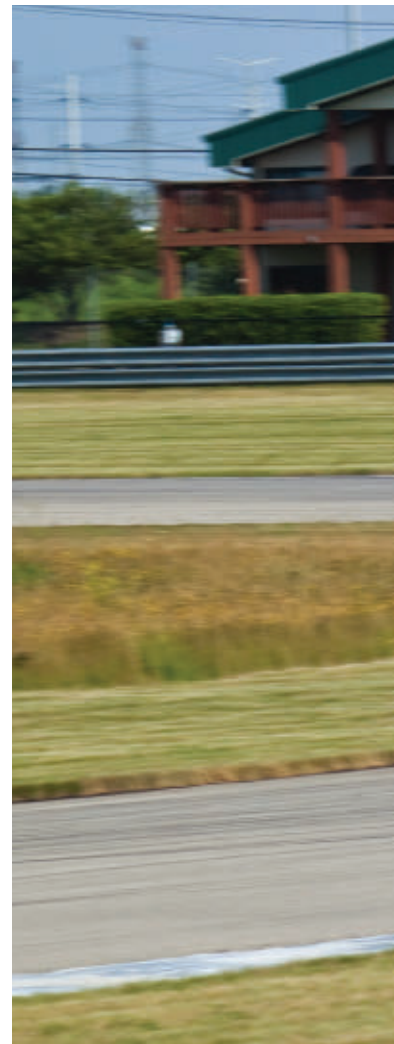
"It was at a Rotary Club meeting that Mark Basso first presented the idea of the club," said Jim recalling that his earliest encounter with Autobahn Country Club came before it had yet to break ground.

It would take 10 or so years from that day for the Missigs to finally become members. Having sold their company, it was now time to live out their passion as enthusiasts rather than business

owners. With their home only 30 minutes drive from Autobahn, it quickly became the hub of their leisure and social time. The Missigs took advantage not only of the track and clubhouse, but also of the opportunity to build a "Garage Mahal" where they could store and work on their growing collection of street and racecars on the ground floor while hanging out and entertaining on the top level. From April to October, it's practically their second home. For Jordan, it presented a rare opportunity.

"It was a teenager's dream to be able to live at, and have access to, a racetrack five or even six days a week," says Jordan, who started racing a go-kart at Autobahn Country Club when he was 18.

Proving his driving prowess didn't take long. Within three seasons, he won the Margay Ignite Senior Class karting championship as well as his third Autobahn Club Karting title. Then in 2018, he jumped into a Radical SR3 to run a partial season in the SCCA Pro Racing sanctioned Radical Cup North America along with the Autobahn's own Radical series. By 2019, the young SCCA Chicago Region member was dominating the Radical series at the track and nearly winning the national series as a rookie, ultimately finishing second overall. Now, in 2020, he moves into a single-seater with Newman Wachs Racing



## A PLACE TO PLAY

Autobahn Country Club has built a diverse facility (LEFT) capped with an amazing racetrack (TOP). The combination has allowed Jordan Missig (ABOVE) to quickly get up to speed in some of the most challenging SCCA Pro Racing series around, like FR Americas.





in the SCCA Pro Racing FR Americas Championship. Without the family commitment to Autobahn, Jordan might have never had the opportunity.

"Starting karting as an 18-year old meant I didn't have any racing experience compared to many of the others I was racing with," Jordan admits. "But having access to the track almost anytime has allowed me to get the seat time I needed to get up to speed more quickly than those who started racing at a younger age but had less opportunity to get on track as frequently."

With Jordan racing, Diana

being heavily involved in Autobahn's social activities featuring numerous ladies-only opportunities to get behind the wheel, and having a place where he can enjoy his car collection, Jim Missig looks back on when he first heard about plans for the Autobahn Country Club.

"Although I knew that someday I would be a member at Autobahn, I never imagined having a family that loves cars and racing, and that we would be in the position we are today," he says. "I couldn't have written a better story, nor would I change a thing." 📍

## JOINING THE FUN

Autobahn Country Club is on occasion referred to as the "granddaddy of automotive country clubs." However, general manager Craig Cunningham says that despite the label, Autobahn is still growing.

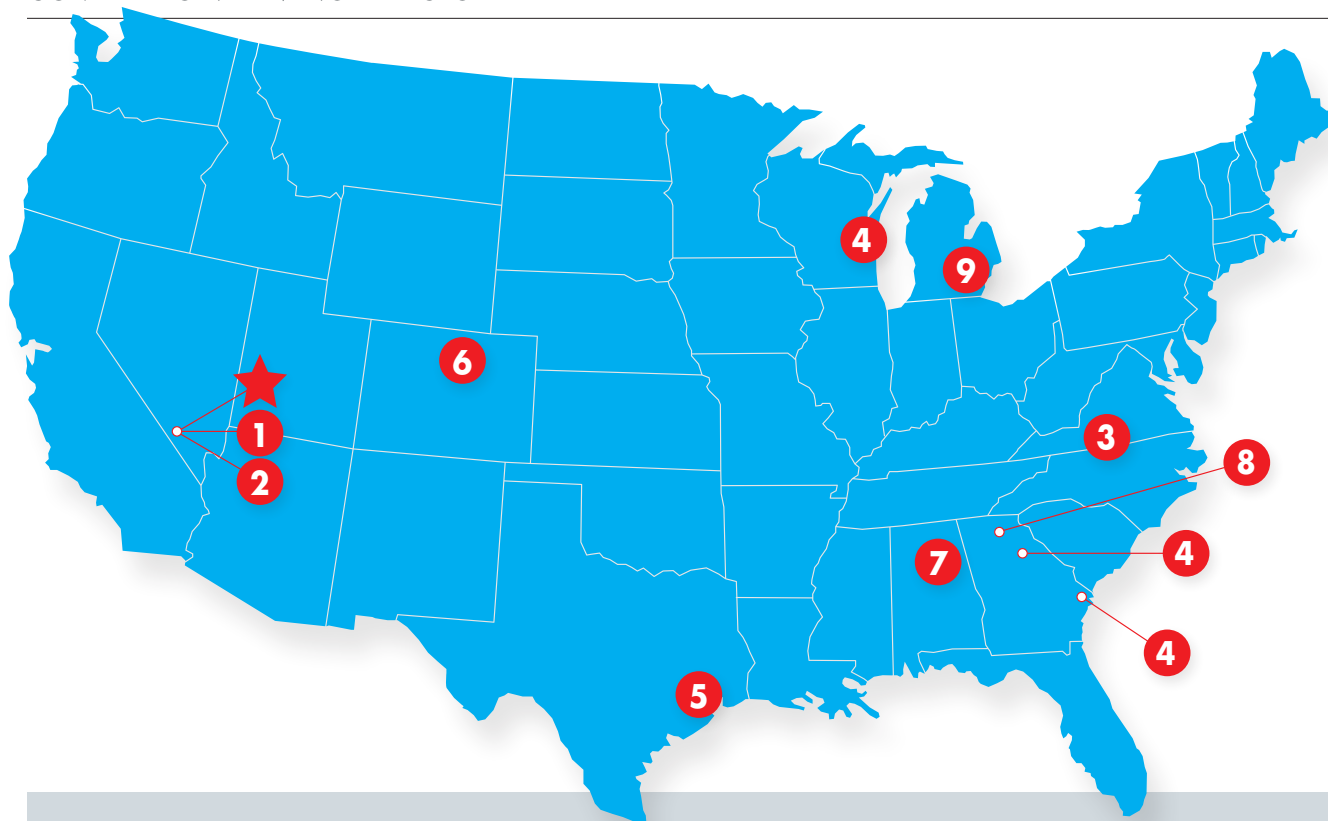
"Sure, we've been around longer than most, but we are still firmly focused on the future," he says. "We're always looking at how we can continue keeping Autobahn fresh."

Despite the continual expansion, there remain many opportunities to build your own trackside garage or condo.

Memberships are available at three different levels, and for those who just want to get out on track, there are nine different individual and group programs that enable to you to enjoy more than five miles worth of racing, karting, and off-road track.

Learn more by visiting [autobahncc.com](http://autobahncc.com).





## FIND YOUR SCHOOL

With a competition license in hand, world-class circuits become your playground. While all too many enthusiasts spend their time dreaming of racing wheel to wheel, SCCA members can turn those distant dreams into breathtaking reality. Multi-day Driver

Schools take students from zero to hero, teaching not only high performance driving, but also tips and tricks to maximizing your track time. The first step is contacting one of the schools presented in this special ad section. Then it's time to go fast...



### 1 RON FELLOWS PERFORMANCE DRIVING SCHOOL

Pahrump, Nev.  
[springmountainmotorsports.com](http://springmountainmotorsports.com)  
 (800) 391-6891

The Ron Fellows Performance Driving School is the Official High Performance Driving School of Corvette. Each program is designed for drivers of all experience levels and includes dynamic car control exercises, visual skill development, and proper cornering techniques. Classroom sessions are brief but informative. The challenging curriculum and precision focused track time will provide improved driving confidence in yourself and the latest Corvette.



CADILLAC V-PERFORMANCE ACADEMY  
 AT SPRING MOUNTAIN

### 2 CADILLAC V-PERFORMANCE ACADEMY

Pahrump, Nev.  
[springmountainmotorsports.com](http://springmountainmotorsports.com)  
 (800) 391-6891

The Cadillac V-Performance Academy is an exclusive opportunity to test the motorsports pedigree of the CTS-V and ATS-V on one of the nation's most demanding racetracks. The program is designed to assist V-Series owners in mastering their vehicle's immense power and capabilities, while expanding their driving skillset.



### 3 KAIZEN AUTOSPORT VIRginia

International Raceway  
[www.kaizenautosport.com/racing-school](http://www.kaizenautosport.com/racing-school)  
 (919) 741-7151

Kaizen Autosport offers an array of driving options at VIR, including high performance driving experiences, driver development, and a full competition racing school. Our racing school is an excellent place to obtain your full competition SCCA and SVRA racing licenses, or just become a better HPDE track driver. Our racing school is unique in that drivers can choose to

bring their own car or select from our wide variety of cars, including formula, prototype, and GT. We offer three different programs. The Level 1 Licensing two-day course focuses on car control, weight transfer techniques, racing protocols, situational awareness drills, and five hours of track time with practice starts and races. The Level 2 Advanced two-day course is for experienced drivers wanting to reduce lap times with intense focus on overtaking drills, corner entry and exit speed optimization, and wheel-to-wheel racing with instructors. Our Level 3 Masters three-day course combines Level 1 and 2 with over nine hours of track time on two different track configurations to challenge even the best.





## 4 LEVELUP RACING SCHOOL

Road America, Road Atlanta, Roebling Road, And More  
[LevelUpRacingSchool.com](http://LevelUpRacingSchool.com)  
 (920) 838-6612

LevelUp instructors have pedigrees from the top levels of motorsport, including the Rolex 24 At Daytona and Twelve Hours of Sebring (class and overall) winners, factory drivers, and race team owners with decades of teaching experience, and have been called the best in the world. Schools are at Road America, Road Atlanta, Roebling Road, and more, using Spec Miata. SCCA accredited.



## 5 MSR HOUSTON

Angleton, Texas  
[msrhouston.com/schools/competition](http://msrhouston.com/schools/competition)  
 (281) 369-0677

Over 13 years, the MSR Houston Competition School has trained hundreds of amateur racers. We teach the fundamentals of race craft with on-track experience so that you leave the school ready to race. Each day of the three-day curriculum mixes interactive instruction with on-track sessions led by our instructors, all competition-licensed active racers. You hone your skills by going wheel to wheel with other drivers in practice races. Graduates are eligible for an SCCA Competition License. MSR Houston is conveniently located only 35 minutes south of downtown Houston. The rate for the three-day school is \$1,750 with your own racecar, or \$3,850 for both the school and rental of either a Gen 2 Spec Racer Ford or Spec Miata. Additionally, Gen 3 Spec Racer Fords are also available for \$4,200 including the school.



## 6 PETTIFORD'S GO 4 IT RACING SCHOOLS

Louisville, Colo.  
[go4itservices.com](http://go4itservices.com)  
 (303) 666-4113

The school is open seven days a week, year round. It is an SCCA Full Competition License issuing school offering driver coaching, corporate events, transportation, vehicle development, and arrive-and-drive solutions. It operates at multiple tracks and uses championship-winning racecars - or use your own. Since 1985, Pettiford's Go 4 It Racing Schools mission has been to be the best in quality private instruction for cars, motorcycles, trucks, and RVs. It specializes in basic instruction through full competition, utilizing one-on-one instruction and teaching you "the sequence" and strategy that the world's top drivers use, at your own speed.

## PORSCHE EXPERIENCE

### 7 PORSCHE TRACK EXPERIENCE USA

Barber Motorsports Park Leeds, Ala.  
[porsche-driving.com](http://porsche-driving.com)  
 (770) 290-7000

- The most intensive and comprehensive curriculums available: Participants are exposed to the most refined training methods and technology available. We offer introductory courses up to advanced racing classes.
- Professional Instructors: Learn skills from past and current champions experienced in all aspects of the sport. All PTX instructors are top professional drivers, certified by Porsche and lead by racing legend Hurley Haywood.
- A fleet of over 50 new Porsche vehicles: PTX offers the opportunity to experience all currently available Porsche models, including the 911 Turbo S.
- More track time: At PTX, we believe the best place to learn is behind the wheel.
- Barber Motorsports Park: The exciting and challenging 2.38-mile racetrack offers 16 turns and over 80 feet of elevation changes. An excellent classroom!



## 8 PRIMAL RACING

Atlanta Motorsports Park, GA.  
[primal.racing](http://primal.racing)  
 (770) 573-1010

Primal Racing is an SCCA-accredited racing school offering beginner and advanced programs showcasing the power and performance of the Radical SR1. Based at Atlanta Motorsports Park, the USA's premier training facility, Primal Racing offers drivers the unique opportunity to hone their craft on the country's most technical road circuit while enjoying world-class country club hospitality.



## 9 WATERFORD HILLS

Clarkston, Mich.  
[waterfordhills.com](http://waterfordhills.com)  
[drs.school@waterfordhills.com](mailto:drs.school@waterfordhills.com)

Looking for an affordable and proven SCCA accredited racing school? The Waterford Hills Road Racing (WHRR) competition driving school is designed for drivers wishing to compete in wheel-to-wheel racing. For more than 60 years, WHRR has been the launching pad for many SCCA National Champions. Offering a strong focus on safety, communication, car control, passing, starts, and more, it is the only SCCA accredited school in SCCA's Great Lakes Division. Upon successful completion of the school, you will have earned your SCCA Novice Permit and may race in hundreds of races across the nation. The school's track is also one of America's most historic.

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## SPRING MOUNTAIN MOTOR RESORT & COUNTRY CLUB

Pahrump, Nev.

★ Spring Mountain Motor Resort & Country Club is a state-of-the-art racing facility and exclusive motorsports country club located just 55 miles west of Las Vegas. With more than six miles of challenging racetrack and resort-style amenities, it's the home of the Ron Fellows Performance Driving School, Cadillac V-Performance Academy, and SM Racing. Spring Mountain delivers a world-class experience to driving enthusiasts of all levels.



[springmountainmotorsports.com](http://springmountainmotorsports.com) | (800) 391-6891



# OFF TO THE RACES

New England Region's Kimsoo Gopnik made her mark in Junior Karts, now it's time for cars | **WORDS** James Heine | **MAIN IMAGE** Rupert Berrington

By the time you read this, we hope three things have happened. First, we hope that stay-at-home orders are back to something approaching normal life; second, that Kimsoo Gopnik, the New England Region's 16-year-old karting phenom finally has acquired her Massachusetts operator's license and can actually drive her 2007 Honda Civic Si; and finally, that sometime during this extraordinary summer,

Kimsoo *actually* has had the opportunity to test her H Street Civic in competition, which she's been aching to do ever since she acquired the car some two years ago.

"I bought it when I was 15 from a fellow autocrosser, Danny Kao, who has co-driven with my dad [RallyCross champion Chang Ho Kim]," Kimsoo explains. "I couldn't even drive it yet, but Danny knew I was looking to buy a car, and it was

already set up for autocross. So, I just went for it. I'd been saving up money since I was, like, 4, and I was able to pay for it myself, which I was very happy about."

And, yes, the Civic is her daily driver, too.

Soon to be a junior at the Advanced Math and Science Academy (AMSA) Charter School in Marlborough, Mass., Kimsoo began her karting career at age 5, and it's "just gone on from there," she says, and

includes a second-place finish in FJA at the 2018 Tire Rack Solo National Championships and a second in FJA for the 2018 ProSolo season.

"I work on my own kart," Kimsoo notes. "It's from the part of me that's strong with independence - which, admittedly, can be too stubborn sometimes. From a young age, I was always curious how my kart worked, and I wanted to be able to help my dad. He was happy to





Pam Davis

## FAST FORWARD

Kimsoo Gopnik honed her driving skills through Junior Karts, often splashing her way towards the front at the Tire Rack Solo National Championships (FAR LEFT). And while she is supported by her family (BOTTOM LEFT), she prides herself on being self-sufficient (LEFT). Her next step in motorsports involves her Honda Civic and, among other things, RallyCross.



Chang Ho Kim

**"I work on my own kart. It's from the part of me that's strong with independence"**  
**KIMSOO GOPNIK**

teach me. The thing I worked on the most was changing my gear, a major part of driving a kart."

Dad can be, and is, a big help, she adds, "But he's not the one driving the kart, I am," she says. "I have to be the one who understands how my kart runs and then be able to fix it and adjust it."

That attitude has paid off when her dad hasn't been able to attend events with her. "I would still be able to change my gear,

change my tires, or almost anything else that came up," she explains. "It always made sense to me that it's my kart and my runs. So, I should be the one to make it run well. If I mess up, I brought it on myself, and I learn from it."

What does she enjoy about racing and the SCCA? "Driving fast and being with friends are probably my favorites, but there are so many parts of racing that I enjoy," Kimsoo says. "I've learned that motorsports are more than just fast cars, but rather the amazing people who drive them to their fullest."

"It's strange answering questions like this," she adds about this interview, "since motorsports and the SCCA have been constants in my life. Basically, everything I know about motorsports started with autocrossing in the SCCA."

So, another SCCA question: What's her most memorable event to date?

"My favorite memory is when I was driving a kart for the very first time at age 5, at a karting school in my Region," she says after a pause. "There was a small course set up, but at the end of my first run, I decided that I loved it so much and wanted to go right back. But, when you suddenly try to turn a kart a full 180 degrees, it doesn't quite work, and that is how I spun my kart for the first time, and wow, what a thrill. From there I was hooked on karting."

In addition to her parents,

Chang Ho Kim and Melissa Gopnik (and her grandmother, June Kim), Kimsoo points to fellow autocrossers Bob and Pam Davis, and their son, Billy, as well as family friend and road-race worker Sandy McPherson, as people who've had an important hand in her SCCA career, and then she adds, "There's everyone's racing mom, Kathy Barnes, who has always supported me and even introduced an FJC class for 5- to 7-year olds in our Region when I was 5, so I could race."

Actually, Kimsoo points out, "There are countless others, many in my amazing New England Region family. The list could go on and on."

What do others say about Kimsoo?

"She is a young lady who shows a competitive spirit and the highest level of sportsmanship," Barnes observes. "She is as much a coach for the younger kids as the adults are."

Down the road, in addition to returning to school this fall at AMSA, expanding her SCCA activities into RallyCross, and continuing to work part time at the Discovery Museum, a children's museum focusing on science and learning in Acton, Mass., Kimsoo says she is planning to study computer science in college. But first, after high school, there will be a gap year, she says. "I want to take a year to relax and travel and do a lot more racing." 🌀

## A GOOD RACER. PERIOD.

Anyone who knows Kimsoo Gopnik will testify to her competitive spirit and her passion for motorsports, Solo in particular. Most likely, they also will affirm that gender attitudes she encounters from time to time prove an issue for her. She wants to be recognized as a good racer, not a good female racer. Gender should be irrelevant, Kimsoo maintains.

"I have always been one of very few girls in my class, if not the only one," she explains. "I have been asked so many times about what it's like – or my competitors are asked how they feel to get beaten by a girl. Those questions always annoy me. I firmly believe that in competition the only thing that matters is the mind that is inside the helmet."

Her experience with this boys-versus-girls (or perhaps girls-are-different) attitude goes back to one of her early trips to the Tire Rack Solo National Championships, Kimsoo recalls, and one of her first interviews.

"I was 8 or 9, maybe 10," she recalls. "So, I didn't have a huge grasp on what was happening, but I remember I was second, I think, at the end of day one, and the announcer took the top four of us for a quick interview. He asked the people in third and fourth how it felt to get beat by a girl. I did not like that, and I let the announcer know that it shouldn't matter – doesn't matter – especially in Junior Kart."

Unlike other Solo classes, there is no Ladies Junior Kart class, Kimsoo notes, and there aren't that many karters to begin with. That she is female is immaterial. "We're all karters, and we're all just trying to drive and have fun and go fast and win. There's no reason to be separated."

She understands this is a touchy subject, especially in Solo, she adds, "but I feel very strongly about this issue, and I believe it's time for a change."

**INTRODUCTIONS**

(LEFT) David Daughtery has logged an impressive 10 Runoffs championship titles and currently sits on the CRB. (BELOW) The Chairman of the CRB is Peter Keane, who has been involved in motorsports on almost every level.

## MEET YOUR CRB, PART 3

Concluding the series, it's time to meet the final two members of the Club Racing Board | **WORDS** Peter Keane, Chairman, Club Racing Board | **MAIN IMAGE** Rick Corwine

As I write this column in early June, the world of amateur motorsports has taken off! SCCA U.S. Majors Tour and Hoosier Super Tour racing has resumed with an event at World Wide Technology Raceway and the WeatherTech Chicago Region June Sprints, featuring nearly 500 entries, is only days away - coverage of both events even appear in this very issue.

In other news, the Club Racing Board (CRB) conducted its first-ever committee chairman conference call. This was a meet and greet with all of the CRB members, each committee chairman/secretary, and the technical staff. The main purpose of the virtual gathering was for committee members to get to know each other and to open the door for one chairman to be able to reach out to another class chairman for help or collaboration. The call was more than two hours long, and some excellent issues were revealed. I would like to thank Rick Harris for developing and running with this fantastic idea.

There will be more enlightening news from the CRB in future issues of *SportsCar*,

but in the previous couple of columns I've introduced various CRB members. There are only two individuals left to talk about, so let's finish what we started.

Joining for 2020, David Daughtery is the newest member of the CRB and is liaison to the American Sedan, B-Spec, and Super Touring committees. David became a member of SCCA in 1987 racing in Showroom Stock A. He has raced in various Showroom Stock and pro series classes, and one season in Sports Renault. David won his first National Championship Runoffs in 1993, and now has amassed a collection of 10 National Championships.

After an SCCA hiatus, David entered the 2013 Runoffs at Road America and learned about the B-Spec class. In 2014, he won the Touring 3 Runoffs and placed third in B-Spec. After the 2014 Runoffs, David focused his attention on helping B-Spec flourish. He went on to win the 2016 and 2017 B-Spec National Championships all while supporting the growth of the B-Spec classification. The hard work David and the B-Spec Committee put in paid off in 2019



Philip Royle

with the largest B-Spec Runoffs field to date.

And, lastly, I introduce myself, CRB Chairman Peter Keane. I began my road-racing journey when I met Randy Pobst in the spring of 1988 and started crewing for his IMSA Firestone Firehawk team. Crewing for Randy ultimately led to autocrossing and then obtaining my Regional SCCA Road Racing license in 1990. I have competed in Regional and National SCCA racing in Improved Touring, Showroom Stock, Spec Miata, Super Touring, and Touring. I have also competed in several pro races and was the director of racing for the Mean Miata series (Circle Track).

I have been a crewmember for several pro racing teams with duties that included engineer, driver coach, data review, manager, spotter, and strategist over the last 32 years. For two years I was the technical director for two of the Trans Am classes. Finally, and probably the most fun I had in road racing was being one of the hosts of the internet-based *Go Racing TV* and *The Racing Insiders* on MAVTV and Motors TV UK.

With that, let's go racing! 🏁





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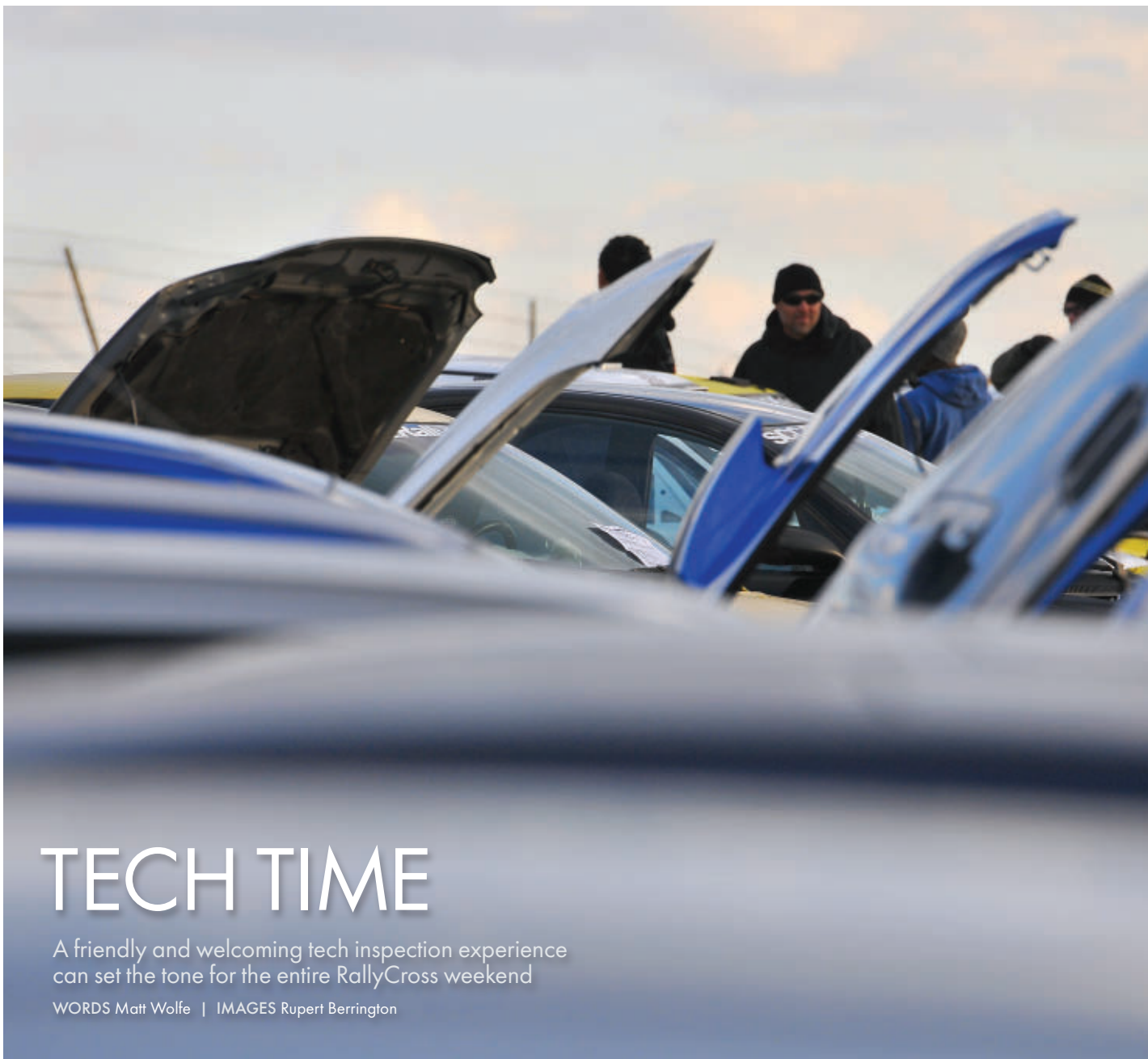
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# TECH TIME

A friendly and welcoming tech inspection experience can set the tone for the entire RallyCross weekend

WORDS Matt Wolfe | IMAGES Rupert Berrington

Tech inspection is one of the most important specialty positions of a RallyCross program. While the general duties of any tech inspector may seem obvious, there's a lot more to the task than shaking a few wheels and making sure everyone's helmet is up to date. This month, we're going to examine tech

inspection at an event as not simply a way to enforce rules and regulations, but as part of a holistic approach to making your events run smoothly and be approachable to newcomers.

At a basic level, the job of tech is to ensure that competitor vehicles and safety equipment meet the rules and

guidelines of the program. That said, the goal of tech should not be to toss cars that do not meet safety regulations. Rather, the goal is to make sure competitors understand the rules and regulations so they can consistently show up with a vehicle that is ready to compete. Helping competitors

understand how to ensure their vehicles are safe to run helps removes any anxiety someone might have about tech inspection – especially newbies.

Ohio Valley Region member and longtime RallyCross tech inspector Orion Fairman offered up some of his advice on best tech practices.



**HOODS UP**

(LEFT and BELOW) RallyCross tech inspection should be a stress-free environment, encouraging open conversation even when issues arise. (BOTTOM) One role of RallyCross tech inspection is to ensure class stickers are legible when the cars are in motion.

easier to have a tech station set up as is often the case with Divisional or National events.”

Also, Fairman notes, be on the lookout for competitors who have shown interest in the tech program and offer training. “One thing that can

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“When you have larger events, say 40-plus entries, it can be easier to have a tech station”  
**ORION FAIRMAN**

---

be a drag is always having the same people in the same positions over and over,” Fairman says. “Have a pool of knowledgeable people to pull from to give others a break. Burnout is real.”

One of the simplest ways to help remove some of the mystery surrounding tech is to post a basic description of what is inspected at the event in the Region’s supplemental regulations or on the registration page.

“It’s very helpful to have access to the most current National RallyCross rules and Regional supplements,” Fairman notes. “People don’t always take the news from tech well and it helps to have a hardcopy of your rules should questions arise.”

It’s also a good idea to have tech inspect for more than just vehicle safety. One of the biggest ongoing issues in almost



“For a small event, say the typical Regional of 25 to 30 cars, keep it a bit laid back,” he advises. “Have one of the regulars walk the paddock area to do tech. You may not have a lot of extra space for a drive-up area just for tech. When you have larger events, say 40-plus entries, it can be

any program is non-compliant or illegible numbers. Tech provides a great opportunity to inspect numbers for compliance and to help competitors rectify any issues with them long before the event starts, which will also help keep timing and grid happy.

Fairman’s most important piece of advice

on tech, however, is to keep everything friendly. “We are making sure everyone is there to have a good time in a safe manner,” he insists. “If you find a safety issue, give some suggestions about how they can rectify the problem in a manner that will allow them to compete.” 📍



### A TRAVELING CIRCUS

(Clockwise from top left) Dave Fuss, Clarence Westberg, Don Andrews, Bill Forbes, Bob Shapiro, Scott Forehand, and Dave Felman were some of the characters who constituted the Land O' Lakes Region LOL Traveling Circus in the 1970s.

# THE HEART OF IT ALL

SCCA RoadRally in the 1970s was very different from today, but deep down, it remains the same | **WORDS** Rick Beattie | **IMAGE** Photographer unknown

From 1970-'78, southeast of Huntsville, Ala., what contestants thought were SCCA's best Time-Speed-Distance rallies drew upward of 100 teams at each event to the most difficult TSD rallies. RoadRally stalwart Scott Forehand describes it best as "a different time" and "a very big deal back in the '70s."

Clarence Westberg begins the story. "They started at a resort in Lake Guntersville," he says. "They managed to get the resort the week before the general public so there were no locals. The hospitality was the best, including huge bowls of fresh shrimp."

Forehand agrees. "The hospitality was wonderful, and the field was huge."

Dave Weiman also remembers the huge bowls of shrimp. He had moved to Texas, so he knew how to eat shrimp with the heads on and not peeled. "It was fun to watch the Yankees trying to figure out how to get to the meat of the shrimp," he smiles.

Being that the event was about 16 hours away, Land O' Lakes Region teams had to solve the problem in getting there. Gary Starr joined Westberg and Forehand as "a bunch of us caravanned down together to HOD [and other far away Nationals] in a group of our

rally cars. We were called the LOL Traveling Circus [being from Land O' Lands Region]."

"The trip to Alabama was accomplished in one very long day," Forehand recalls. "If you weren't driving, you were sleeping. It didn't seem impossible at the time." It was worth it.

"The rallies were incredible," Westberg shares. "HOP was considered the hardest and best rally of the year. They drew 60 to 100 cars. The rallymasters were Clark Thorp and Dave Flannigan."

"The rallies were the toughest I have ever run, and I enjoyed them greatly," Weiman agrees. "Nobody came close to running clean."

He won one year with six or seven maxes. "[I] watched the paper fly, and the protest committee debated and debated finally throwing out several legs and most of our maxes. Proud of that run."

Back then "confidence legs," where the teams would suddenly have a leg that continued for miles, formed part of the test. Weiman remembers spending more than 20 miles looking for "Rabbits for Sale." He went "on and on [into] Northern Alabama and then crossed into Tennessee, which was a bit disconcerting, and the main road took us back into Alabama and there was the sign: 'Yes We Have No Rabbits for Sale.'"

Another Land O' Lakes competitor, Dave Fuss, ran his first National RoadRally there in 1976 with his brand-new Zeron 550 in a Datsun 240Z driven by Brian Jacobson. "We were car 91," says Fuss. "I think there were 102 starters."

They never found the last three checkpoints. "[We] finished something like 15th and got the Novice A award," he says. "I still have that big stuffed dog right behind me in the office. I believe Brian's became a favorite plaything for his young daughter."

Fuss also ran with Bob Shapiro in 1977 when they encountered their confidence leg "with an instruction that read 'Right at 5th protected intersection.'" They also drove into the next state, but stopped for gas, turned around, and followed another car to eventually get to the checkpoint.

"Max late of course," he says. "We had been right, we just ran out of confidence."

Fuss remembers about 17 pages in the General Instructions that controlled those events, "But the guys were very creative," he notes. He's almost sure that the "concepts of initiation, execution, and completion originated in those Generals."

Starr, meanwhile, is sure that HOD introduced the rule that "signs quoted in the route instructions must be on the right of the route the contestant would follow in the absence of that sign."

Forehand with Don Andrews won the 1977 rally. "I see that the 4th-place car that year was Mike McGraw and Casey Kronson with car No. 71," he says. He remembers it as a one-day event that attracted somewhere around 90 cars, adding, "These events were typically very hard with some very original concepts."

There isn't enough paper to record the executions on the course or the other goings-on at the event. For Forehand, it was, he says, "Pretty much the high popularity point of TSD rallying." 📍







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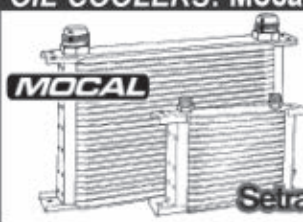

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**NISSAN 350Z >** SCCA GT2 4-time SCCA National Championship Runoffs winner. Many more Runoff podiums, track records, Majors, and National wins. Cuneo tube chassis, three fresh engines, two sequential gearboxes, 12 BBS wheels and many spares. Located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

## 26 TOW VEHICLES | TRAILERS ▼

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

## 30 OTHER ▼



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

## PERSONAL CLASSIFIEDS

50 words 1 x **\$39** +photo **\$64**  
50 words 2 x **\$54** +photo **\$100**  
50 words 3 x **\$73** +photo **\$134**  
50 words 4 x **\$86** +photo **\$164**

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**MAXIMUM WORDS: 50**

## DEADLINES FOR PLACEMENT IN UPCOMING ISSUE:

**OCTOBER 2020**

*The Who Will Win*

*The Runoffs issue*

**Reserve space by:** July 27

**Materials due:** August 10

**Mails:** August 31

**TO PLACE PERSONAL CLASSIFIED:**  
Call (949) 417-6713, or e-mail  
classifieds@racer.com

## PERSONAL CLASSIFIED CATEGORIES

20 COMPETITION | STREET  
25 RALLYCROSS  
26 TOW VEHICLES | TRAILERS  
27 STREET CARS  
28 SERVICES  
29 ENGINES | PARTS  
30 OTHER

## ADVERTISER INDEX

AiM	80
Driver School Directory	56-57
Harbor Freight Tools	65
HMS Motorsport	41
Intercomp Racing	79
Ivey Racing	61
K&K Insurance	61
Kinsler	49
NecksGen	49
Racelogic	47
SCCA	77
Stevens-Miller Racing	13
Sube Sports	7
Tire Rack	2
Trans Am	11
Vintage Motorsport Magazine	71
Vintage Racing Service	61
Wilwood Engineering	25



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# CALENDAR

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

## MEMBER BENEFITS

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



**Penske Racing Shocks** is extending 10-percent off any service, parts, or new shock purchase to all SCCA members.



**Porterfield Enterprises** is offering a 15-percent discount on Porterfield and Hawk Performance brake pads, and a 10-percent discount on Performance Friction and Raybestos brake pads.

## ///Race Louvers

**Race Louvers**, which takes hood venting to a whole new level, offers SCCA members a 10-percent discount on their products.



The SCCA **Sunoco Fuel Card Program** can save your business time and money by using the easy, online tools designed to give you complete control over your vehicle fuel and management expenses.



**Budget Rent A Car** is offering SCCA members up to 20-percent off promotional rates.

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



**TRANS AM** [gotransam.com](http://gotransam.com)  
**Feb 29-Mar 1** Sebring Int'l Raceway, Fla.  
*Francis Jr. (TA); Skeen (TA2); Joiner (XGT); Saunders (SGT); Davison (GT) Speedway, Ind.*  
**Jun 26-28** Mid-Ohio Sports Car Course, Ohio  
*Francis Jr. (TA); Merrill (TA); Joiner (XGT); Brummond (SGT); Horrell (GT)*  
**Jul 10-12** Brainerd Int'l Raceway, Minn.  
**Aug 6-8** Road America, Wis.  
**Sep 11-13** Watkins Glen Int'l, N.Y.  
**Sep 25-27** VIRginia Int'l Raceway, Va.  
**Oct 16-17** Lime Rock Park, Conn.  
**Nov 6-8** Circuit of the Americas, Texas  
**Nov 19-22** Michelin Raceway Road Atlanta, Ga.  
**Dec 4-6** WeatherTech Raceway Laguna Seca, Calif.

## TRANS AM WEST COAST C'SHIP

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



**FORMULA 4** [f4uschampionship.com](http://f4uschampionship.com)  
**Jun 25-28** Mid-Ohio Sports Car Course, Ohio  
*Race 1 postponed (weather); Bogle*  
**Jul 17-19** VIRginia Int'l Raceway, Va.  
**Jul 31-Aug 2** Barber Motorsports Park, Ala.  
**Sep 25-27** Sebring Int'l Raceway, Fla.  
**Oct 2-4** Homestead-Miami Speedway, Fla.  
**Oct 23-25** Circuit of the Americas, Texas



**FORMULA REGIONAL AMERICAS** [framericas.com](http://framericas.com)  
**Jun 25-28** Mid-Ohio Sports Car Course, Ohio  
*Lundqvist; Lundqvist*  
**Jul 17-19** VIRginia Int'l Raceway, Va.  
**Jul 31-Aug 2** Barber Motorsports Park, Ala.  
**Sep 25-27** Sebring Int'l Raceway, Fla.  
**Oct 2-4** Homestead-Miami Speedway, Fla.



**F1600, F2000, AND ATLANTIC CHAMPIONSHIP SERIES** [formularacepromotions.com](http://formularacepromotions.com)  
**Jun 19-21** Pittsburgh Int'l Raceway, Pa.  
**Jul 3-5** Mid-Ohio Sports Car Course, Ohio  
**Jul 17-19** VIRginia Int'l Raceway, Va.  
**Aug 21-23** Summit Point Motorsports Park, W. Va.  
**Oct 17-18** Pittsburgh Int'l Raceway, Pa.



## RADICAL CUP

**radicalsportscars.com**  
**Jun 18-21** Road America, Wis.  
**Jul 31-Aug 2** Barber Motorsports Park, Ala.  
**Sep 25-27** Sonoma Raceway, Calif.  
**Nov 12-14** Circuit of the Americas, Texas



**Date** Track/Region  
Phone numbers are for region registrars



## HOOSIER SUPER TOUR

**scca.com/supertour**  
**Jul 17-19** Mid-Ohio Sports Car Course, Ohio  
**Jul 25-26** Michelin Raceway Road Atlanta, Ga.  
**Aug 28-30** Pittsburgh International Race Complex, Pa.



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

**NORTHEAST CONFERENCE**  
**Jul 11-12** Thompson Speedway, Conn.  
**Jul 17-19** NJMP Thunderbolt, N.J.  
**Aug 28-30** Pittsburgh International Race Complex, Pa.

## NORTHERN CONFERENCE

**Jul 11-12** Road America, Wis.  
**Jul 17-19** Mid-Ohio Sports Car Course, Ohio  
**Aug 15-16** Road America, Wis.  
**Aug 22-23** Grattan Raceway, Mich.

## SOUTHEAST CONFERENCE

**Jul 25-26** Michelin Raceway Road Atlanta, Ga.

## MID-STATES CONFERENCE

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

## SOUTHERN CONFERENCE

**Aug 8-9** Eagles Canyon Raceway, Texas  
**Sep 5-6** MSR Houston, Texas

## WESTERN CONFERENCE

**Jul 11-12** Portland International Raceway, Ore.  
**Sep 5-6** Buttonwillow Raceway Park, Calif.

## SCCA NATIONAL CHAMPIONSHIP RUNOFFS

**Oct 5-11, 2020** Road America, Wis.

## REGIONAL/DIVISIONAL

**NORTHEAST** [nediv.org](http://nediv.org)  
**Jul 11-19** New Jersey Motorsports Park/South Jersey  
**Jul 25-26** Summit Point/Washington DC  
**Aug 8-9** New Hampshire Motor Speedway/New England  
**Aug 21-23** New Jersey Motorsports Park/South Jersey  
**Aug 22-23** Thompson Speedway/New England  
**Aug 21-23** NJMP Lightning/South Jersey  
**Aug 29-30** Pittsburgh Int'l Race Complex/Steel Cities  
**Sep 5-6** Summit Point/Washington DC  
**Sep 12-13** Palmer Motorsports Park/New England  
**Sep 26-27** Watkins Glen Int'l/Finger Lakes  
**Oct 2-4** Thompson Speedway/New England  
**Oct 3-4** Summit Point/Washington DC

**Oct 23-25** # New Jersey Motorsports Park/South Jersey

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

**Jul 18-19** Sebring Int'l Raceway/Central Florida  
**Jul 25-26** Road Atlanta/Atlanta  
**Jul 31-Aug 2** Daytona Int'l Speedway/Central Florida  
**Aug 15-16** v Roebing Road/Buccaneer  
**Aug 22-23** Palm Beach International Raceway/Florida  
**Aug 29-30** Barber Motorsports Park/Alabama, Tennessee Valley  
**Sep 4-6** #v Sebring Int'l Raceway/Central Florida  
**Sep 19-20** # Homestead-Miami Speedway/Florida  
**Sep 25-27** # Daytona International Speedway/Central Florida  
**Sep 26-27** Roebing Road/SEDiv  
**Oct 10-11** VIRginia Int'l Raceway/North Carolina  
**Oct 16-18** v Sebring Int'l Raceway/Central Florida  
**Nov 6-8** Road Atlanta/Atlanta  
**Nov 7-8** v Palm Beach Int'l Raceway/Florida  
**Nov 27-29** Sebring Int'l Raceway/Central Florida

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

**Jul 11-12** Brainerd Int'l Raceway/Land O' Lakes  
**Jul 18-19** Blackhawk Farms Raceway/Chicago  
**Aug 15-16** Road America/Chicago  
**Sep 19-20** Autobahn Circuit Joliet/Chicago

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

**Jul 25-26** # Gingerman Raceway/South Bend  
**Aug 8-9** Mid-Ohio Sports Car Course/Cincinnati  
**Sep 5-6** Mid-Ohio Sports Car Course/Ohio Valley  
**Oct 17-18** Mid-Ohio Sports Car Course/Ohio Valley

## MIDWEST [midiv.org](http://midiv.org)

**Jul 18** Heartland Motorsports Park/KVRG  
**Sep 4** World Wide Technology Raceway/St. Louis  
**Oct 4** Remington Park/Oklahoma  
**Oct 18** Remington Park/Oklahoma  
**Nov 7** Remington Park/Oklahoma

## SOUTHWEST [sowdivscca.org](http://sowdivscca.org)

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

## ROCKY MOUNTAIN [coloradoscca.org](http://coloradoscca.org)

**Jul 18-19** Pueblo Motorsports Park/Central Divide  
**Oct 17-18** La Junta Raceway/Continental Divide

## NORTHERN PACIFIC [norpacscca.org](http://norpacscca.org)

**Jul 31-Aug 2** Laguna Seca, San Francisco  
**Aug 7-8** v Portland Int'l Raceway/Oregon  
**Aug 29-30** Laguna Seca/San Francisco  
**Sep 19-20** v Portland Int'l Raceway/Oregon

## SOUTHERN PACIFIC

**Nov 14-15** Auto Club Speedway/Cal Club

## REGION DRIVER'S SCHOOLS

**NORTHEAST** [nediv.org](http://nediv.org)  
**Aug 21-23** NJMP Lightning/South Jersey

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

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

## SOUTHWEST [sowdivscca.org](http://sowdivscca.org)

**Sep 18-20** MotorSport Ranch Cresson/Texas

## SOUTHERN PACIFIC

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



## SCCA ACCREDITED SCHOOLS

### FULL COMPETITION LEVEL

Allen Berg Racing School

(888) 722-3220

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

AMG Driving Academy

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

Bertil Roos Racing School

(800) 511-7606 [racenow.com](http://racenow.com)

BIR Performance Driving School

(866) 511-7606 [birperformance.com](http://birperformance.com)

Bob Bonduant School

(800) 842-7223 [bonduant.com](http://bonduant.com)

Lucas Oil School of Racing

(561) 200-7223 [lucasraceschool.com](http://lucasraceschool.com)

MSR Houston

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

Pettiford's Go 4 It Racing Schools

(303) 666-4113 [go4itservices.com](http://go4itservices.com)

Porsche Track Experience USA

(888) 204-7474 [porschedriving.com](http://porschedriving.com)

Simraceway Performance Driving Center

(800) 733-0345

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

Skip Barber Racing School

(866) 932-1949 [skipbarber.com](http://skipbarber.com)

Spring Mountain Advanced Driving School

(800) 391-6891

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

### NOVICE PERMIT / SCHOOL

#### AND EVENT CREDIT

Allen Berg Racing School

(888) 722-3220

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

Bertil Roos Racing School

(800) 722-3669 [racenow.com](http://racenow.com)

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

BMW of North America

(888) 345-4269

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

Bob Bonduant School

(800) 842-7223 [bonduant.com](http://bonduant.com)

Kaizen Autosport Racing School

(919) 741-7151 [kaizenautosport.com](http://kaizenautosport.com)

LevelUp Racing School

(920) 838-6612

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

Lime Rock Driver's Club

(860) 435-5000 [limerockclub.com](http://limerockclub.com)

Lucas Oil School of Racing

(561) 200-7223 [lucasraceschool.com](http://lucasraceschool.com)

Pettiford's Go 4 It Racing Schools

(303) 666-4113 [go4itservices.com](http://go4itservices.com)

Primal Racing School

(770) 573-1010 [primal.racing](http://primal.racing)

Pro Drive Racing School

(503) 285-4449 [prodrive.net](http://prodrive.net)

Proformance Racing School

(253) 630-5130

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

Simraceway Performance Driving Center

(800) 733-0345

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

Skip Barber Racing School

(866) 932-1949 [skipbarber.com](http://skipbarber.com)

### NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School

(888) 722-3220

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

Danny McKeever's Fast Lane Racing School

(888) 948-4888 [raceschool.com](http://raceschool.com)

EXR - Exotics Racing Series

(702) 802-5662 [exrseries.com](http://exrseries.com)

Pro Drive Racing School

(503) 285-4449 [prodrive.net](http://prodrive.net)

Spring Mountain Advanced Driving School

(800) 391-6891

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

Thompson Speedway Motorsports Park

(877) 226-7223 [theracingschool.com](http://theracingschool.com)

Waterford Hills Road Racing Inc.

(248) 623-0070 [waterfordhills.com](http://waterfordhills.com)

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

### NORTHEAST nediv.org

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 7 TT New Hampshire Motor

Speedway/New England Region

Aug 15 TT, TE Summit Point/

Washington DC

Aug 15 HC Duryea/Blue Mountain

Aug 21 Track Sprint, TE New Jersey

Motorsports Park/South Jersey

Sep 5 Track Sprint Bader Field/South

Jersey

Sep 5 TrackSprint Summit Point/Steel Cities

Sep 12 TT, TE Summit Point/Washington DC

Sep 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

### SOUTHEAST sediv.racing.com

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

Jul 20 TE Black Farms Raceway/Chicago

Aug 7 TE ABautobahn Circuit Joliet/

Chicago

Aug 13 TE Road America/Milwaukee

Aug 21 TE Autobahn Circuit

Joliet/Chicago

### GREAT LAKES greatlakes-scca.org

Aug 15 TT, TE Putnam Park road

Course/Indianapolis

Sep 4 TE Mid-Ohio Sports Car Course/

Ohio Valley

Oct 16 TE Mid-Ohio Sports

Car Course/Ohio Valley

### MIDWEST midiv.org

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 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

Jul 17 TT, TE Thunderhill Raceway Park/

Reno

Sep 5 TT, TE Thunderhill

Raceway Park/Reno

## SOUTHERN PACIFIC

Oct 24 TE Buttonwillow

Raceway Park/Cal Club

## TIME TRIALS NATIONAL TOUR

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. Aug 12,

Sep 16

Auto Club Speedway, Calif. Nov 21

Blackhawk Farms Raceway, Ill. Aug

6, Sep 3

Carolina Motorsports Park, S.C.

Sep 17, Oct 15

Charlotte Motor Speedway, N.C. Jul 10,

Aug 13

Dakota County Technical College, Minn.

Jul 31, Aug 28, Sep 22

Daytona International Speedway, Fla.

Jul 31

Dominion Raceway, Va. Aug 6, Sep 3

GingerMan Raceway, Mich. Jul 17, Aug

13, Sep 17

Harris Hill Raceway, Texas Sep 2, Oct 14

Heartland Motorsports Park, Kan.

Jul 17, Aug 12, Sep 15, Oct 15

High Plains Raceway, Colo. Aug 11

Lime Rock Park, Conn. Jun 11

Memphis International Raceway, Tenn.

Jul 28, Sep 22

Michelin Raceway Road Atlanta, Ga.

Jul 24

MotorSport Ranch Texas Sep 1, Oct 13

New Hampshire Motor Speedway, N.H.

Aug 6

New Jersey Motorsports Park, N.J.

Jul 21, Aug 11, Aug 28, Sep 1

Palm Beach International Raceway, Fla.

Aug 25, Oct 20, Nov 10, Dec 15

Palmer Motorsports Park, Mass.

Jul 21, Sep 10

Pikes Peak International Raceway, Colo.

Jul 14

Pittsburgh International Race Complex,

Pa. Jul 29, Aug 19, Sep 2, Sep 30

Pocono Raceway, Pa. Jul 7, Aug 20,

Sep 14

Portland International Raceway, Ore

Jul 31, Aug 14

Ridge Motorsports Park, Wash. Jul 30,

Aug 13, Sep 16

Sebring International Raceway, Fla.

Sep 16

Thompson Speedway Motorsports Park,

Conn. Jul 14, Jul 30, Aug 17, Sep 1,

Sep 29, Sep 30

Thunderhill Raceway Park, Calif.

Aug 20, Sep 17

VIRginia International

Raceway, Va. Jul 16

## STREET SURVIVAL SCHOOLS

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 Airport/Nebraska

Oct 4 Air Force Research Laboratory/

Central New York

Oct 17 Tire Rack/Sough Bend



## 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

6620 SE Dwight St., Topeka, KS 66619

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

## EXECUTIVE LEADERSHIP

President & CEO

# ANNIVERSARIES

## SCCA MEMBERS CELEBRATING 25-65 YEARS

### 65-YEAR MEMBERS

David W. Elder 7/1/1955 Finger Lakes  
William R. Bagby 7/1/1955 Houston

### 55-YEAR MEMBERS

James P. Briody 7/1/1965 South Jersey  
Ronald R. Renoe 7/1/1965 Kansas City

### 50-YEAR MEMBERS

George F. Anderson 7/1/1970 Oregon  
Charles A. Billington 7/1/1970 Houston  
Delmar Lee Johnson 7/1/1970 Colorado

### 45-YEAR MEMBERS

Ned A. Beman 7/1/1975 Finger Lakes  
Robert A. Cone 7/1/1975 Central Florida  
Robert K. Iriye 7/1/1975 New England  
Michael H. Miller 7/1/1975 Central Carolinas  
Clark Winthrop Nicholls 7/1/1975 Mohawk Hudson  
Larry O'Brien 7/1/1975 Central Florida  
Eddie Pendry 7/1/1975 Central Carolinas  
Mark Scarborough 7/1/1975 Glen

### 40-YEAR MEMBERS

Ron Babb 7/1/1980 Northwest  
Karen Babb 7/1/1980 Northwest  
Michael Bennett 7/1/1980 Neohio  
Jack Burrows 7/1/1980 Washington DC  
Terry Lee Johnson 7/1/1980 West Texas  
Scott Knuth 7/1/1980 Milwaukee  
Michael S. Moore 7/1/1980 Washington DC  
Jean M. Petryshyn 7/1/1980 New England  
Patrick Shelby 7/1/1980 Cal Club  
Brian E. Sill 7/1/1980 Texas  
William Scott Stewart 7/1/1980 Misery Bay  
Sharon Dee West 7/1/1980 Land O' Lakes

### 35-YEAR MEMBERS

David William Brand 7/17/1985 New York  
Frank W. Chambers 7/24/1985 Rio Grande  
J. Gregory Crandall 7/30/1985 Blue Ridge  
Charles Damanski 7/5/1985 Northern New Jersey  
Michael David Evans 7/26/1985 Northwest  
Kipp Gaynor 7/5/1985 Washington DC  
Bill Gendron 7/31/1985 New England  
George D. Harrelson 7/9/1985 Delta  
Clifford A. Johnson 7/8/1985 Kansas City  
Scott S. McHugh 7/5/1985 Cal Club  
Linda McHugh 7/5/1985 Cal Club  
David B. Paul II 7/11/1985 Chicago  
Jay Pfuehler 7/16/1985 Chicago  
Michael R. Reece 7/5/1985 New York  
James A. Rose 7/5/1985 Washington DC  
Russell J. Ruedisueli 7/10/1985 Detroit  
Jack Walbran 7/30/1985 St Louis

### 30-YEAR MEMBERS

Chris Bischoff 7/11/1990 Western Michigan  
Glenn H. Brown 7/31/1990 Central Florida  
Katrina Carmody 7/26/1990 Glen  
Carl Couric 7/31/1990 Dixie  
J. Phillip Cull 7/26/1990 Western Michigan  
Sherry Frevele 7/11/1990 San Francisco  
Paul D. Frevele 7/11/1990 San Francisco  
Linda Goodsell 7/24/1990 Des Moines Valley  
Sherry Grantz 7/6/1990 San Francisco  
Edward J. Huth 7/10/1990 Blue Ridge  
Edward M. Kruszczyński 7/18/1990 Western New York  
Gary W. Middlebrook 7/6/1990 San Diego  
Geneva Middlebrook 7/6/1990 San Diego  
Russell Myers 7/18/1990 Central Carolinas  
Michael P. Peery 7/18/1990 Ohio Valley  
Michael Piotrowski 7/23/1990 Milwaukee  
Tim Reinhardt 7/24/1990 Des Moines Valley  
Brian P. Sumeracki 7/31/1990 Detroit  
Mark S. Walthew 7/17/1990 Old Dominion  
Gretchen Weidemann 7/9/1990 Northwest  
Todd Woodward 7/24/1990 Dixie

### 25-YEAR MEMBERS

David Y. Sie 7/27/1995 Northwest  
Jerry L. Barker 7/25/1995 Cal Club  
John Becker 7/7/1995 Nebraska  
Robert L. Cage 7/19/1995 Washington DC  
Jim Cernuto 7/27/1995 Detroit  
Troy A. Christensen 7/19/1995 Florida  
Joseph Freda 7/27/1995 Alabama  
Robert A. Gill 7/18/1995 Philadelphia  
Jim W. Hepler 7/27/1995 Northwest  
Doug Johnson 7/7/1995 Milwaukee  
Dave Kanzler 7/11/1995 Central Florida  
John Litzinger 7/12/1995 Central Florida  
Dawn Luckritz 7/11/1995 South Bend  
Robert J. Luis 7/6/1995 San Francisco  
Joe F. McBride 7/12/1995 Texas  
Albert Nocerine 7/25/1995 NE Pennsylvania  
Elizabeth Offutt 7/12/1995 Buccaneer  
Catherine Palla 7/27/1995 Cal Club  
Don Palla 7/27/1995 Cal Club  
Robert E. Pfeffer 7/6/1995 Indianapolis  
Steven Rosenberg 7/11/1995 Philadelphia  
Damon Rummel 7/18/1995 New England  
John T. Schmitt 7/20/1995 Ohio Valley  
John Sebastian 7/11/1995 New England  
Ellen Silverberg 7/10/1995 Detroit  
Aleks Tziortzis 7/19/1995 Chicago  
Robert C. Vallone 7/25/1995 Milwaukee  
Elizabeth Vallone 7/25/1995 Milwaukee  
Aaron Yeager 7/12/1995 Blue Mountain

**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 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.  
*Lance Keeley (Super); Cindy Duncan (Ladies)*  
**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

**Oct 3** Crows Landing, Calif.

### REGIONAL

#### NORTHEAST nediv.org

**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** Oswego County Airport/Central

New York

**Aug 2** Oxford Valley Mall/Philadelphia

**Aug 8** FedEx Field/Washington DC

**Aug 8** Jimmy Stewart Airport/Allegheny

Highlands

**Aug 9** Moore Airfield/New England

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

Central Pennsylvania

**Aug 15** Pocono Raceway/Northeastern

Pennsylvania

**Aug 15** FedEx Field/Washington DC

**Aug 16** New Meadowlands Sports

Complex/Northern New Jersey

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

New York

**Aug 16** Pitt Race/Steel Cities

**Aug 22** New Meadowlands Sports

Complex/Northern New Jersey

**Aug 23** Oswego County Airport/Central

New York

**Aug 23** Moore Airfield/New England

**Aug 23** Centre County Public Safety

Center/Central Pennsylvania

**Aug 29** Pitt Race/Steel Cities

**Aug 30** New Meadowlands Sports

Complex/Northern New Jersey

**Sep 6** Bader field/South Jersey

**Sep 12** Greensburg-Jeanette 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

**Oct 4** Temple Ambler Campus/Philadelphia

**Oct 4** Pitt Race/Steel Cities

**Oct 10** Lycoming Mall/Northwestern Pennsylvania

**Oct 10** Tency 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

**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 7** Atlanta Motor Speedway/Atlanta

**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** Roebling 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

**Nov 20** Atlanta Motor Speedway/Atlanta

**Dec 6** Dade County High School/Chattanooga

**Dec 6** Spence Field/Dixie

**Dec 13** Hutchinson Island Paddock/Buccaneer



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

**Jul 19** TaxSlayer/Great River  
**Aug 9** Brady Street Stadium, Devenport Schools/Great River  
**Aug 15** La Crosse Fairgrounds Speedway/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](http://greatlakes-scca.org)

**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  
**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** Jack Barstow Airport/Saginaw Valley  
**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](http://midiv.org)

**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](http://sowdivscca.org)

**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](http://coloradoscca.org)

**Aug 1** San Juan County McGee Park/Rio Grande  
**Aug 1** Pine Ridge Mall/Eastern Idaho  
**Aug 15** Rigby Middle School/Eastern Idaho  
**Sep 12** Front Range Airport/Colorado  
**Sep 19** Pine Ridge Mall/Eastern Idaho  
**Sep 26** Front Range Airport/Colorado  
**Oct 17** Palmer Motorsports Park/Continental Divide

**NORTHERN PACIFIC** [norpacscsa.org](http://norpacscsa.org)

**Jul 17** Hampton Mills/Oregon  
**Jul 25** Crows Landing/San Francisco  
**Jul 25** Fresno Fairgrounds/San Francisco  
**Aug 1** Jore Manufacturing/Big Sky  
**Aug 1** Regional Public Safety Training Center/Reno  
**Aug 8** Hampton Mills/Oregon  
**Aug 8** Hampton Mills/Oregon  
**Aug 9** Expo Idaho/Snake River  
**Aug 22** Regional Public Safety Training Center/Reno  
**Aug 29** Fresno Fairgrounds/San Francisco  
**Sep 5** Expo Idaho/Snake River  
**Sep 6** Jore Manufacturing/Big Sky  
**Sep 19** Portland International Raceway/Oregon  
**Sep 19** Regional Public Safety Training Center/Reno  
**Oct 3** Expo Idaho/Snake River  
**Oct 3** Crows Landing/San Francisco

**Oct 3** Regional Public Safety Training Center/Reno  
**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**

**Jul 19** Vidinha Stadium/Hawaii  
**Jul 26** Maui Motorsports Park/Hawaii  
**Jul 26** Marana Regional Airport/Arizona Border  
**Aug 2** Aloha Stadium/Hawaii  
**Aug 2** Sierra Vista Airport/Arizona Border  
**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  
**Nov 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**

**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 USRRR - Hell and Back; Whitmore Lake, Mich.  
**Nov 14** NT USRRR - Pavement Ends; Whitmore Lake, Mich.  
**Nov 15** DC USRRR - Are You Territorial?; Whitmore Lake, Wis.

**REGIONAL/DIVISIONAL**

**NORTHEAST** [nediv.org](http://nediv.org)  
**Jul 19** RT Carolina Blue Restaurant/South Jersey  
**Aug 1** Summer Challenge Rally/New England  
**Aug 8** New Hampshire Motor Speedway/New England  
**Aug 22** Barnstorming/Northern New Jersey  
**Sep 12** Southington Drive In/New England  
**Sep 13** Second Hand Rods/Northern New Jersey  
**Oct 25** RT Carolina Blue Restaurant/South Jersey  
**Nov 1** High Marques Motors/Northern New Jersey

**Dec 6** Teddy Bear Rally/Northern New Jersey

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

**Aug 8** RT Badger Burrow/Milwaukee  
**Oct 3** Oktoberally/Land O' Lakes  
**Oct 4** GR8 Purple Cow Rally/Land O' Lakes

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

**Sep 12** Hampton Inn, Gaylord/Detroit  
**Oct 24** GTA Kualoa Ranch/Indianapolis  
**Dec 5** GTA Brownsburg Square Shopping Center/Indianapolis

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

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

2021 schedule to be announced

**DIRTFISH NATIONAL C'SHIP**

Check [scca.com/rallycross](http://scca.com/rallycross) for latest info

**REGIONAL****NORTHEAST** [nediv.org](http://nediv.org)

**Aug 23** Summit Point Motorsports Park/Washington DC  
**Oct 11** Panthera Training Center/Washington DC  
**Nov 8** Summit Point Motorsports Park/Washington DC

**SOUTHEAST** [sediv.org](http://sediv.org)

**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](http://cendiv-scca.org)

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

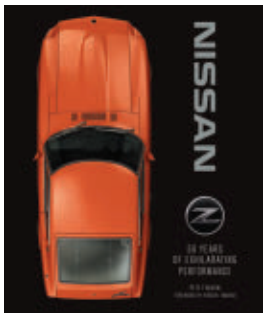
**MIDWEST** [midiv.org](http://midiv.org)

**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

**ROCKY MOUNTAIN** [coloradoscca.org](http://coloradoscca.org)

**Aug 1** Crooked Pint/Utah  
**Aug 1** Deseret Peak Complex/Utah

## NEW PRODUCTS



### BOOK: NISSAN Z

*Nissan Z: 50 Years of Exhilarating Performance* by Pete Evanow, is the Nissan-official chronicle of the Z history, from Datsun's planning for the new model in the late 1960s through the latest 50th anniversary 370Z. The 176-page book tells the story of the Z car's debut, and how over the past 50 years and six generations the Z car has generated a massive following, as well as generated a storied racing history that largely includes the SCCA.



### B-G HAND WASH STATION

The B-G Hand Wash Station offers neat and tidy storage of hand cleaner, paper towels, and gloves while doubling as a dispenser for the workshop, garage, warehouse, shop, truck, or trailer. Manufactured from mild steel with a durable silver-grey powder coated finish, the B-G wash station features a paper towel roll holder, a storage shelf for cleaning and care products, and a dispenser for rubber gloves. Keyhole mounting points facilitate easy installation. [mittlerbros.com](http://mittlerbros.com)



### MEGUIAR'S HYBRID CERAMIC QUIK CLAY KIT

The Meguiar's Hybrid Ceramic Quik Clay Kit includes Meguiar's Synthetic Clay Pad, Hybrid Ceramic Detailer, and a Supreme Shine microfiber towel. The foam applicator is treated with synthetic "clay" that removes bonded contaminants without hazing paint or marring the finish. Also, the new synthetic clay pad requires no kneading to refresh it, and if it's dropped, simply rinse and reuse. [meguiars.com](http://meguiars.com)



### GRANATELLI MOTOR SPORTS OVAL EXHAUST

Granatelli Motor Sports stainless steel oval exhaust components flow like a 3-inch system but measure only 2.25 inches in height, allowing the exhaust to fit in tight locations other exhausts can't. Granatelli Motor Sports offers a variety of pieces to build your own custom setup, including straight tubing, 90- and 45-degree bends, mufflers, and turndowns, as well as adapters to transition from oval to round tubing. [granatellimotorsports.com](http://granatellimotorsports.com)

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ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS



### MAHLE FORGED PISTON KIT FOR LT-BASED ENGINES

The GM 5.3L L83, LT, EcoTec3 PowerPak Piston Kit is MAHLE Motorsport's latest addition to its line of drop-in pistons for direct-injected LT-based engines. The pistons are ready-to-run and require no rebalancing or compression ratio change. The pistons are dual coated with phosphate and Grafal skirt coating for reduced drag, wear, and noise, with hard anodized top ring grooves for maximum durability. 1.0, 1.0, 2.0mm HV385 coated steel rings are included. Three bore sizes are also available. [mahlemotorsports.com](http://mahlemotorsports.com)



### ACT BMW CLUTCH AND FLYWHEEL

Advanced Clutch Technology's new clutch kits and a Streetlite flywheel for BMW N51 and N52 applications include a heavy-duty pressure plate, a choice of disc, a release bearing, and alignment tool. The pressure plate provides a 51-percent increase in clamp force over stock. The lightweight flywheel is a single-mass upgrade to the OEM dual-mass unit and features an induction-hardened, integral ring gear. [advancedclutch.com](http://advancedclutch.com)

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



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## PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

# TONS OF TIME

The pandemic's stay-at-home orders left me with less time than ever. I was told that I should actually have more spare time, but it was a lie. With the entire family at home - including three young children - spiders were the only ones working on my racecars, and editing *SportsCar* turned into a nocturnal activity. Despite that, it didn't take long for me to accrue a collection of books to read. And, while I haven't finished any of them, two are a perfect match for this issue of *SportsCar*.

*Nissan Z: 50 Years of Exhilarating Performance* tells the history of the Z starting with the highly anticipated unveiling of the 240Z. But what caught my eye in the hardcover, 176-page book was the recognition of the Z's racing legacy and its SCCA connections.

"[Paul] Newman regularly raced throughout the 1970s and '80s," the book reads. "After running Datsun roadsters, he turned to the Z, later selecting turbocharged models; and his red, white, and blue Z made regular appearances in the SCCA Trans Am series as well as on the posters and banners of the race promoters' individual events."

Newman, an SCCA Hall of Fame member, is not the only SCCA racing great recognized in the book. John Morton, well known for his time in the Trans Am series racing the BRE Datsun 510, receives multiple mentions for wheeling a 240Z for another SCCA Hall of Famer, Peter Brock.

"Initial teething problems with the engine's crankshafts almost scuttled our regional qualifications for the ARRC," Brock is quoted as saying about the team's 1970 SCCA Road Racing season. "Late season development overcame

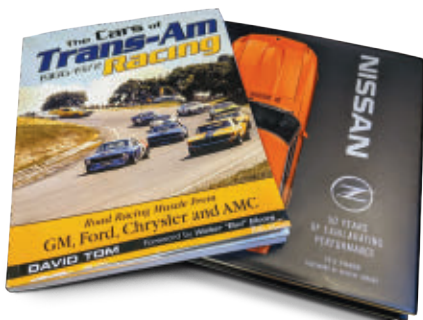
the problems, however, and Morton swept to victory at Road Atlanta."

Indeed, Morton clinched SCCA National Championship titles in 1970-'71. Morton returned to the Runoffs in 2013 (also in a Z), where he and I competed in E Production (although for some reason, this outstanding fact was ignored in the book).

The other book I'm itching to finish is *The Cars of Trans Am Racing*, covering the SCCA Pro Racing series from 1966-'72. While the *Nissan Z* book is penned by university professor and previous Nissan Motorsports employee Pete Evanow, *The Cars of Trans Am Racing* is authored by the founder of the Historic Trans Am Registry and racecar restorer David Tom. As a result, this 192-page book is more slanted toward nuts and bolts.

From SCCA Hall of Famer Jim Hall petitioning for the use of the Trans Am rear spoiler on his Chaparral Camaro to a dive beneath the skin of Smokey Yunick's rules-bending Camaro, this is a perspective on the SCCA Pro Racing series that's hard to find elsewhere.

If you're blessed with more spare time than me, I recommend you pick up one, or both, of these books. As for me, I'll finish reading them one day. You know, once the pandemic is over and I get back all of the spare time I never knew I had. 🍷



### TWO FOR THE ROAD

My desk has become littered with books I'll never finish, but these two keep climbing to the top of the pile.

## FROM THE ARCHIVES

10 YEARS AGO...  
**AUGUST 2010**



- Frank Stagnaro's C Prepared autocross Mustang was featured, photographed by autocrosser Bryan Heitkotter. Within a year, Heitkotter would shoot to international fame by winning the GT Academy and beginning a pro racing career.

25 YEARS AGO...  
**AUGUST 1995**



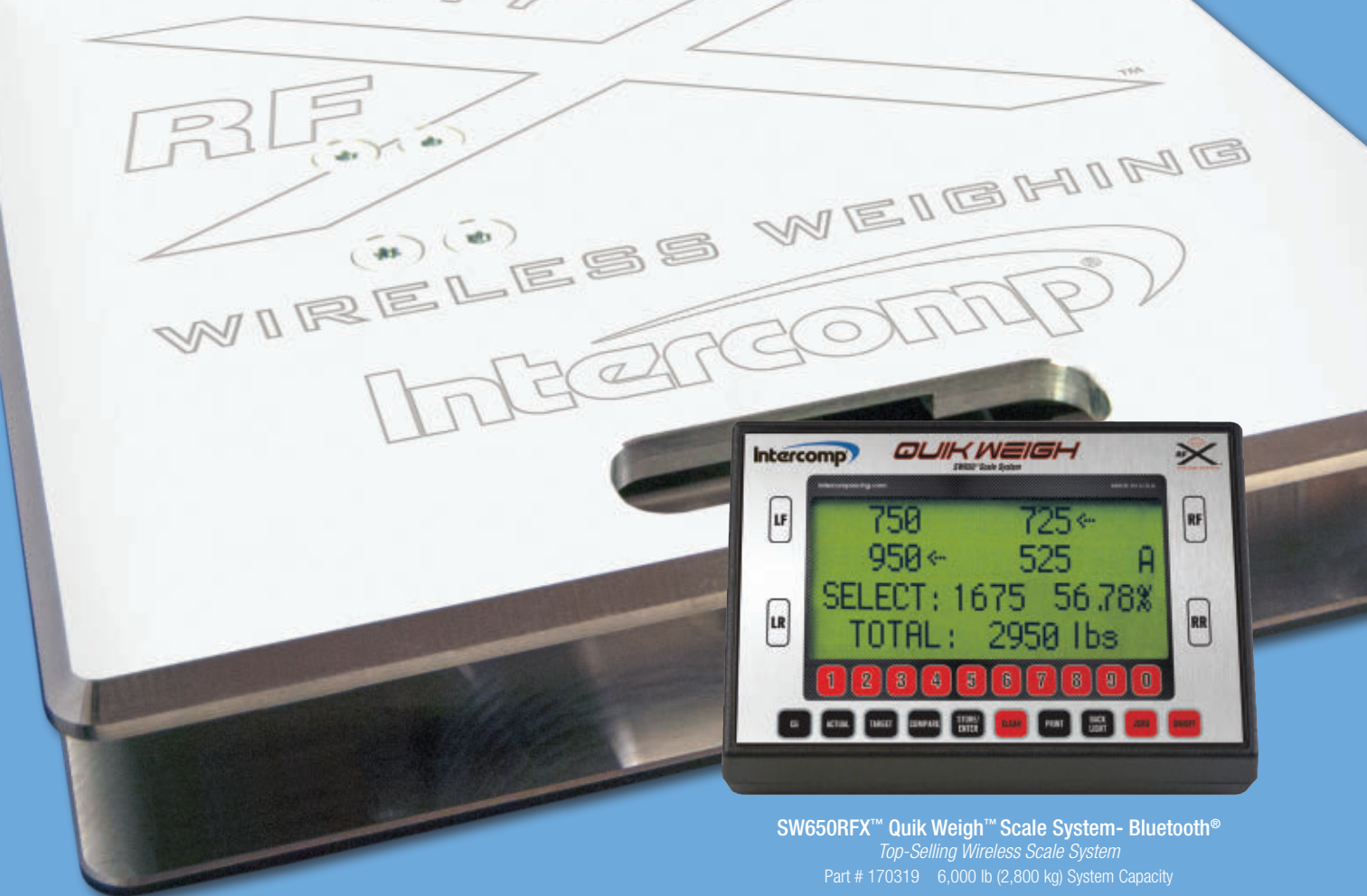
- The 40th running of the June Sprints set an attendance record of 533 cars and attracted roughly 15,000 fans.
- Members continued to debate the GCR requirement for Production-class racecars to only use carburetors.

50 YEARS AGO...  
**AUGUST 1970**



- A pro racing collage showed Parnelli Jones, determined to win despite having retired early from the Donnybrooke Trans Am race, offering advice to George Follmer during a pitstop.
- Extra large SCCA ashtrays could be purchased for \$3.95.





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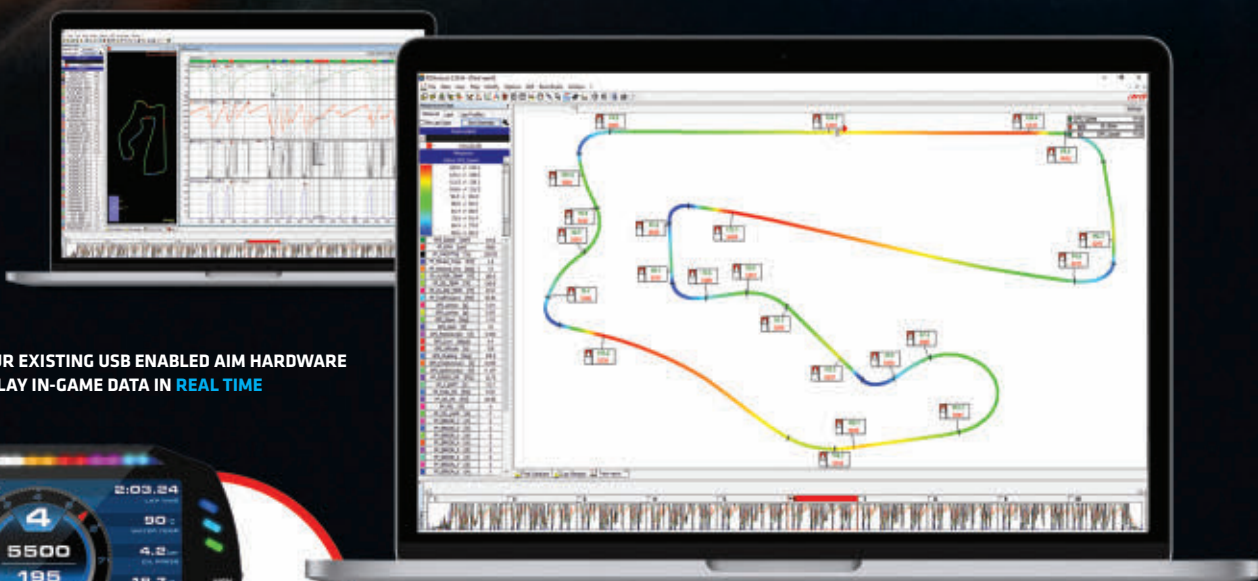
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THIS RACING SEASON HAS BEEN NOTHING SHORT OF CRAZY. WITH THE SCCA RUNOFFS FAST APPROACHING, USE THE POWER OF AIM SPORTS DATA TO MAKE UP FOR MISSED RACES AND TEST DAYS. WITH SIMULATION RACING PRODUCING NEARLY IDENTICAL DATA AS THE REAL THING, OUR SOLUTIONS ALLOW YOU TO TEST REAL SCENARIOS AND SETUPS TO EMPLOY, COME RACE WEEK. HAVE A QUESTION? WE'RE HERE TO HELP. CONTACT US TODAY.

