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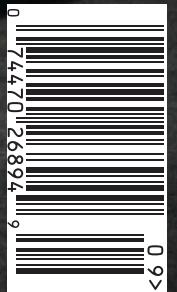


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16



32



40



22



56

CONTENTS

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SEPTEMBER 2020
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 THE AUDIT BUREAU MEMBER
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FEATURES

- 16 ALL THINGS EXPLAINED**
Autocross National Champion David Marcus reveals how it came to be
- 22 WHO WILL WIN THE SOLO NATS?**
Our predictions for who will leave Lincoln Airpark with a cozy champion's jacket
- 32 HOW TO WIN**
Want to win at the Solo National Championships? Try these tricks
- 40 THE RETURN**
Emerging from the pandemic to host SCCA road races didn't happen overnight
- 44 PREPARED FOR EVERYTHING**
After 15 years of road racing, this driver worked Emergency Services
- 50 TIME WILL TELL**
The Richta suite of mobile apps have turned RoadRally on its head
- 56 HIDDEN JEWELS**
There's more to Trans Am's West Coast Championship than you know



76

DEPARTMENTS

- 4 SCCA MOMENT**
Time Trials hits a milestone
- 6 WELCOME TO THE SCCA**
SCCA Rally/Solo Program Manager Brian Harmer
- 8 LATE BRAKING**
News from around SCCA and the world
- 14 POBST POSITION**
Racing Champ Randy Pobst speaks
- 60 FIRST GEAR**
Up-and-coming young members
- 62 INSIDE SCCA**
 - 62 ROAD RACING**
From CRB Chairman Peter Keane
 - 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**
Safety standards are good things...

COVER PHOTOGRAPHY Perry Bennett



BACK TO THE FUTURE

The SCCA celebrated the 75th anniversary of the Club's first competitive event, held at the precise location where it all began, Thompson Speedway Motorsports Park. Some 88 drivers participated in the event that, in many ways, also acted as a preview for the forthcoming Tire Rack Time Trials Nationals Powered by Hagerty, slated to take place this September at NCM Motorsports Park.

DATE July 3-4, 2020

LOCATION Thompson Speedway Motorsports Park, Thompson, Conn.

WHAT Tire Rack Time Trials National Tour Powered by Hagerty

PHOTOGRAPHER

Geoffrey Bolte/clarustudios.com





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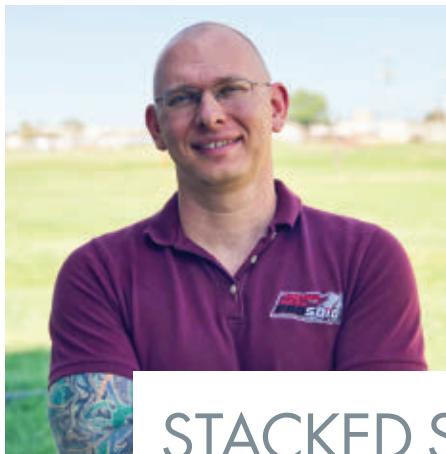
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BRIAN HARMER

SCCA RALLY/SOLO PROGRAM MANAGER

STACKED SOLO SEASON

Those who know me are aware I'm very passionate about the Sports Car Club of America, and almost equally obsessed with comic books and professional sports. There are, believe it or not, characteristics superheroes and professional athletes share with the SCCA National Rally/Solo staff, like a willingness to accept challenges and rising to the occasion. These two traits were in high demand this year as SCCA's Rally/Solo team faced their busiest time starting the week before Labor Day and continuing through National Championship season.

There's no question that 2020 threw plenty of obstacles our way, offering the opportunity to accept new challenges in executing a compact Solo season. The revised Tire Rack National Solo schedule was a non-stop endeavor that started in early June and included only one "off" weekend until after the Tire Rack Peru CAM Challenge at Grissom Aeroplex in early August. Then a couple of weeks later we're heading out to Lincoln Airpark in Nebraska for the Tire Rack SCCA ProSolo Finale, CAM Invitational, and Tire Rack Solo Nationals Championships. That's a lot of miles, lots of food on the fly, and a lot of hard work from SCCA's dedicated Rally/Solo team members.

Speaking of the ProSolo Finale, CAM Invitational, and Solo National Championships in Lincoln, we're still a "go" for those Sept. 4-11 events as I write this column in early

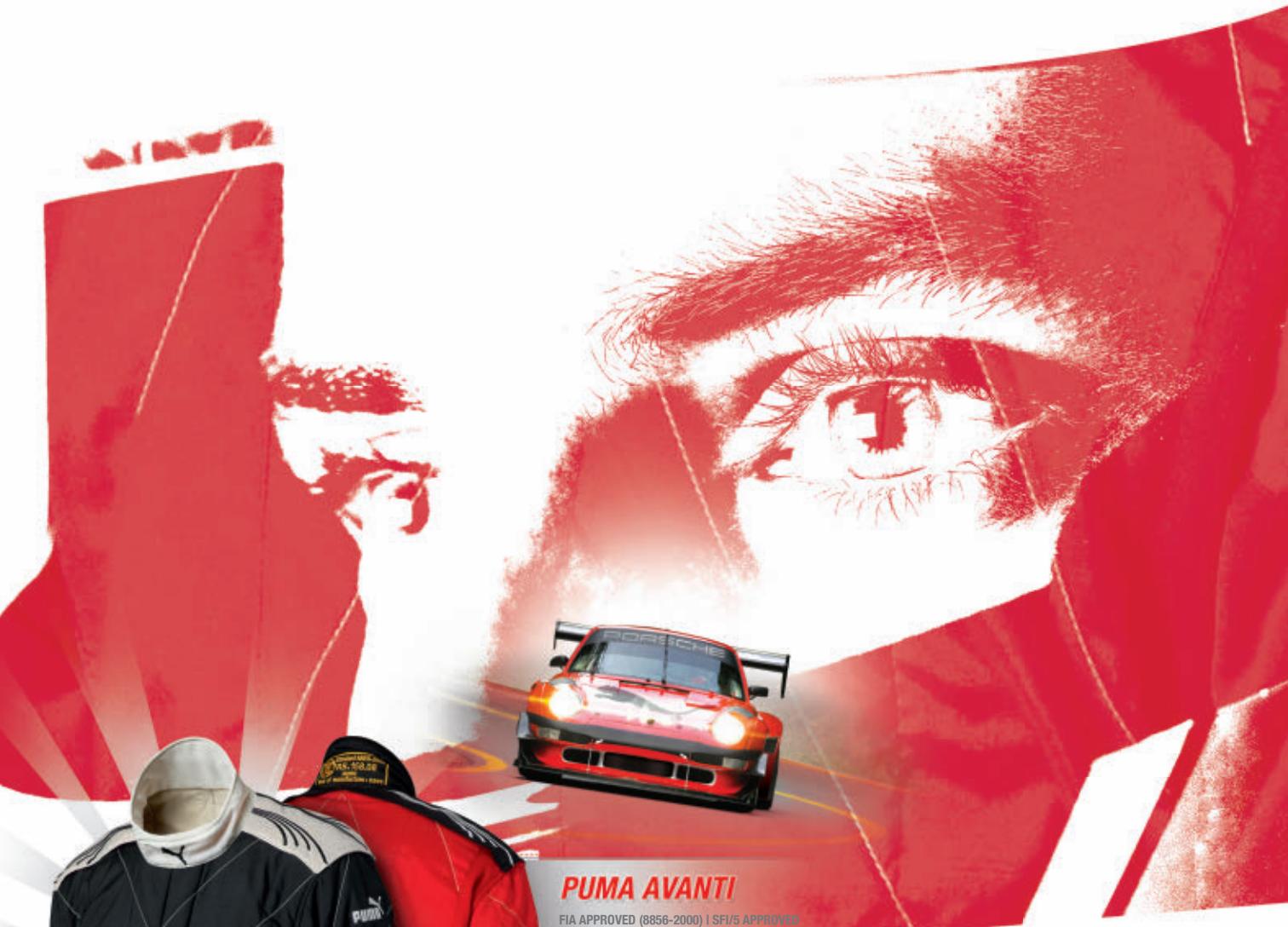
July - but a lot can happen with the coronavirus, so check out scca.com/solo for the latest event updates. But regardless, we're not sitting around waiting to see what happens. Rather, the Rally/Solo team is rocketing along, determined to make these events not only happen, but also rock. (And to keep

things interesting, the SCCA Rally/Solo squad is simultaneously working to execute the 2020 DirtFish RallyCross National Championship held Aug. 14-16 at Heartland Motorsports Park in Topeka, Kan., which is probably taking place as you read this.)

Everyone should know that the lessons learned during events conducted this year, as well as feedback received from last year's participant surveys, will be woven into operations to improve the overall experience of attendees at the Solo Nationals. Changes will be made to how the paddock is labeled, and vendors will all be located in Rows 1 and 2 to create a convenient, one-stop "city" for participants while also allowing for pandemic-related social distancing protocols. This year, more signage will also be visible to direct people to tech, grid, check-in, and more, thus allowing everyone easy access to what they need to accomplish. New this year will be a worker check-in flag, raised to notify those helping with the next heats to know that it's time for their work assignments.

The National Rally/Solo staff, many with full-time jobs outside of the SCCA, will be on the road in 2020 supporting the Solo community non-stop for basically three months. While not adorned in colorful superhero outfits, these tremendous people will be sporting masks and a superhuman amount of sanitizer. Maybe it won't be visible but know there's a smile pointed your direction beneath those facial coverings. So, if you get a chance, please thank them for all of their time and hard work. After all, even superheroes like to be appreciated. ☺

*"These tremendous people
will be sporting masks and a
superhuman amount of sanitizer"*



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Sunoco will now fuel the next generation of open-wheel racers as the Official Fuel of the F4 U.S. Championship and Formula Regional Americas Championship. Both series' cars are powered by HPD-modified versions of the current Honda Civic Type R engine, with FR Americas utilizing 100 octane and F4 on 93 octane Sunoco fuels.



Gavin Baker



ON TRACK

The 2020 Tire Rack Time Trials Nationals Powered by Hagerty is nearly here. Are you ready?



Zachary Rackover

PREVIEW: 2020 TIME TRIALS NATIONALS

Taking place Sept. 24-27, 2020, at NCM Motorsports Park in Bowling Green, Ky., the Tire Rack SCCA Time Trials Nationals Powered by Hagerty will be upon us before you know it. And, with the opportunity for driving instruction and oodles of track time, this is an event you can't miss.

The Time Trials Nationals features four days of fun, kicking off on Thursday with timed practice sessions that set the grids for Friday. From there, the weekend consists of TimeAttack and TrackSprint sessions to determine the winners.

The Time Trials Nationals utilizes all or part of NCM Motorsports Park's expansive circuit. So as a preview, we inquired about tricks for running NCM's 3.15-mile Grand Course.

"NCM is one of the most technical racetracks in North America, so patience is rewarded," notes NCM Motorsports Park's Matt Busby. "The sector of Turn 6 to 10 is critical for a good lap and is often overlooked."

Busby reveals that the most notable high-speed sections on the circuit come between Turns 2 and 5, from Turns 12 and 15, and then Turn 23 through 1a - with



Zachary Rackover



Zachary Rackover

highly prepared vehicles able to add more distance to those lengths. Consequently, Busby adds, "Clean exits onto these corners are hyper important."

Several sections demand respect or, in one case, abusing. "Always respect Turn 12," Busby warns, adding, "And take every square inch of Turn 1A's curbing."

The entry fee for the Time Trials Nationals is \$395 and does require SCCA membership. Also, the entry cap for the event is set at 250, so be sure to register early. For more information regarding the 2020 Tire Rack SCCA Time Trials Nationals Powered by Hagerty, head to timetrials.scca.com.

Chris Clark



TRANS AM WELCOMES FANS

The July 11-12, 2020, SCCA Pro Racing Trans Am weekend at Brainerd International Raceway welcomed fans back in a unique way: for free as a tailgate party. The Jed Copham Tribute Race Weekend encouraged fans to pull their cars to the fences and watch the racing from their cars or tailgates.



Jeff Loewie

MORE WAYS TO WIN
Contingency offerings abound.

Sign Up Now: 2020 Runoffs Contingencies

The 2020 SCCA National Championship Runoffs are right around the corner, and with that, it's time for competitors to register for a multitude of Runoffs-specific contingency opportunities before the event's return to Road America in Elkhart Lake, Wis., on Oct. 5-11, 2020.

More than 20 companies have stepped up to support SCCA racers via contingency sponsorship offerings, including Hawk Performance, Sunoco, Tire Rack, Summit Racing Equipment, Bell Helmets, Carbotech Performance Brakes, Eibach Springs, Goodyear Tire, Hyperco Suspension Coils, Nissan Motorsports, Pagid Racing, Pegasus Auto Racing Supplies, Penske Racing Shocks, Pirelli Tire, SCCA Enterprises, SPA Technique, Tilton Engineering, Toyota/TRD, G-Loc Brakes, Hoosier Racing Tire, Mazda North American Operations, and Speed Sport Engineering.

Details and instructions to register for each of the programs are available via the contingency link at scca.com/runoffs, and it's important to note that U.S. Majors Tour contingency registration does not include the Runoffs. 📍

2020 ELECTION: SCCA NATIONAL BOARD OF DIRECTORS

It's election time for the SCCA's National Board of Directors. The election period for SCCA's Area Directors serving in Areas 3, 4, 9, and 11 is coming up Oct. 15, 2020-Nov. 16, 2020, and as an SCCA member, the Club needs your vote.

The Areas and Directors break down like this:

- **Area 3:** Encompasses part of the Southeast Division, including the Florida, Gulf Coast, Wiregrass, Central Florida, and Dixie Regions. The current Director is Lee Hill, who is terming out.
- **Area 4:** Encompasses the Great Lakes Division and each Region contained within it. The current Director is Marcus Merideth.
- **Area 9:** Encompasses part of the Northern Pacific Division, including San Francisco and Reno Regions. The current Director is Charlie Davis.

- **Area 11:** Encompasses the Southern Pacific Division, including Arizona, Cal Club, Hawaii, San Diego, Las Vegas, and Arizona Border Regions. The current Director is Jason Isley.

In 2019, the membership approved an update to the SCCA Bylaws to allow for electronic communication and voting. Consequently, this year's voting will be facilitated via the Member Account Portal at my.scca.com, with election results audited by Mize CPAs Inc.

If there is only one candidate in an Area, only one ballot will be sent. However, if there is more than one candidate, the voting will be opened in the Member Account Portal for eligible members. Eligible members are defined as those who are in good standing with the Club as of Oct. 1, 2020, as well as members with a Region of

Record in the prescribed Area.

To ensure quick and easy access, prior to voting, please take a minute to log into your account at my.scca.com. A valid e-mail address is required to reset your password. If you do not have a valid e-mail address on file, please e-mail membership@scca.com or call (800) 770-2055 to update your member account.

Members have the ability to opt out of electronic voting and receive a paper ballot. If you prefer a paper ballot be mailed to you, you must opt out of electronic balloting on or before Oct. 1, 2020, by logging into my.scca.com, clicking "Edit Contact Info" on the profile page, then selecting "Edit Subscriptions" and clicking "Opt out of electronic balloting" and selecting "Save." Otherwise, email membership@scca.com and request to "opt out of electronic balloting." 📍

SKEEN ON TOP IN TA2 AT BRAINERD

Mike Skeen pulled away on a late restart and went on to win the July 12, 2020, TA2 Powered by AEM race during the SCCA Pro Racing Trans Am Series presented by Pirelli at Brainerd International Raceway. The victory is the second for Skeen this year, who opened 2020 with a win at Sebring International Raceway.

Skeen was a frontrunner during the entire race, but a late caution set up a nine-lap

sprint where Skeen got the jump on three competitors, who then lost ground during a heated back-and-forth battle for second. Thomas Merrill ended up with second place, closely pursued by Rafa Matos and Scott Lagasse Jr.

"The race couldn't have gone much better," said Skeen, who won the pole in his Liqui Moly Turn 14 Chevrolet Camaro but was beaten out at the green by third-starting Lagasse. "It



Chris Clark

ANOTHER ONE
Mike Skeen claimed victory at Brainerd.

was a little messy at the start, going three-wide into Turn 2, but I backed off because I knew I had a good race car and didn't want to mess it up early." 📍

BRAKING AMERICAN SEDAN

The Club Racing Board is requesting member feedback regarding an American Sedan proposed rule change to take effect with the 2021 season. The change would allow Full Prep American Sedan cars to increase their brake rotor diameter from 12.2 inches to 13.1, with the width remaining at 1.27 inches. Offer feedback via crbscca.com.



Rick Convine



Chris Clark

THE WINNERS
At Brainerd, Tomy Drissi claimed victory in Trans Am's TA class (LEFT), with Ken Thwaits on top in XGT (RIGHT) and Lee Saunders taking the SGT win (BELOW).



Chris Clark

Lucas Oil Slick Mist. It's great to be P1 at Brainerd."

Francis Jr. pulled to an 18.6sec lead in a bid for a third-consecutive triumph in 2020 while Drissi was involved in a battle with Amy Ruman for second. That proved to be the fight for the win, however, as Francis was forced to exit the race with mechanical problems shortly after Drissi passed Ruman for second.

Moments after Drissi passed Ruman, Francis Jr. went off course twice in three corners with his own problems. He limped to the pits, but his day was over.

In the XGT class, Ken Thwaits led for the duration of his race, while Lee Saunders took the checkered flag in SGT. 🏆

Drissi claims Trans Am top step at Brainerd

During the July 12, 2020, round of the SCCA Pro Racing Trans Am Series presented by Pirelli at Brainerd International Raceway, Tomy Drissi took advantage of Ernie Francis Jr.'s mid-race misfortune to win the TA class. The victory

marked Drissi's ninth overall Trans Am win; four of which came in the West Coast Series.

"I was patient," said Drissi, whose last victory was at Watkins Glen in 2018. "Burtin Racing gives me a lot of confidence. We would not be as fast without



Chris Clark

SCCA 2019 FINANCIAL REPORT AVAILABLE ONLINE

SCCA's 2019 consolidated audited financial report is now available online. The issuance of the report was delayed due to business closures brought about to slow the spread of COVID-19.

Final results were in line with the preliminary results provided at the SCCA National Convention in January. As discussed, SCCA Pro Racing results were negatively impacted by elevated expenditures to combat competitive pressures. Thus far in 2020, SCCA Pro Racing's competitive position is much improved. SCCA Pro Racing's staff adapted quickly to the changes brought on by

COVID-19 and were among the first organizations to open their racing season. This first-mover advantage helped the F4 U.S. Championship and FR Americas series draw large fields to their first two events of the year.

SCCA Pro Racing is also benefiting from its expanded relationship with Parella Motorsports Holdings, which operates the SCCA Pro Racing Trans Am Series and will take on a similar role for F4 and FR Americas in 2021.

The following condensed and consolidated statements of financial position as of Dec. 31, 2019, and 2018, and the related

condensed consolidated statements of activities for the years then ended, are presented as a summary and therefore do not include all

the disclosures required by accounting principles generally accepted in the USA. To review a complete copy of the audited report, please visit scca.com. 🏆

CONSOLIDATED STATEMENTS OF FINANCIAL POSITION

	2019	2018
Total Assets	\$5,440,058	\$6,603,023
Total Liabilities	\$2,857,185	\$3,263,911
Net Assets Without Donor Restriction	\$2,582,873	\$3,339,112
Total Liabilities and Net Assets	\$5,440,058	\$6,603,023

CONSOLIDATED STATEMENTS OF ACTIVITIES

Total Operating Revenue	\$15,460,161	\$14,910,961
Total Operating Expense	\$16,645,462	\$15,782,125
Net Operating Revenue Less than Expenses	\$(1,185,301)	\$(871,164)
Total Other Income (Expense)	\$429,062	\$(342,592)
Change in Net Assets	\$(756,239)	\$(1,213,756)



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THE 2020 USRRC NEARS

The 2020 United States RoadRally Challenge (USRRC) will soon be upon us, with the Detroit Region event scheduled for Nov. 13-15, 2020. The event, slated to start near Whitmore Lake, Mich., will involve three distinct daylong RoadRallies with challenges enough for beginner to expert. For more information, head to scca.com/roadrally and Detroit Region's site, drscra.org/rally.



Philip Royce



Cavin Baker

RUNNING STRONG
The F4 U.S. Championship races at VIR were good to rookie Hunter Yeany, as he wrapped the July 18-19 weekend with a pair of wins.

F4 THRILLS WITH TWISTS AND WINS

During the July 18-19, 2020, SCCA Pro Racing F4 U.S. Championship powered by Honda race weekend at VIRginia International Raceway, a rookie driver would claim a pair of victories, while another race would be decided in the tech shed.

Hunter Yeany showed great speed in practice and continued

that through qualifying. Yeany fought hard to keep the P1 placement throughout the first wheel-to-wheel action of the weekend and came out on top in the end to score his first official points scoring win of 2020.

The second race of the tripleheader weekend ended in controversy after the checker, but following a post-race technical inspection, Dylan

Tavella was awarded the victory, elevating him from third on the podium to first.

The third and final F4 U.S. Championship round of the weekend saw Yeany back on top. Starting from the pole position, he held the point and added another victory to his growing resume.

For more information, head to f4USChampionship.com.

MEMBERSHIP LEADERS

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

MEMBERSHIP REFERRAL LEADERS FOR JUNE 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
JUMBO REGIONS (800+):	
Houston	6.5%
Texas	2.4%
Atlanta	1.9%
LARGE REGIONS (401-799):	
Indianapolis	12.7%
Land O' Lakes	8.4%
Lone Star	6.3%
MEDIUM REGIONS (200-400):	
NE Pennsylvania	19.5%
Nebraska	10.1%

Western Michigan	9.5%
SMALL REGIONS (<200):	
Southwest Montana	48.8%
Wiregrass	35.7%
Mississippi	30.4%

Linus Lundqvist maintained his undefeated record during the 2020 season of the SCCA Pro Racing Formula Regional Americas Championship Powered by Honda after sweeping another weekend of racing in round two of the season at VIRginia International Raceway.

Lundqvist produced a remarkable display to win all three races of the July 18-19, 2020, weekend on his first visit to the challenging VIR track, backing up his clean-

sweep of the season-opening Mid-Ohio doubleheader to make it an astonishing five wins from five attempts so far.

Making his first strides into American single-seater racing this year after winning the 2018 BRDC British F3 championship, Lundqvist led the way throughout the weekend at VIR: topping Friday's two practice sessions, setting a new lap record on his way to pole in qualifying, and

winning all three races while recording the fastest lap in two of them.

"What an absolute dream weekend - again," Lundqvist exclaimed after the three VIR race wins, one of which had come down to a margin of 0.256sec at the checker. "I may be the one driving it, but there is an immense amount of teamwork behind every victory."

For the latest information about FR Americas, head to FRAmericas.com.

LUNDQVIST SWEEPS FR AMERICAS AT VIR



Cavin Baker

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MORE PASSING GUIDELINES

I'm just coming off a weekend of *Vortexes* in budget endurance racing, churning more than six hours of seat time at The Ridge Motorsports Park outside of Seattle, Wash. This relatively new circuit is a joy to drive, with a wide variety of hilly curves and a long front straight. It's a real challenge, and even after hours (in six different cars), I was still learning and working on better brake points and lines in some places.

"The GCR's Passing appendix is a guideline, not a hard and fast rule. The main objective is to reduce crashing"

The new SCCA Road Racing GCR Appendix P, Passing Guidelines, was on my mind the whole time, because there were 60-plus cars and a variety of drivers from first timers to pros, to a few extremely talented amateurs. One might think this is another recipe for disaster, but guess what? It works. How? People are careful - imagine that - and keep an eye out for the rookies, respect them and leave extra distance.

So that means we drive like a bunch of timid sheep? Of course not, read the cars and drivers you are with and race them appropriately - and don't hit what you can see. If you see a car inside you, now you go side by side. You never have the right to drive into someone you know is there.

Please know that the GCR's Passing appendix is a guideline, not a hard and fast rule. The main object is to reduce crashing by increasing consistency of understanding among SCCA racers and influence the rest of the racing world as well. Also, to get us all on the same page, because we have definitely not been so.

There is an important factor that has not yet been mentioned in the guidelines, and that is entry speed difference. Well, there was a reference in the section that speaks about the concept, Hold Your Line. When you are about to be lapped, or just passed, by a faster car, be predictable. Don't pull over, don't pull out of the way.

It also means don't pull into the way, even if you get to the corner first. Check your mirrors on the

straights and know what's coming, always. Do not throw yourself in front of a speeding train. Make it easy for them to get by and you will both be safer and faster. Here are two things we can do - and I have my whole career - letting prototypes get through when I'm in a pro GT car.

1. Let off and brake a little early or delay your turn-in a moment, let the fast car through, be sure there are not any more cars coming, then follow through on the line. This keeps your lap times consistent, too. Go with the flow.

2. Toilet bowl it. Run just a car width and a couple of inches wide. Leave the faster car a lane inside. This works really well when we are not sure what else might be steaming through and doesn't hurt lap times much. This is the definition of leaving racing room.

I have been intensely interested in your reactions to these guidelines, and I have found a couple of very experienced and talented winners to dislike the *Vortex* concept ("So



throw away the mirrors?" was one comment). The perspective I heard from two, specifically, was that a racer is responsible for knowing where all cars are at all times. This is an admirable concept, and one I fully support and strive to accomplish. *The Envelope of Awareness*. And, I have found that it is a nirvana that is impossible to reach, though a worthy goal. Why? Because we cannot avoid what we cannot see.

When I was coaching Sara Edge at her very first practice start session, she got into *two* contacts in *three* practice starts. I told her to just survive and learn, to take it kind of easy. I was disappointed and nearly angry. Until I saw the videos (with the stewards, by the way). Oh, *lordy*, the late-move dive bombs they made on her, when she turns better lap times! Classic *Vortex of Danger* torpedoes. One by a guy who had argued about that very principle in the rookie school the night before. One just missed her when she saw him at the last possible moment - at the apex. The other car never even got that far up, putting the front

bumper into her door, ka-boom. And guess what? That rookie was mad at Sara, who never saw him. Textbook, "You turned in on me!" Well, yeah, you jammed your carbon-fiber nose into the *Vortex of Danger*. It was a crash all the way.

Most interesting was the guidance of the pro racer who helped with stewarding there. He kindly said, "You should have known he was there." I hate myself for not speaking up more at that very moment. I'm sometimes too respectful of authority. I wish I could go back and ask, "How? A finely developed blind spot radar? In her very first practice start, ever?" I did exclaim, "Holy cow, late move!"

I think these aggressive moves were partially motivated by the fact that Sara was a 19-year-old, 100-pound woman, but guess what, again? She was faster than them and wasn't gonna roll over for anybody - and further, shouldn't have to. I clearly did not coach her enough about avoiding dangerous drivers. But in a practice start session, with giant Xs on the back?

In all of these cases, there was

"Yes, my fast friends, it is our responsibility to be aware of all cars at all times, as best we can, for our own good"

no entry speed difference. The cars were the same, in fact, yet the drivers went on a straight shortcut to the apex. This is a danger move that we must emphasize and illustrate at our schools. This is a dive bomb. Getting into a driver's vision when you hit them is too dang late, friends. Expecting them to move out of your way in the corner is foolish. Yet, sometimes we have to, to survive. Many have not been introduced to the *Vortex of Danger*. If you think that aggressive car close behind you might make a late move, make your "One Move" a little or a lot inside in the brake zone to discourage it. Communicate.

So, yes, my fast friends, it is our responsibility to be aware of all cars at all times, as best we can, for our own good. Use your mirrors and read traffic around you. Be strong and wise, protect your turf, and watch out for Danger Rangers. 🚩

MAKE WAY
(ABOVE) When being passed, be sure to keep an eye out for another racer capitalizing on the situation. Here, we see Randy Pobst expertly exercising those capitalizing skills at St. Pete during the 2013 SCCA Pro Racing World Challenge series.

ALL THINGS EXPLAINED

Many know him as the guy who brought “a rain car” to the 2019 Tire Rack Solo National Championships, but that’s far from the most interesting thing about two-time National Champ David Marcus

WORDS Philip Royle | IMAGES Perry Bennett



“I know people were talking about me at the Solo National Championships last year. It’s not because I’m anybody to talk about, but because I brought two cars to Nationals. It’s not something many people do,” David Marcus admits to me shortly after his dominant class win at the Bristol Championship Tour. The fact is, there’s a lot that David does that not very many people do. Petitioning to get his own car shuffled to a faster autocross class comes to mind. But everything tends to make sense if you let him explain, and, as David willingly admits, he has no filter, so asking him a question quickly reveals the world.

About those two cars at Nationals? Yes, bringing both a BMW M2 and Tesla Model 3 Performance to the 2019 Tire Rack Solo National Championships for B Street competition might appear excessive, but David’s explanation turns a would-be extravagant affair into a thoroughly logical decision. At least, in the same way that many of us justify anything automotive.

“Darrin DiSimo said something that made it concrete in my head,” David says of his friend who, it turns out, is largely responsible for David’s deep dive into National Solo competition. “Darrin’s like, ‘If you bring the M2 to Nationals, and if you want to win, you have to prepare for rain. You’ve got to have wheels and tires ready to go for rain conditions.’”





BACK AGAIN

David Marcus is back in B Street for 2020, this time sporting a Toyota Supra instead of his infamous Tesla Model 3.



Rupert Berrington

ELECTRIFIED

At the 2019 Tire Rack Solo National Championships, David stormed into the record books as the Club's first National Champion piloting an EV.

Darrin's questioning came somewhat rapid-fire: What's it going to cost to buy a set of wheels and rain tires for the M2? What's it going to cost to ship the Tesla to Lincoln? "Well," David says with a chuckle, "it was less to ship the Tesla. Then Darrin said to me, 'Why bring rain tires when you can bring a rain car?' Because if it rains, the Tesla is the car to have."

That was 2019, and the result was David making headlines - and the cover of *SportsCar* - by driving his Model 3 EV to the B Street National Championship. His National Championship was the first for an EV in SCCA competition. It was a watershed moment, and one that ultimately led to the Model 3 getting moved from B Street to Super Street - per David's

multiple recommendations to the Solo Events Board - and in many ways helped fast track SCCA's creation of an EV-specific autocross category.

But David's story doesn't start there, nor does it begin in 2015 when he clinched his first National Championship title, that one coming in Street Touring Xtreme where he won by about the same margin as in 2019, roughly 0.07sec. No, his story begins 13 years ago when, at the youthful age of 39 and with a passing interest in cars, David strapped himself into a circle track car.

"My ex-wife bought me a day at the Richard Petty Driving Experience at Homestead," David admits with a laugh - at that time he didn't even know how to drive a stick. "You get to drive one of those NASCAR-type cars



LOOKING GOOD

(LEFT) David Marcus has experienced early success in his new Toyota Supra. During the Tire Rack Solo Championship Tour and ProSolo Independence Day weekend doubleheader at Bristol, David scored a pair of B Street wins and made it to the final round of the ProSolo Super Challenge.

"I did my first National Solo event in 2009. It was the Dixie Champ Tour in Cecil, Ga. I actually won my class"
DAVID MARCUS

with like 600hp, and you do eight laps. It's a lead-follow thing. So, you're by yourself, but you're following a car in front of you and they tell you that the more you stay with the car in front of you, the faster they'll go."

If you fall behind, he explains, they slow the train, so of course you suck up to the other cars. "They're getting literally inches from the wall going well over 100mph. It was the fastest I'd ever gone, and I loved it," he says. "When it was all over, I said, 'I've got to find a way to do something in cars.' So, I did some research and found out about autocross and track days."

David was soon behind the wheel at a racetrack once more, but then somebody said something that struck a nerve. "They basically said that if you do this long enough, you're going to crash," he recalls. "I'm like, all right, I'll find something else to do."

Autocross, it turns out, was a better fit on multiple levels. "I think I was more attracted to autocross because it's kind of chaotic, and I think and act that way," he laughs. "In fact, I think a lot of autocrossers are kind of hyper and I think it suits a certain personality type. One of my friends calls us 'the land of misfit toys,' like we're the kids who didn't quite fit in in high school and we found our own sport to play in."

As David sees it, autocrossers are more technical than most. "If you ask people their profession, they're either in IT or engineers, and part of it is because autocross is an engineering problem," he points out. "If you go to Sebring, the line has already been figured out; everything has already been figured out. You just have to do it. Whereas in autocross, every event offers a different course, so you have to be able to analyze and figure that stuff out, and

then get it done in three runs. That's why I think it draws people who are technically minded."

So, is David overly technical or an engineer? "Neither," he laughs, "I'm self employed, but I was a math major in college."

Same thing, I think to myself.

Back to the story, David began autocrossing in 2007, then a scant two years later he was competing in Solo Championship Tours and heading to the Solo National Championships in Lincoln, Neb.

"I did my first National Solo event in 2009," he says. "It was the Dixie Champ Tour in Cecil, Ga. I actually won my class at that event, which was probably more luck than skill. There were seven people in my class, and none were super fast drivers, but it was really good for my confidence to go to my first National event and win."

At the Solo Nationals that year, his goal was to trophy. "I got eighth place, the last trophy spot, and I was truly ecstatic," he recalls. "I remember at the banquet someone saw I got a trophy and I showed him. He was like, 'Oh, eighth place. I'm sorry: I'm like, 'No, no. This is what I came for. This was my win.' Because a win is different for everybody."

It's a bit of a jump from Regional to National autocross, and for David, the escalation came courtesy of a chance purchase. Knowing little about cars, David bought a C Stock Mazda Miata from a local autocrosser. "I bought a car from a guy named Darrin DiSimo, and he became my mentor and is still my good friend to this day," David says of the same guy who convinced him to bring two cars to the Solo National Championships one year ago. Then he chuckles, "He's been doing National events for 30 years. He kind of dragged me kicking and screaming. I'm like, 'I'm not ready! I'm not good enough!' But he dragged me along, and obviously I'm thankful for that."

Since then, David has attended the Solo National Championships every year with the exception of 2011 - a mistake, he insists, he won't make again - and has amassed a nine-piece Solo National Championships



Rupert Berrington

THE FIRST

David's first Solo National Championship title came in 2015 in STX, where he won by 0.07sec. Incidentally, this would be almost exactly the same margin he'd claim his second title by in 2019.

LOOKING BACK

(RIGHT) David Marcus sees much of the success he experiences today in B Street as a byproduct of early luck doubled with a constant desire to improve.

trophy collection that spans four classes and includes National Championship jackets in 2015 (STX) and 2019 (BS).

David has accomplished all of this without knowing much before he did it. "I just jumped in it and drove it as is," he says of that first year in C Stock (now C Street). "The Miata had adjustable shocks on it - I never touched them in the two years that I competed in the car. I wouldn't have even known what rebound and compression were at that time. So, I just got in it and drove."

The way David tells it, not only is he not a lifelong car enthusiast or someone who understands whizbang suspension goodies, but he's also not a natural talent behind the wheel.

"I feel like I've been very lucky in this sport," he confesses. So, I dig for his secret because, honestly, it's impossible to chalk up a 90-percent trophy rate at the Solo National Championships to luck.

Soon, the truth emerges: "I've put in a lot of hard work," he says. "I don't know that I was blessed with natural talent, and I didn't go go-karting as a kid, so for me it's all just been work. Not in a bad way, but I've put in a lot of effort."

"I still go to autocross schools," he reveals. "I went to one a few years ago and everybody's like, 'Oh, you're going to teach?' I'm like, no, I'm going to learn, because I just feel like I'm never done learning. To this day, I put in work."

"But the lucky part," he continues, "is that I did well early on. I know some people whose results don't match their skill level. It could be they have a class that's really deep with talent, and then they have bad luck early on and I think that dissuades them, makes them doubt themselves. I think I had good luck early on and that helped me, because I truly believed in myself."

And it was quite possibly that confidence that led David down another road.

"It was maybe a year, year and a half in, that I designed my first autocross course," he says. "Course design seems like a little bit of an art form."

"I still go to autocross schools...I just feel like I'm never done learning. To this day, I put in work"
DAVID MARCUS

The intention of that first event, David explains, was to show up and assist in course setup. To slowly learn the ranks. But things changed. "We were the only ones who showed up," David says, "so the president of the club said, 'Well, here are the cones. Go ahead and set something up.' We didn't know what we were doing. We didn't come to design a course; we came to help lay the cones down."

The course, David says, turned out pretty decent. And that course design led to another and another, and eventually he found himself designing the course for a Solo Championship Tour.

"At the Spring Nationals [at Lincoln Airpark], they usually use last year's Solo Nationals courses in reverse, but last year they decided they wanted to do new courses," he explains. "So SCCA put out the word that they were looking for course designers. Darrin saw it first and said, 'Dave, I know you want to do this.' So, I immediately wrote to Howard Duncan at the SCCA, and they picked me to design the Spring Nationals East Course last year. It turned out well and a lot of people liked it."

Every year, the SCCA also searches for designers for the Solo National Championships. "I was like, I'll put my name in the hat," David says in his nonchalant way, "and they picked me."

The truth is, David had been applying to design a course for the Solo National Championships for a few years, but it wasn't until 2020 that his name came up. When asked if he'd like to do more, perhaps expand his role into other specialties, the answer comes quick.

"No," he shoots back. The truth is, he explains, he's helped run events both locally and Nationally, but it tends to distract him



ON THE JOB TRAINING

When David began autocrossing, he barely knew the basics. Years later, he seems to have a handle on things.



from driving. Course design, meanwhile, allows him to concentrate on one task at a time.

And driving is certainly something he would like to concentrate on this year at the Solo Nationals. For 2020, David has a new car - well, he still has the infamous Model 3, but that won't be coming to the Solo Nationals again. His M2, meanwhile, was replaced with a 2020 Toyota Supra, where he hopes to back up his B Street National Championship title.

"My friends tease me about it," he laughs as our conversation nears its conclusion. "They say I'm becoming the guy who is finding the car that's going to crush the class. I buy the Tesla, win at Nationals, and the car gets moved [to Super Street]."

"Now I've got the Supra and my friends are calling it an A Street car," he says, cracking himself up. "They're like, 'Nice job in B Street in your A Street car.' So that's the running joke now. They joke that it's going to get kicked out of B Street if I win."

So, you're going to win, I quip, not necessarily expecting a response. But David is a conversationalist with a self-proclaimed inability to filter, so his comeback is quick. "I don't know that I'm going to win," he says, adding with what sounds like a grin, "but I'm going to try." It was a sly answer that I know he couldn't resist making, but it's also one that, given his track record at the Solo Nationals, he needn't explain. 🍌



READY TO ROCK

The car might be new, but the driver is the same as ever. Consequently, David is once more gunning for the spot at the top of the results sheet.

WHO WILL WIN THE 2020 SOLO NATS?

With the 2020 Tire Rack Solo National Championships mere weeks away on Sept. 7-11, we ponder potential competition results of the unprecedented championship event to come

WORDS Paul Brown with Kristi Brown, Jeff Cashmore, Julian Garfield, Vivek Goel, Ken Motonishi, Matt Murray

IMAGES Perry Bennett

Before you say anything about this year's attempt of us guessing the winners of the 2020 Tire Rack SCCA Solo National Championships, scheduled for Sept. 7-11, 2020 at Lincoln Airpark in Nebraska, let me explain. And there's *a lot* to explain.

Here's how our Solo National Championships predictions work: a group of autocross veterans and myself spend the bulk of the National Solo season observing Tire Rack Solo Championship Tour and Tire Rack ProSolo National Series events - in addition to keeping

an eye on local events - noting who that season's top dogs might be. When the group of prognosticators gather to pen this feature in June, we assemble data from roughly 10 National events and numerous Regionals, all of which offer a decent dataset to draw conclusions from

that will, ultimately, be proven wrong in Lincoln in September.

This year, there's a dearth of data.

With pandemic-forced event cancellations - with the exception of a solitary March Championship Tour that slid in under the wire - all pre-June National Solo



OUR SUPER PICKS

Who will win in Super Street? If we had to wager, we'd put our money on Erik Strelnieks repeating in his Acura NSX.

events were canned. And, in fact, at the time of this writing, there was even the chance of another coronavirus surge shuttering the 2020 Solo National Championships entirely. At the same time, some competitors were on the fence about attending the event due to virus

concerns. But for the sake of our predictions, we tossed out all of these variables and counted both the event and everyone as "in."

In a nutshell, what we're saying is that *sooo* much could have happened between now and the time you read this, so please cut us some slack with

what you're about to read.

So play along as we pretend everything in 2020 is hunky dory, and come with us as we dive into the topic of who we think will win at the Tire Rack Solo National Championships this September - and if we didn't pick anyone for your class, that's

because we had absolutely no idea. Also, feel free to prove us wrong by registering for the Solo National Championships at scca.com/solonats and laying claim to your very own National Championship jacket, all while embarrassing us for our grossly incorrect guesswork.



We begin our Who Will Win *tour de force* predictions with Super Street. This year we're picking **Erik Strelnieks** in his Acura NSX. He's fast in the dry, and seems to lose the least if it's not. If it is dry, Doug Rowse should be close in his Corvette, and the fleet of Porsche GT3s is always a threat whatever the conditions. Monty Pack, Ken Motonishi, Brian Connors, and Steve Lau are all capable. James Yom worries us since he just bought his own, so he should be more familiar with it and won't cone a championship away like he did last year. Kit Gauthier is our dark horse, and he has also recently become a GT3 owner.

After her dominating performance last year in SSL, we'd have to have a really good reason to pick against

"We're going with David Marcus to repeat despite the change in vehicles and power source"

Tara Shapowal, and we have no hint of such a reason.

Josh Luster seems likely to add a second championship in A Street after finally breaking the ice on that last year. Vivek Goel may prove that win was influenced by wise tire choice.

Despite its ongoing large turnouts and traditional diversity, B Street will have a different look this year since the standing champ - an EV - was sent to Super Street. The new Supra looks like a contender, so we're going with **Dave Marcus** to repeat despite the change in vehicles and power source.

(When was the last time a Stock or Street vehicle with a traditional automatic transmission was the car to beat?) Mark Daddio is the original alien and was a close second last year in his Mustang, Mike King may join the Supra ranks, Donner Sizemore continues to develop his talents and his Lotus, and Tony Chow looks like he's got an M2 ride to try out.

Several BSL competitors from last year don't seem likely to be there this year. That leaves us looking for **Dina O'Donnell** to move up a spot to the win. That is, unless Laura Marcus chooses to run in L rather than Open, in which case, it's a race.

C Street is easy to pick, at least so far as the car of choice. Someone in an ND Miata is going to win. **Mark Scroggs** has been



too consistent over the years for us to pick against him repeating, but this near-spec class has depth, including new import Lance Keeley, Jonathan Lugod, Rick Cone, and Ken Houseal.

For CSL, it's hard to pick against last year's dominating winner **Jessica Yeung** for another jacket.

D Street has had its share of defections, including its defending champ. That leaves

POWERHOUSE

(LEFT) If he shows, we anticipate Tom O’Gorman to claim his next National Championship in BSP. (BELOW) Will Tamra Krystinik be the first woman to earn a repeat win in an Open class? We say yes, and DSP is where she’ll do it. (BOTTOM LEFT) Expect David Marcus back on top in B Street, albeit in a different car from last year.



us picking between Kenneth Tsang and **Brian Kuehl** with a coin flip, which in this case goes against last year’s runner-up.

Stephanie Reynoso crushed a 13-car DSL last year. We haven’t heard of a car change for her, so she’s our pick.

E Street history says picking against **Bartek Borowski** is a terrible bet. We still have to mention fellow Miata driver Charles Matthews. If the

course is favorable, Dennis Hubbard may be able to improve on his second-place finish last year in his recently acquired MR2 Spyder. He’ll be joined by Joey Green, Ivan Austin, and Brian Tefft Jr.

Casey Coughlin was quick at the early Dixie Tour this year, so it appears she hasn’t lost any speed after her ESL win of over four seconds last year.

With its defending champ

“D Street Prepared is set to be the first class with a repeat female winner, as Tamra Krystinik won last year”

now in a different class, we could return to our traditional (and usually correct) F Street choice of Jeff Cashmore, but we’re giving **Thomas Layton** the edge this time in the battle of V8 M3s.

FSL should be a good battle, with **Cindy Duncan** hopefully avoiding her traditional awful luck to take a win in her Mustang over Denise Cashmore.

G Street is **Ron Williams’** class to lose. We don’t expect him to, but if he does it might be to Eric Simmons. Annie Gill is also a serious threat to add her name to that short list of female winners in Open classes.



We're predicting GSL will be **Chelsea Tattershall** over Kelly Mezzapelle.

H Street is one of those diverse classes, so course dependencies come in. If this year isn't too power-happy, then **Greg Reno** ought to return to the top of the podium after a few years off. If the courses favor power, then watch for the Fiesta and Civic drivers to take over, led by Cameron Goode, Sam Karp, Jinx Jordan, and Russell Blume.

Laney Blume may run Open, but we're picking her for HSL anyway. If she does defect, look for Ginette Jordan to add a jacket to her extensive collection.

Super Street R has defied the expectations of some and survived as the sole Street class on R-compound tires. **Grant Reeve** has a couple of wins to

his credit already including last year, and he seems as good a bet as any in this deep class. We always hate to pick against Sam Strano, so we'll hedge our bets on this one.

SSRL has been **Shelley Monfort's** playground for many years. She does hop around to different classes, but since we really have to pick her wherever she runs, this seems as likely a place as any.

Solo Spec Coupe ought to be a close class at every event, and other than the winner for both of its years of existence, it has been. **Adam Benaway** has earned those huge margins, so he's the obvious pick. Chasing him will be Kinch Reindl, Kevin Dietz, Andrew Palotta, Matt Waldbaum, Chris Hammond, and Jimmy Vajdak.

SSCL is, as always, a coin flip between co-drivers **Jennifer**

"FSL should be a good battle, with Cindy Duncan hopefully avoiding her traditional awful luck to take a win"

Bedell and Chris Peterson and, as always, they'll probably reverse places after the ProSolo Finale. With no way to tell who will win that, we'll go with Bedell to continue her perfect record in this class.

Street Touring Ultra should have yet another new champ this year, so we're picking **Jimmy Au-Yeung** over Mark Hill for the championship jacket.

Eileen Blando had a proverbial field day in STUL last year, and we expect another one.

Street Touring Roadster looks like **Daniel McCelvey's** to win this year. Mark Dudek

and Will Koscielny were both within a few thousandths of McCelvey last year for fast time on course for the first day last year, so it'll be a close one. Ken Houseal is also a real threat to that top position.

Tara Johns had her way with STRL in 2019. We've got no reason to see a change in 2020.

While the Subaru-slash-Scion-slash-Toyota (increasingly ill-named) "twins" seem to be the car of choice in Street Touring Xtreme, there are some other potent choices for the class. We're going to roll the dice on this one and predict **Bryan Heitkotter** to win. If he doesn't show, then Raymond Dsouza, Kyle Herbst, Michael Yanase, Evan Schickel, and James Tatad will battle it out.

STXL looks like **Kate Fisher's** for the three-peat. Teddie

ONES TO WATCH

(LEFT) Cindy Duncan is the one to beat in FSL. (BELOW) In our eyes, Jennifer Bedell is the class of the SSCL field. (BOTTOM) Steven Duckworth is a fantastic driver, and he'll be wheeling a fantastic car. Sounds like an FSP winning combination.



“Steven Duckworth has won three of the last five F Street Prepared championships in the Rabbit”

Alexandrova could challenge if she runs here, and Catherine Tran is certainly capable.

Adam Barber coned away a winning run in Street Touring

Sport last year. We're going to fall back to the often repeated “he won't do that again” so we can pick him. That also answers the often repeated “can he repeat” comment about Eric Stoltz, at least for our picks. The real answer will come in September. We've got to mention Mark McKnight, Rich DiMarco, and Gerry Terranova (who happens to be

of a demographic with some of us on the team writing this).

If there's an STSL class, pencil in **Katie Crawford** for the win.

Street Touring Hatch should continue its streak of having a new champ every year, especially since Alex Piehl appears to be off to an as yet determined new car. That would be a more impressive streak were it longer than the two years the class has existed. In any case, we're picking among Peter Lindberg, **Ken Roller**, and David Hedderick in some remarkably diverse machinery.

STHL could have entries, so we'll guess that **Crissy Weaver** will be bumped out of the Open class due to male family members filling the available seats.

Super Street Prepared is always tough to predict since we don't usually get to see these drivers compete against each other all that often. Given that, we're leaning heavily on last year's results, **Eric Stemler** gets the nod over Ryan Johnson and Alek Tziortzis, though we'll point out that with the huge course dependencies between the high-power Corvettes and the high-handling Lotus that course design could play a big factor in the outcome.

SSPL had not had a class the last couple of years, but **Donna Marx** looks to be coming and should have a co-driver, so all it takes is one more entry to make this a championship class.

It has been years since A Street Prepared has not been a battle between **Tom Berry** and Aaron Miller. Why should this year be any different? The Berry car has been for sale, but since it's still the Berry car, we'll pick him. David Whitener is working on a Tesla and may demonstrate that it needs to move to SSP.

B Street Prepared could be quite a battle this year. Anthony Porta should return in his Mazdaspeed Miata, and Greg Hahn is tough in his S2000, but rumor has it **Tom O'Gorman** is expecting to be running here, and we simply don't pick against him. We also hear Jonathan Lugod might make the trip, and if he does, we wouldn't be shocked if he bests Tomo.

BSPL has been a championship class most years, though last year was not one of them. We'll mention **Lacey Edens** here in the hope this year is a good one. BSP will also get super serious if Jessica Yeung makes it to Lincoln.

Our pick in C Street Prepared is **Billy Davis** over Mark Shrivastava.

CSPL is wide open with the Tovsen/Lace car off to a higher prep level. And, with that, it's **Stephanie Humphries** over Ally Arts.

D Street Prepared is set to be the first class with a repeat female winner, as **Tamra Krystinik** won last year and she continues to improve the



car. Steve O'Blenes and Ryan Finch also bring fast RX-8s.

E Street Prepared has become a diverse class (there, I said it). We'll see the traditional American pony car entry with Jeff Wong. We'll see last year's runner-up in the Mazdaspeed 6 with Clint Griest. We'll see the Japanese pony car G35 with P.J. Corrales. New kid on the block is the German pony car M3 piloted by **Chris Mayfield**, who has way too many Jackets in different classes to pick against even in this field. This should be really fun to watch.

ESPL has the same basic mix of cars with a different mix of drivers. We're going with **Nicole Wong** in the Camaro in a repeat over Johanna FoegeGriest in the Mazda and Jojo Corrales-Kean in the G35. We have not heard from Amanda Thorne, but she often co-drives with

"Grant Reeve has a couple of wins to his credit already including last year, and he seems as good a bet as any"

Mayfield and would make this even more interesting.

Steven Duckworth has won three of the last five F Street Prepared championships in the Rabbit, and the car won another with Randy Pobst, so Duckworth is the easy pick. Car owner Geoffrey Zimmer is a threat, as are the Colorado crew of Jason West and John Bonvouloir.

Emily Danti took FSPL by a healthy margin last year over Annie Bonvouloir in an all-Colorado trophy count.

Super Street Modified is a tough call. Robert Thorne is hard to pick against, but we don't know if we should



expect to see him. Ron Bauer took his BSP-winning ND up a notch to SSM, and he has the knack of developing a car in a builder class in just one season. Matthew Glagola is in a Lotus, which at one time would have been an unfair advantage, but since Miata is always the answer, we've got to pick **Randall Wilcox**.

SSML doesn't often make a class, but that could change this

year. Should they show, it'll be Amanda Thorne trailing **Deana Kelley**, who previously coned one away in an unfamiliar car, so another year of experience should be a good thing.

Street Modified is an odd mix of all-wheel-drive rally cars and rear-drive pony cars, with some eclectic additions just to make things interesting. We've not heard anything about Marshall

HEAD TURNERS

(Clockwise from LEFT) Watch for Donna Marx in SSPL. Fred Zust and his wild Lotus are a force to be reckoned with in XP. The SSML win is Deana Kelly's for the taking. SSR competition will be close, but we expect Grant Reeve to stop the clock faster than the competition.



Grice repeating his co-drive of last year, so that leaves Dallas Cutler in his Evo to battle this one out with **John Vitamvas** in his RX-8, while Jay Bullington has an Audi and Jason Frank as a co-driver. We're expecting a year of car development to make the difference for Vitamvas, though this is not one of our easy picks.

SML is one of those catchall

classes that can put together a championship class on the L side of things, so this can get interesting very quickly. But we think **Hilary Frank** has what it takes to beat whoever shows up.

Craig Wilcox has owned his Honda for over a year now, so we can't pick against him to repeat in Street Modified FWD. Chris Haydu is always a threat, and Andy Hollis has a

way of making unexpected and successful appearances.

Monique Forsythe took SMFL last year, though Kristell Janusz won the second course.

XP may (again) be decided by car reliability rather than potential speed. Such is the land of high-strung machinery. The Zusts have the Lotus working again and are settled in their new digs, so we expect them to make the trip and break up last year's all-RX-7 trophy list. So, our pick goes to **Fred Zust**, though Alex is also a threat. Andy McKee has won three of the last four years and would not be a bad pick to take it again, Jason Collett and Zachary Sober will be in the hunt, and watch out for Julian Garfield and all those years of FJ experience now enhanced with real car experience.

XPL is somewhat unlikely to make its own class but is another of those catchalls that might form up as registration closes. As such, we can only mention **Kim Bollinger** who would have the real XP ride in that scenario.

C Prepared has been seeing some defections over to the CAM world, so it's a bit hard to guess where some of the top drivers will choose to run. Tommy Pulliam has won the last two years, but we don't know if he's going to be in the Robert Lewis car again this year. **Mark Madarash** has had some bad luck with his Firebird and has been switching back

"The Zusts have the Lotus working again...so we expect them to make the trip and break up last year's all-RX-7 trophy list"

and forth between CAM-T and CP. We're thinking he's finally got his engine working like it should, leaving us with a coin flip between him and Lewis.

Tracy Lewis has a streak of three wins going in CPL. We see no reason to expect anything but a fourth.

D Prepared ought to be the land of the Miata, but in four of the past five years a couple of Toyotas have spoiled that party. We expect things to return to form this year, with **Todd Roberts** in the Steve Hudson Miata staying off the cones to take his second win in the class. If Mike Maier comes back in the Dwayne Komush Starlet, this could be a good battle.

DPL looks likely to make a class, so we'll pick **Katie Lacey** in their upgraded Miata over Deanne Caraballo in the Komush Starlet.

The Lucky Lugnut Civic was put together last year just in time for the Solo Nationals. Now that the team has had more time with the car, it will only be faster. That leaves us picking **Patrick Washburn** over his co-driver Chris Delay, as well as Evan LeBlanc, and Chris Raglin, in what seems likely to again be an all-Honda class.



MAKE NO MISTAKE

It may say XP on the door here, but this is really an SSM car, and Randall Wilcox will be the winning driver.

Last year, **Alex Jones** coned what would have been a winning run in F Prepared against Tom O’Gorman. That’s quite an accomplishment in this lofty company, so he gets the pick this year, aided by our expectation of O’Gorman running in BSP. Adam Norton and David Montgomery should provide him plenty of competition.

If FPL makes a class, expect **Charina Jones** to finish atop the podium.

Border closure may affect A Modified participation, which leaves us picking **David O’Maley** over Jenny O’Maley in a repeat.

B Modified won’t be a large class, but it will be fast. **Matt Ellam** has taken over the family business of winning and should add to his record this year. Tom Ellam, Zak

Moore, and Dan Cyr are all capable of making us wrong.

C Modified may again see the Clements car in the winner’s circle, this time with **Jonathan Clements** driving - if he can get the time off and make the trip. If he can’t, father Eric could do the deed. Ben Martinez and Brandon Lavender have championships to their names and are capable of adding more.

CML may not make a championship, but if it does, watch for **Krystal Lavender** or Mari Clements.

D Modified should be another close battle between Mark Huffman, Jeremy Ellerby, and co-drivers **Bob Tunnell** and Eric Prill. Any is entirely capable of taking this one, but our money is on Tunnell to return to form.

“Super Street Modified is a tough call...but since Miata is always the answer, we’ve got to pick Randall Wilcox”

It would be plain foolishness to pick anyone other than **Patty Tunnell** in DML.

On that note, E Modified is **Jeff Kiesel’s** domain. Without a multi-cone day or a broken car, he has proven to be unbeatable. Jason Minehart continues to improve his Stalker, and Mark Sawatsky does the same with the MGB (and we hope he can cross the border to make the competition).

The most likely challenge to break **Shawn Kiesel’s** 10-year EML winning streak would be daughter Kaila,

but as a recent high school graduate, we don’t think she’s quite ready for that yet.

Continuing a broken record, **Zak Kiesel** should put another Kiesel line in the back of the rulebook on the F Modified section, though we aren’t counting out Jason Hobbs and Will Lahee.

Watch for **Andie Wolfe** in FML. We aren’t really sure who she’ll be running against.

We’re guessing that **Lefty MacLeod** will get his machine running right and take another win in Kart Modified. Daniel Wendel, Ryan Lower, and Tom Harrington are all hoping to take over.

And, finally, in KML, we think last year’s runner-up **Kristina Clark** will finish one step up from before. 🍀

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Facing off against the best at the Tire Rack Solo National Championships is only half of the battle. We venture beyond the driving in order to maximize your chances for Solo Nats success

WORDS Reece White | MAIN IMAGE Perry Bennett

“It takes a village,” one multi-time National Champion quipped to a passing competitor, after watching his friends’ run excluded from Tire Rack Solo National Championships results because in the madness of pre-run grid, they’d forgotten to peel the “L” decal off one side of the car. Something as simple as a sticker oversight is not unheard of, especially considering that the awe-inspiring size of the

Solo National Championships can overwhelm even the most experienced of competitors. Often it does take a village to negotiate this championship event correctly. Luckily, those many with ample Solo Nationals experience are willing to offer pointers in order to set you on the right track for Solo Nationals success.

First, it’s important to decide how you want to approach the

Solo National Championships itself. Everything about the Solo Nationals is big. The event is bigger than any autocross across the country. The courses are undoubtedly longer than anything you’re used to. The entry list has more people than any event across the country. The competition is better than - well, you get the idea. It’s *big*.

Which leaves competitors with two options. The first is to embrace the size



and scope of the event, understand that it's unlike any other, and treat it with the respect it deserves. The other school of thought is to ignore the size and treat it like any other event. That said, even the most experienced of Solo Nationals competitors will tell you that ignoring the event completely is really hard to do.

"It's both," Bartek Borowski, a nine-time National Champion, says. "A big part of that is that I've been

in [E Street] for a while, and Chicago has a pretty big contingent for the class that I run in. It sort of helps, if you're going to Nationals, to know someone else who's there. Whether they're in your class or not, just so you see a familiar face and you're not overwhelmed by how big the event is."

Of course, perspective also matters.

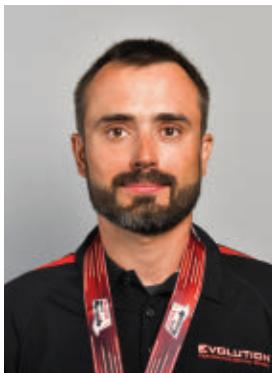
Andrew McKee also treats the Solo Nationals as special, which is perhaps

part of the reason his closet is stocked with 10 National Championship jackets. With that success comes a luxury that many of us flailing at the back or middle of the pack may not have. "At most local events, I'm trying different things [and] playing around with setup," McKee says. "For the Solo Nationals, I have much more focus on preparation since I do not want to be chasing setup during the most important event of the year."





Rupert Berrington



Rupert Berrington

"If you're not used to how courses are marked...that by itself can be quite surprising"
BARTEK BOROWSKI

BEATING THE BEST
 Bartek Borowski (ABOVE and TOP) has seen ample success in E Street, a class with a deep talent pool.

PERFECT PADDOCK POSITION
 So, if we expect the Solo Nationals to be large, what can be done to help focus? Start with something that a first timer may not give much thought to - the paddock. In advance of the event, saying the paddock is a quarter-mile long may not sound too bad. But for those in the back, it's a long way to grid. That may not be bad, but it's something to keep in mind should you forget something in your paddock spot.

"Since we take the whole family, proximity to the courses is a huge deal," McKee explains. "Going long distances back and forth for people and equipment can be a real time drain."

Distance may not be the only factor. "How long are you [at the Solo Nationals]? Did your Region reserve a big spot? If

you're there for a whole week, you probably don't want a spot on the far end," Borowski points out. "Maybe you park next to somebody you're co-driving with, or if you leave the car on site, you park near the person who is giving you a ride to the hotel and back. If you're borrowing tools, it makes sense to be near that person."

In the excitement to arrive, however, don't forget that an airport runway is concrete, with a distinct lack of shade in the afternoon.

When you park in your paddock spot, Borowski says, figure out where the sun will be throughout the day. "Then you can park in a way that provides more shade for you later in the day," he says. "If you can block the sun as it moves across the horizon, it makes for a more pleasant stay on site."

CONTEMPLATING A COUPLE COURSES

Spoiler alert: The Solo Nationals courses are most likely longer, faster, and more spaced out than anything you've seen throughout the year. "It can be overwhelming by how far apart things are spaced," Borowski advises. "If you're not used to how courses are marked compared to local events, that by itself can be quite surprising. I've been to events at Lincoln Airpark where you're coming out of one maneuver and the next gate is so far out - you'd never see anything like that at a local event."

Luckily, there are solutions. Take advantage of any provided course maps and make notes. If there aren't maps available, sketch the important corners on your own. Keep your head up and looking ahead while you're in the car - something that's always important.



But, mostly, recognize that you'll be competing on two courses, and more often than not, the courses will be very different.

Initially, Borowski explains, "I like to walk both, just to get a gauge of what they represent and what the main differences between the two might be." Following that, he concentrates on the first day of competition. "Then I concentrate on the course I'm driving first, because that's the one I need to be ready for. For the remainder of whatever day I was driving that course, I walk the other one."

Walk the courses in a way that makes you comfortable but have a mission. "I'll walk it two or three times to get a feel for it, and then I start breaking it down into what's going to hurt me the most," Borowski says of his strategy. "I spot the biggest areas that can hurt you, because you don't want to be surprised by something."

It's important to recognize the limits, however, so while no one wants to be underprepared, it's possible to overdo it.

"I'll make sure I walk the course enough times so that I can visualize my run in near real time in my head," McKee says. "As I get older, that means more walks. Also, with age, fatigue comes sooner, so I sometimes have to recognize that I'm tired and not getting what I should out of a walk and take a break."

TESTING AND TUNING

So now it's time to drive, right? Not so fast. Unlike every other event, there's a third course on site. It's smaller, and completely unique to the event: The Test N Tune. This is the chance to shake down your car, or let a co-driver borrow the car for some seat time.

There's a fee for the four runs on the practice course, and you

are not allowed to run on your scheduled competition days. But it's also for a good cause - \$10 of every entry goes to the Tire Rack Street Survival program. While it may be technically possible to sign up on site, it's unlikely any spots are available, so be sure to register in advance.

"I've struggled a bit on setup transferring from test courses, which tend to be smaller and tighter vs. the large-scale National course," McKee warns. "So, I'll just look for big things wrong [with the car] on the test course versus much fine tuning."

The idea, McKee insists, is to look for things that need fixing. Was there a clunk that you might not have heard before? Better to find the issue now than in the middle of your championship runs. Did someone crank those adjustable shocks down to zero and forget to re-adjust? That will show up



"I walk the course enough times so that I can visualize my run in near real time"

ANDREW MCKEE

READY FOR IT

For Andrew McKee (ABOVE and TOP), success at the Solo National Championships isn't expected, but that doesn't mean he's not prepared.



Perry Bennett

on the practice course. And, for those less experienced, it's a great chance to carry a passenger to dish out some pointers before the official runs begin.

WORKING WORKS WONDERS

There are a few ways that the Solo Nationals mirrors every other autocross event, and the biggest is that you're expected to work during one of the heats. Work assignments come down to personal preference, but they cover a range that includes the usual - shagging cones, timing and scoring, grid, and more - and some not-so-typical assignments that could include announcer, impound, and more. Though many are full of the same repeat customers and carry personal

advantages (the timing trailer is out of the weather, for the most part, and registration may wrap up prior to your run days), sometimes the most effective assignment for your driving is to lace up the running shoes and head out on course. In fact, even our Solo National Championship-winning guides prefer it.

"I like working a course because so many things are happening," Borowski declares. "I don't mind running for the cones. I know it's a bit of a hassle on one hand, and it's not an easy job. But I think it's an important job. I think if you get people on the course who don't want to be there, they're not paying attention to the cars."

There's an added - and sizable - benefit. "I think it does

benefit you as a driver because you can see the course up close and get a good rhythm for it," Borowski points out. "It's, in essence, spectating from the infield instead of the bleachers."

McKee concurs. "I've always preferred working the course because nearly 100 percent of the time I will come away with some insights from watching others drive," he admits. "Of course, if you work after you run, this is not as helpful."

Naturally, there are ways to pick up similar tips even if your work assignment comes after your runs. Observation goes a long way - though it's important to know what, exactly, you're watching for. This is one opportunity where an eyeball on the mid-pack contingent

may be of more assistance than the cream of the crop.

How is that possible?

"If somebody is doing things right, it probably isn't going to be very exciting when they're driving," Borowski says. "But if every third car is loose in one particular corner, maybe try to figure out if they're going into it too fast, or if it's off camber. That's an area that you can investigate, so that you're not finding out on your first run that this corner is a lot faster or slower than it appeared to be."

DEALING WITH DETAILS

Now you're ready to head out onto the course and win your first trophy. Well, not quite. What you're probably ready for are the butterflies, anxiety, and nerves



Robert Berrington



Perry Bennett

TRICKS TO THE TRADE

(FAR LEFT) Certain cars require different maintenance between runs, so be sure you know what to do and when to do it. (TOP LEFT) Working course might not be glamorous, but if you notice everyone struggling with a certain section, you could get a leg up on the competition. (BOTTOM LEFT) Bring everything you may need to grid. There's nothing more stressful than having to sprint back to your paddock spot between runs.

"I always try to have a toolbox with just the tools I need to make all the normal adjustments"
ANDREW MCKEE

that come from sitting on the grid and thinking through those course walks. The problem is that anxiousness can make you forget the essentials. Remember the magnetic number fiasco from the beginning of this story? This is where extra preparation and organization comes in handy.

First things first - heats at the Solo Nationals take a long time to run. That typically gives anyone plenty of time to prep in the paddock before heading to grid.

"I try to avoid things like

cleaning the window on the grid," Borowski says, pointing out that your things to do last minute should shrink at Nationals. "The more of those things you can do before you come to grid at Nationals, the more time you'll have to relax on the grid and not stress out or mess something up. It doesn't really take that much planning ahead of time."

What you should bring to grid depends on your individual car, for the most part. "I always try to have a toolbox with just the tools I need to make all the normal adjustments on the car," McKee reveals. "Lots of tools are nice, but I want the most frequently used ones to be easy to find in a hurry."

There are some basics that apply to everyone, and those

are exactly what you expect.

"I grab my helmet, make sure I have my numbers, check the fuel, and have my tire gauge," Borowski says. "Those would be the things that, if nothing else, you can get through all of your runs. Everything beyond that is icing."

The most important thing you can bring is an attention to detail. Take that "fuel" comment that Borowski just made. Though some like to cut it close for weight, a few extra pounds from too much fuel will hurt less than not having enough fuel. "I found that out at the ProSolo Finale," Borowski admits. "I wasn't planning to go through as many rounds as I did, and then ran out of fuel. You may get a rerun, so make sure you have enough fuel."

Beyond that is an individual preference. Does it look like it might rain? Bring the rain tires and everything to change them - impact gun, torque wrench, jack, and jack stands. Do you know you need to keep your tires cool (or warm)? Bring your blankets or spray bottle. Be sure your co-driver has his or her helmet handy, too.

In short, make a checklist and stick to it. It may take a few extra minutes of planning, but it will save you from headaches.

Finally - and most importantly - check your expectations at the door. It's likely that your class is going to have a multi-time National Champion in it, and no matter how good you are, it's going to be hard to beat them. The pages of the Solo

National Championships' history are littered with local hotshots who thought it was a given that they'd march into Lincoln and walk away with the biggest trophy, piles of contingency prizes, and all of the fame and fortune that goes with it - and then went home with their tails between their legs. But don't despair, because that happened to a lot of people, and it hasn't always ended poorly.

"I know at my first Solo Nationals I had pretty high expectations based on local experience, and it got abused by reality," McKee reveals. "As the years have passed, I've really tried to focus on maximizing my performance and not worrying too much about others. There have been years I won where I wasn't that satisfied with how I did, and then other years I didn't do as well but was content knowing I'd given it all I had. You can only control your own results."

The rest is up to you. And now, thanks to Borowski and McKee, you have the necessary information to do your best at the Tire Rack Solo National Championships. While this duo can't prep your car, turn the wheel, or push the pedals for you, they certainly have offered enough information for a relatively new driver to the Solo Nationals to make the trip to Lincoln with confidence in order to see for themselves how they stack up.

Can you win? Well, that's up to you, but the autocross village has given you the tools to take on the challenge. 🍀



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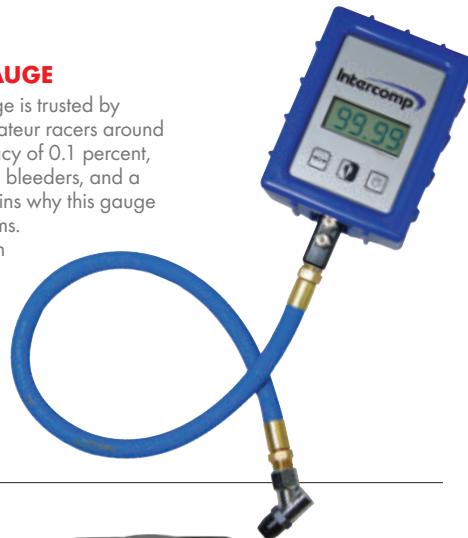
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NEW FACE OF MOTORSPORTS
With a raging pandemic, teams don face coverings to ensure a successful return to the track.



THE RETURN

From road racing's pandemic reemergence to June Sprints success, we find out how the SCCA returned to the world of road racing, and what it means for the 2020 National Championship Runoffs | WORDS Philip Royle | IMAGES Jeff Loewe

When the pandemic hit and stay-at-home orders were issued in March, SCCA events - just like everything - came to an instantaneous halt. Everyone knew the shutdown wasn't going to be days, but what was America facing? Two weeks, a month, a year? Everything was a guess. Fortunately, motorsport was among the first types of public gatherings to return, and with that, SCCA led a steady and safe march back into the world of amateur motorsports. And, in fact, it was an SCCA club race that even turned the tide for professional racing.

SCCA's first motorsport event was an autocross in Palmer, Alaska, held May 3 by Arctic Alaska Region, with the weekend boasting plenty of facemasks and social distancing. As the weeks progressed, more autocrosses and track events emerged, and then at the end of May, SCCA's road racing program jumped into action.

Memorial Day weekend was a hotbed of road racing for the Club, with events held at La Junta Raceway in Colorado, Pacific Raceways in Washington, and MSR Houston in Texas. Being SCCA's first road races since the shutdown, this trio of events were certainly more proofs of concept than attendance breakers, but their leadership into the unknown proved invaluable.

RACING'S RETURN

"Those first few road racing events were so encouraging because you just don't know - you don't know what the long-term impact will be on drivers and workers," SCCA Director of Road Racing Deanna Flanagan points out. "Everybody has been impacted by this in so many ways."

For SCCA's Regions choosing to host events during these challenging times, SCCA's National Office assembled guidelines offering insight into hosting a competition weekend during the emergence of a pandemic. The guidelines covered everything from autocross to Track Events to road racing, running the gamut from corner worker safety to polycarbonate barrier recommendations.

"There was a lot of work that went into the guidelines for the return to safe racing," Flanagan explains, pointing out that those guidelines were then further expanded by the host Regions. "The Regions worked with the tracks to make sure they were implementing the correct guidelines, and the tracks worked with local and state officials to get the events to happen. It's important to note that all of the events were non-spectator events - they were participant only."

Safety guidelines were only one aspect, though, as SCCA also began to reevaluate every aspect of a competition weekend. "We've looked at all of our processes and tried to come up with ways to socially distance or to perform remotely online before the event, and we've had a variety of event operation changes with that," Flanagan notes. "I was at the Hoosier Super Tour at World Wide Technology Raceway that happened over the May 30-31 weekend, and they did a 'fast pass' entry for drivers. The registrar did the legwork upfront, and any driver who had an annual waiver and had prepaid for the event could skip registration and go straight to tech to get their event credential and tech sticker. It reduced the contact point for the drivers and crewmembers converging on registration."

Timing and Scoring, another crunch point during any road racing weekend, also saw modifications during these events. "In the case of the Hoosier Super Tour, we created a QR code that went directly to a shared folder where Timing and Scoring would drop provisional and official results, timecards, and other files," Flanagan says. "Timing would print one copy and post



it outside so people could take a picture with their phones, but this way no one was going into a building or transferring paper between people. We basically went paperless.”

The process happened quickly, Flanagan points out, because streamlining events processes is something the SCCA has been working on for a while. “We’ve known that the process of checking into an event on site can be improved upon, and some of the lines can become long - and then you’re going from the registration line to the tech line. This is something we’ve talked about for years,” she explains. “SCCA already had a ‘white

“This was the first event back for many racers and workers since the virus hit”

DEANNA FLANAGAN

paper’ on how to streamline these event processes, and part of the process of getting there involves annual waivers, payment processing, and things like bar codes on membership cards that can be scanned.

“Then with the pandemic and the implementation of the fast-pass system, it showed that we can do it, and it created no disruption. People can get in quickly, we’re getting the information

we need as an organizer, and everything is happening quicker. The pandemic has certainly served as a catalyst to getting that ball rolling.”

In fact, she notes, there’s little reason why many of the lessons learned won’t be applied going forward.

THE BIG TEST: JUNE SPRINTS

While U.S. Majors Tour and Hoosier Super Tours were getting underway, the calendar was growing ever nearer to the June 12-14 WeatherTech Chicago Region June Sprints at Road America. Prior to the pandemic, the already popular event was expected to draw an impressive turnout thanks to the

SCCA National Championship Runoffs returning to the venue in October 2020 for the first time since 2013. Then once registration opened, the event showed demand was still there as entries flooded in.

“Chicago Region has put on large June Sprints races in the past, so there wasn’t any concern about the logistical ability to pull it off - we had comfort there,” Flanagan says of the 2020 event that drew an impressive 466 entries. “However, this was the first event back for many racers and workers since the virus hit, and everyone had been cooped up for months, so you never know how things are



THE ROAD HOME

The Memorial Day U.S. Majors Tour at La Junta Raceway in Colorado (FAR LEFT) was one of the first SCCA road races since the pandemic struck, and the turnout was modest. But these early races helped solidify a safety formula that led to a successful 466-entry June Sprints at Road America (BOTTOM LEFT). Accomplishing this involved ample signage (LEFT), as well as requesting masks and social distancing for both workers and crew (LEFT, MIDDLE).

Region had invested in sanitizer and wipes, as has the SCCA National Office, and concession stands had sneeze guards up. Basically, there were reminders everywhere you went."

It was specifically the success of SCCA's June Sprints Super Tour that led to a turn in professional racing at Road America.

"It's important to know that, starting this past weekend and going forward, almost every weekend we will have a public event open to the fans," Road America's General Manager Mike Kertscher told RACER.com shortly after SCCA's weekend at the track. "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."

Indeed, it was the success of the June Sprints that led to the July 9-12 running of the NTT IndyCar Series at Road America with fans on site.

WHAT'S NEXT: THE RUNOFFS

Since this article was written in July, it was far too early for Flanagan to commit to statements regarding what SCCA members should expect to see during the Oct. 3-11, 2020, National Championship Runoffs at Road America, but she was confident SCCA's workers and drivers would be able to host a successful and safe event.

"The June Sprints was a really great dry run for what's going to happen in October at the Runoffs," she says. "Of course, it's early and we have no idea what the landscape will look like come October, but we are preparing for the Runoffs to look a lot like the June Sprints - we're prepared to mask our workers and volunteers, and to provide sanitary options for radios and any other shared equipment. We also have clear dividers that can be used by the indoor specialties. Everyone should expect social distancing."

Beyond that, what does the SCCA expect of its drivers and workers in attendance at the 2020 Runoffs? "Everyone should recognize that others may not have the same comfort level you do," Flanagan concludes. "Please respect that space and follow the recommendations that will be in place at that time."

But, despite what the world is facing, Flanagan is confident a safe Runoffs will emerge through this pandemic for one simple reason. "The one thing that has been consistent since we got back to racing in May is that that no matter what the changes have been, everybody has been so flexible and accommodating, and people are ready to do whatever they need to do to get back to the track," she concludes. "The Runoffs will be no different." 📍

going to work out. But everyone showed up ready to execute the best event possible - drivers, workers, crew, they were all really excited to be there."

Anyone who has spent time outside during the pandemic knows not everyone has the same comfort level when it comes to the pandemic. To that end, Flanagan says, it was key for the SCCA to be clear and concise regarding its requirements. "We needed to set expectations using the SCCA guidelines, the track guidelines, the local government guidelines, and to do the best we could to create an environment that people would be comfortable coming to," she says. That

meant indoor activities like Timing and Scoring required masks and social distancing, as did tech. Other worker specialties saw ample sanitizing.

As for competitors and crew, though, SCCA couldn't possibly expect to police social distancing and masks around Road America's massive facility, but it turned out that most in attendance were respectful. "At the June Sprints, it seemed like people were comfortable not wearing a mask when they were away from others, but there were mask wearers as well," Flanagan observes, adding, "Road America had lots of signage reminding people to social distance. The



GOOD TO GO

(MAIN) All in, my RaceQuip jacket, pants, gloves, and helmet cost less than \$500, which is a small price to pay for safety. (BELOW, LEFT to RIGHT) Big Bubba, Tow 1, and Tow 2 sit at the ready. The orange lifting bar waits for me to learn how to use it. Straps hang from the tow trucks for speedy access.



READY FOR ANYTHING

After 15 years of road racing, I hit the track with Emergency Services and discover a whole new level of excitement | WORDS Philip Royle

It's 5 a.m. as I roll out of bed, the sun's rays beginning to dance on a deserted horizon. The day will be a bona fide scorcher, so says my phone, with highs well exceeding 100 degrees F. If tales of Central California's relentless summer heat hold true, those sinister triple-digit temps will be in the shade. I guess that's why Cal Club Region time-shifted its late June SCCA Road Racing weekend, with Group 1 hitting Buttonwillow Raceway Park at 6:30 a.m.; hours earlier than the norm. But none of that matters. As a racer, the track is paradise, especially considering the pandemic had shuttered all activities for the three prior months. But this time, the Nomex I'm donning this Saturday morning isn't my usual, and my race shoes have been stowed in favor of work boots. Yes, this weekend I'm covered head to toe in safety gear to work Emergency Services for the very first time - and I'm giddy anticipating whatever story is about to unfold.

IN PREPARATION

"You just need black pants, a red shirt, helmet, boots, and gloves if you have them," Sarah Hobbs had told me before the event. She's a regular with Cal Club's Emergency Services crew, volunteering along with her husband Steven at nearly every race weekend despite recently welcoming their first child into the world. I don't know if they've seen it all, but from amateur to professional races,

they've certainly experienced more than I have - especially considering the closest I've come to Emergency Services is when my racecar caught fire a few years back and I got to ride in Big Bubba, Cal Club's fire truck, back to the pits.

"We have extra helmets and possibly extra gloves on the truck," she'd said, adding, "We usually meet at the outside tables at the tower a half hour before the first cars are on track."

Since I still need to register and get my wristband, and SCCA's pandemic guidelines mandate social distancing and mask wearing, I'm up early just to be safe.

From the back of my truck, I grab a duffel bag filled with my new attire. As a race driver, I know looking the part is key to success, so I'd ordered new gear for this weekend. Also, being a driver who'd been in a racecar that was ablaze at this very track, the need for flame-resistant material was a no-brainer.

Two weeks earlier, I'd contacted RaceQuip for the company's Chevron-5 Nomex SFI 3.2A/5 red jacket, black Nomex pants, and two-layer SFI 3.3/5 355 red gloves. I'd also ordered RaceQuip's fire retardant pit crew helmet. Unfortunately, RaceQuip was out of balaclavas so I'd wrestled an old (clean) one from the bottom of my racing bag.

The Chevron-5 series is built from breathable Nomex with side stretch panels and arm gussets. Motion, I assumed, would be necessary when climbing on

and off recovery vehicles, so I'd also opted for the two-piece setup. Having never worked Emergency Services before, though, it was guesswork.

I slide into my gear, lace up my work boots, and head to registration.

WELCOME TO THE JOB

At 6 a.m. sharp, I show up at the race tower to discover I'm one of the last to arrive. Mark Smith, the event's Race Chair, is hastily distributing radios, the Emergency Services trucks are set up and ready to go, and Steven and Sarah, with baby strapped tight to Sarah, have their hands full of gear. Steven tosses me a radio and directs me to the corner near pit-in that Emergency Services calls home.

I'm introduced to Jordan, another new volunteer. Unlike me, he's completely unaware of how race weekends work or of the types of racecars. I soon discover, though, that while I'm intimately familiar with the SCCA, vehicle recovery is like nothing else. Jordan, on the other hand, has experience operating tow trucks and working as a medical responder. Combined, I comment to Jordan, he and I should be able to make up one competent person.

While Group 1 grids on the other side of the paddock, recovery straps are threaded into key locations of both Emergency Services tow trucks - nicknamed Tow 1 and Tow 2 - and Steven offers the grand tour. John Kielb,

he says, will be the driver of Tow 1, the primary tow truck for the weekend; Fire and Rescue with its personnel will roll Big Bubba if needed. I ask who will be helping us on Tow 1. John's job, Steven explains, is driving, so it's Steven, Jordan, and myself hooking cars. Sarah would normally be there too, but she's in Timing and Scoring keeping the baby cool - although she'd prefer to be with the action.

As Group 1 hits the track for qualifying, Steven walks us around Tow 1, Tow 2, and Big Bubba. There are straps, tie downs, clamps, oil dry, brooms, extinguishers, and more. Big Bubba's numerous compartments reveal everything from fire hoses to the Jaws of Life to a well-used baseball bat Steven jokingly says is for making driver attitude adjustments. Turns out, its purpose is for creating clearance on damaged cars, but as a racer, I'm still chuckling at the joke.

Sitting under the E-Z Up, I notice I'm not the only one wearing Nomex. Some are wearing fire-resistant jackets while others are in one-piece race suits. I admit to Steven that I feared I was going overboard with my gear. "If you're going to get gear," he responds, "it's better to be over-prepared than under. If you're in Nomex, then we can send you out on the fire truck, too."

I'm glad, but also concerned. I'm pretty sure I'd struggle to tow a racecar should the need arise, so I'm confident I'd do more harm than good in a fire. Then the radios crackle.



ON THE JOB TRAINING

(Clockwise from TOP LEFT) On the fire truck, multiple types of fire extinguishers are positioned for quick access. Steven Hobbs explains what each tool in Big Bubba is for, including the well-dented baseball bat. The safety crew offers P1 racer Jim Devenport rapid assistance. Our first tow of the weekend involves a Track Event car stopped in a dangerous zone.

GO TIME

We're mid conversation, then we aren't. Steven says, "Come on," and I grab my helmet in time to realize I'm the last one not on the truck. Note to self: more hustle.

Turns out, this is a simple call: Someone has driven off on Phil Hill. A high-speed, tricky, blind crest of a turn, Phil Hill is all about setup; get it wrong and the racecar will pinball off the track and back on, dragging copious amounts of dirt. Our job is to sweep that dirt.

Tow 1 and Big Bubba roll, while Steven and I jump into a pickup that's not only equipped with a fire hose and water supply but also plenty of brooms.

We wait for the last racecars to enter the pits, then the caravan of Emergency Services vehicles dive across the track heading for Phil Hill. Five of us, brooms in hand, make short work of the job and, before you know it, we're back in our vehicles heading to pit-in, ready for the next call. There's not even a time delay for Group 2.

Leaving the scene, I turn to Steven and say, "Well, I feel really bad now." "Why?" he responds. "I probably dip two tires there at least once a weekend," I admit. I doubt I drag *that* much dirt onto the surface, but still.

"Don't worry," he replies, "most of the time the other cars clear the dirt for us. It's just when it happens toward the end of a session."

My mind wanders, trying desperately to remember when my offs mostly occur, because now the racer in me feels like a jerk.

LEARNING THE ROPES

The next call involves no brooms. A street car during the Track Event session has rolled to a stop in front of a flag station - and this time when the radio squawks, I'm moving fast.

We depart for the track within seconds, John in the driver's seat, Steven riding boom, and Jordan and I in the side-mounted jump seats. John sets the tow truck perpendicular to the track, waits

for the signal, then guns it into the infield. We fly over the track at an astounding pace, clearing the immediate danger zone of a hot track and heading to the rescue - another danger zone. We discover the Track Event car has a tow hook, so Steven waits for traffic to clear, hooks the car, and John quickly pulls us to safety.

The third call comes a few groups later, and we don't miss a beat. We're not a well-oiled machine, but there's improvement. This time, it's a Prototype 1 car that I recognize as Jim Devenport's, and it's stopped on the outside of Turn 1. It's an easy extraction since the car's backwards near pit-out. Steven turns to Jordan and asks if he wants to help strap this one.

The difference between practice and qualifying sessions is minimal when you're working Emergency Services. But races, Steven notes, are different. "We all stand up for race starts," he says as a field of SRF 3s, FFs,

and FVs near the green. I notice John is already in the tow truck driver's seat, the truck idling.

Nothing happens. After Group 2 comes and goes, we're all settling in.

Group 3 involves a number of my racing buddies, and I'm getting quite engrossed in the race. Then one of my friends running STL, Morgan Trotter, doesn't come around again. So, when the call comes in, I know exactly who dispatch is talking about when they say, "White 61." What none of us know is what it means.

At the scene, Morgan's issue is a head scratcher for me. A subframe failure has snapped just about every suspension component on the front right of White 61, and the car sits unmovable. Steven speaks with Morgan to assess the situation, then turns to Jordan and me: "You guys are doing this one," he says.

Next to the brooms on the tow truck sits a long metal beam called, as far as I know, a lifting beam. Steven runs straps through the White 61's wheels while Jordan affixes the beam to Tow 1's boom. We attach the straps to the ends of the beam, and with a flick of the wrist, Steven raises the front of Morgan's car. Soon thereafter, we're heading to the safety of the pits with White 61 in tow.

A LAZY SUNDAY

Steven, it turns out, is a great teacher. He handily shows us what to do yet is equally as quick to delegate. He also



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gives the option for us to skip calls, readily admitting that Emergency Services isn't for everyone. And it's not. Every trip onto a hot track is intense.

Emergency Services is, however, for people like Sarah and Steven. Sarah is such a fan of the job that she spends the second half of Sunday with us just waiting for a call. In fact, before the weekend began, she'd warned me that she was going to be on the tow truck at least once that weekend.

With a few race groups to go on a lazy Sunday, the radio jumps to life. A car's off and slowing. Jordan and I grab our helmets and head to the tow truck; I turn to find Sarah already seated. Steven is under the E-Z Up with his daughter. I offer Sarah a warning: "You're about to find out how useless Jordan and I actually are," I laugh. Then the radio squawks again: call cancelled.

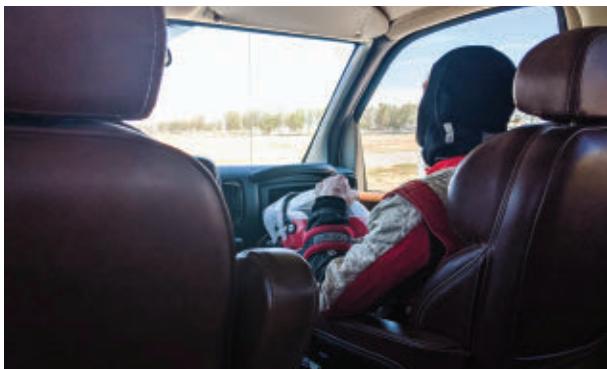
The weekend is winding down with one race to go, so

Steven grabs me and Jordan and teaches us how to stow the tow truck recovery straps. In no time at all, Tow 2 is ready for its eventual trip to the garage.

The final race of the day is Group 1, since Cal Club opted to run Sunday in reverse order. With 21 starters, 12 in SRF3, it's a healthy group for a mid-summer Regional. The pack had raced well on Saturday, and once more, we stand for the start. The green flag flies and into Turn 1 they

"I watch as the tight pack of SRF3s swarm...a fun 100mph sweeper - then one car kicks up dirt, and all hell breaks loose"

rip, everyone emerging cleanly. Back at pit-in, we begin to stow chairs and collapse the E-Z Up. I watch as the tight pack of SRF3s swarm Riverside, a fun 100mph sweeper - then one car kicks up dirt, and all hell breaks loose.



RESCUE RANGERS

(Clockwise from TOP LEFT) Helping a racing friend in need offers a thrill all its own. Steven Hobbs asks me to assist this stranded Spec Miata racer. Sunday's big SRF3 crash involves parts everywhere. The safety crew works together to load loose racecar parts in every available vehicle. The driver of one of the SRF3s involved in Sunday's big incident rides shotgun in Big Bubba while I sit in the same seat I rode in many years ago as a racer. Sarah Hobbs makes quick work of lifting damaged Spec Racers. Sarah and Jordan load SRF3 parts on Tow 1 before rushing back to the paddock.

a busted fiberglass clamshell sits 10 feet away. I scan for the damaged racecars to find two of the three drivers already standing; the third had his bell rung, for sure. The ambulance is now on the scene, and he's awake, so I take to collecting parts while the race is black-flagged.

I turn to find Race Chair Mark Smith on site, rapidly tossing parts in the back of his pickup. John, Sarah, and Jordan have already lifted one car and are racing to the paddock while Steven and Mike Lawler - a Cal Club Region Steward who Steven had recruited as the incident was happening - run straps onto a second car. I'm piling busted parts onto Big Bubba and Mark's truck as Sara's team races back for the third car. Minutes later, I'm in Big Bubba heading to the pits. Incidentally, it's the same seat I rode in when my racecar caught fire here all those years ago. In Big Bubba's front passenger seat, a Spec Racer driver is making similar memories.

and Steven are - their teaching method for noobs is identical, and, at least for me, perfect.

Delivering the final SRF3 to its paddock space, a racer comes over, handing us waters and telling us how grateful he is. Turns out, he's not one of the SRF3 racers at all - the Emergency Services crew had recovered him several events earlier and he's still thankful.

The praise keeps coming from drivers and crew in the paddock as we pass by. "I feel like such a poser," I say to Sarah as John drives us back to pit-in where we will, for the second time, put the straps in their appropriate compartments.

"For what?" she asks. "You just did everything they're thanking you for."

We return to pit-in to find Steven heading off to collect his daughter from a nearby RV. It turns out that not only had he recruited a worker to help on Tow 2, but he'd also found someone to watch his child. All in seconds.

Back at my pickup, the race weekend concluded, I find dirt, grease, and grime splattering my once new RaceQuip jacket and pants. As I place it back in the duffel, I realize it looks more worn than my other race suit does after five seasons behind the wheel. But it took the abuse and kept me safe. After a wash, it'll be back to normal. Mostly. It turns out, there's one small stain, probably imperceptible to most, that persisted. But that's OK, because I'm proud of the story that mark tells. 🍷

CLEANUP

John, Sarah, Jordan, and I spend the next hour shuffling damaged Spec Racers from a makeshift bone yard near impound to their paddock spaces. Sarah's operating the boom, but after helping us strap the first car, Sarah says that's now Jordan's and my job.

In the paddock, Sarah jumps from the tow truck and helps direct John. For the next Spec Racer, she tells me, that'll be me. I quickly see how similar Sarah

WHEN YOU LEAST EXPECT IT

I'm running while watching three SRF3s spin into each other, bodywork airborne. I don't recall getting on the tow truck, but this time I'm one of the first. John already has the truck in gear and we're rolling within seconds.

We're through the infield before my gloves are on. I don't remember strapping my helmet, but I check, and it is fastened. The last 15 seconds were a blur.

Close behind is not only Big Bubba but also Tow 2 - who's driving that? Come to think of it, who's on this truck? I glance to see Jordan in the other jump seat and Sarah at the boom. Perhaps Steven is driving the other truck. But where is his baby, and is anyone with Steven?

John positions his tow truck to shield us from oncoming racecars, and I find myself amidst a sea of racecar parts. My boot crunches a portion of a wheel;



Jack Von Kaenel

For as long as rallying has been part of the SCCA, the process of organizing a rally has followed a familiar pattern: Someone volunteers to organize an event. He or she chooses a date - hopefully far enough away to avoid a time crunch as the appointed day nears - prepares a budget for his or her Region, a schedule for all the administrative tasks necessary to ensure a successful event, and a route that rally teams will hopefully enjoy. In addition, for the rallymaster (or the rally committee), there are workers to recruit, rules to write, route instructions and routes to check and recheck, packets to stuff, workers to train, and schedules and travel instructions for those workers to use, so that, on rally day, they arrive where they're supposed to be - when they're supposed to be there - equipped and ready to do their job.

After organizing RoadRallies in northeast Kansas for more than a decade, Rich Bireta, past RoadRally Board chair and 2020 recipient of SCCA's Member of Excellence Award, explains he learned "firsthand the hassles of recruiting and training checkpoint workers and planning their movement from control to control on rally day:"

Then, too, he adds, there was the post-event stress "of trying to score 30 cars through nine checkpoints." Often, he recalls, it took him an hour (or more) to compute and post scores. The unintended result: Competitors, finished with socializing and ready to go home, would get upset with the delays and he would get stressed out.

His experience is not unique - but his answer to it was.

SOLVING A PROBLEM

A career IT professional (more than three decades with IBM), there had to be an easier way to deal with these issues, Bireta concluded - something that, among other things, was scalable and would reduce organizer stress. A few years ago, he set out to do something about it.

The result: the Richta GPS Checkpoint suite of rally apps for cellphones and tablets.

"I had been writing RoadRally apps since 2005," recalls Bireta, whose involvement in the sport dates to his college years in Michigan and the FIA-era of Press on Regardless. "Originally on Palm Pilots and now on Apple and Android phones, I had a suite of rally apps: Calculator, Odometer, Clock, and Computer. In 2016, I was approached by John Broughhall of the MSA. [The MSA is the equivalent of the SCCA in the UK. Today, it is rebranded Motorsports UK.] John is a regularity-rally organizer, and he was facing the challenge



How Rich Bireta helped solve a long-time RoadRally problem, and the roads that solution have led

WORDS James Heine | MAIN IMAGE James Heine

CHECKPOINTS

(ABOVE) Traditional RoadRally checkpoints involve a decent number of workers. Now there's a way around that. (TOP LEFT) Rich and David Bireta have been on plenty of RoadRallies, with the father-son duo ultimately developing a suite of mobile apps to help make the sport more accessible and enjoyable.

of getting enough marshals [workers] for their events."

Broughhall, Bireta continues, had designed a system for British rallies that would not only time cars at checkpoints but also monitor compliance with speed limits and ensure competitors did not travel through banned areas. His design, Bireta notes, had a time-of-day clock, stopwatches,



and trip odometers. He was seeking Bireta's advice in moving beyond the design stage.

"At the time," Bireta explains, "I was working fulltime, chair of the RoadRally Board, a scoutmaster, and a township trustee. I was intrigued, but I did not have the time to develop this app."

However, the concept of using GPS signals to time cars intrigued

him, Bireta recalls. "I knew one could use it to measure distance," Bireta recalls thinking, "but was it accurate enough to generate the In Time at checkpoints?"

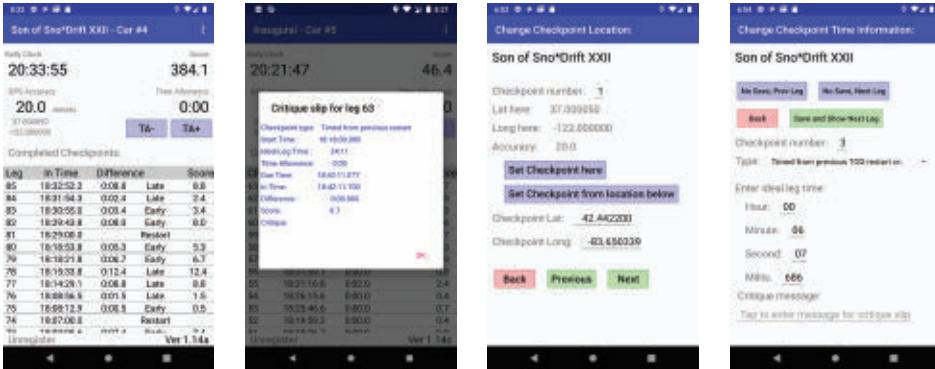
To answer the question, Bireta says he created a small app. The outcome: "You could use it to set one timing point, drive past it, and be timed."

Fast-forward to the spring

of last year. In the intervening months, with the help of his son, David, an iOS software developer, as well as RRB chair Jim Crittenden and Broughhall, with whom he continues to correspond, Bireta developed what has become a suite of rally apps, including a Competitor app, a Rallymaster app, and a Scoreboard app. Released in April

2019, the suite has been used by a variety of SCCA National and Divisional RoadRallies, including Pavement Ends and Son of Sno*Drift (Detroit), Roads Scamper (Milwaukee), Oktoberally and Pursuing Purple Cows (LoL), and the Great River Road Tour (St. Louis).

The suite also has been used by Porsche Club, Cascade Sports



THIS OR THAT
(LEFT) The Richta RoadRally app suite includes something for everyone, from rallymasters to novice RoadRally participants. **(BELOW)** Rallymasters can still host rallies with manned checkpoints, put thanks to the Richta apps, options are available.



Ron Ferris

makes perfect sense. Experienced rallyists will compute their leg score at each control as soon as they receive their checkpoint slip from the control crew. This immediate feedback is crucial to enjoyment of the sport. Rookie contestants, however, don't know how to calculate their score and have to wait until the rally is over and then ask someone to help them calculate their scores. Both rookies and experienced competitors have been delighted by the new excitement that the Richta apps have brought to rallying."

In a sense, RoadRallying is just catching up with the rest of the motorsports world, Bireta observes. "I used to watch WRC events from Europe. Not only did they have real-time stage results as every car got to the end of the stage, but they could also compare split times along the way. I'm sitting there watching that and thinking, 'You know, it's too bad we can't do this for time-speed-distance runs.' Guess what? We can."

INSIDE THE APPS

The Richta GPS Checkpoint system is a suite of apps designed to automate the timing and scoring of TSD (time-speed-distance) rallies. The system provides immediate feedback to rally teams as they pass a checkpoint and automatically sends a team's score to the event organizers. Also, it allows rallymasters and rally committees

Car Club, and other non-SCCA rally organizers, Bireta notes. To date, it has generated more than 20,000 time slips for rally events.

Aside from automating timing and scoring, a principal advantage of Bireta's system is that it eliminates the need for checkpoint crews, if that is what a rally committee wants, or needs, to do, observes Pursuing Purple Cows rallymaster Mike Thompson.

"You don't need workers, and you don't need to cart around all the checkpoint paraphernalia we've been lugging around for years," Thompson says. "The timing is accurate - more accurate than when, years ago, we timed manually - and it opens up all kinds of new possibilities from an organizer's point of view."

Thompson, co-chair of the RoadRally Board's National Events Committee and a veteran organizer, notes also that Bireta's system is a boon for local organizers, and especially for occasional or novice rally teams that run seat-of-the-pants.

"It enables them to know how they're doing instantly," he says. "They don't have to drive around for 25 minutes, go into a checkpoint, and find out they're 35 seconds late. With the Richta system, because of its possibilities for using GPS to locate multiple unstaffed controls along a rally route, they've probably gone through 10 checkpoints during that time, and at each one they knew instantly how

they were doing, and they could adjust accordingly."

RoadRally Board chair Jim Crittenden, whose 2019 Spring Scamper Regional RoadRally served as the formal debut of the Richta system, concurs with Thompson's assessment, and he adds this:

"Initially, this app system was developed to solve the problem of Regions that had insufficient checkpoint workers. Our Milwaukee Region has used this system for three TSD rallies so far. Although I expected that contestants would enjoy using the app, I was surprised by just how thrilled rookie contestants were by being able to see their leg score immediately at each control. When you think about it, it



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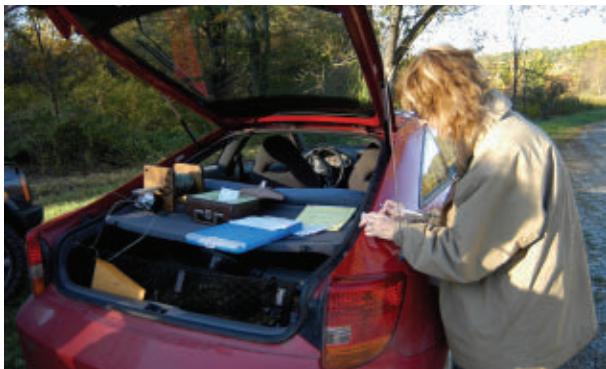
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James Heine



James Heine

OBTAINING DATA

(LEFT) Checkpoints aren't simple affairs, with ample equipment needed. (BOTTOM) A fundamental problem with RoadRallies is a lack of feedback during a rally, with participants having to wait for results to be posted. For those who know what they're doing, this is alright, but for rookies, problems can compound. Bireta's RoadRally apps offer results on the fly.

More updates are planned, including a suggestion from the organizers of the Ohio Winter Rally that a way to communicate with and alert teams to road conditions during the running of an event.

In addition to the GPS Checkpoint system, the Richta suite also includes apps for a rally odometer, a checkpoint clock, a calculator, and a basic rally computer (a combination of the odometer, clock, and calculator apps, suitable for SCCA Limited Class rallying).

For more information about the Richta system, visit richtarally.com.

DOWN THE ROAD

Earlier this year, Bireta was approached by Heyward Wagner, SCCA Senior Director of Marketing and Experiential Programs. Could Bireta's system be adapted to the racetrack as an alternative to transponders at Time Trials events?

"Entrants in Time Trials usually don't have track-only racecars, and transponder availability can be an issue," Bireta explains.

Bireta's answer to Wagner: "Well, why not, let's see."

Regardless of where this latest road leads, Bireta can rest easy knowing he's already built a unique offering for an existing program that successfully lowers the barrier of entry for both organizers and participants. So, what might his answer to the Time Trials puzzle look like? Time, as they say, will tell. ☺

GETTING STARTED

The first part of getting started with the Richta system is easy. Simply download the Richta GPS Checkpoint suite, then review the documentation. Once that's accomplished, Richta creator Rich Bireta recommends the following:

- Design and write a short test rally and register it with Bireta (rbireta@gmail.com).
- Decide where you want to set your test checkpoints. Use the Rallymaster app to set the GPS locations.
- Measure your test rally and calculate ideal leg times. Enter the leg times using the Rallymaster app. For each checkpoint, set the type (there are four types, as you will discover) and time. All this can be done from the comfort of your home.
- Use the Rallymaster app to validate the event. "Press the Validate Event button to perform a consistency check of your event," Richta explains. "You'll be prompted for an e-mail address, and you'll be sent a report on your event, listing your checkpoint locations, types, and ideal leg times." Resolve any errors identified.
- Use the Competitor app to test the event. Select your rally, enter a car number, and run the event.
- Provide feedback to the app developer. If needed, connect with another rallymaster experienced in using the apps for advice and insights.
- Ask questions, and practice, practice, practice with the apps so that, as a rallymaster, you become familiar with them.

great flexibility in organizing an event. If you're still on the fence as an organizer, consider this: Events with more than 100 unstaffed GPS checkpoint locations have been held successfully.

The technologies that make the system possible? Cellphones with GPS and a 4G LTE data network and the Google Cloud Firestore database.

Here is what the apps do...

- **Competitor:** Used by each contestant on the event. The app times the contestant at each checkpoint, calculates the score (early or late), and displays the score on the contestant's cellphone screen. In addition, the score is sent automatically to the rally organizer.
- **Rallymaster:** Used by event organizers to set control (checkpoint) locations and establish ideal times, display time slips, and export a scoring spreadsheet for use by the

scoring team. A map showing checkpoint and competitor locations is available in the app.

- **Scoreboard:** Used by any contestant, organizer, or third party to display the current scores for an event. The number of checkpoints passed, and total score is displayed for each competitor. Tapping the line item for an individual car will display the leg-by-leg scores.

Bireta recently released new versions of the Rallymaster and Competitor apps, with features that allow organizers to specify opening and closing times for controls, which allows the rallymaster to reuse control locations, and incorporates a new kind of control, called a Time Check, which allows a rallymaster to include timing points on the odometer calibration run so that a rally team may compare its "hack time" with the moment at which the app timed them.



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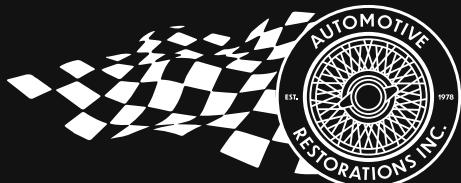


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HIDDEN JEWELS

The return of the Trans Am
West Coast Championship is
compelling in more ways than you think

WORDS Steve Nickless | IMAGE Leigh Denham



STRATEGY

Anthony Honeywell's approach to TA2 competition in the SCCA Pro Racing Trans Am West Coast Championship is methodical – and fast – which is a solid strategy when running in a season-long points series.

It's something of a hidden jewel, but with great tracks to play on plus a class and rules structure opening the door to professional racing ranks, the SCCA Pro Racing Trans Am Presented by Pirelli West Coast Championship growth opportunities seem boundless. Indeed, the Trans Am West Coast Championship – fortunate as I was to be able to attend three of last year's six events – defied all my expectations. So. Much. Fun.

Now in its fourth season, Trans Am West boasts a steady increase in

number of entries, notably in the TA2 Powered by AEM class. Though last year there were still too few cars for TA2 to run separately as in the national Trans Am series (which the West Coast series joined at two of its 2019 events, and does so again this year), the close racing in TA2 was always a highlight.

The 2019 Trans Am West Coast Championship was also the backdrop for so many amazing storylines, topped by a summer-long points duel between Portland periodontist Brad McAllister and Tulsa CPA (and ex-military, ex-karter)

Anthony Honeywell, representing the two top teams in West Coast TA2 racing, Rhom Innovations (Chris Rhom) and TFB Performance (Tim Barber).

Eventual TA2 champ McAllister hustling his Mustang through the slower corners at Portland leading into the long back straight typified his aggressive “win or break;” Honeywell's methodical approach through each and every weekend, meanwhile, served him well gathering points through the season. Both equally as adept at post-race interviews as wheeling on track.



Team owner Barber, along with crew chief Chris Drysdale, is notably committed to the TA2 formula, building a standard parts inventory (everything from bodywork to engine, transmission, brake, and suspension components to cooling and electrical accessories) to have at all of the West Coast races.

These are real people, real racers, self-employed outside racing almost all of them; and yes, that is so very different from the watershed 1970

“The racing in TA2 is reminiscent of another time in American racing, with enough back-stories to fill a book”

Trans Am series packed with professionals. But while the tubeframe TA2 cars are nothing like the production-based Trans Am pony cars 50 years back, they look and sound the part - the Five Star Mustang and Camaro bodies (there is also a Challenger, but not one

in the West Coast series) are real street-car lookalikes, and the V8 engines from several notable American tuners (the series offering a spec Prefix motor, although it's not mandatory) sound so great.

The racing in TA2 is reminiscent of another time in American racing, with enough back-stories to fill a book. Behind the on-track rivalries, the tremendous sense of community in the garages and paddocks is a real attraction of Trans Am West: Always a joy

to talk to were front-runner Michael Mihld, an electrical engineer and owner/founder of Cadent Technologies; Fontana winner and IT guy Nick Rosseno and his dad, Tim (a former drag boat racer) and their spotlessly clean ex-Justin Napoleon Camaro; writer/editor Cameron Parsons; Michele Abbate, SCCA Club racer and National Championship Runoffs podium finisher, truly a sponsor's dream, Michele and husband Anthony always going out of their way with spectators and media.



Leigh Denham



Seth DeBoes



Seth DeBoes



Seth DeBoes

ACTION AT EVERY TURN

(Clockwise from FAR LEFT). The 2019 Sonoma Raceway round of the Trans Am West Coast Championship saw solid fields and tight racing. In the paddock at Portland in 2019, David Smith's team ensured everything was where it needed to be. On the track, Beau Borders had no easy run in 2019, with every weekend demanding the utmost concentration. Series rookie Michele Abbate had limited practice time during her 2019 season, but showed promise nonetheless.

year, shadowing the vastly more experienced Pickett throughout, was truly spectacular).

Speaking of enthusiasm, two drivers who were standouts in that regard were friendly rivals Roger Eagleton and Beau Borders. Their every-race duels were the story start-to-finish in the GT class – ask if they'll show you their Thunderhill video from the 2019 season opener where the pair traded the lead almost every lap.

Away from the track, Eagleton and Borders never stopped promoting Trans Am GT, working tirelessly to explain the series' merits to SCCA Club racers seeking a professional race or two.

Interesting people with wildly diverse talents, the community atmosphere, the relaxed accessibility, all combined to make Trans Am West Coast Championship race weekends extraordinarily special experiences.

By the time you read this, the opening round of the 2020 Trans Am West Coast Championship at Thunderhill will be in the books, with Round 2 at Sonoma Raceway about to get underway. From there, Trans Am racers will head to Portland International Raceway, back to Sonoma, then wrap the season with a jaunt at Circuit of the Americas and WeatherTech Raceway Laguna Seca. Head to gotransam.com for all the details. 📍

Then there's Canadian cancer survivor David Smith, whose Shockwave suspension seats have saved countless Coast Guardsmen and boat racers from crippling back injuries and whose longtime ties to the short-track and NASCAR community made the 2019 Sonoma Trans Am event something very special: Smith put young Derek Kraus (K&N champion and clearly a future NASCAR star); Bondurant School and NASCAR Cup Series instructor

Chris Cook; and Mike Cope Racing star from the National series Lawless Alan all into Camaros – which would have finished 1-2-3 had the ultra-talented Alan not had to nurse his car home with a broken front spindle.

Then there were Honeywell's Barber teammates Tim Lynn (a commercial roofer) and Mitch Marvosh (a boating industry retailer) who could both be counted on for aggressive drives at every event; and high school senior Matthew Butson

who made a huge impression in his rookie Trans Am season.

And all that's without mention of the TA class front runners, Greg Pickett (in his fifth decade of racing, clearly enjoying a series run so close to his Las Vegas home); Simon Gregg, son of the late, great Peter Gregg (whose Jim Derhaag Racing-prepped Corvettes took him to the West Coast championship); and Michelle Nagai, whose enthusiasm was contagious (and whose drive at Portland last

A BRIGHT FUTURE

Nebraska Region autocrossers Conner and Mason Herrick are excited for their jump from karts to cars

WORDS James Heine | MAIN IMAGE Courtesy Herrick Family

When the Tire Rack Solo National Championships return to Lincoln Airpark in Lincoln, Neb., this September, Nebraska Region members Conner and Mason Herrick will be among the faces familiar to many. Between the two

of them - Conner, 17, and Mason, 15 - they already have claimed a bundle of National trophies and titles in JA and JB, SCCA's karting classes. For Mason, that includes five straight Nationals and ProSolo wins and four consecutive

McClintock-Berry Cup awards, with Conner adding a fourth-place JA finish at the 2018 Solo National Championships and a third-place trophy for the 2018 ProSolo season. Now, for 2020, they have stepped up to SSC in a 2016

Scion FR-S, and they hope to continue their winning ways.

The chances are good they will do just that in the years to come. Both have been interested in cars for as long as they can remember and have been SCCA members since 2011, when



MOVING ON UP

(OPPOSITE) Brothers Conner and Mason Herrick recently switched from karts to cars, picking SSC as their class of choice. (RIGHT) Mason makes his autocross run with his mom Sarah in the passenger seat since, at the age of 15, he has yet to earn his full driver's license.

Buck Entriken



they began to compete in karts. Basically, Conner says, for both of them, "We've been going to SCCA events my whole life." Dad (Mike) and Grandpa (Don Herrick) autocross also, adds Mason, and Solo is simply something they've grown up with.

Mom (Sarah) does not compete, Mason notes, but because he does not yet have his full driver's license, she is his frequent ride-along partner during autocross runs in the Scion.

"We thought SSC would be the easiest way to get into a car, because there's not much you can change, and not much to go wrong," Mason explains. Still, he adds, the transition from karts to cars has required some adjustments.

"It's very big," he says about the car, "and I hit a lot of cones on the right side."

Conner agrees, "It's the same for me, except I had the advantage of slowly working my way into it, since I had my permit while I was still in karts. But, switching to a car is - it's just bigger; it's hard to get used to the size of the car."

Yet, at Salina Region's first 2020 autocross event on May 9, Mason was fifth in the PAX standings and Conner 10th out of a field of 53. At the Midwest Division Solo event in Salina on June 6-7, Mason claimed third in PAX and Conner 30th in a field of 98 drivers, with 83 having recorded times.

"The interval between our runs is pretty short; so we work together to make sure the car is ready"
MASON HERRICK

The car and the SSC class offer a lot of opportunities, the brothers say, and sharing the car offers advantages, too. "For setup stuff, like tire pressures, we can ask each other how the car felt and get ideas on what we could do to make it better," Mason says. "The interval between our runs is pretty short; so, we work together to make sure the car is ready for both of us."

As for the car itself, it's simply a lot of fun, Mason adds, and a new set of spec tires has made it even more fun.

"The new tires are really good," Conner explains of the latest Falken tire. "The car was fun before, but these tires just do everything better. I got lots of seat time in Lincoln [a Nebraska Region test and tune on June 13], and I'm trying to push the car more and more. The biggest thing I need to work on is being more

aggressive in tighter elements. It's nice having a co-driver so we can bounce ideas off each other."

Mason concurs, adding, "Since I'm pretty new to the car, I'm still learning what the limits are. At one point, the car just felt odd; so, we looked and found a disconnected swaybar mount. My dad and I fixed it, and then the car was good again.

"The car is really fun, and I can't wait until next season, when I'm old enough to not require a passenger."

Aside from autocross, the brothers also are interested in RallyCross, which they have participated in as time allows. For them, it's less intense than Solo competition. "The grip is a lot less," says Mason. "You have to focus more on getting the car set up before a corner. The event itself is more relaxed than autocross. So, it's kind of nice to have a break, going to a RallyCross."

There are a lot of people to whom they owe a debt of thanks, the brothers say, not only to their mom and dad, but also to a host of others who have helped and encouraged them over the years.

"Mason and I are very thankful for the awesome competitors and their families we met through the Junior Driver Program," Conner says. "We can't mention all of them; so, we'll just say that you know who you are, and we have been honored to share the course with all of you."

As for the 2020 Solo National Championships, they will again, as in past years, balance work and school while competing for top honors, the brothers say. (Conner is a high school senior this year while Mason is a sophomore).

"I'd like to get top half in the class, but as long as I'm not last, I'll be happy," Conner says about his SSC goals in Lincoln. As for Mason: "If I'm being honest with myself, I would like to get a trophy. That's probably my goal."

Not only are Conner and Mason promising young drivers, observes Rocky Entriken, Midwest Division points-keeper and longtime editor of *SportsCar's* Solo Nationals report, "they also are often the ones with chalk in hand, marking the course on event mornings. They are both excellent examples of a bright future for SCCA." 🍷



DATA DRIVEN

From the June Sprints to a B-Spec tire test to a CRB committee conference call, data is the driving force
WORDS Peter Keane, Chairman, Club Racing Board | IMAGES Jeff Loewe

COLLECTING DATA

(MAIN) The June Sprints saw data collected for analyzing the balance of performance. Then in July, a B-Spec tire test was completed. (RIGHT) Currently, only one hybrid is classed in SCCA Road Racing.



What a rollercoaster the coronavirus has become. The good news, however, is that SCCA conducted a very successful WeatherTech Chicago Region June Sprints at Road America with 466 entries. A second promising sign of motorsports enduring the pandemic is that IndyCar hosted a successful doubleheader event at the same track just one month after the June Sprints. Yes, motorsports is going to win out in the end.

This year's June Sprints showed abundant class participation, and the Club Racing Data Team gathered a large amount of information from cars at the event. The data collected showed a very equitable Balance of Performance (BoP) in each of the sampled classes, with very minimal need for adjustments. The Club Racing Board would like to thank the Data Team for all of the effort they have provided through their collection and processing of information needed to keep SCCA Club Racing exciting.

Speaking of data collection, a B-Spec tire test was conducted in July at MSR Houston. There were three tire manufacturers in attendance and six B-Spec cars with different chassis represented. SCCA used our AIM Solo 2 data boxes to collect the raw data, and B-Spec committee members and staff recorded vehicle settings and driver feedback. Once the information is compiled, the SCCA, B-Spec Committee, and the CRB will review each tire manufacturer's proposal, the raw data collected, and test-driver comments from the test. The goal is to announce a spec tire for the class for the 2021 racing season.

Last month I mentioned that the CRB conducted its very first committee chairman conference call that collected a tremendous amount of input from the committee chairmen. Major topics discussed included:

- **Collection of as much competition data as possible.** The current Data Team does a great job with the resources they have, but the discipline needs to grow to support the amount of information requested.
- **Contain the investment to build and race a car.** This task becomes tougher with the complexity of new OEM platforms, improving safety items, rising consumable costs, and travel.
- **Simplification and stability of the individual classification rules.** Our rules sometimes leave new competitors with questions or confusion about their meaning.
- **Contact among cars and the resolution of contact issues.**
- **More detailed responses to competitor letters.**
- **Multiple committees are concerned about the availability of cars that are not locked down by OEM ECU systems.** Should committees consider aftermarket ECUs?
- **Create individual mission statements for each racing category to clarify philosophical differences between classes.** The goal is to create a natural progression of preparation levels.
- **Classify cars to keep up with current models offered.** Most of our cars are either out of production or do not support future trends like small turbocharged engines or paddle shifting.
- **A second classification concern is where do electric vehicles belong?** Currently, there is a hybrid electric car in GT-2, but no requests have been made for classifications in other classes.

As you can see, the amount of work to solve these topics will be tremendous and will require member input to guide the committees in the correct direction. Look to future "What Do You Think" items in *Fastrack* as well as electronic surveys to help steer the conversation. And, as always, the CRB appreciates all member input on any future policy changes - head to crbscca.com to submit your own thoughts. 🗳️

STORIES TOLD

(BELOW) Bill Laitenberger zooms along a RoadRally in his 1986 Volvo. (RIGHT) Bill works his Zeron rally computer.

LESSONS LEARNED

Bill Laitenberger's RoadRally tales tell of curious adventures from the road | **WORDS** Rick Beattie | **IMAGES** Photographers unknown



Sometimes it's not the RoadRally you remember, it's the stories. For most, there's a joy in telling those stories, and on rare occasions, those stories are even written down. For the late Bill Laitenberger, enjoyment came in both the telling and the writing.

Laitenberger was born in Rochester, N.Y., living there until 2005 when he moved to Arizona with Debbi Segall.

"It was a COCR tradition that the winner wrote an article for the newsletter, and Bill followed that even after COCR dissolved and we were all Finger Lakes Region members," Segall recalls.

Segall was his official editor because spelling and grammar were not his forte, Segall explains. Following his passing in 2016, she organized his stories into a 38-page document entitled "Stories of My Life."

The stories are about old friends, his first rally, an RV adventure, "and an unbelievable ski trip," she says. The stories are all great, but "The Car Fire" might be the most memorable.

Laitenberger had organized a winter rally called SNOW*FLAKE. In rallies, writing directions to move the control crews from location to location is hard to execute, and Laitenberger admitted that "the development of adequate directions was one area that was sacrificed on most of my events."

All was well until he drove past three controls in very good locations that had no crews.

For the fourth control, the rally route headed down Lyons Road. "The road has a 90-degree curve left followed by a 90-degree curve right with a control timing line within 50 feet after the second curve," the story tells. The crew slid off the road backward attempting to drive uphill toward the control.

"Yup, two rear wheels over the edge of a steep downhill embankment," the story continues. "The car stopped with half the car hanging off the edge, the front half stuck in the snow. What a mess was my thought."

Cars entering the control first asked, "What happened?" In the third or fourth car, Dan

Thiel's comment was, "What a lucky situation." Thiel explained that most of the night rally cars had "a macho male driver and male navigator." Thiel pointed out that "Every minute, two more guys arrive." Fifteen cars and 30 guys later, the car was very slowly eased back on the road.

Driving to the next control in his favorite car, a turbo Volvo, Laitenberger checked his mirror to find a cloud of smoke followed by the dashboard lights flickering off and on.

Getting out of the car at the control, he discovered smoke everywhere and fire leaping from the taillight. The gas tank under the trunk was three-quarters full and the fire extinguisher was stowed in the trunk.

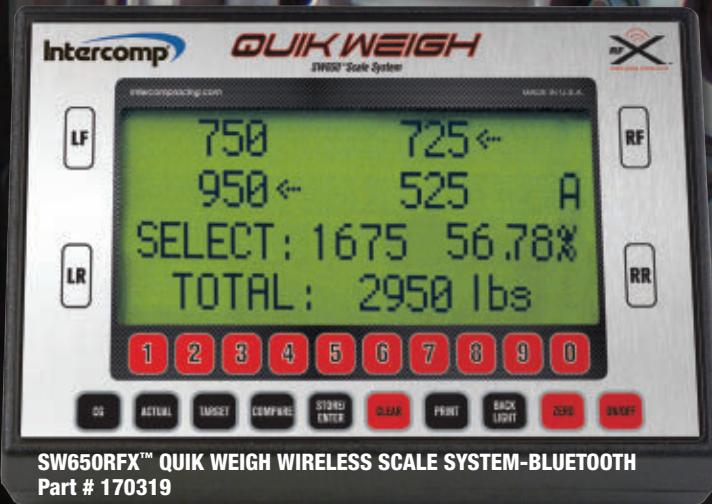
"Thiel again arrives and commented 'Boy, are you in luck again,'" which didn't sit well with Laitenberger. Thiel explained that all of the rally cars have snow shovels. After five or so teams arrived, there were 10 shovels full of snow standing behind the car. Laitenberger opened the trunk and, "Whoosh, in an instant we have four feet of snow in the trunk and the fire is out."

Laitenberger had idled the car at the previous control and the emergency supplies were stored in the left-hand side wheel well compartment. There was enough heat that, at some point, the emergency flares ignited. The fire then spread to the two spare tires and all of the trunk wiring.

There were only front "super bright H-4 conversion lights for the trip home" that included a long talk with the local sheriff. A day later, the investigation by the insurance adjuster finally concluded with him agreeing to cover everything except a badly burned \$26 electrical connector.

"A true story with a happy ending," Laitenberger's tale concludes. "I have done a much better job of developing good instructions to get control crews to the assigned location before the required arrival time for the course opening car. Lesson learned." 📍

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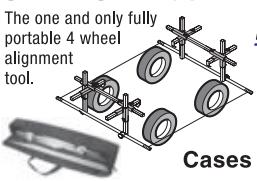
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20 COMPETITION | STREET ▾



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CHRIS CLARK



PRO RACING

WHAT Trans Am Series
WHEN Sept. 11-13, 2020
WHERE Watkins Glen, N.Y.

The Trans Am Series returns to Watkins Glen International in early September, boiling up ample mid-season excitement.



TRANS AM 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.
Drissi (TA); Skeen (TA2); Thwaites (XGT); Saunders (SGT)
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
Aug 1-2 Thunderhill Raceway Park, Calif.
Aug 21-23 Sonoma Raceway, Calif.
Sep 5-7 Portland Int'l Raceway, Ore.
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
Jun 25-28 Mid-Ohio Sports Car Course, Ohio
Race 1 postponed (weather); Bogle
Jul 17-19 VIRginia Int'l Raceway, Va.
Yeany; Tavella; Yeany
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
Jun 25-28 Mid-Ohio Sports Car Course, Ohio
Lundqvist; Lundqvist
Jul 17-19 VIRginia Int'l Raceway, Va.
Lundqvist; Lundqvist; Lundqvist
Jul 31-Aug 2 Barber Motorsports Park, Ala.
Sep 25-27 Sebring Int'l Raceway, Fla.
Oct 2-4 Homestead-Miami Speedway, Fla.



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formularacepromotions.com
Aug 21-23 Summit Point Motorsports Park, W. Va.
Oct 17-18 Pittsburgh Int'l Raceway, Pa.



RADICAL CUP
radicalsportscars.com
Sep 25-27 Sonoma Raceway, Calif.
Nov 12-14 Circuit of the Americas, Texas



ROAD RACING
Date Track/Region
Phone numbers are for region registrars



HOOSIER SUPER TOUR
scca.com/supertour
Aug 28-30 Pittsburgh International Race Complex, Pa.



U.S. MAJORS sccamajors.com
NORTHEAST CONFERENCE
Aug 28-30 Pittsburgh International Race Complex, Pa.

NORTHERN CONFERENCE
Aug 15-16 Road America, Wis.
Aug 22-23 Grattan Raceway, Mich.

SOUTHEAST CONFERENCE
Sep 5-6 Sebring Int'l Raceway, Sebring, Fla.

MID-STATES CONFERENCE
Aug 22-23 High Plains Raceway, Colo.

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

WESTERN CONFERENCE
Sep 5-6 Buttonwillow Raceway Park, Calif.

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

REGIONAL/DIVISIONAL
NORTHEAST nediv.org
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 sediv racing.com
Aug 15-16 v Roebling Road/Buccaneer
Aug 22-23 Palm Beach 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 Roebling Road/SEDiv
Oct 10-11 VIRginia Int'l Raceway/North Carolina

Oct 16-18 v Sebring Int'l Raceway/Central Florida
Nov 6-8 Road Atlanta/Atlanta
Nov 7-8 v Palm Beach Int'l Raceway/Florida
Nov 27-29 Sebring Int'l Raceway/Central Florida

CENTRAL cendiv-scca.org
Aug 15-16 Road America/Chicago
Sep 19-20 Autobahn Circuit Joliet/Chicago

GREAT LAKES greatlakes-scca.org
Aug 8-9 Mid-Ohio Sports Car Course/Cincinnati
Sep 5-6 Mid-Ohio Sports Car Course/Ohio Valley
Sep 19-20 Gateway/St. Louis Region
Oct 17-18 Mid-Ohio Sports Car Course/Ohio Valley

MIDWEST midiv.org
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
Sep 18-20 MotorSport Ranch Cresson/Texas
Nov 7-8 Eagles Canyon Raceway/Texas

ROCKY MOUNTAIN coloradoscca.org
Oct 17-18 La Junta Raceway/Continental Divide

NORTHERN PACIFIC norpac-scca.org
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



PRO RACING

WHAT F4 U.S. Championship
WHEN Sept. 25-27, 2020
WHERE Sebring, Fla.

F4 U.S. Championship drivers tackle the challenging Sebring International Raceway circuit, entering the final stretch of 2020.

Garvin Baker

REGION DRIVER'S SCHOOLS

NORTHEAST nediv.org
Aug 21-23 NJMP/South Jersey

SOUTHEAST sedivracings.com
Aug 22 Sebring Int'l Raceway/
 Central Florida

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

SOUTHERN PACIFIC
Oct 24-25 Buttonwillow
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 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 sedivracings.com
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 23 Sebring Int'l Raceway/Central
 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
Aug 13 TE Road America/Milwaukee

Aug 21 TE Autobahn Circuit Joliet/
 Chicago

Oct 1 TE Road America/Milwaukee

GREAT LAKES greatlakes-scca.org
Aug 15 TT, TE Putnam Park road
 Course/Indianapolis

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

Sep 19 HC Empire, Mich., Wilco Road
 Course/Detroit

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

MIDWEST midiv.org
Sep 8 TE World Wide Technology
 Raceway/St. Louis

Oct 13 TE World Wide Technology
 Raceway/St. Louis

ROCKY MOUNTAIN coloradoscca.org

Aug 22 TT High Plains Raceway,Colorado
Sep 26 TT La Junta Raceway/
 Continental Divide

NORTHERN PACIFIC norpacscca.org
Sep 5 TT, TE Thunderhill
 Raceway Park/Reno

SOUTHERN PACIFIC
Oct 24 TE Buttonwillow
 Raceway Park/Cal Club

TIME TRIALS NATIONAL TOUR
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
Sep 12 Oxford Valley Mall/Philadelphia

Sep 26 Yoder Autocross Site/Wichita

Sep 26 Milwaukee Area Technical
 College/Milwaukee

Sep 26 Lincoln Airpark/Nebraska

Oct 4 Air Force Research Laboratory/
 Central New York

Oct 17 Tire Rack/Sough Bend

Oct 18 Saratoga Auto Museum/Mohawk
 Hudson

Oct 18 Portland International Raceway/
 Oregon

Nov 21 Pacific Raceways/Northwest



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60-YEAR MEMBERS

R.B. Armitage 8/1/1960 Neohio
Fred Fiala 8/1/1960 Central Florida

55-YEAR MEMBERS

William G. Davis 8/1/1965 Central Carolinas
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50-YEAR MEMBERS

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45-YEAR MEMBERS

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William H. Engle 8/7/1985 Kentucky
Bryan Charles Fritzer 8/20/1985 Susquehanna
Sandy Goldberg 8/5/1985 Northwestern Ohio
Keith Grant 8/1/1985 Atlanta
John S. Legg 8/28/1985 Washington DC
Alan Leshner 8/6/1985 Susquehanna
Michael F. McKenna 8/14/1985 Ohio Valley
Christopher Morales 8/19/1985 New York
James Randall 8/28/1985 Land O'Lakes
Dallas Rudolph Rich 8/6/1985 North Carolina
Paul Bryan Schafer 8/7/1985 Indianapolis
Robert Warkocki 8/14/1985 Chicago
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30-YEAR MEMBERS

John Armstrong 8/15/1990 Detroit
Chip Bailey 8/23/1990 Buccaneer
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Ronald K. Barnard 8/13/1990 South Texas Border

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Linda Burdge 8/15/1990 Northern New Jersey
Tom Burdge 8/15/1990 Northern New Jersey
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Jim Dwyer 8/7/1990 Land O'Lakes
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William C. Voageley 8/9/1990 Central Florida
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Randy Best 8/10/1995 Northwest
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Art B. Mann 8/3/1995 Salina
Peter H. Mottaz 8/24/1995 Rio Grande
Dennis E. Parker 8/2/1995 Arizona
Kristie Reid 8/23/1995 Steel Cities
Allison Salem 8/9/1995 Nebraska
Steve Guy Skelton 8/9/1995 Mid South
Tom Smith 8/9/1995 Mid South
K. Dane Smith 8/9/1995 Mid South
Kendra Smith 8/9/1995 Mid South
Doug Smith 8/29/1995 Central Florida
Kristin Stadelmann 8/29/1995 New England
William J. Sullivan 8/10/1995 San Francisco
Don Vicini 8/22/1995 North Carolina

Nov 1 Harrisburg Farm Show Lot C/
Susquehanna
Nov 1 Moore Airfield/Finger Lakes
Nov 1 Bader Field/South Jersey

SOUTHEAST sedivrracing.com

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
Sep 20 Hoover Metropolitan Stadium/
Alabama
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 8 Hoover Metropolitan Stadium/
Alabama
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 Hoover Metropolitan Stadium/
Alabama
Dec 13 Hutchinson Island
Paddock/Buccaneer

CENTRAL cendiv-scca.org

Aug 15 La Crosse Fairgrounds
Speedway/Land O' Lakes
Aug 29 Iowa National Guard/Great
River
Sep 5 Iowa National Guard/Great River
Sep 18 Route 66 Raceway/Chicago
Sep 20 TaxSlayer Center/Great River
Sep 27 La Crosse Fairgrounds
Speedway/Land O' Lakes
Oct 2 Route 66 Raceway/Chicago
Oct 4 Iowa National Guard/Great River
Oct 16 Route 66 Raceway/Chicago

GREAT LAKES greatlakes-scca.org

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

SOLO

TIRE RACK SCCA SOLO CHAMPIONSHIP TOUR

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.
Super Challenge cancelled (weather);
Marcus (Ladies)

Jun 26-28 Heartland Motorsports
Park, Kan.
McCelvey (Super); Duncan (Ladies)

Jul 1-3 Bristol Motor Speedway, Tenn.
Whitener (Super); Marcus (Ladies)

Jul 17-19 Hampton Mills Old Lumber
Yard, Wash.
Yom (Super); Gill (Ladies)

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

Sep 4 Lincoln Airpark, Kan.

STARTING LINE SCHOOLS

Oct 3 Crows Landing, Calif.

REGIONAL

NORTHEAST nediv.org

Aug 15 Pocono Raceway/Northeastern
Pennsylvania

Aug 15 FedEx Field/Washington DC

Aug 16 New Meadowslands Sports
Complex/Northern New Jersey

Aug 16 NYCB Live at Nassau Coliseum/
New York

Aug 16 Pitt Race/Steel Cities

Aug 22 New Meadowslands 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 Meadowslands 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 Tegency Furniture Stadium/
Washington DC

Oct 10 Mid-States/Central Pennsylvania

Oct 11 Moore Airfield/New England

Oct 11 Bader Field/South Jersey

Oct 11 Splash Splash Water Park/New York

Oct 31 Harrisburg Farm Show Lot C/
Susquehanna

Mark Weber



▲ ONE MORE GO ROUND

The Southeast Conference's final U.S. Majors Tour of 2020 takes place at Sebring International Raceway on Sept. 5-6.

- 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** Allen County War Memorial Coliseum/Fort Wayne
- 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**
- 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

- 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

- Aug 15** Rigby Middle School/Eastern Idaho
- Sep 12** Front Range Airport/Colorado
- Sep 19** Pine Ridge Mall/Eastern Idaho
- Sep 26-27** Colorado Air and Space Port/Colorado
- Sep 26** Front Range Airport/Colorado
- Oct 17** Palmer Motorsports Park/Continental Divide

NORTHERN PACIFIC norpacscca.org

- 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** Alaska Raceway Park/Arcic Alaska
- 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

- 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 25** California Speedway/Cal Club
- Sep 27** Marana Regional Airport/ Arizona Border
- Sep 27** Maui Motorsports Park/Hawaii
- Oct 4** Aloha Stadium/Hawaii
- Oct 10** Vidinha Stadium/Hawaii
- Oct 17** Arizona Motorsports Park/Arizona
- Oct 18** Aloha Stadium/Hawaii
- Oct 24** Marana Regional Airport/ Arizona Border
- Oct 24** California Speedway/Cal Club
- Oct 25** Maui Motorsports Park/Hawaii
- Nov 1** Aloha Stadium/Hawaii
- Nov 14** Arizona Motorsports Park/Arizona
- Nov 14** California Speedway/Cal Club
- Nov 15** Aloha Stadium/Hawaii
- Nov 15** Marana Regional Airport/ Arizona Border
- Nov 22** Maui Motorsports Park/Hawaii
- Nov 29** Aloha Stadium/Hawaii
- Dec 5** California Speedway/Cal Club
- Dec 13** Marana Regional Airport/Arizona Border
- Dec 13** Aloha Stadium/Hawaii
- Dec 19** Arizona Motorsports Park/Arizona

ROADRALLY

NATIONAL/DIVISIONAL

- Aug 29** NC Lobster Traps; Frederick, Md.
- Aug 30** DC Crab Traps; Frederick, Md.
- Sep 19** NC Hoosier Crossroads; Indianapolis, Ind.
- Sep 20** NT Hoosier Byways; Indianapolis, Ind.
- Oct 3** NC Oktoberally; Tomah, Wis.
- Oct 4** NT GR8 Purple Cow Rally; Tomah, Wis.
- Nov 13** NT USRRRC - Hell and Back; Whitmore Lake, Mich.
- Nov 14** NT USRRRC - Pavement Ends; Whitmore Lake, Mich.
- Nov 15** DC USRRRC - Are You Territorial?; Whitmore Lake, Wis.

REGIONAL/DIVISIONAL

- NORTHEAST nediv.org**
- Aug 22** Barnstorming/Northern New Jersey
- Sep 12** Southington Drive In/New England
- Sep 13** Second Hand Roads/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**
- Oct 2** Best Western South, Eau Claire/ Land O' Lakes
- Oct 3** Oktoberally/Land O' Lakes
- Oct 4** GR8 Purple Cow Rally/Land O' Lakes

- GREAT LAKES greatlakes-scca.org**
- Sep 12** Hampton Inn, Gaylord/Detroit
- Oct 24** GTA Kualoa Ranch/Indianapolis
- Dec 5** GTA Brownsburg Square Shopping Center/Indianapolis
- SOUTHERN PACIFIC**
- Sep 4** Bank of America, Mission Hills/ Cal Club
- Oct 2** Bank of America, Mission Hills/ Cal Club
- Nov 6** Bank of America, Mission Hills/Cal Club
- Find more events near you at www.scca.com/roadrally**

RALLYCROSS

DIRTFISH NATIONAL TOUR 2021 schedule to be announced

DIRTFISH NATIONAL C'SHIP

Aug 14-16 Heartland Motorsports Park, Kan.

REGIONAL

NORTHEAST nediv.org

- Aug 23** Summit Point Motorsports Park/Washington DC
- Sep 26** Pennsylvania Farm Show Complex & Expo Center/Susquehanna
- Oct 11** Panthera Training Center/ Washington DC
- Nov 8** Summit Point Motorsports Park/Washington DC

SOUTHEAST sedivacing.com

- 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

- Sep 12** Williams' Farm/Land O' Lakes
- Sep 13** Butler County Fairgrounds/Iowa
- Oct 10** Williams' Farm/Land O' Lakes
- Oct 18** Cedar Falls Motorsports Park/ Iowa
- Nov 15** Cedar Falls Motorsports Park/Iowa

MIDWEST midiv.org

- 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

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

SOUTHERN PACIFIC

- Sep 12** Haruki Ranch Kalaheo/Hawaii
- Oct 10** Haruki Ranch Kalaheo/Hawaii

NEW PRODUCTS



KW AUTOMOTIVE C8 CORVETTE VARIANT 3 COILOVERS

KW Automotive has developed its Variant 3 fully adjustable coilover suspension kit for the new Chevrolet C8 Corvette Stingray, with a bundle that includes ESC delete modules for cars equipped with electronic dampers. KW's multi-valve dampers offer independent adjustment of compression (12 clicks) and rebound (16 clicks), and an adjustable ride height between 0-25mm on the front and rear axles. **\$3,449** kwsuspensions.com



IMPACT RACING TRANSITIONAL BALACLAVA

Impact Racing's Transitional BalACLAVA allows for full or partial coverage use to meet sanctioning body safety requirements while allowing the bottom portion of the balACLAVA to be easily pulled down to facilitate eating, drinking, or to render first aid. The Transition BalACLAVA also meets most sanctioning body and municipality guidelines for face coverings to prevent the spread of COVID-19. Available in natural white or charcoal grey, SFI 3.3, and made in the USA. impactraceproducts.com



OMOLOGATO F4 AND FR AMERICAS WATCHES

The official time-keeping partner of SCCA Pro Racing F4 U.S. and Formula Regional Americas Championships, Omologato has forged new limited-edition championship watches for the series. Designed to be affordable yet manufactured to an exacting standard without sacrificing style. Only 50 timepieces per series will be produced, each numbered to create an instant collector's item. **\$388.19** omologatowatches.com

TOP GEAR

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS



HELLA VALUEFIT WORK LAMPS

The Hella Valuefit work lamp series offer powerful light output in a compact design. The TS3000 and TR3000 achieve 3,000 lumens at an ambient temperature of 25 degrees, while despite its compact size, the TS1700 and TR1700 also reach 1,700 lumens. Their compact designs and high power make these work lamps not only suitable as a halogen substitute, but also as the perfect solution for applications that require additional light. hella.com



HASSELGREN ENGINEERING TOYOTA 4AGE HEAD

The four-cylinder, 16-valve Toyota 4AGE engine has a strong motorsports heritage, competing in the FIA World Rally championships, several off-road racing categories, and used for the Toyota Atlantic championship for 17 years. Hasselgren Engineering has teamed with Acrokin Engineering to develop an improved 4AGE head. The design offers improved reliability, better performance, and improved cooling. hasselgren.com



HEATSHIELD PRODUCTS LAVA WRAP

Heatshield Products Lava Wrap significantly reduces exhaust-generated, under-hood heat while improving exhaust efficiency and engine performance. Lava Wrap uses a volcanic rock-based fiber weave that keeps more heat in the exhaust header to increase exhaust gas temperatures. The fibers are 25-percent stronger than traditional fiberglass exhaust wraps, and the Lava Wrap can withstand up to 1,200 degrees F of constant direct-contact heat and 2,000 degrees F of intermittent heat. Made in the USA. heatshieldproducts.com

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

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HIGHER STANDARDS

An adventure of mine documented in this issue of *SportsCar* involved my acquiring a fancy new racing suit. Although I was not going to use it while racing - I volunteered for Emergency Services duties during a Regional road race - the RaceQuip suit I utilized for protection features an SFI 3.2A/5 flame-resistant rating. I know that not all suits are created equal, but this rating allowed me to shop with confidence knowing that what I was about to wear passed a standardized test specific to the racing world. Yet, while many of us take that for granted, it has not always been the case.

In the column to the right you'll find highlights from the September 1970 issue of *SportsCar*. Within the pages of that issue resides a letter from an SCCA member bemoaning the Club's newfound inclusion of alternate materials to Nomex for racing suits.

"I was recently in J.B. Hinchman's Indianapolis factory and asked Mr. Lou Hinchman, the company's president, to comment on the SCCA decision," wrote SCCA member Tom Butters. A paragraph later reads: "Mr. Hinchman did show me the results of the United States Navy test...that indicated time from flame to pain and flame to blister was considerably longer with single-layer Nomex than with single layer brand X."

The member's letter concludes: "I believe that flame-retardant suit wearers should be aware they could be dressed in an imaginary safety factor, something like the Emperor's New Clothes."

Several safety gear advertisements appear in that 50-year-old issue of *SportsCar* with wording unlike any you'll see in racing suit sales today. "We believe the Nomex material that should be used in driving uniforms should be 100% Nomex, should be very closely spun or woven, and should be of adequate thickness to keep liquid, fire, and heat penetration to a minimum," reads a 1970 ad from King Motoring Specialties.

"Believe" and "should" are not confidence-inspiring verbs, especially in the context of protecting my derriere in a racing environment. In a flash, I was immensely thankful for the existence of racing suit testing standards from organizations like SFI and FIA.

Today, SCCA heavily relies on those SFI and FIA standards when it comes to mandating racing protective gear - and for good reason - because before these safety testing standards existed, guesswork was an unfortunate part of motorsports safety.

When I donned my newly acquired safety gear for my weekend working Emergency Services (that adventure starts on pg. 44), I did so knowing the suit met the SFI 3.2A/5 standard, which translates to a Thermal Protective Performance (TPP) Value of 19, offering the wearer 10 seconds of protection before receiving second-degree burns. There's no "believe" or "should" about it, and there's absolutely no reliance on testing that measures to a subjective pain threshold.

Mr. Butters was certainly on the mark with his letter and, coincidentally, the industry must have been thinking along those same lines because racing suit safety standards were adopted soon thereafter.

Yes, racing safety equipment has come a long way in the last 50 years, and my derriere is exceedingly grateful. 📍



Mike Lawler photo

PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

FROM THE ARCHIVES

10 YEARS AGO...
SEPTEMBER 2010



- Pro racer Randy Pobst penned his monthly *Pobst Position* column on the topic of how to be a good spinner on the racetrack. He insisted good drivers never spin, and then discussed his own failures behind the wheel.

25 YEARS AGO...
SEPTEMBER 1995



- In the *Who Will Win the Solo Nationals* feature, *SportsCar* picked Bob Tunnell to win DS. Some 25 years later, he's still our pick, but this time in DM.
- The Board of Directors tabled the notion of eliminating the Rocky Mountain Division.

50 YEARS AGO...
SEPTEMBER 1970



- SCCA's Board of Governors tasked the Competition Board with revising its roll bar and roll cage rules to match those of the FIA, thanks, in part, to 10 injuries suffered during the 1969 SCCA road racing season.

VBOX

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