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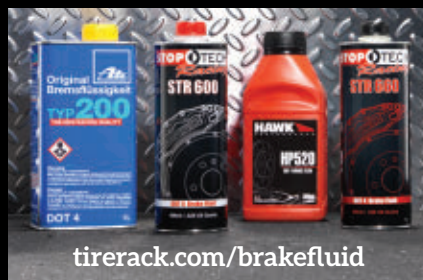
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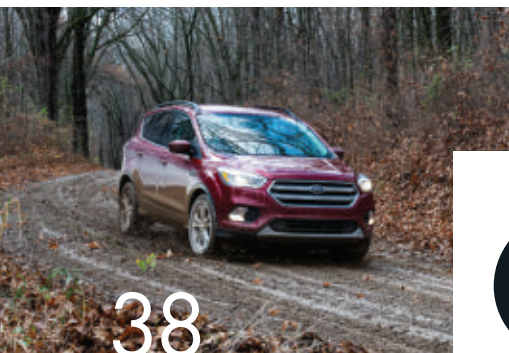
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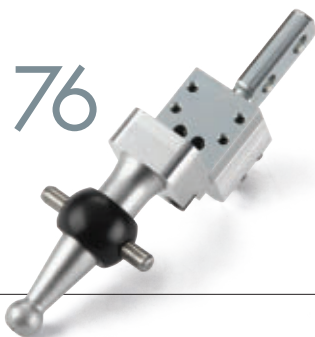
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UNITING TO FUEL OUR FUTURE

Welcome to the first edition of *SportsCar* for 2021! As we move into the New Year, we are thankful for the many successes we enjoyed across the challenge that was 2020, and we are optimistic about 2021 and the future of the SCCA. There were many lessons learned in 2020 at all levels of the Club, but if I had to pick my "top five" of the most important, my short list of "categories" might look something like this:

1. There is power in Unity. Not to restate the obvious, but I believe when we come together for a common purpose - which we did across 2020 to support the Club and the sport we love so much at the National, Regional, and Membership level - there is much we can accomplish together that we would never be able to attain working as disparate parts. More simply said: We win as a team or we lose as a team. So, let's keep working and winning together!

2. You are key to the Club's success. We heard a lot about essential workers across 2020 and I am certainly thankful for each and every one of these - but I also appreciate each and every one of our Members, Region Leaders, Program Leaders, Committee Leaders, Workers, Volunteers, Staff, and more - as you are all *essential* to the continued success and growth of the SCCA.

3. Agility is the new currency for success. This one is really hard to manage and harness, especially in a volunteer army, but we demonstrated that we could do

this based on what we delivered collectively as a united team across 2020. Let's keep this competency close at hand in 2021, because it will most likely come in handy - again.

4. Experience matters. If agility is the new currency for success, the catalyst for growth as an organization is still tied to the collective *experience* we deliver to our Members. Working together to deliver a safe, fun, and exciting motorsports experience for enthusiasts requires a collective and collaborative effort at all levels: National, Regional, and local.

5. Social Media is a key component of the SCCA experience. Speaking of "experience," I think we have an "opportunity" as a Club to improve the way we "show up" in social media, specifically Facebook. I am a strong proponent of free speech, but I also believe that when this speech takes the form of venting out of frustration, airing dirty laundry, or taking cheap shots at others in the Club, this does not work for us, nor does it help create the welcoming environment and the culture that we all want to be part of, share with others, and build upon in the future.

Under the banner of "agility," by the time you read this, we will likely be about to kick off our very first SCCA Virtual Convention where the theme is: Uniting to Fuel Our Future. Yes, this year's event will be different than previous face-to-face SCCA National Conventions in Las Vegas. But we believe with your help we can get our message out to even more members and leaders via the virtual platform than ever before, so please join us and invite others to join our SCCA Virtual Convention so we can continue to work as one team in pursuit of delivering on our Mission.

Thank you for being part of this Team. Thank you for your continued support and for leading the way across 2021, I look forward to seeing you at an SCCA event soon! 🍷

"There is much we can accomplish together that we would never be able to attain working as disparate parts"

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SCCA VIRTUAL CONVENTION NEARS

This year's SCCA National Convention is not only virtual and free, but it's almost about to start. Scheduled to kick off online on Jan. 23 with sessions taking place over the next month, the first day of the Convention will feature an event kickoff, town halls, and SCCA honors and Hall of Fame Awards. Head to scca.com/convention to register now.



THE RUNOFFS RETURN TO VIR FOR 2022 AND '23

Following a successful running of the National Championship Runoffs at VIRginia International Raceway in 2019, SCCA National Championship road racing event is returning to VIR for the 2022 and '23 seasons.

The 3.27-mile, 17-turn, natural terrain road course near Danville, Va., has grown into one of the premier road racing venues in

the country with an iconic layout and a recent growth in facilities that include a hotel, restaurant, luxury villas, garages, and more.

"When the decision was made in January [2020] to focus on two-year cycles for Runoffs sites, there was one clear choice for the first stop," SCCA Vice President and Chief Operations Officer Eric Prill explains. "Based on the

outstanding participant response to the 2019 Runoffs at VIR and the excellent relationship developed between the track and the SCCA staff, VIR was selected for the first multi-year stint in nearly a decade. We're looking forward to our return to one of SCCA's favorite tracks in the country."

The SCCA National Championship Runoffs annually

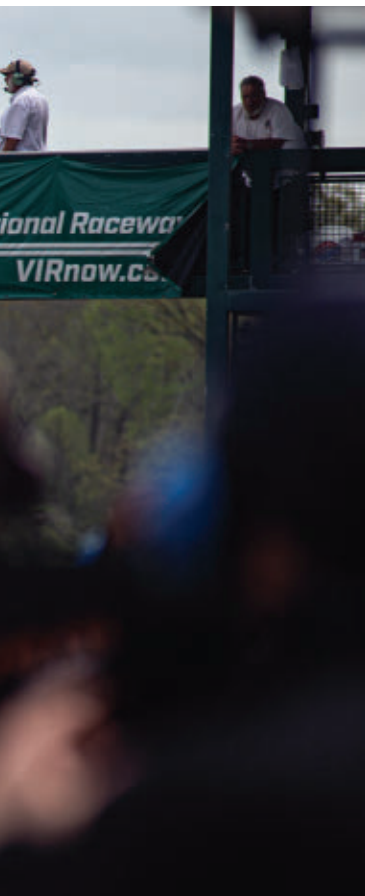
crowns amateur racing's national champions in a winner-take-all race format. The 2021 edition of the event will run at Indianapolis Motor Speedway, Sept. 25-Oct. 3.

The dates for the VIR events were also announced, running September 26 through October 2, 2022 and September 25 through October 1, 2023, for those making advanced plans.



FORWARD VISION

The January 2021 *Fastrack* includes a proposal requiring all Hoosier Super Tour and Runoffs competitors to equip their racecars with forward-facing video cameras. The videos must be recording when on track, and competitors will be required to submit the videos if requested by race officials.



Philip Royle



Perry Bennett

LAUNCHING INTO ACTION
The 2021 National Solo series is staged for success.

2021 TIRE RACK NATIONAL SOLO SCHEDULE TAKES SHAPE

GOING GREEN

The National Championship Runoffs is set to return to VIR for a two-year stint, starting in 2022.

"We are beyond excited to welcome back the SCCA and are honored they've chosen to bring the Runoffs back not just in 2022, but also in 2023," says Connie Nyholm, co-owner and CEO of VIR.

In addition, VIR remains part of the Hoosier Super Tour calendar, with the 2021 round scheduled for April 9-11 and hosted by North Carolina Region. 📍

While not complete at press time, the SCCA has released initial dates for the 2021 National Solo season, with Tire Rack returning as the title sponsor. Highlights for the coming National Solo season – comprised of Tire Rack ProSolo, Tire Rack Championship Tour, and Tire Rack CAM Challenge events – include ProSolo's return to four sites that have produced very successful events in recent years. For the Champ Tour, contestants will open the season for the 15th time at the Dixie Tour in Georgia and again visit Hitchcock, Texas, for a unique weekend of competition conducted on a portion of the GrandSport Speedway circuit.

There's no better way to spend a holiday weekend than

autocrossing, and the SCCA Solo program has both ProSolo and Champ Tour covered on that front. The two series will share two holiday weekends for back-to-back events – Memorial Day in Lincoln, Neb., and Independence Day in Bristol, Tenn. And, as has become tradition, the regular season will wrap up with a standalone August CAM event in Peru, Ind.

"The full National Solo calendar is not yet 100 percent finalized," Howard Duncan, Senior Manager of National Solo Field Operations, says. "Once an event date is announced, we fully believe that event will move forward as planned. If modifications are required due to localized COVID guidelines, updates will be communicated quickly to the Solo community." 📍

2021 TIRE RACK NAT'L SOLO SCHEDULES

TIRE RACK SOLO CHAMPIONSHIP TOUR

DATE	LOCATION
March 12-14	South Georgia Motorsports Park, Ga.
March 26-28	GrandSport Speedway, Texas
May 29-31	Lincoln Airpark, Neb.
June 18-20	Grissom Aeroplex, Ind.
July 2-4	Bristol Motor Speedway, Tenn.
Sept. 6-10	Tire Rack Solo National Championships, Lincoln Airpark, Neb.

TIRE RACK PROSOLO NATIONAL SERIES

DATE	LOCATION
March 18-20	zMAX Dragway, N.C.
May 14-16	Heartland Motorsports Park, Kan.
May 27-29	Lincoln Airpark, Neb.
June 30-July 2	Bristol Motor Speedway, Tenn.

TIRE RACK CAM CHALLENGE

DATE	LOCATION
Aug. 6-8	Grissom Aeroplex, Ind.



SPEC TIRE FOR B-SPEC

The CRB is proposing that, effective June 1, 2021, B-Spec competitors in Majors, Super Tour, and the Runoffs races will compete on Hankook tires. The dry tire is the Z214 205/50ZR15 with the wet Z217 sized 200/580R15. Regional racers can continue to compete on other DOT tires through 2021.



Jay Bonvulture

2020 ROAD RACING AWARDS CELEBRATED

Each year, SCCA recognizes Summit Racing Equipment SCCA Road Racing program standouts for their hard work, dedication and skill. The following individuals made the most of a challenging 2020 and stood out among the membership. They were virtually presented with their awards during an online ceremony on Wednesday, Dec. 16.

JOHN MCGILL AWARD

Noteworthy in 2020 is the John McGill Award, bestowed for significant contribution to the SCCA Club Racing program. Winners are chosen annually by the Club Racing Board in conjunction with the head of SCCA Road Racing, and the list of previous recipients contains SCCA and motorsport luminaries. Keeping in mind that 2020 was such a "distinct" year, SCCA Director of Road Racing Deanna Flanagan noted the John McGill Award presentation would be equally unique this time around.

"The 2020 John McGill Award goes to each SCCA region that hosted an SCCA Road Racing event during a very tumultuous year," Cobb said. "Conducting race weekends is complex and requires a lot of work and dedication. Hosting race weekends during a pandemic? That increases the complexity tenfold or more."



RUNOFFS SUCCESS

Preston Pardus earned the President's Cup.

PRESIDENT'S CUP: PRESTON PARDUS

The President's Cup is awarded to a driver demonstrating ability, competitiveness, and success at the National Championship Runoffs. Claiming the 2020 honor is Spec Miata racer Preston Pardus.

Having claimed his first National Championship in Spec Miata at Indianapolis Motor Speedway in 2017, and a runner-up Runoffs finish at VIRginia International Raceway in 2019, Pardus started eighth during the 2020 Runoffs at Road America in a field of 77. On the last lap, Pardus entered Road America's Turn 5 in seventh place, yet exiting Turn 12, Pardus had the lead and took the win by 0.079sec.

JIM FITZGERALD ROOKIE OF THE YEAR: SIMON SIKES

The Jim Fitzgerald Rookie of the Year honor is presented to an SCCA Road Racing competitor showing the greatest promise and is based on driving ability demonstrated during a first season of National competition or rookie Runoffs appearance. The 2020 Jim Fitzgerald Rookie of the Year is Simon Sikes.

In his rookie SCCA National Championship appearance, Sikes came out strong and earned a Tire Rack Pole Award in the Formula F class. The Atlanta Region driver backed up that performance with an FF Runoffs victory and then managed a runner-up finish in the Formula Continental National Championship



ROOKIE PERFORMANCE

Simon Sikes saw great Runoffs success.



DETERMINATION

Amy Aquilante's return was strong.

race later that same day, further solidifying the fact he is someone to keep an eye on in the future.

KIMBERLY CUP: AMY AQUILANTE

Awarded to an SCCA Road Racing competitor who has shown the greatest improvement in the past year, the 2020 Kimberly Cup was presented to American Sedan racer Amy Aquilante.

A member of SCCA's Philadelphia Region, Aquilante joined the Club more than 15 years ago. With nine Runoffs under her belt, she's no stranger to road racing. Her 2019 National Championship appearance at VIRginia International Raceway, however,



Philip Royle

CHECKERED FLAG: OSCAR KOVELESKI

Oscar Koveleski, a 2015 inductee to the SCCA Hall of Fame, passed away on Dec. 28, 2020.

Koveleski was a tireless supporter and promoter of motorsport, as a driver, team owner, and business owner. At 18-years old, he joined the Philadelphia Region of the SCCA. His first win came in a 1951 SCCA Regional race at Bone Stadium in Pittston, Pa. He raced regularly through the 1950s and '60s in SCCA Regional and National races, as well as the 12 hours of Sebring and the 24 hours of Daytona. In 1970, he won the ASR National Championship at Road Atlanta, beating 27-time National Champion Jerry Hansen by just one-tenth of a second. From 1969-'72, Koveleski was a regular competitor in SCCA Can-Am action, with his orange "Car 54" one of the most recognized cars in the series.

Looking for a way to contribute to better safety for drivers, he joined the board of directors of the Motor Racing Safety Society. Koveleski also served on the Board of Directors for the SCCA and promoted SCCA races at Pocono Raceway from 1980-'96. In addition, he introduced a countless number of children to racing, both in person and through his Auto World mail order catalog that sold model and slot cars beginning in 1958.

"Oscar Koveleski was a treasure," said fellow SCCA Hall of Famer, racer, and Road Racing Drivers Club president Bobby Rahal. "His outspokenness and passionate demeanor in trying to convince you of the importance of his latest project were the essence of his personality. Never quitting, always promoting, in such a charismatic way that one just couldn't say no." 🍷



Garvin Baker

F4 U.S. INTRODUCES ROOKIE SCHOOL

Parella Motorsports Holdings along with Kaizen Autosport will host the first F4 U.S. Championship rookie school at VIR on March 6-7 season. Led by guest instructors and F4 U.S. Race Director Scott Goodyear, up-and-coming drivers will participate in two days of intense instruction in preparation for the forthcoming season.

was rocky as her race ended early with an incident that culminated with a trip to the hospital. But she was back with a vengeance in 2020 at Road America, starting seventh in a talent-filled American Sedan field. Aquilante methodically moved up through the field, ultimately positioning herself for a thrilling last-lap, last-turn pass for the third position and her very first Runoffs podium finish.

DAVID MORRELL MEMORIAL AWARD: **DAN MIKLOVIC**

Presented to encourage continued participation in the SCCA Road Racing Steward's Program, the David Morrell Memorial Award recognizes an active National Chief Steward who exhibits outstanding performance and dedication to the sport and the highest principles. The 2020 David Morrell Memorial Award recipient is Dan Miklovic.

While technically a member of SCCA's Northwest Region, Miklovic has notably worked in a national effort to organize the SIT training program at the

Runoffs over the last several years. He also served as Midwest Division Executive Steward from 2016-'18, was Editor of Stewards Notes from 2015-'18, contributed to the Safety Steward Training Guidelines, and served on the Steward Training Development Committee.

MECHANIC OF THE YEAR: **BOB PISAREK**

The Mechanic of the Year must demonstrate a strong commitment to their craft and to the drivers they support. The 2020 Mechanic of the Year is Bob Pisarek.

Part of the Advanced Autosports team for many years now, those who are lucky enough to be associated with Pisarek consider him to be "undoubtedly the best mechanic you can find both at the track and at the shop." He works swiftly to get drivers out on track and has an unwavering ability to make the impossible possible during any given race weekend. He wants all drivers under his care to do well, and he contributes actively and meaningfully to their success. 📍

Jay Bonvalour



2021 RUNOFFS QUALIFICATION CRITERIA

Competing at the 2021 SCCA National Championship Runoffs, scheduled for Sept. 25-Oct. 3 at Indianapolis Motor Speedway, is a dream for many. But before you get ahead of yourself, you'll want to go through the event's qualification requirements. The 2021 Runoffs qualification requirements differ slightly from the past but are largely similar to those for the 2019 Runoffs. Also, the 26 car classes slated to compete at the 2021 Runoffs are the same as last year at Road America.

In 2021, Runoffs qualification can be achieved through the U.S. Majors Tour or Hoosier Super Tour programs where drivers must participate in a minimum of three separate event weekends and finish a minimum of three individual races in the same class. Participation is defined as turning a wheel on track in an official session (practice, qualifying, warm-up, race) and appearing in an event's official race results. A finish is defined as completing at least half the laps of the overall race winner. Racers may again substitute one U.S. Majors weekend in 2021 with participation in two SCCA Regional event weekends. However, drivers must still finish a minimum of three individual U.S. Majors races in the same class even with this substitution option.

A Divisional Championship path to the Runoffs remains an option in 2021. Using this path, racers must first participate in the same class for a minimum of four weekends within a single Divisional Championship. Also, Divisional competitors must finish in the top three positions within that class' Divisional point standings, except for Spec Miata and SRF3 where the top five will be invited to the Runoffs.

As usual, defending National Champions may enter the Runoffs in the class or classes being defended without meeting any of the previously noted criteria. But this provision may not be invoked two consecutive years in the same class by an individual even if he or she repeats as National Champion.

Last but not least, those competing in select SCCA Pro Racing classes, as outlined in GCR 3.7.4.A.1.a, may substitute participation in up to two U.S. Majors weekends with SCCA Pro Racing weekends.

More information can be found at scca.com/runoffs. 📍

TWO SCCA MEMBERS WIN MAZDA SCHOLARSHIPS

For two days in mid-November, nine amateur racers competed in the MX-5 Cup Shootout for scholarships to compete in the 2021 Mazda MX-5 Cup. When the sun set on day two, of the three scholarship winners, two were SCCA members: Aaron Jeansonne and Savanna Little. Jeansonne claimed the \$110,000 scholarship while Little earned \$75,000.

Allison Merion



AMERICAN SEDAN GEARS UP

A proposal in the January 2021 *Fastrack* offers American Sedan racers the choice of wide or close-ratio transmission gears. The options would fall under a specific range for each gear. Competitors utilizing the optional gear ratios would be required to add 74 pounds to their minimum weight.



Jeff Loewie

SCCA'S 2021 HALL OF FAME INDUCTEES

Tom Campbell, John Fergus, R. Bruce Gezon, Lloyd Loring, and Donna Mae Mims compose the 2021 SCCA Hall of Fame class, recognizing their significant contributions to the Club's history and the world of motorsports. They will officially join the SCCA Hall of Fame during a virtual induction on Jan. 23, 2021 - the opening day of the 2021 SCCA Virtual Convention.



Philip Royce

TOM CAMPBELL

Tom Campbell has served the SCCA in a variety of capacities at the Regional, Divisional and National level, for both SCCA Inc. and SCCA Pro Racing. Campbell is a longtime member of the Mohawk Hudson Region, beginning as a competition driver and as an engineer by training, he has built and maintained a number of championship caliber racecars. Campbell served two terms on the SCCA Board of Directors, including as Treasurer and Chairman. At the Regional and Divisional level, he was Chairman of the Northeast Division. He served as SCCA Pro Racing Chairman of the Board before becoming President and CEO of the subsidiary and leading it through a period of financial stability. Campbell oversaw the first set of Spec Miata

rules for inclusion in the GCR and was instrumental in the move of the SCCA archives to its current home at the International Motor Racing Research Center in Watkins Glen, N.Y.



Red Conwine

JOHN FERGUS

John Fergus is nearly synonymous with SCCA Road Racing's Sports 2000 class. The Ohio Valley Region member actually began his SCCA career as an autocrosser, winning Solo National Championships in 1977-'79 before turning his attention to road racing. With seven wins at the SCCA National Championship Runoffs, all in Sports 2000, he trails only nine others in the history of the Club. In addition to his Sports 2000 Runoffs championships, he also won three Pro Sports 2000 titles. Elsewhere, Fergus also scored 13 wins in IMSA GTU competition, winning the championship in 1991. While a successful driver, Fergus was also active in his home Region, establishing worker awards, worker parties, and training seminars and strengthening the Region during the 1990s when it also hosted the Runoffs annually. Fergus' respect stretches beyond the SCCA, as evidenced by his role as Vice President and Treasurer of the Road Race Drivers Club (RRDC).



James Heine

R. BRUCE GEZON

Bruce Gezon becomes the first SCCA Hall of Famer to have predominantly built his SCCA legacy in RoadRally, rather than following in the footsteps of those who also competed in performance rally. Gezon, who is still competing at 80 years of age, is believed to have won more SCCA National Championships than any other member, credited with 43 National Championships between 1968 and 2020. Currently a member of Philadelphia and Allegheny Highland Regions, Gezon's SCCA record includes the most United States RoadRally Championship wins, a record 15-consecutive wins in National Rallies, the 1974 National Class A Championship by allying a perfect 50 points with 11 different rally partners (driving in six events and navigating in five) and being a member of the five-car Ford Rally team from 1969-'70, winning the Manufacturers' Championship for Ford. Behind the scenes, Gezon is Points Keeper and also co-editor of the SCCA RoadRally Rules and has served as rally master of National RoadRallies for three different SCCA Regions and rally master

of Divisional rallies for five different Regions, spanning more than 50 years.



Courtesy SCCA

LLOYD LORING

Seldom does an individual contribute to the Club in such a way that he starts a worker specialty based on his talents, but such is the case for South Bend Region's Lloyd Loring. While participating as a successful driver in a Porsche 356 and working on South Bend's traveling tech team, Loring discovered his skill and passion for announcing. Serving first at local events and in the CENDiv Solo series, Loring quickly became the first announcer at the Solo National Championships. Although largely retired from announcing, the 92-year-old Loring continues to call select South Bend Region road races and autocross events. Loring is a member of the CENDiv Hall of Fame and a Curt Thews Award winner from his home Region for the member who has given unselfishly to the success of the Region. The Great Lakes Division has recognized his legacy by awarding the Lloyd Loring and Jeanne Ruble Achievement Award annually at the Great Lakes Division Solo Championships Spring Training weekend. Still known as "The Voice

of Solo," his trademark "Are you ready for this?" remains music to National autocrossers' ears.



Dave Nichols

DONNA MAE MIMS

Known as the "Pink Lady" of racing, Steel Cities Region's Donna Mae Mims established herself as a formidable competitor in sports car racing, and an active participant in Region activities and leadership before becoming the first woman to win an SCCA Road Racing National Championship in 1963. Though known as a Chevrolet fanatic, Mims' 1963 National point championship came in H Production behind the wheel of a pink Bugeye Sprite. Mims was also a licensed grid worker, a member of the Region's Board of Directors, a driving instructor, and editor of the award-winning Region magazine, *Drift*. Easy to spot in her pink driving suit, pink helmet, and pink wig, with "Think Pink" emblazoned on the back of her racecar, Mims also competed (with Suzy Dietrich and Janet Guthrie) in the Rolex 24 At Daytona and the 12 Hours of Sebring. At her passing in 2009 at the age of 82, her viewing at the funeral home had her seated in her race-winning 1979 Corvette. 📍



Bob Meil (CC)

PAST SCCA MEMBER RECEIVES CONGRESSIONAL GOLD MEDAL

Greg LeMond is arguably best known for winning the Tour de France in 1986, '89, and '90, but in the 1990s, he was also a racecar driver in the SCCA Spec Racer Ford pro series and eventually the then-SCCA Pro Racing-sanctioned F2000 series. In December 2020, LeMond was presented with the Congressional Gold Medal.



Jay Bonvillar

SOLID PERFORMANCE

The Runoffs Appearance Fund is back for 2021.

RUNOFFS APPEARANCE FUND RETURNS

The Runoffs Appearance Fund launched in 2020 to assist racers in their journey to the National Championship Runoffs. Last year, \$20 from each U.S. Majors Tour entry fee went into an Appearance Fund escrow account, and by season's end, the fund totaled \$68,596.

"The number of paid positions for each class in each Conference point standings and Hoosier Super Tour point standings was determined by the average number of class entries at all U.S. Majors Tour events [Super Tour and Conference Majors], including Majors substitute entries that were purchased," explains Deanna Flanagan, SCCA's Director of Road Racing.

At the end of the season, the entire fund is then distributed to drivers based on their finishing position in one of the six Majors Conference Championships or the Hoosier Super

Tour point standings prior to the Runoffs - the driver must also attend the Runoffs. In addition, the Appearance Fund only pays out to racers whose straight-line mileage to the Runoffs is greater than 300 miles, with the maximum mileage paid being capped at 3,000 miles.

"Two-hundred-forty-one drivers finished in a paid position and attended the Runoffs," Flanagan explains of the 2020 SCCA Road Racing season. "Sixty-five of those drivers lived within 300 miles of Road America so they were excluded from the payout, meaning 176 drivers received a payment. The total mileages of these 176 drivers were added and divided by the total amount in the escrow account to come up with a per mile rate of \$0.39 per mile. Each driver's straight-line mileage was multiplied by the per-mile rate to determine their payout."

Drivers only received one payout per class even if they finished in a paid position in more than one points standing in a single class. And, if any of the eligible paid positions did not attend the Runoffs, the fee was not paid farther down the points list.

Because of the way the Appearance Fund is calculated, not all classes pay out to the same number of positions. However, there are similarities. In 2020, the Appearance Fund paid two or three racers for most classes, with exceptions being GT-2 (4 drivers) and STL (5 drivers); SM and SRF3, meanwhile, paid 10 drivers each. The minimum 2020 Appearance Fund payment was \$134.81, and the maximum payment was \$1,171.77.

The Runoffs Appearance Fund returns for 2021 utilizing the same calculation methodology. 📍

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 NOVEMBER 2020

NAME	REF	REGION
Warren Leach	11	San Diego
Gayle Jardine	10	Cal Club
Jose De Miguel	9	Puerto Rico
Scott Rettich	7	Ohio Valley
John Zuccarelli	6	Florida
Robert Baltazar	4	Cal Club
Jason Fuller	4	E Tennessee
James George	4	South Carolina
Adam Miller	4	New York
Christopher Pinkert	4	Central Florida
Moses Smith	4	Texas
Sydney Yagel	4	Houston

1,590 additional members have at least one referral.

REGION LEADERS

(Category based on 2019 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Houston	10.2%
Atlanta	5.7%
Central Florida	5.0%
LARGE REGIONS (401-799):	
Indianapolis	16.5%
Steel Cities	14.4%
Lone Star	14.0%
MEDIUM REGIONS (200-400):	
NE Pennsylvania	18.2%
Western Michigan	14.1%
Kansas	12.0%
SMALL REGIONS (<200):	
Middle Georgia	41.2%
Wiregrass	40.5%
Ala. & Yellowstone	33.3%

TRANS AM TA2 TO RACE AT 2021 MUSIC CITY GRAND PRIX

The SCCA Pro Racing Trans Am Series presented by Pirelli will bring TA2 American muscle to the inaugural 2021 Music City Grand Prix in Nashville, Tenn., during the Aug. 6-8 festival of speed, sound, food, and fun.

"We are pleased to partner with Music City Grand Prix to bring Trans Am's TA2 powered by AEM to Nashville," said John Claggett, president, Trans Am Race Company. "TA2 is our fastest-

growing class which races some of America's most iconic muscle cars side-by-side. Nashville is a great city to celebrate American muscle cars - it's a city that embraces Americana with a touch of nostalgia while offering up high-octane entertainment - Trans Am is that too, and therefore a perfect addition to the event."

Several of Music City Grand Prix's investors were instrumental in bringing the Trans Am Series



Chris Clark

race to life. Stanton Barrett, American racecar driver, Scott Borchetta, CEO and president, Big Machine Label Group, and Justin Marks, former racecar driver, will race in the event.

"The opportunity to be able to race in the first-ever Music City Grand Prix weekend in the Trans Am

CITYSCAPE

Trans Am's TA2 class will hit the streets once more, this time in Tennessee.

Series is a dream come true," said Borchetta. "Working with the Music City Grand Prix team over the last several years to bring IndyCar back to Nashville has already been very gratifying. Now, knowing that the team and I get to be part of our hometown Grand Prix and get the chance to race through the streets - and across the bridge - downtown, this weekend has a huge circle around it on all of our calendars." 📍



RANDY POBST

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

TEN THINGS I LOVE ABOUT THE SCCA

1. Most of all, the Club has generously lent me this *Pobst Position* forum to expound about all things sports car and competition, with a very long leash. To *SportsCar* magazine and my editor Philip Royle, thank you.

2. National-level competition and championships. The National Championship Runoffs and the Tire Rack Solo National Championships are what first led me to the Club (in 1980. Yes, it's my 40-year anniversary). In autocross, SCCA has long been the source of a National Championship. Back when I first started, it was the only opportunity. SCCA offers those of us with lots of overconfidence the chance to learn that there are also other very good drivers and car builders out there.

3. Consistent rules nationwide. No matter where you go in the USA, if it's SCCA, you will find the same set of rules at the slightly deceptively named "National" events (I'll get into Majors and Hoosier Super Tours in a moment).

(*Climbs up on soapbox.*) At National races, that means consistent classing and a points race, but we probably all know that guy (or several) who

says he's a National winner and lets the unknowing believe he's talking about a National Championship at the Runoffs. This rant is a little outdated what with the Majors and Super Tour point structures, but it still feels good to get it off my chest, thank you. (*Steps down from soapbox.*)

That little pet peeve aside, it's so nice that if you move or visit another part of the country, you still fit in. Same Club, same tribe. And, to keep it interesting, there are often special classes created locally in our Regional events.

4. The U.S. Majors Tour road race weekends. A chance to race a higher-level event without having to travel so far. The Majors series lends more credibility and sense of accomplishment and meaning to your competition and trophies.

5. The Hoosier Super Tour. The highest form of Club racing before the Runoffs itself, adding even more show to the weekend, including live stream and radio broadcasts, and more prizes. Racers, choose your playing field.

In track day driving, it's about enjoying your car at speed in the

safely controlled environment of a racing circuit. In SCCA competition, it's about going for the win. This is an enormous difference that can make all the difference. For those who choose to race, it can be very, very rewarding. Working to outrun other cars and drivers raises my focus tremendously compared to driving around turning fast laps. This is something I have always liked about SCCA racing and autocross - it magnifies the experience, and SCCA is really good at it.

6. Variety. SCCA has long been the ideal place for car builders, both amateur and pro. There are classes for nearly anything you like, and if there are not, you can work with your local Region to create one for you and your friends. As I sat in my hotel watching Sebring's Turn 7, which I and many others have always known as The Hairpin (It's only quite recently that I have even begun to recognize the corner as 7. Like Laguna's Turn 8. What? Oh...the Corkscrew.), I enjoyed the amazing variety of machines roaring by. Formula cars to mildly modified street (long a favorite of mine) to low-slung prototypes



to monster tube-frame GT-1 Trans Am-style racers, SCCA has got it all and you hands-on types can build your own.

7. So many places to race. In addition to the wide range of cars, there is the incredible variety of racetracks. SCCA runs events just about everywhere. I like how our Club encompasses this entire great country, so no matter where you are, SCCA will be hosting events in that area. All the epic, world-class circuits, and many perhaps lesser known but genuine gems like Grattan up in Michigan, Pueblo in Colorado, The Ridge near Seattle, and Pitt Race outside Pittsburgh.

8. There's the variety of sports car events, too. Road racing, of course, but other adventures like my new favorite, RallyCross. It's only recently that my eyes have seen the glory of racing on the dirt. After years of watching performance rally, Baja, and dirt track on TV, it has been both a revelation and a dream-realization to slide through corners roosting earth skyward and attempting my own right-left Scandinavian Flings. Bring a car you don't mind getting dirty - or even

better, share a buddy's car - and just let your inner child hang it out. I find it to be such a rollicking good time.

Speaking of variety, in a wonderful multi-varied challenge called the SCCA Targa Southland (I'd really love to see that event come back - maybe I have to take it on myself?), the event featured Track Night, autocross, Time Trials, and my first real taste of RoadRally.

Ahh, RoadRally. Especially in the age of "The Virus," we all need to try this socially distant street-driving and brainpower-enjoyment exercise. Often featuring the best and little-known backcountry roads in the area, I found I relished the challenge of figuring out the route and the tricks. Like "Turn after the yellow bicycle," not "after the yellow sign with the black bicycle icon." Got me! Clever. I like clever. Normal street speeds, with brain on high alert, that's RoadRally.

9. The high level of safety, race control, and trained SCCA corner workers. Some events have a very low standard of flag marshals, especially when it comes to accidents and injuries. SCCA events are insured and manned by the best crews in the business,

"There's the variety of sports car events, too. Road racing, of course, but other adventures like my new favorite, RallyCross"

something we might not think of until it's too late. Many of our SCCA workers are the same people who staff the pro races. Everything overseen by SCCA's national staff and Competition Board. At tracks, the scheduling, the paddock parking, the worker parties, the safety standards and tech inspections all add up to well-run events in which we enjoy a high level of confidence in an organization with many years of experience behind it.

10. The great history and heritage of this Club. Your SCCA was the first big national organization for European-style sports car competitions as America emerged from WWII. My recently departed Dear Ol' Dad was a spectator at the early 1950s Watkins Glen Grand Prix, when the SCCA and Cameron Argetsinger staged the initial races that led in a direct line to today's events, like the Turkey Trot races I recently attended at Sebring. Seven decades of competition, camaraderie, passion, and checkered flags. 🏁

TOO MUCH FUN

RallyCross is not new to the SCCA, but Randy Pobst only recently caught sight of this fantastic form of motorsport.

TOP OF THE WORLD

Linus Lundqvist celebrates after sweeping the COTA weekend and being named the 2020 SCCA Pro Racing FR Americas champion.





LIKE MAGIC

Trans Am, F4 U.S. Championship, and FR Americas racers battled through an unpredictable 2020 season, with SCCA Pro Racing champions emerging in unimaginable ways. Here are their stories... | WORDS SportsCar staff | IMAGE Gavin Baker

That SCCA Pro Racing hosted 2020 race seasons at all was something akin to a rabbit being pulled from a hat. For the keystone series hosted by SCCA Pro Racing - Trans Am presented by Pirelli, Formula 4 United States Championship powered by Honda, and Formula Regional Americas powered by Honda - racing was either just underway or about to do so when the pandemic hit. While with hindsight we know motorsports only stalled for a few months, back in March, racers and event organizers alike were staring into an abyss of the unknown. As it turned out, racing would indeed resume, and the intense - and condensed - racing season that ensued was no sleight of hand. Ultimately, 2020 was racing at its best.

For Trans Am, the planned 12-race season slated to kick off at Sebring at the tail end of February did see the track, but the second race - a March 28-29 round at Michelin Raceway Road Atlanta - was postponed. Trans Am, it turned out, wouldn't take to the track again until June 26-28 when racers converged upon Mid-Ohio. In what was then a very fluid season of on-again, off-again weekends, Trans Am ultimately saw nine rounds in 2020, crowning five deserving champions. A similar story, it should be said, befell Trans Am's West Coast championship.

Meanwhile, F4 U.S. and FR Americas postponed their April 2020 kickoffs until July, but since

their seasons traditionally take place later in the year, ample time was available for the series to adjust.

Racers were scrambling, but what was it like from the organizational side? "I would say that 2020 was the most challenging season I've ever seen," John Claggett, Trans Am Race Company's president, explains, adding that there were daily communications over the late spring and early summer between everyone from race promoters, to state and county health officials, drivers, teams, manufacturers, suppliers, volunteers, and beyond. "We, as a series, did everything we could possibly do to produce events, and it was a big challenge."

Yet, despite the pandemic, another story was unfolding; one of a transitional year for F4 U.S. and FR Americas. You see, Parella Motorsports Holdings, already a leading force in the promotion of Trans Am, was keying up to take a chief role in SCCA Pro Racing's F4 U.S. and FR Americas series beginning in 2021.

So, as you flip the page and discover the journey of the 12 racers who ultimately became 2020 SCCA Pro Racing champions in everything from tube-frame monsters to nimble, turbo formula cars, consider the passion and determination that went into not just the racing, but every aspect of the competition season. The 2020 racing season was - more than ever - a team effort, and the fact that racing happened at all is like magic. 🍀

2021 SCCA PRO RACING SCHEDULES

2021 TRANS AM SCHEDULE

DATE	VENUE
Feb. 19-21	Sebring International Raceway, Fla.
March 26-28	Michelin Raceway Road Atlanta, Fla.
Apr 30-May 2	WeatherTech Laguna Seca, Calif.
May 28-31	Lime Rock Park, Conn.
June 25-27	Mid-Ohio Sports Car Course, Ohio
July 2-4	Road America, Wis.
July 16-18	Brainerd International Raceway, Minn.
Aug. 6-8	The Music City Grand Prix, Tenn. (TA2 only)
Sept. 3-5	Canadian Tire Motorsport Park, Ontario, Canada
Sept. 10-12	Watkins Glen International, N.Y.
Sept. 24-26	Virginia International Raceway, Va.
Nov. 5-7	Circuit of the Americas, Texas

2021 FORMULA 4 U.S. CHAMPIONSHIP SCHEDULE

DATE	VENUE
April 23-25	Sonoma Raceway, Calif.
April 29-May 1	WeatherTech Raceway Laguna Seca, Calif.
June 25-27	Mid-Ohio Sports Car Course, Ohio
July 16-18	Brainerd International Raceway, Minn.
Sept. 24-26	Virginia International Raceway, Va.
Nov. 5-7	Circuit of the Americas, Texas

2021 FR AMERICAS CHAMPIONSHIP SCHEDULE

DATE	VENUE
March 26-28	Michelin Raceway Road Atlanta, Ga.
April 23-25	Sonoma Raceway, Calif.
April 29-May 1	WeatherTech Raceway Laguna Seca, Calif.
Aug. 13-15	Grand Prix de Trois-Rivières, Quebec, Canada
Sept. 24-26	Virginia International Raceway, Va.
Nov. 5-7	Circuit of the Americas, Texas



2020 TRANS AM TA CHAMPION: ERNIE FRANCIS JR.

WORDS Steve Nickless | IMAGES Chris Clark

Erníe Francis Jr. is a serious young man - serious about his team and his craft, which is driving racecars quickly. Clinching the SCCA Pro Racing Trans Am presented by Pirelli's premier TA class in 2020 was no small feat, though, with the win made all the more remarkable by the fact that it was his seventh consecutive Trans Am title - fourth straight in TA - earned at age 22 racing against a half-dozen veterans twice his age.

His season started spectacularly with the pole and a flag-to-flag victory in the Sebring International Raceway season opener in early March, a new sponsor adorning the flanks of his brightly repainted tube-frame Ford Mustang. But

then COVID. When the rapidly cobbled together Trans Am season resumed at Mid-Ohio three months later, cold and rain posited a very different outcome: Francis Jr. struggled with setup in qualifying, mired in 12th until a final-minute, all-out run bumped him up to fifth. But on a drying track, the 22-year-old put on an inspiring show, battling perennial rival Chris Dyson at mid-race as well as pole winner Tony Ave with 10 laps remaining en route to a headline-making win.

Francis Jr. won both races in August at VIRginia International Raceway, the four total wins alongside the three poles and two runner-up finishes in the shortened nine-race season were enough to overcome suspension, electrical, and clutch issues (at

Brainerd, Road America, and Road Atlanta, respectively) that slowed him, and eke out a fourth-straight TA title by a slim 28-point margin over consistent finisher Tony Drissi and two-race winner Dyson.

A memorable, record-setting season, for sure. So, what are his thoughts on the matter?

Was there a specific season highlight for you?

"I think it's really tied between the VIR double - the double wins - and Mid-Ohio. At Mid-Ohio, we had an issue [in qualifying] and I ended up starting fifth, but I went from fifth to first to win the race, which definitely sounded really good on paper. It wasn't as fun in the car. It was pretty stressful and grueling,

ON A ROLL

One of the 2020 season highlights for Ernie Francis Jr. came when he swept the TA double-header weekend at VIRginia International Raceway.

but yeah, I got it done. [It was] fun having to work my way through [the field] and then also dealing with the wet track. It really showed the car control that everybody had - who can keep these cars with 800hp underneath us on a wet track. It definitely was an entertaining race for the fans, and I think that was one of the top ones.

"But VIR was probably the highlight of the year; definitely secured our spot in the championship. I wasn't too excited about going there. I've never really been that strong at that track. But it turned out to be a really good weekend for us. We were fast enough to battle with the guys in the front, and then just let traffic play into it and make our moves, got to the front and won the first race. The second race, just led it the entire way, keeping everyone else behind us.

"That weekend we had seven drivers racing with us [at Breathless Racing] and had all of our crew there - 10 crew guys out there that weekend. I really had to make sure I kept our car clean and safe because we didn't have the manpower to fix it. But it was a great weekend. Two wins. I couldn't be happier."

What's your favorite track?

"I was one of the few people in the TA class that had actually been to Brainerd before: We visited there two years prior. It's a fun, fun place - a really fast

track. I got the pole and then in the race had a suspension failure that took us out; it almost put us into the pit wall. That was kind of a disappointing finish given that the weekend started out so strong - we were fast in every session and took the pole.

"It's a fun place. You carry some speed around there! We went on a little tour and saw what the old course used to be when they would go down the quarter mile drag strip leading into Turn 1, and you definitely get the speed going in these cars. They don't use that drag strip section anymore - too fast, too dangerous."

Who's your toughest competitor?

"There are lot of good drivers we battled throughout the year. Each driver seems to shine at different places. Throughout the season, just a constant thread has been Chris Dyson. Dyson has a really good team - awesome team, a great family. His dad [Rob] is a super great - I met him at Lime Rock. And they have a really good car and a solid program - they always seem to be pretty fast and putting the pressure on us.

"Then, drivers who come in for one-offs like Boris Said, Martin Ragginger, Justin Marks - they come in and they're fast right off the bat and it makes it more fun to have guys like that. I'm really hoping they can come back and do full season runs, growing the field."



"Boris Said, Martin Ragginger, Justin Marks - they come in and they're fast right off the bat"
ERNIE FRANCIS JR.

Gratitude journal...

"I've got to say a really big thank you to everyone with my team, with Breathless Racing. I couldn't have done it without them, putting up with everything going on this year. All of our crew guys - they fly in from across the country for these races, and just them willing to fly with everything else going on. It really shows how much they care and how they want to do this just as bad as I do.

"Thank you to the series for making it happen - to the Trans Am. They did a great job adjusting our schedule, trying to make everything work. We didn't really know if we were going to have a season. So, yeah, a big thanks to everyone."

2021'S already here.

What are your plans?

"[In 2020], everything was COVID and it really took its toll on budgets along with everything in racing. That was one of the big difficulties we had - trying to find the budget to finish up the season. Right now, we're trying to see what we can put together.

"It did just get announced [that I have a spot] in the new SRX [Superstar Racing Experience] series put together by NASCAR's Tony Stewart and Ray Evernham. I met Ray earlier in the year at a few of the SVRA races and I've stayed in contact with him. He races an older TA car, so we'd talk about how his car was going and about SRX, and he was able to talk to the rest of his team and get me on board with it.

"I have some experience on some short tracks when I did the NASCAR Drive for Diversity. I did a few Late Model races down at Hickory and South Boston and Myrtle Beach, so I know a little bit about it." 🏁

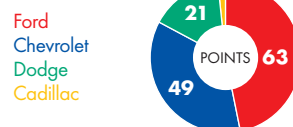
FAN ZONE

(BELOW) Trans Am's 2020 season opener took place before the pandemic, meaning driver autograph sessions were in full effect with Ernie Francis Jr. greeting fans. (LEFT) Once coronavirus regulations kicked in, teams did all they could to make the races. On track, though, Trans Am's TA class was like it often is, with Francis Jr. in control.



TA BY THE NUMBERS

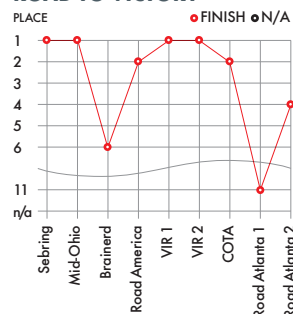
MANUFACTURERS' CHAMPIONSHIP

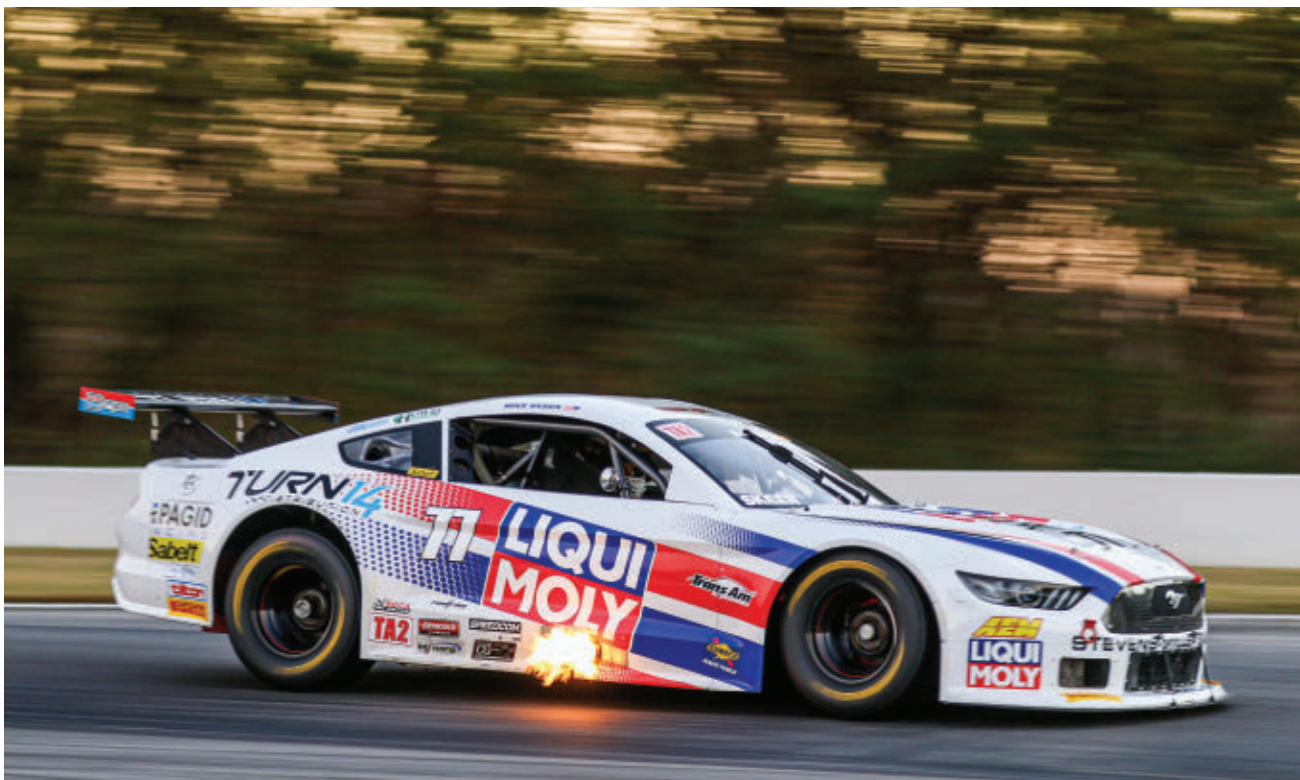


DRIVERS' CHAMPIONSHIP (top 5)



ERNIE FRANCIS JR'S ROAD TO VICTORY





2020 TRANS AM TA2 CHAMPION: **MIKE SKEEN**

WORDS Steve Nickless | IMAGES Chris Clark

Mike Skeen's return to the SCCA Pro Racing Trans Am presented by Pirelli series in 2020 was something of a last-minute occurrence when the TA2 powerhouse Stevens-Miller Racing team lost its top two drivers - 2019 Trans Am TA2 champion Marc Miller and points runner-up Dillon Machavern, both of whom transitioned to another series for 2020. Skeen is a successful driver coach with a long, successful, and varied career racing everything from karts and NASCAR Trucks to World Challenge and Pikes Peak, even earning Trans Am's Rookie of the Year honors in 2010.

Friends with Stevens-Miller Racing's Joe Stevens, Skeen had done some testing for the team over the years and was an obvious choice to fill the seat

of the team's No. 77 LiquiMoly/Turn 14 Chevrolet Camaro.

TA2 is among the most hotly contested and populous pro road racing classes in North America, with 28-car starting fields at three of the races in the pandemic-shortened 2020 season and razor thin time gaps between qualifiers and margins of victory. Despite a number of different engine builders and three different bodywork choices, the tube-frame TA2 cars are surprisingly equal. It is a true driver's class, teeming with race winners and former champions, and in that environment, Skeen's record stood out: He racked up six poles and six wins, only once finishing off the podium, to head two former Trans Am champions - Rafa Matos and Cameron Lawrence - in the

final standings. So, what was the 2020 season like to Skeen? We decided to find out...

Did you anticipate such a successful year in TA2?

"Honestly, I had no expectations of having that kind of winning record at the end of the year. I mean, part of why I wanted to be back in TA2 was I knew how high the level of competition is. I just wanted to have some fun again, just be racing and not worrying about [balance of performance], pit stops, gentlemen drivers, and whatnot, and just go for it. That's what I was looking forward to, but to be fast right out of the box and get the win at Sebring International Raceway was, you know...I was very happy, obviously, but certainly not expecting it to go that way all year long. I'd

say we certainly won more than I expected to, percentage wise."

What stands out most from your 2020 TA2 season?

"There was a lot of good stuff. I mean, the reason I wanted to be back in TA2 is because the racing is so good, and pretty much every weekend we had good battles. I guess one that would stand out for me was the second race of the doubleheader [at VIRginia International Raceway], to be starting at the back in a car that I hadn't driven [Editor's Note: Skeen entered VIR in a TA2 Ford Mustang assembled from the chassis salvaged from a post-checkered-flag wreck at Road America in the Camaro. Teething problems led to Skeen racing Stevens-Miller teammate Bob Lima's Camaro in Race 2]

WILD YEAR

(LEFT) The Ford Mustang Mike Skeen concluded the 2020 TA2 season in is not the car he started with. Regardless, the results were largely the same. (BELOW) With six wins and two other podium finishes out of nine races in the 2020 TA2 season, Skeen spent ample time in front of the camera following the races.

and to take it up front for the win was pretty awesome.

"That really helped push us into a really solid points lead. We had a pretty good points gap, but it was close enough toward the end of the year that getting really solid finishes there and getting some points ahead of Rafa and others, that really made the end of the year look a little safer. Not that it was easy.

"Then there was Road Atlanta. The whole weekend was fantastic. We were fast early on, from the first practice, and the car [felt] really good straight out of the truck. You never know who's saving it in practice and going to throw it down in qualifying, but I had a pretty good gap on everybody, and the first race was looking really good. Same thing in the second race. We didn't want to get caught up in any incidents early on being too aggressive, but we were able to lead straight away, fight them off a bunch during the restarts, and then had a good battle with Cameron [Lawrence].

"It was also probably one of the stronger fields we had all year with Franklin Futrelle being there and [Thomas] Merrill being back - a really solid top five guys and some good battles for sure."

Why race TA2?

"At a pro level, TA2 is definitely the best value. You can't go that fast for any less money anywhere, as far as I know. I always tell everybody, it's basically like a spec auto with 500hp. It's just a ton of fun.



"And the racing is really close - the cars are really close. When we first started out at Sebring, that car had zero miles on it - a brand-new Howe chassis, nothing secret or anything about it. It's not like you have to have a NASCAR team developing the car to be competitive.

"That's what I really enjoy about TA2 - the accessibility, the value, and the depth of the field. It's like going back to grassroots racing where the car doesn't do anything for you. You've got work for it - you've got to set it up, you've got to drive it with no driver aids."

What's next?

"It's a little early to know for sure (about 2021). Hopefully, a little more TA2. We'll see. I'm trying to do as much as possible. I'd like to get back in some NASCAR stuff on the road courses when I can and hopefully do some IMSA again. Anything and everything.

"[Driver] coaching is huge. I'm heading down to Daytona to work

with a prototype challenge team that has two cars this year, two Ligiers. Then I [coach] a number of guys who also race on Trans Am weekends - Ken Thwaits, who won this year's XGT championship; I've worked with him all year. I also have a guy in Radical Cup who won his championship also."

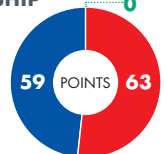
Who deserves additional thanks?

"My longtime girlfriend, Kelly - she's been a big supporter and goes to most of the races, helping with the team, helping set everything up, getting everybody organized and that sort of thing. She's certainly a big help all year. And, of course, all of the Stevens-Miller Racing guys. Jimmy, Dave, Norm, Jake - they're all a big help on my car, setting it up. There's a whole crew of guys who float around helping on my car and the others. Then Joe and Gary Stevens, of course, for giving me the opportunity, as well as LiquiMoly and Turn 14 Distribution for making the car possible." 🏆

TA2 BY THE NUMBERS

MANUFACTURERS' CHAMPIONSHIP

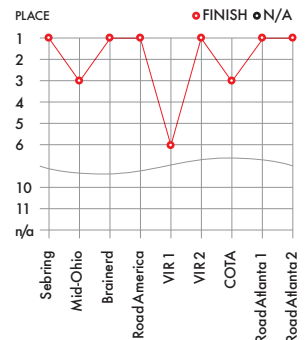
Chevrolet
Ford
Dodge



DRIVERS' CHAMPIONSHIP (top 5)

Mike Skeen	281 (points)
Rafa Matos	207
C. Lawrence	204
Thomas Merrill	173
Jett Noland	141

MIKE SKEEN'S ROAD TO VICTORY





2020 TRANS AM XGT CHAMPION: KEN THWAITS

WORDS Steve Nickless | IMAGE Chris Clark

The stats show that Ken Thwaits notched four poles and four wins in 2020 en route to claiming the first-ever Extreme GT (XGT) SCCA Pro Racing Trans Am presented by Pirelli championship, also collecting Trans Am's first Manufacturers' Championship for Audi in 32 years. But they fail to show the behind-the-scenes of the ultimate successful entrepreneur who stepped away from a promising "first career" in racing - up through the "proper" channels of racing school and Formula Ford, culminating in a Pro Mazda single-seater championship in 1985 - to expand his business empire and raise a family. His sales training business took Thwaits from California to Tennessee where he now juggles several enterprises, notably the Franklin Road Apparel Co. advertised on the flanks of his Showtime Motorsports Audi.

After a 22-year absence, 63-year-old Thwaits is on the championship-winning path again, and we wanted to know more...

Who was your biggest XGT Battle against in 2020?

"[Californian film maker and documentary producer] Erich Joiner. He won at Sebring, the first race of the year, and went all the way through VIR, though he missed Brainerd. We had some pretty good races. His [Porsche 911] GT3R was a pretty formidable car to race against. He had power on us, and I did my best to stay up."

What was your biggest highlight of the season?

"What really stands out in my mind is Brainerd. It was super-quick - that Turn 2-to-Turn 3 complex - flat-out in fifth gear, sixth gear, 152mph. The car worked so well. In fact, after the first official practice session, we were like the third quickest car overall. Wow - over all the TA cars and everything! It was the perfect track for the car."

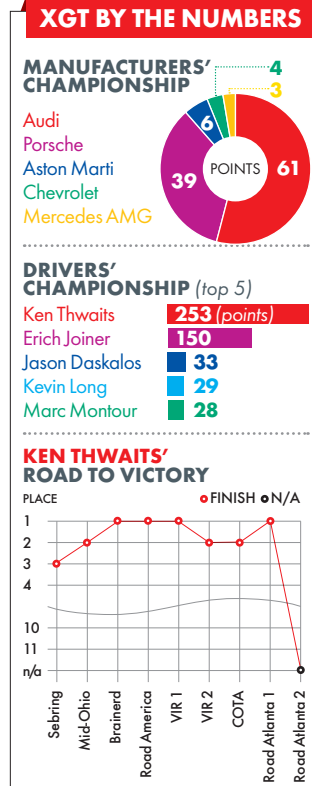
Why race an Audi?

"After 22 years away, I got heavily involved in the Ultimate Street Car series running an all-wheel-drive

[Mitsubishi] Evo 8. But that program pretty much ran its course. [It was] time to look for the next project, and who makes the best all-wheel-drive system in the world? That's Quattro. So, I started looking around and, behold, Peter Cunningham at RealTime Racing had this R8 for sale. We went up and looked at it and made a deal and came home with it.

"After buying the R8 and also getting my vintage competition license with SVRA, we went to race the car at Sebring, and Trans Am was there that weekend. I was like, 'Oh, man, it would be cool if we could get this car in Trans Am.' We got them to allow us to run Trans Am at the SVRA Indy weekend [in 2019]. I ran SGT, and they put a lot of weight on the car, but I finished second. A couple of weekends later, we went to Mid-Ohio and I finished second again. I kept getting better and they kept adding more weight - which was fine. I was just glad I had a place to race the car.

"I planned to keep running SGT but, last winter, Trans Am said, 'We're going to create this



class, XGT, so you can run this car properly, take the weight out of it."

Who would you like to thank?

"I love [Trans Am's] Tony Parella and John Claggett because they gave me a chance. Tony came up to me at that SVRA driver's school at Roebing Road to talk to me, one-on-one. 'Glad you're here. Thank you so much for coming out.' Who does that? He's so genuine and he really means it.

"My hat is off, and my total thanks goes to Tony and John for making the racing happen this year. We had an actual race season this year despite COVID. They all hung in there. I don't think there was a whole lot of money to be made, but Tony...hung in there [and] made it happen for all of us.

"I love my crew. Owen Hayes was my engineer. He's ex-Porsche factory in Germany - he was there for 22 years, working with the junior drivers as they came up. He had to work with those kids to get them up to speed, but he had a 63-year-old to deal with this year." 🍷

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BREAK THROUGH

Making an easy path to crossover to Trans Am is the primary focus of the new ProAm Challenge, with the 2021 schedule and rules package providing flexibility for teams and drivers to compete for both the ProAm Challenge Cup and their SCCA Road Racing goals in the same year. As a result, SCCA racers will have the ability to use two Trans Am starts to count toward their 2021 SCCA National Championship Runoffs eligibility.

To learn more visit gotransam.com/proam

ProAm Challenge Cup Rounds:

Charlotte Motor Speedway, March 18-22

Sonoma Raceway, April 23-25

Racers vying for the ProAm Challenge Championship must enter at least one of the two ProAm Challenge Cup rounds along with five more races of their choosing (any National or West Coast Trans Am event) to form a six-race championship season.





2020 TRANS AM SGT CHAMPION: LEE SAUNDERS

WORDS Steve Nickless | IMAGE Chris Clark

The 2020 SCCA Pro Racing Trans Am presented by Pirelli battle for the Super GT (SGT) Drivers' Championship was a downright thriller that carried all the way through to the doubleheader season finale. In the end, veteran Lee Saunders, whose familiar red and black Dodge Viper claimed four early season wins, took top honors in the class, but by the slimmest of margins - 252 points to 245. Newcomer Adrian Wlostowski, aboard a Ford Mustang, with only one win but seven podium finishes in the 2020 series' nine races, nearly took the title away, though, as Saunders hit a late-season, three-race run of utterly miserable luck.

But there's far more to the story, including an off-track friendship that developed between teams and drivers that is as compelling as any on-track battle. When asked, Saunders had a lot to say about that, and more...

Did you think you could win the SGT championship?

"You never know what's going to

happen, but we were feeling really good after the first five races. I'd won four of them, including the first race at VIR. They say bad things happen in threes, and boy, did we have that. The second race in Virginia started in the wet, and it was the first combined race of the year with the TA2 cars, so we knew it was going to be tough. We got help up on a restart at 20 laps and dropped from first, I think, back to like fourth or fifth. We're coming back through the field and I was passing Lou Gigliotti when he got two wheels off and basically did a right turn in front of me. I didn't hit him that hard, but it spun me, and I ripped the nose of the car off and messed up the radiator. Lou got it a lot worse and wound up in the tire wall.

"At COTA, the next race, we found out we'd done some differential damage. That was not all: I think at COTA we basically changed everything on the car except the driver - my crew says we should have changed the driver, too - differential, stub

axles, transmission. Then, on the first lap, we broke another stub axle. And that was just a huge heartbreak because my crew had worked their rears off to get back in it.

"Road Atlanta was the finale - it was another doubleheader - and that last week, I don't think I slept hardly at all. I don't know if I've ever been that nervous. Luckily my wife was there to calm me down. She's really good at that. Having my kids at the track always helps, too, because I get a little distracted playing with my two boys. They love coming to the track. So, that helped too.

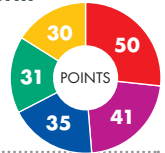
"In the first race at Atlanta, we kind of felt the car was going away, so we put another rear end in it, and it was my last backup. Unfortunately, it did not have the right gearing in it. In the second race, again possibly a result of the VIR off, we had a shock absorber blow out on us.

"The [last race] went from, 'Man, I think we have a chance

SGT BY THE NUMBERS

MANUFACTURERS' CHAMPIONSHIP

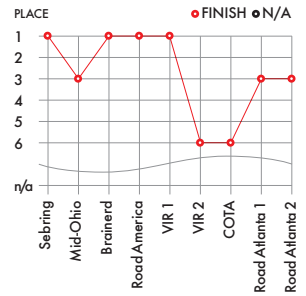
Dodge
Ford
Chevrolet
BMW
Porsche



DRIVERS' CHAMPIONSHIP (top 5)

Lee Saunders	252 (points)
A. Wlostowski	245
Milton Grant	156
Mark Brummond	143
Carey Grant	139

LEE SAUNDERS' ROAD TO VICTORY



to win this,' to, 'When is this race going to be over?'" [Editor's note: Saunders finished third behind race runner-up Adrian Wlostowski, which was enough to clinch the SGT title.]

Off track, though, the situation was different...

"I met and talked to Adrian [Wlostowski]'s guys [in 2019], but in 2020 we really became good friends with Adrian and his crew. Such a great group of guys: Fierce competition on the track, but literally those guys would do anything to help me out. And I would do anything to help them out. What a fantastic group of guys - what a hardworking group of guys.

"It was so much fun being able to compete with them and to have it go down to the wire - both of us were sweating it. What a hard-fought battle we had with them, and man, they gave it their all just like my guys did. Thank goodness we came out on top, but it could have gone either way." 🍷

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2020 TRANS AM GT CHAMPION: BILLY GRIFFIN

WORDS Steve Nickless | IMAGE Chris Clark

Retired police officer Billy Griffin owns Griffin Auto Care, filling four buildings as one of the largest and most successful glasswork and auto body repair shops in South Florida. Wife Crystal owns a towing company, Sheehan's Towing, and both family businesses pitched in to get Griffin's lime green Ford Mustang into the pandemic-disrupted 2020 Trans Am presented by Pirelli season. Despite being forced to miss three races at midseason to attend to the business during the COVID summer peak, Griffin's three poles and four wins in the final five races carried him to the 2020 GT title as close rivals Tim Horrell and defending GT champion Steve Davison also were forced to miss races.

How did all the pieces of a fragmented season finally fit together? The Palm Beach Gardens resident explains...

Running a business, racing, and then Covid must have been hard.

"When COVID came around, I didn't really realize what was

going to happen; I guess nobody really did. We finished second at Sebring [in early March] and were ready to go to Georgia [for the race at Road Atlanta]. I literally had all of the reservations made and the trip planned out, and it got canceled. But my business didn't close because it's considered essential - I do the work on all the police cars. We took a big hit in the wallet, but we're pretty good at saving money, so I guess my budget for racing went to keeping the business going. We didn't lay anybody off and nobody lost any paychecks, which I'm really proud of; but we did miss three re-scheduled races [Mid-Ohio, Brainerd and Road America]."

Is there one race weekend that stands out?

"We got to VIR and it was raining. I went out on slicks, my first time in Virginia, and it scared the life out of me. I was a deer in headlights thinking, you know, I was going to get

run over by the TA cars while trying to figure out the track.

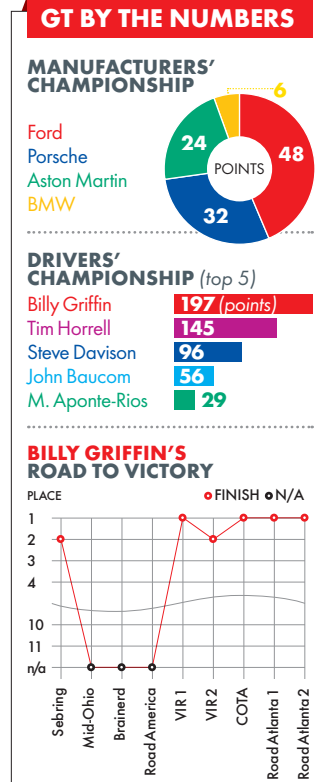
"So, to come back from that kind of a start, to be able to win against [defending GT champ Steve] Davison and [Tim] Horrell, it was a huge weekend for me. That was probably the best weekend of all, and it gave me a huge boost of confidence."

What racetracks were your favorites from the 2020 season?

"I think VIR is going to be my favorite when I get back there again, once I get to drive it again after the boost of confidence I got. Or maybe Road Atlanta - that might be my favorite, too.

"Coming up [in 2021], there'll probably be four or five more [favorite tracks]. If everything goes the way I want it to [in the coming season], we could have a whole other conversation about what my new favorite track is.

"I want to go to Watkins Glen; I can't wait to go to Texas. I've been to COTA a couple of times and I'll go back any day of the week - and my



driving coach, Cameron Lawrence, lives in Texas, so it's easier to see him there than it is anywhere else."

Who deserves thanks for your 2020 success?

"I need to thank my wife, the SCCA, and Trans Am for sure, as well as my coach Cameron Lawrence. Then there's Coast Signs who helped me with all my decals, Sabelt Equipment who helped me with all my safety equipment, plus CorteX and Ultimate Performance Shocks. Although I don't have any money sponsors or anything like that, so it's very hard.

"I also need to thank the two guys I race with - Jeffrey Lindstrom and Hugh Boochoer. [Lindstrom] is my crew chief when we're racing with Trans Am and he also drives in SVRA. [Boochoer] drives SVRA and was, I think, the 2019 T2 SARRC champion. He's got a red jacket and he's very proud of it - and you know what we all do for a plastic trophy.

"Thanks also to my great crew: Osnay Rodriguez, Scott Bowes, and Julio Flores." 🏆



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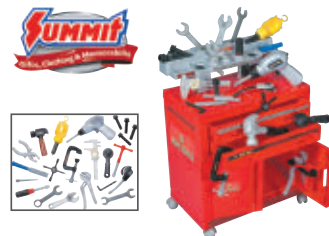
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TRANS AM'S WEST COAST ADVENTURE

WORDS Philip Royle | IMAGES Seth DeDoes



WINNING COMBINATION

The Trans Am West Coast Championship was as much of a rollercoaster as any motorsports series in 2020. But through the ups and downs, winners emerged. (ABOVE) In TA2, Jim Gallagher took the West Coast honors while also racing in the national TA2 series. (FAR RIGHT) Greg Pickett won the West Coast TA championship, marking the third Trans Am title for the 72-year-old racer. (RIGHT, TOP to BOTTOM) The West Coast SGT champion was Carl Rydquist, GT went to Joe Bogetich, and Simon Gregg wrapped up the XGT title.

The pandemic affected every racing season in 2020, and the SCCA Pro Racing Trans Am West Coast Championship was no exception. The 2020 season, which brings Trans Am racing to fans on the left coast, was slated to kick off mid-March at Sonoma Raceway, with competitors then traveling to Thunderhill Raceway Park in April, WeatherTech Raceway Laguna Seca in May, Portland International Raceway in July, Sonoma Raceway in August, and Circuit of the Americas in early November. Almost none of that happened

as planned. Yet, both the series and the racers moved forward with determination.

By the time the 2020 Trans Am West Coast season wrapped, competitors found themselves hitting the track for the first time in August, this time at Thunderhill, followed by two trips to Sonoma and the season finale at COTA. It was a unique season, indeed, yet it also presented and led to incredible opportunities.

Eventual 2020 West Coast TA2 champion Jim Gallagher found his Trans Am season shift from racing not just the

West Coast series, but also the national Trans Am series, too. "[Racing double duty] wasn't my intention at the start of the season, but because of COVID, I had more time and more desire to try to distract myself from everything that was going on in the world," Gallagher explains. "I ended up having just enough time to do both."

In the national series, Gallagher missed only two rounds, Brainerd and COTA. He still raced at COTA, but since that round played double duty to the national and West Coast series - and considering

"Because of COVID, I had more desire to try to distract myself from everything that was going on in the world"

JIM GALLAGHER

he was in the hunt for the TA2 title - he swapped his entry at the last moment.

"The [TA2 West Coast] championship was close," says Gallagher, who originally planned to race COTA as part of the national series. "Actually, I hadn't decided to run West Coast at COTA until [Trans Am registrar] Kelly [Huxtable]



pointed out that I should think about it at registration. I was one point behind Michele [Abbate] and I forget how far behind Tim Lynn. Then I pulled up the points, and since we had COTA and Laguna left, maybe I could get lucky and win the West Coast. It worked out."

Laguna got cancelled, but he didn't need it; his win at COTA locked up the TA2 West Coast championship.

Meanwhile, running Trans Am's TA class in the West Coast series was Greg Pickett, a 72-year-old driver who is now in his sixth decade of winning

Trans Am races. In 2020, he claimed the Trans Am West Coast championship in TA with five poles and five wins in five rounds, clinching his third overall Trans Am title.

"Winning in the sixth decade was wonderful," Pickett says. "Four or five years ago, [Trans Am President] John Claggett called me and asked me if there was any way I could participate in the new Trans Am West Series and help the series regain its luster with West Coast racers. Now, winning in those six decades is very memorable and very

meaningful to me. Certainly, it's something I had never dreamed of. Motorsports has been a very important part of my life."

There are other inspiring stories of determination amidst the Trans Am West Coast field - 2020 West Coast champions Simon Gregg (XGT), Carl Rydquist (SGT), and Joe Bogetich (GT) all have tales to tell. But, in the end, the racing is what brought them to the Trans Am West Coast series, and it's also the reason you should get out to the track and witness Trans Am's West Coast series in person in 2021. 📍

2021 TRANS AM WEST COAST SCHEDULE

DATE	VENUE
April 24-25	Sonoma Raceway, Calif.
May 1-2	WeatherTech Raceway Laguna Seca, Calif.
May 15-16	Thunderhill Raceway Park, Calif.
June 12-13	The Ridge Motorsports Park, Wash.
July 24-25	Portland International Raceway, Ore.
Oct. 9-10	Utah Motorsports Campus, Utah
Nov. 6-7	Circuit of the Americas, Texas

THE HUNT IS ON

In the wildest SCCA Pro Racing F4 U.S. Championship season to date, series rookie Hunter Yeany showed the one to watch was also one of the youngest

WORDS Steve Nickless | IMAGES Gavin Baker



The 2020 SCCA Pro Racing Formula 4 United States Championship Powered by Honda season-opener didn't go quite to plan, although the recovery was a sight to behold. Truly, the June 25-28, 2020, weekend at Mid-Ohio Sports Car Course - delayed by months due to the coronavirus pandemic - had all the makings for a stellar doubleheader. That weekend, 33 anxious, mostly young, mostly series-rookie drivers were itching to hit the track to launch their pro careers. There was, however, Mother Nature to contend with.

Saturday's scheduled Race 1 ultimately would be waved off due to a deluge; then Sunday's first race of the season didn't "start," per say, as much as it exploded into action. The result was a few on-track incidents,

yellow flags, disqualifications, and protests leading to final results being delayed for days. The initial mayhem undoubtedly rattles drivers, but for one 15-year-old, he saw opportunity.

Keeping his head when it counted most was Hunter Yeany, who raised eyebrows with his pace and maturity in the hectic opening rounds, and he would go on to become the youngest F4 champion ever in the global FIA single-seater series.

When the protest dust settled, series returner Dylan Tavella was credited with the solitary Mid-Ohio race. But also rising above the general level of Mid-Ohio mayhem was Yeany, who officially split Crosslink Racing/Kiwi Motorsport teammates Tavella and Jose Blanco, earning second-place honors.



DETERMINATION
Hunter Yeany is on a motorsports mission, and so far it has led to him becoming the youngest F4 champion in the world.

More impressively, Yeany won two of the three races on his home track, VIR, in July to take a commanding early season points lead.

So, who is this clearly talented teenager, just turned 15 (the minimum age to compete in F4), mixing it up with the experienced



Crosslink/Kiwi crew of Tavella, Blanco, and well-traveled F4 series rookie Spike Kohlbecker?

Though relatively unknown in SCCA circles, Yeany was already well-regarded by his Velocity Racing Developments team and team manager Dan Mitchell, who'd spotted him

in kart racing, drafted him into the British/American VRD Academy in 2018, and prepared him thoroughly for his American F4 debut.

"I met my coach [and] engineer Dan Mitchell at the karting SuperNationals in 2017 or 2018," Yeany remembers.

"He had his two F4 cars out front and he introduced himself and said, 'You want to sit in it?' And I said, 'Yeah, sure!' Then he started it up. He was like, 'You ready to drive one of these?' And I was like, 'I'm not so sure.'"

"But then I drove it for the first time at Roebling

Road and I spun out my first lap in the chicane, the first corner. Got my fear over with pretty quick, actually."

Yeany's first impressions of the 160hp Honda-power Ligier JS F4 single-seater mirror those of most experienced karters making the same transition:



RACE READY

Hunter Yeany's 15th birthday came after the original planned start of the 2020 F4 U.S. season, so he had to obtain a waiver from SCCA Pro Racing. He received another age waiver when he decided to use the final round at COTA to test an FR Americas Ligier.

"The first thing I noticed when I got in the F4 is that you have that full rear end behind you - a lot more car behind you than what you actually think there is.

"The second thing is it feels a lot slower than a go-kart just because, in a go-kart, you're always doing something; you're always throwing it around. But in an F4 you want to be as smooth as possible."

With direction from Mitchell and staff, as well as full family support, Yeany embarked on a testing program many young drivers, anxious to 'get started' don't think about, the equivalent of a gap-year between high school and college for one intent on a pro racing career.

"I tested a lot, mostly at [VRD's home base] Atlanta

Motorsports Park," Yeany explains. "Testing through the 2019 season was actually pretty good to me. I thought it was pretty good, a real learning experience because I could learn from all the other drivers making mistakes - watching their videos, because I wasn't allowed to race then. Watching them, I was, 'Okay, so don't do this,' taking notes in my head."

Yeany, a freshman in high school, planned for an F4 U.S. debut in 2020, but, given the schedule's original iteration, might have had to join the series already in progress. "Yeah, my [15th] birthday was on May 11 and they said [before COVID] they weren't sure if I was going to be able to make the first race [which] was in April and I was still 14."

"I never really knew how I'd do against all of them at their best [and] I'd never driven Mid-Ohio"
HUNTER YEANY

Ultimately, he received a waiver, but it became irrelevant when COVID hit and the season launch was delayed until June.

"When I first got [to Mid-Ohio] I kind of knew what to expect, but I didn't know where I would pan out against some other people, because I'd only raced some teams a little bit at a time," Yeany recalls. "Like at the Yacademy Winter Series, I raced against Primus and I won all three of those races; then I raced against the Kiwis and Jay Howard guys [in the

Formula Pro USA West Coast Championship Winter Series].

"I never really knew how I'd do against all of them at their best [and] I'd never driven Mid-Ohio, though I did drive it on the simulator a lot," he continues. "It ended up being a very good learning weekend. And VIR (three weeks later) was great. VIR is one of my favorite tracks. [It's] a really nice place and I really love it there. It's also my home track, and some people came to watch me, from my family, and I didn't want to disappoint them. So, I tried to do as good a job as possible."

Wheeling his No. 11 VRD Ligier-Honda, Yeany won both the first and third VIR races. In between the two wins was a third-place finish.

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— Andy McDermid, 8X SCCA National Champion



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On to Alabama at the beginning of August. "Barber's a pretty cool racetrack," Yeany says. "The thing that's kind of hard about it is that there is really no place to pass.

"Race 4 at Barber [technically the make-up race for the cancelled Mid-Ohio Race 1] was actually our first race with no yellows," says Yeany, who led all 21 laps. "That was really great. I really liked that, and I won by quite a bit. That was a pretty good weekend."

From there, the series headed to two weekends in Florida, at Sebring International Raceway, and Homestead-Miami Speedway.

"[Sebring] was a pretty fun weekend - but kind of like Mid-Ohio for me, to be honest," Yeany admits. "I really wondered how I would do against Jose Blanco because he has won there and everybody told me he's really good there."

In the first race, Blanco's teammate Kohlbecker, winner of the third race at Barber and on a midseason roll, led the first eight laps before being caught out on a restart, Yeany and Blanco scooted past with Yeany clinching to the win.

In the second race, Blanco led for the first 11 laps as a ninth-starting Yeany methodically chased him down. "I had to run him down from like, I don't

know, maybe five seconds back," Yeany says. "That was hard, and it ended up coming down to the next-to-last lap. I [got ahead but] had a big snap in Turn 1, and he also had a big snap there trying to go around the outside as well. It was really good racing from both of us I believe, but he ended up hitting the wall and I came out with the win.

"Jose [Blanco] and Dylan [Tavella] were probably the most tough competitors," admits Yeany. "Jose didn't really seem to have very good luck in the beginning of the season; he got taken out a couple times I saw. But once he was actually up there [in points], he got really, really good - really

tough competition because he has so much experience. He's been in it for about three years. I learned from him as well, some of his moves, and I used them back towards him.

With drafting so important in F4, it appeared the four-car Crosslink/Kiwi Motorsports team, boasting three drivers in the points top four had an important advantage. Indeed, the Dallas, Texas-based team would win the Team's Championship for the third consecutive year by a significant margin courtesy Blanco, Kohlbecker, and Tavella, who finished second, third, and fourth in the Driver's Championship.



HIT THE GROUND RUNNING

(LEFT) With two wins sandwiching a third-place finish during the VIR triple header, the weekend was the continuation of a solid start to the 2020 season for Hunter Yeany.

Having all but mathematically clinched the Drivers' Championship - and a scholarship valued at \$230,000 into the SCCA Pro Racing Formula Regional Americas Championship for 2021 - Yeany was content to finish second behind Blanco in the first two races at Homestead, and given it meant an Evans victory, was happy with his third-place finish in Race 3 that weekend.

As it turned out, that would be Yeany's last race in F4 as, with the title locked up, he could turn his attention to FR Americas during the Circuit of The Americas finale for both the F4 U.S. and FR Americas series, stepping into VRD's Ligier raced by Mathias Soler Obel and Matt Round-Garrido earlier in the season.

"Stepping up to the F3 car [at COTA] was definitely a big learning experience because I really did want to get into that FR Americas car before the end of the year," Yeany says. "Thank you to all at the SCCA and FIA for helping me to get into the last race of the year." (Yeany was given an age waiver to compete but would receive no official finish, points, or prize money.)

"I really had to learn a lot about aero," he admits. "I did some sim training with that with Dakota Dickerson - he's a former F3 champion who helped me out a lot, all the way from the simulator to the driving side of things. He was a big help. He

was teammates with some of the kids as well; he knows how all of them race, so I knew what to expect before I went into the races. on the sim 24/7 before each race, just trying to find out every little thing to make me go faster and working out really hard in the gym - anything that makes me better."

If there's one thing Yeany knows, it's how to find speed. In the end, Yeany, the youngest F4 champion in the world, claimed his F4 title by leading 79 laps in 15 rounds, finishing the season with eight wins and six additional podiums. He also notched five pole-position starts and captured the overall fastest times at three of the five circuits during the season.

"It was a great season in F4, but this is just the starting point of my racing career," Yeany concludes. "I still have a long way to go before I reach my final goal of F1. I'd really like to just go over there and show everybody what Americans can do and that we can race like the Europeans. That's what I'm looking forward to right now - the chance to go over there and race against all those kids."

"I'm really looking forward to [the 2021 race season] because now I know a little bit about [FR Americas], how everybody races in the series, and I know some of the tracks," Yeany adds. "I'll probably be practicing." 📍



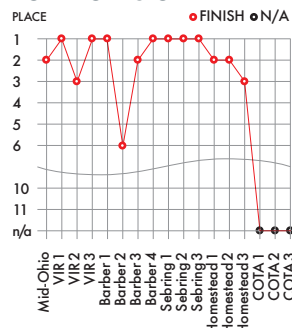
"Stepping up to the F3 car [at COTA] was definitely a big learning experience"
HUNTER YEANY

F4 BY THE NUMBERS

DRIVERS' CHAMPIONSHIP (top 5)

Hunter Yeany	285 (points)
Jose Blanco	228
Spike Kohlbecker	203
Dylan Tavella	201
Cade McKee	117

HUNTER YEANY'S ROAD TO VICTORY



But Yeany says teammates did play an important role in his success, notably fellow F4 rookie Erik Evans who wound up sixth in the championship.

"Erik, in the first part of the season was kind of going through the same thing I was going through," Yeany remembers. "Once he got it down after his problems in Virginia, he came back really strong and gave us a lot. I mean, I've got to say, he was a really great teammate."

Evans scored his first podium finish in the first race at Sebring, then notched his first win in Race 3 at Homestead when on-track winner Yeany received a five-second time penalty during the race.



UNTOUCHABLE

In what was arguably the most unpredictable year in motorsports, Linus Lundqvist brought consistency to the 2020 SCCA Pro Racing FR Americas series with win after win after win... | WORDS Steve Nickless | IMAGES Gavin Baker

The SCCA Pro Racing Formula Regional Americas Championship Powered by Honda series (previously Formula 3 Americas) has once more produced a champion likely to become a racing superstar. Indeed, 21-year-old Linus Lundqvist is sure to follow in the footsteps of Kyle Kirkwood

(2018) and Dakota Dickerson (2019), both of whom are on the fast track to IndyCars and other world-class sports car racing. And this isn't hyperbole.

Lundqvist's 2020 FR Americas win ratio is utterly staggering. He managed 15 victory laps in 17 starts, matching Kirkwood's seemingly untouchable 2018

record. It also came against top-notch competition, including three drivers who were headed for Indy Lights but thwarted by COVID; the reigning SCCA Pro Racing F4 U.S. and Hoosier Super Tour Formula Atlantic champions; and several karting superstars.

Lundqvist's FR Americas title was supreme talent showing

through. How do we know that? Consider the post-season words of his veteran car chief, Tony Nicholson: "That young man is going somewhere."

With eight years of karting, two European single-seater titles - the 2016 STCC Nordic and 2018 BRDC F3 championships - and a Daytona



24 Hour start on his resume when he arrived in the U.S., the young driver from Tyresö Municipality, Sweden, had obviously proven abilities. Despite his success, though, the winter of 2019/2020 was long and hard, his FR Americas deal with one of the series' premier teams, Christian and Helle

ON A ROLL

(ABOVE) Linus Lundqvist left the Barber triple-header weekend with a clean sweep, making him eight for eight FR Americas wins at the time.

Pedersen's Global Racing Group (GRG), pulled together very late.

"For almost every driver, budget is a big question - trying to find sponsorship and make it work," Lundqvist explains. "For a long time, I wasn't even sure that I was going to race [in 2020]. We looked at many different options - staying in Europe; going abroad to America; looking at Japan, etcetera.

"But when Honda announced its scholarship and the prize - a full season in Indy Lights - it became clear to us that's where we want to be. I managed to get in touch with Christian who owns GRG, we spoke, and then, yeah, we made it happen.

"Then COVID happened, so [the season] got postponed, and just getting into the country was a hassle for me," Lundqvist reveals. "I had to spend two weeks in quarantine in Mexico and got into the country 13 days before the first race. I had a day and a half in the car, meeting the team; then we drove to Mid-Ohio for the first race.

"I didn't know anyone when I got there. Then, obviously, hadn't driven the car that much, hadn't been to the track, and then we had just two free practice sessions before qualifying. It was all very hectic."

Despite having only seen Mid-Ohio on a simulator, Lundqvist edged HMD Motorsports' David Malukas for the pole at that first race by 0.001 sec as rookies claimed



eight of the top 10 positions in a very international field.

Lithuanian-American Malukas, age 19 and a Mid-Ohio local, had more experience on the challenging central-Ohio road course with a front-running background in USF2000, the Indy Pro 2000 forerunner Pro Mazda series, and Indy Lights. Malukas would prove to be Lundqvist's nearest rival at Mid-Ohio, as well as through the season, notching two wins, six seconds, and seven thirds.

Lundqvist, though, would lead every lap of both races in the season-opener, notching fastest lap in both races and immediately putting his - as well as GRG's four-car squadron - stamp on the long-delayed 2020 season.

Then the fun really began as Lundqvist would similarly sweep the next two weekends, winning all three races at a brutally hot VIR and three races at Barber Motorsports Park.

In Virginia, Lundqvist was



introduced to 30-plus-year veteran mechanic Nicholson, proprietor of a successful vintage car restoration business, Robin Automotive, and brought into the GRG fold by friend Evan Chance, the team's technical lead, to serve as Lundqvist's car chief.

"It was a bit of a funny story [meeting Tony at VIR]," Lundqvist remembers, "because we had a Thursday practice and, for the first session, I did three laps and then on the fourth lap I had a big off."

Decidedly not the way to ingratiate yourself with a new mechanic.

"It was kind of interesting," Nicholson recalls of that weekend. "He turned up in the middle of the afternoon and said, 'Oh, hi. I'm Linus. I'm your driver. I guess

you're my new mechanic.' Then he did four laps and [put it off]. He was most apologetic. I didn't know if [crashing] was normal for him or what, but I just said, 'Don't worry about it. There are people in France and North Carolina making parts all day long to keep these cars around. Don't worry about it.'"

"It meant a lot more to me later that weekend," Nicholson continues, "when we were working late and he came across with a cup of coffee, asked if I wanted one, and chased me down a cup. That meant more to me than him throwing [the car] off the racetrack. That right there was the turning point; we've since built a strong rapport."

Indeed, that was Lundqvist's only miscue through the

17-race season, a particularly notable stat in the rough-and-tumble FR Americas world.

"He is just such a good kid, really," Nicholson says. "I mean, good character; personality as well."

With former Tom Gloy mechanic Nicholson fitting in quickly to the well-disciplined, reigning FR Americas GRG operation, Lundqvist pushed his undefeated streak to eight, taking a commanding points lead nearing the halfway mark as the battle for podium finishes behind him raged.

Looking back, the three wins at Barber, series Rounds 6, 7, and 8, were special, Lundqvist says. "It wasn't just because the circuit itself is awesome, but everything around it as well. The scenery and

the facility are amazing. When we drove through the gates the first time, I'm like, 'We're in a national park! It's awesome!' It was really beautiful."

At Sebring, though, in Round 9, his winning streak came to a heart-crushing close - it was one of those \$0.05 failures. Leading from the pole, a screw broke and his Ligier's engine cover worked its way off, upsetting the aerodynamics and airflow to the engine and costing him several seconds per lap. Despite a late-race caution bunching up the field, the Swede dropped steadily backwards, eventually finishing sixth as two Road to Indy rivals scrapped for the win, HMD's Malukas eventually besting Andretti Autosport's Danial Frost by 0.809sec.

ROCK SOLID

(LEFT) Sebring saw the lowest point of Linus Lundqvist's FR Americas season, opening the triple-race weekend with a sixth-place finish. Before the weekend wrapped, however, he was back on top, adding a pair of wins to his already impressive points lead. (BELOW) Come the conclusion of the season, Lundqvist had been interviewed 15 times as the race winner.

"It was obviously disappointing to have my victory streak come to an end," Lundqvist told SCCA Pro Racing publicist Amy Greenway after the race. "But these things can happen in motorsport. It was looking so good - leading from pole, controlling the race, and we really should have won it."

The team made sure "these things" didn't happen again to his No. 26 GRG Ligier-turbo Honda as the season wound down, Lundqvist winning the next four races (two at Sebring, two at Homestead) before finishing second (to Malukas) in the third race at Homestead. There, Lundqvist made an uncharacteristically poor start and, with an opportunity to clinch the overall Drivers' Championship title, gave a conservative chase and settled for second.

He didn't win the battle in series Round 14, but the war was won, locking up the championship - and the scholarship to Indy Lights for 2021 - with three races remaining, all at Circuit of The Americas. Of course, Lundqvist won all three.

"David [Malukas] and I had some fights on track, but I think I actually had more wheel-to-wheel action with [Victor] Franzoni who was third in the championship - especially the second half of the season," says Lundqvist. "Franzoni sort of caught up. In both of the Florida races and even at COTA, we had big fights for sure."

Brazilian Franzoni, like Lundqvist, Malukas, and two of Lundqvist's three teammates,



Nicky Hays and Dario Cingialosi, was a Formula Regional Americas rookie, though one with more than a decade of experience in karts, F3, USF2000, and even IMSA prototypes. Third in the first race, the 25-year-old many of his rivals called "grandpa" suffered a midseason dry spell but finished on the podium in eight of the final nine races to finish a fighting third in the championship.

"In the end, I think we just managed to have that little bit of extra speed to make sure we kept [Malukas and Franzoni] at a comfortable distance," says Lundqvist. "But there were definitely some races where I was sweating."

Talk to his car chief, though, and it's hard to picture Lundqvist ever breaking sweat. "I always listened in to the [radio] conversations between him and Mark [Weida, GRG's veteran chief engineer]," says Nicholson. "Linus never came into the pits and then said, 'I think we should do this or that or dah, dah, dah.' He was working on all of those thoughts while he was on the racetrack so that we would have things to do as soon as he came in. He doesn't waste time. He knows time is valuable. He's always on top of the car."

"Luckily, I was with a team that knew what they were doing," Lundqvist adds. "[GRG] won the championship the previous year [with Dickerson, who became one of Lundqvist's most-trusted mentors through the season], and I was really, really lucky to have their support."

Learning six new tracks with no testing and only limited practice in the shortened FR Americas season was one thing; learning about racing with turbocharged engines was quite another.

"One of the things that I found most difficult when I got into the car was [the] turbo," Lundqvist explains. "At the beginning, I really had to think about how to adapt. At Barber, honestly, is where it really clicked for me, where it started to become normal to have the turbo; to make sure to spool it up at the right time."

"The previous cars [non-turbo Formula Renault 1.6 and UK Formula 3], you can drive to be very 'reactive' to what you feel," he continues. "You can brake late and throw it in there. When you feel like you've got the grip, you can just go on power. But this car, when you throw it in there and you feel like you have the grip, you go on power and there's a bit of a delay. So, you have to be one step ahead, just for that to become normal and natural...that was the tough part."

Tough, perhaps, but Linus Lundqvist made it all look easy, the hallmark of truly great drivers. In the words of his mechanic, "That young man is going somewhere." 🏆



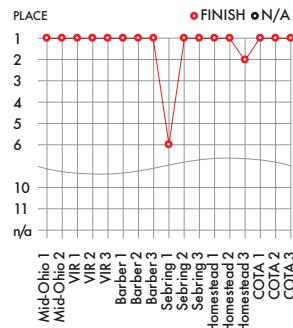
"These things can happen in motorsport. It was looking so good - leading from pole, controlling the race"
LINUS LUNDQVIST

FR BY THE NUMBERS

DRIVERS' CHAMPIONSHIP (top 5)

Linus Lundqvist	401 (points)
David Malukas	283
Victor Franzoni	225
Nicky Hays	142
Jacob Abel	133

LINUS LUNDQVIST'S ROAD TO VICTORY



UNLIMITED FUN

(RIGHT) Maegan Burkart and Jeff Boris were not at the pointy end of the Limited Class results, but their adventure was plenty fun. (BELOW) This year's USRRC witnessed numerous roads less traveled.

As with many of SCCA's competition programs in 2020, the National RoadRally program suffered a difficult year. With many events listed on the National calendar at the beginning of 2020 yielding to community shutdowns due to the coronavirus, for a while even the prospects of a year-ending United States RoadRally Challenge (USRRC) looked grim. Back in March 2020, no one would have suspected the successful USRRC that was to come some eight months down the road.

In spite of the uncertainty – especially early on in Michigan – Detroit Region opted to move forward as the host of the 2020 USRRC. And, as it turns out, if you missed the Nov. 13-15, 2020, USRRC in Whitmore Lake, Mich., you also missed a fantastic conclusion to the 2020 RoadRally season. Period. No doubt about it.

The weekend featured a pair of afternoon-to-evening National Touring Rallies on Friday and Saturday – Hell and Back and Pavement Ends, respectively – plus a sweet



“Combined, the three rallies covered a quartet of southeast Michigan counties surrounding Whitmore Lake”

Sunday morning Divisional Course Rally – Are You Territorial? If you're unfamiliar with rural southeastern Michigan, you'll discover there seems to be two kinds of roads: paved state highways and unpaved everything else.

Combined, the three rallies covered a quartet of southeast Michigan counties surrounding Whitmore Lake and provided rally teams with some 500 miles of competition over the area's rural roads, with about half that distance using the area's expansive network of unpaved county roads.



PURE MICHIGAN

Teams contesting the 2020 United States RoadRally Challenge discovered new territories, stumbled upon where the pavement ends, and went through Hell – well, Hell, Mich., anyway – along the way | WORDS James Heine | IMAGES John Fishbeck



SOCIALLY DISTANCED RALLYING

For this 25th edition of the USRRC, everyone was required to wear a mask outside of their car and observe proper social distancing. There was no in-person registration and waivers were handled through SCCA's annual online certification

process. There was no hospitality or indoor post-rally gatherings, and all necessary meetings were handled through online video or, if necessary, held outside. Entrant packets were assembled days in advance and then quarantined until distributed.

Indeed, it was a bare-bones

event, but it was necessary.

"It was a very well organized USRRC," notes North New Jersey Limited Class driver Satish Gopalkrishnan, who with his wife, navigator Savera D'Souza, dominated the class all weekend. "The organizers did a great job following COVID

guidelines, and we felt completely safe. There was no point in the rally, from registration to safety briefings to controls to post-rally meetings, where competitors were asked to do anything they weren't comfortable with."

"We followed procedures developed for and tried during



James Hene

RALLY ON

(FAR LEFT) Teams await their out times for section two of the Pavement Ends rally. (LEFT) Larry Scholnick and Jeanne English finished third overall in the Limited Class. (BOTTOM) Competitors complete their odo checks prior to the Hell and Back rally on Friday the 13th.



Each section featured a slightly different version of GPS-based controls. In Section 1, Harvey indicated control locations in the route instructions. In Section 2, he simply listed the number of controls to be found on a given road, e.g., "Left at sideroad (Katz) - 1CP" In Section 3, Harvey listed only the locations for the rally's time-of-day restarts; so, with the exception of Free Zones identified in the route instructions, teams needed to be on time, all the time, with no idea when they might encounter a control.

With 66 scored GPS checkpoints over its 180-mile length, Hell and Back kept teams busy, with top overall and Limited Class honors going to Gopalkrishnan and D'Souza, who finished the night just 19.6 seconds off perfect time. Robert Kay and Mike Bennett won Equipped with a score of 30.8, and Sawyer Stone and Alison Lee Stock, with a 113.0.

PAVEMENT ENDS

At some 200 miles with 57 scored controls and organized by John Kytasty and Adam Spieszny, Saturday's Pavement Ends followed a pattern similar to Hell and Back - a noon start, with a mid-afternoon break, this time in Stockbridge, Mich., followed by an early evening break in Chelsea. Per the event's General Instructions, there were no controls on paved roads, and like Section 2 of Hell and Back, the number of controls found on a road were indicated in the route instructions. Bottom line: more good competition, enjoyable

the Press On Regardless rally in September," explains Detroit Region Rally Chair Piotr Roszczenko. "It seems that it worked well for all participants. Post-rally Zoom meetings were quite practical, as competitors could join from their hotel room or from a car."

THE WEATHER, KEEPING TIME, BRISK PACING

In its pre-event publicity, Detroit Region noted that competitors could expect almost anything in terms of Michigan weather in early November, from bright, balmy fall days to clouds, cold, rain, or even snow. For the weekend, Mother Nature leaned toward the cloudy, cold, and blustery

"Post-rally Zoom meetings were quite practical, as competitors could join from their hotel room or...car"

PIOTR ROSZCZENKO

end of the meteorological spectrum. No snow, but rain was an ever-present threat.

As for timing and scoring, it was handled by Rich Bireta's Richta Checkpoint Suite for cellphones and tablets. This also significantly reduced the need for checkpoint workers and allowed the Region to maintain its commitment to social distancing, Roszczenko notes.

And the rallies themselves?

Well, "The Detroit Region has a reputation of organizing brisk Tours, and they didn't disappoint," Gopalkrishnan says.

TO HELL AND BACK

The weekend opened at noon on Friday, Nov. 13, with the Hell and Back National Touring Rally, which, naturally, included a cruise or two through the hamlet of Hell, Mich.

As organized by Scott Harvey Jr., with help from Scott Harvey III and Jennifer Glass, teams encountered a rally divided into three sections, with generous afternoon and early evening breaks in Pinckney and Chelsea, Mich., dividing the sections.

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THE CHALLENGE CHAMPIONS

For 2020, the USRRC added a half-dozen names to the roster of Challenge champions published annually in the SCCA’s RoadRally Rules:

EQUIPPED CLASS:
DAVID STONE, SAGINAW VALLEY REGION; ROB MORAN, DETROIT REGION

The contest between Stone and Moran and fellow Detroit Region rallyists Robert Kay and Mike Bennett came down to a tiebreaker, because Kay and Bennett won Hell and Back, while Stone and Moran prevailed on Pavement Ends. Enter the tiebreaker. When the “Most Legs Won” score was tabulated, Stone and Moran emerged on top, 51 – 47.

“This is definitely a first for me to win an individual USRRC rally, much less the overall,” Moran says. “I think this may have been the first time I finished in the top five on either level, too, but I can’t even remember the last time I ran in the USRRC.

“I won’t speak for Dave, but I’m pretty sure we are in agreement that after Friday neither of us would have expected this to happen after the massive app issues we had and the errors I made, both of which involved trying to make corrections and only making matters worse.”

LIMITED CLASS:
SATISH GOPALKRISHNAN, SAVERA D’SOUZA, NORTH NEW JERSEY REGION

By winning the National Touring contests on Friday and Saturday and recording a third-place finish on Sunday, Gopalkrishnan and D’Souza cruised to a formidable Challenge victory. For the North New Jersey Region win in two months, having also won the Limited Class at Press on Regardless on Sept. 12. It also was their second National RoadRally title, having won outright India’s ultra-competitive Indian National TSD Rally Championship in 2012, shortly before they emigrated to the U.S.

“Savera and I don’t do Course rallies, and we did AYT only because we were already in Detroit for the weekend,” Gopalkrishnan explains. “It was a pleasant surprise that the rally was novice friendly. Traps were straightforward – watching for signs and following the Main Road, and even though we fell for a couple of traps, we came out of the rally feeling good.”

LINED UP
(RIGHT) Jessica and J Toney logged a pair of thirds and a first, putting them third in Stock Class. (FAR RIGHT) Competitors prepare to begin the Pavement Ends rally.

WHAT’S IN A NAME?
As with many RoadRallies, the Are You Territorial? Course rally got its name from local cues.



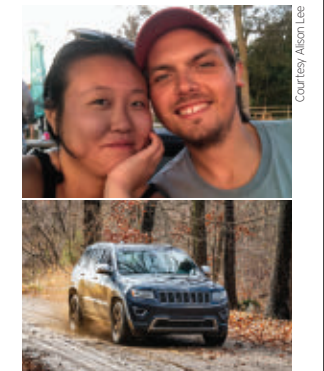
rally roads, and another great afternoon and evening of fun.

At the end of the day, the names at the top of the Leader Board were mostly familiar. Gopalkrishnan and D’Souza again won Limited, this time with a score of 17.6, which also was good enough for third overall, and Stone and Lee did the same in Stock, finishing fifth overall. In Equipped, however, Kay and Bennett slipped to second in class and second overall, bowing to David Stone and Rob Moran by 0.9 seconds with a score of 14.4 to Stone and Moran’s 13.5.

“Friday and Saturday, Alison navigated, and I drove, for Hell and Back and Pavement Ends,” Stone explains about their Stock Class wins. “Pavement Ends 2018 and 2019 were the first two rallies we ran as a team, so the roads were somewhat familiar, even though rallying has a way of twisting your sense of direction. Our goal Saturday was to beat 100. Turns out rallying back-to-back is good for scores, and we finished Pavement Ends with a 43.”

ARE YOU TERRITORIAL?
Sunday, Nov. 15, brought not only a change in the format of rallying, from Touring to Course, from National to Divisional, and from a midday start to a morning start, but also a change in the weather. It rained. And rained. And the winds turned blustery. Very blustery.

Still, there’s no better way to describe Bruce Fisher’s Sunday rally except as sweet,





**“Are You Territorial? was our first Course rally, and we weren’t quite sure what to expect”
SAWYER STONE**

fun, and a terrific way to conclude the weekend.

As with Hell and Back and Pavement Ends, Are You Territorial? employed GPS controls. Fisher also opted to use the Richta suite’s “flying start” option, which allows a team to determine its own Out Time from a control. To keep teams from dawdling too much at control out-markers, Fisher imposed an overall time for completion of the rally, that time being 2:05 p.m. plus a team’s car number in minutes.

While, at most controls, regular hard-copy critique slips were available for the leg just completed, leg information and a critique of the leg just completed were always available on the Richta app. The information would pop up with a team’s In Time upon crossing the control’s In Line.

As designed by Fisher, Are You Territorial? used both numbered and lettered route instructions, modified definitions for the “Onto” and the “T” Main Road Determinants, and a one-page-per-leg route instruction format. Traps, where appropriate, were looped; therefore, the chances of getting lost were minimized. As a backup, Fisher provided GPS recovery points in the route instructions should a team need them.

Not unexpectedly, with the switch from a Touring to a Course format, the day’s Leader Board showed a new set of winners. In Stock, veteran National rallists Jessica and J Toney, with a clean run and 37.9 score for the rally’s 14 scored legs, won not only their class but also top overall honors, with Hell and Back and Pavement Ends Stock Class winners, Stone and Lee, finishing third in Stock behind Ryan Vindua and Tristan Koivisto.

In Limited, previous winners Gopalkrishnan and D’Souza bowed to Daniel Harkcom and Greg Lester, with Wendy Harrison and Craig Beidelman finishing third, while in Equipped, Mike Thompson and Fred Rosevear cruised to a comfortable class win over Tom vonHatten and Jim Heine, with Touring rally winners Kay and Bennett and Stone and Moran opting not to run the Sunday Course event.

THE NEXT ROAD

With the 2020 USCCA concluded, the end of the National RoadRally season came to a close, with hopes of a much different 2021 on the horizon. There are already signs that 2021 will offer plenty of RoadRally diehards; in fact, the 2021 USRRRC has already been announced, and it will be a different challenge from years past.

The 2021 USRRRC will be hosted by Land O’ Lakes Region and run in Wisconsin. The event, however, will soon be upon us, with the next USRRRC kicking off on July 30 and running through Aug. 1. More information will follow, so keep an eye on scca.com and *SportsCar* for the latest information. 📍

2020 UNITED STATES ROADRALLY CHALLENGE

RESULTS | Whitmore Lake, Mich. | Nov. 13-15, 2020

NOV. 13, 2020 HELL AND BACK NATIONAL TOURING RALLY

RESULTS: Position/Class Position, Driver/Navigator, Marque, Penalty Points.
1/1L, Satish Gopalkrishnan/Savera D’Souza, VW, 19.6; 2/1E, Robert Kay/Michael Bennett, Ford, 30.9; 3/2E, David Stone/Robert Moran, Subaru, 48.0; 4/2L, Daniel Harkcom/W Greg Lester, VW, 52.6; 5/3E, Mike Thompson/Fred Rosevear, Subaru, 95.7; 6/1S, Sawyer Stone/Alison Lee, Jeep, 113.0; 7/4E, Andrew Layton/Joe Layton, Subaru, 122; 8/5E, John Fishbeck/Laura Dawson, Subaru, 131; 9/2S, Ryan Vindua/Tristan Koivisto, Mazda, 150.2; 10/3S, Jessica Toney/J Toney, Jeep Cherokee, 260.8; 11/3L, Jeanne English/Larry Scholnick, Toyota, 375.1; 12/4L, Wendy Harrison/Craig Beidelman, VW, 532.1; 13/5L, Maegan Burkart/Jeff Boris, Audi, 609.2; 14/6E, J. Thomas vonHatten/James Heine, Mazda, 647.9; 15/4S, Mario Arias/Beth Anderson, BMW, 1153.1; 16/5S, Graeme Caldwell/Danny Bowdler, 1427.5; 17/7E, James Kloosterman/David Kloosterman, Mazda; 17/14.

NOV. 14, 2020 PAVEMENT ENDS NATIONAL TOURING RALLY

RESULTS: Position/Class Position, Driver/Navigator, Marque, Penalty Points.
1/1E, David Stone/Robert Moran, Subaru, 13.5; 2/2E, Robert Kay/Michael Bennett, Ford, 14.4; 3/1L, Satish Gopalkrishnan/Savera D’Souza, VW, 17.6; 4/3E, Mike Thompson/Fred Rosevear, Subaru, 36.1; 5/1S, Sawyer Stone/Alison Lee, Jeep, 44.3; 6/2S, Ryan Vindua/Tristan Koivisto, Mazda, 56.0; 7/4E, Andrew Layton/Joe Layton, Subaru, 58.8; 8/2L, Daniel Harkcom/W Greg Lester, VW, 114.4; 9/5E, James Kloosterman/David Kloosterman, Chevrolet, 139.6; 10/3L, Jeanne English/Larry Scholnick, Toyota, 152.1; 11/3S, Jessica Toney/J Toney, Jeep Cherokee, 168.5; 12/4L, Maegan Burkart/Jeff Boris, Audi, 205.5; 13/5L, Wendy Harrison/Craig Beidelman, VW, 208.5; 14/6E, John Fishbeck/Laura Dawson, Subaru, 222.3; 15/4S, Mario Arias/Beth Anderson, BMW, 271.8; 16/1N, Dan Ellis/Tanner Ingersoll, Oldsmobile, 349.0; 17/2N, Alexander Waisanen/Zachary Papciak, Audi, 389.1; 18/3N, Roshitsa Steffens/Robert Steffens, VW, 818.9; 19/7E, J. Thomas vonHatten/James Heine, Mazda, 860.0.

NOV. 15, 2020 ARE YOU TERRITORIAL? DIVISIONAL COURSE RALLY

RESULTS: Position/Class Position, Driver/Navigator, Marque, Penalty Points.
1/1S, Jessica Toney/J Toney, Jeep Cherokee, 37.9; 2/1L, Daniel Harkcom/W. Greg Lester, VW, 71.0; 2/2L, Satish Gopalkrishnan/Savera D’Souza, VW, 80.9; 4/1E, Mike Thompson/Fred Rosevear, Subaru, 87.9; 5/3L, Wendy Harrison/Craig Beidelman, VW, 141.2; 6/4L, Jeanne English/Larry Scholnick, Toyota, 205.4; 7/5L, Maegan Burkart/Jeff Boris, Audi, 284.7; 8/2S, Ryan Vindua/Tristan Koivisto, Mazda, 293.6; 9/3S, Sawyer Stone/Alison Lee, Jeep, 295.1; 10/2E, J. Thomas vonHatten/James H. Heine, Mazda, 301.9; 11/1N, Roshitsa Steffens/Robert Steffens, VW, 331.9; 12/3E, Andrew Layton/Joe Layton, Subaru, 354.5; 13/6L, Steve Riddell/Sean Riddell, Subaru, 377.5; 14/2N, John Rzepka/Maureen Cousion, Ford, 383.0.

POINTS STANDINGS

EQUIPPED CLASS

Driver/Navigator	Hell	Pavement	Territorial	Total*
David Stone/Robert Moran	16	20	0	36**
Robert Kay/Michael Bennett	20	16	0	36
Mike Thompson/Fred Rosevear	12	12	10	34
Andrew Layton/Joe Layton	10	10	6	26
J. Thomas vonHatten/James Heine	4	4	8	16
James Kloosterman/David Kloosterman	6	8	0	14
John Fishbeck/Laura Dawson	8	6	0	14

LIMITED CLASS

Satish Gopalkrishnan/Savera D’Souza	20	20	8	48
Daniel Harkcom/W Gregory Lester	16	16	10	42
Jeanne English/Larry Scholnick	12	12	5	29
Wendy Harrison/Craig Beidelman	10	8	6	24
Maegan Burkart/Jeff Boris	8	10	4	22
Steve Riddell/Sean Riddell	0	0	3	3

STOCK CLASS

Sawyer Stone/Alison Lee	20	20	6	46
Ryan Vindua/Tristan Koivisto	16	16	8	40
Jessica Toney/J Toney	12	12	10	34
Mario Arias/Beth Anderson	10	10	0	20
Roshitha Steffes/Robert Steffes	0	4	5	9
Graeme Caldwell/Danny Bowdler	8	0	0	8
Dan Ellis/Tanner Ingersoll	0	8	0	8
Alexander Waisanen/Zachary Papciak	0	6	0	6
John Rzepka/Maureen Cousino	0	0	4	4

* Total points based on class finishes in individual events determined USRRRC placing overall

** A tiebreaker determined the 2020 USRRRC champions in Equipped, with Stone/Moran winning four more controls than Kay/Bennett



BACK TO BUSINESS

A challenging 2020 couldn't stop Atlanta Region's Nov. 6-8 American Road Race of Champions, boasting three days of normalcy – and fantastic racing action | WORDS Paul Brewer | IMAGES Clark McInnis

In most years, racing safely means something completely different than wearing masks and social distancing. SCCA's Atlanta Region, however, made sure that the 2020 Gran Turismo East American Road

Race of Champions at Michelin Raceway Road Atlanta was safe on all fronts, with the result being an event where competitors could get down to the business of racing while feeling safe from a global pandemic.

The Nov. 6-8, 2020, ARRC weekend was a packed one. With SARRC races on Friday, the Gran Turismo East ARRC Championship races on Saturday, a Tire Rack SCCA Time Trials National Tour Powered by Hagerty on both Saturday and

Sunday, and the Atlantic Pro Cup/ECR Series on Sunday, there was little time to dawdle. The schedule was ambitious and required keeping on schedule – so let's keep on schedule ourselves and jump into the event coverage.

RACING EVERYWHERE

Not all great races are for the podium. On Friday, Robert Zatz (71) and Paul Spencer (08) battled for position, with Zatz winning out for sixth in ITA.



FRIDAY: SARRC RACES

Friday's SARRC racing began with a mixed group of production-based racers and mixing it up even more was the fact that STL and overall Group 1 pole-

winner Danny Steyn was missing from the grid.

At the weekend's opening green flag, Sam Moore jumped into the lead in his SPU Volvo followed closely by Mike Taylor in an STL Civic. Taylor soon grabbed

the lead and pulled a margin that he held to the finish. There was also great racing between classes, with Robert Garrison's FP Miata and Trevor Degioanni's STL Integra going at it. Class winners included Taylor (STL),

Garrison (FP), Moore (SPU), Will Perry (with a new lap record in HP), and Steve Rose (EP).

Group 2 was the big-bore class. At the green, Harry Hinkle jumped pole-winner Zachary Monette and led the pack until

CLOSE QUARTERS

(RIGHT) During Friday's races, Jean-Luc Liverato clinched the P1 win, but with a margin of victory of just 0.518sec. (BELOW) B-Spec raced twice during the ARRC weekend, and it was a battle both times. Robert Iversen (4) won on Friday, while Saturday's top honors went to Blair Deffenbaugh (87).



lap four when there was slight contact between them at the high-speed, high-risk Turn 12 - not a great place for any kind of contact. Monette then led to the finish with Hinkle taking second in GT-1. Class winners were Monette (GT-1), Lee Arnold (SPO), Bob Stretch (GT-2), Chris Durbin (GTA), and Brian Himes (AS). Group 3 consisted of Improved

"William Phee grabbed the ITS and overall lead at the green but was passed by ITS polesitter Matt Reppert on lap two"

Touring classes and B-Spec. Therein, William Phee grabbed the ITS and overall lead at the green but was passed by ITS polesitter Matt Reppert on lap two. Reppert

stretched his lead to finish with a 42-second margin of victory. Other class winners include Theodore Thorp (ITA), Ricky Sanders (ITR), Robert Garrison (IT7), John Mark Gray (ITB), Paul Brewer (ITT), and Robert Iversen (BS).

The F5, FF, FV, and CF open wheelers constituted Group 4. Clint McMahan (F5) grabbed the overall lead over John Robinson II (FF) at the green, but

when a CF and F5 tangled on lap two, the pace car controlled the field for the next four laps. At the restart, Robinson jumped to the lead and held it until McMahan got back by with two laps remaining - the margin of victory was less than a second at the flag. Farther back in the field, Kevin Brumbaugh claimed the CF win, while James Vasseff was the sole FV racer.



ACTION PACKED

(LEFT, TOP TO BOTTOM) Battling in a solid 13-car field, Friday's Formula F winner was John Robinson II. Matt Reppert dominated Friday's ITS race in his BMW 325, cruising to an astounding 42sec margin of victory. Danny Steyn was on the ball in Spec Miata, winning both races handily.



Group 5 was Spec Miata time, and this time, polesitter Danny Steyn was on the grid. Retaining the lead at the green, Steyn led SM to the finish with a huge nine-second margin. The green offered chills and thrills when Theodore Cahall hit the wall on the front straight and retired. That aside, there was great racing through the pack with bump-drafting and a wild three-

wide finish for second through fourth place, plus Colin Stoddard claimed the SMSE win with ease.

In the Group 6 Spec Racer Ford race, pole-winner John Greene jumped into the lead only to see a "black flag all" on lap two for a car off at Turn 10A. When the race restarted, Greene led until Dana Webster snatched the lead for one lap, although Webster then fell

back to third on the following lap. Greene was overall SRF3 winner, with Mark Morhaus competing in the lone SRF.

The Group 7 prototype race did not go as hoped. Polesitter Jean-Luc Liverato jumped into a lead at the green but there was a "black flag all" on lap two due to a crash. The race restarted on lap three but was soon red flagged on lap five due to a serious crash with a car upside down. Officials decided to go to the lap three standings for the official result, meaning the winners were Liverato (P1), Kerry Jacobsen (FS), Lucian Pancea (P2), Chuck Moran (FC), Bailey Monette (FE2), Court Dowis (FX), and Carlos Franca (FA).

As a consequence of the delay, Group 8's Friday race was cancelled due to time limits.

SATURDAY: GRAN TURISMO EAST ARRC RACES

Danny Steyn was on the Group 1 overall and STL pole, but the field was quickly under a full-course yellow from Sam Moore's Turn 1 off. At the restart, Steyn jumped to a big lead and never looked back. However, a race-long battle for third between Nick Leverone and Trevor Degioanni suddenly became a battle for silver when Mike Taylor dropped out on the last lap. Leverone and Degioanni crossed the finish line side-by-side with Degioanni taking second. Elsewhere in the field, class winners included Robert Garrison (FP), Steve Rose (EP),

SKYLER COTTRELL: GETTING STARTED

Skyler Cottrell had just turned 17-years old and was competing in his first ARRC. He's a third-generation racer from Atlanta Region and drives a Spec Miata. "I'm a bit nervous because this is a big race for me but having my dad and grandpa on my side makes it easier," he explained before the races. "They encouraged me to do well and push myself to the limit. I've wanted to race my whole life. Watching my dad and grandpa has been an inspiration and they taught me that racing can help you go through life

"My biggest challenge is to not get nervous going into certain corners such as Turns 1, 5, and 10A, and just focus on what I need to do in down-shifting and not worry about going off course."

But Skyler's racing plans don't end with the ARRC. "I'd love to run at the Runoffs next year at Indy," he says. "That would be a great experience to have."

Skyler ran clean all weekend with a highlight of a second-place finish in Spec Miata on Sunday morning. Of almost equal importance, he drove his car into the trailer after the race weekend.



SOLID START

Skyler Cottrell's first ARRC race.

Bryson Morris (SPU), Will Perry (HP), and Austin Hilliard (STU).

Group 2 was led by polesitter Zachary Monette in his GT-1 Mustang. While Monette was never challenged, the podium turned out to be a Monette family affair as Bob Monette finished second and Paige Monette Alexander grabbed third. Lee Arnold took SPO, Chris Durbin won GTA, Michael Attaway was victorious in GT-2, and Brian Himes was the sole AS competitor.

Group 3's IT and B-Spec racing had great battles throughout the field. ITS and overall Pole-winner Matt Reppert didn't make the grid, so William Phee first led ITA's Theodore Thorp and ITS racer Ricky Sanders for a couple of laps. ITS competitor David Spillman then grabbed second and gave Phee a challenging tussle the rest of the way. Thorp made a bold move in the dirt at the checkered flag but settled for third. In B-Spec, eventual winner Blair Deffenbaugh had a wild ride mid-race, almost collecting the front straight wall. Class winners were Phee (ITS), Thorp (ITA), Ricky Sanders (ITR), John Mark Gray (ITB), Deffenbaugh (BS), and Frankie Morales (IT7).

Group 4 was small-bore open wheelers. Clint McMahan in F5 led the field to the green but was jumped by Porter Aiken's FF who then led for three laps. McMahan grabbed the lead on lap four and pulled away to a



"Indeed, 2020 was a bizarre year, but Atlanta Region pulled off a comprehensive and exciting weekend"

convincing 37-second win over Aiken. There was great nose-to-tail racing for second through fourth until late in the race when an off by second-place Baylor Griffin spread the field.

Heading into Group 5, Spec Miata took the grid once more. Danny Steyn led the large field to the green and managed to pull out a healthy margin and win. The racing in the pack was typical Miata great - at times, six cars were nose-to-tail battling for second.

SRF3 put on another great show in Group 6. John Greene led for most of the first half of the race until contact and resulting body damage dropped him back to fourth, then ultimately out of

the race. Michael Greene and Scott Rettich swapped the lead a few times, but James Libecco jumped in front with two laps remaining. The top three were nose-to-tail on the penultimate lap with Rettich jumping from third to first on the final lap dropping Libecco to third.

Thankfully, Group 7 played out differently from the incident-laden Friday adventure. Jean-Luc Liverato led the pack to the green but ultimately had to settle for a runner-up finish. John McAlleer, meanwhile, pulled a 23-second margin on the field to take P1. Farther back in the field were class winners Kerry Jacobsen (FS), Bailey Monette (FE2), Lucian Pancea (P2), Marc Stern (FC), and Sterling Hamilton (FX).

SUNDAY: GROUP 8 FINALLY RACES, AND MORE

With Sunday, came the Tire Rack SCCA Time Trials National Tour



Powered by Hagerty. Following that was the Atlantic Pro Cup/ECR Series. The Atlantic Pro Cup is an interesting mix of SRF3, IT, STL, and SM. The SRF3 entries motored away at the green, class winners including James Libecco (SRF3), Jon Sewell (STL), Logan Stretch (SM), Theodore Thorp (ITA), and Bill Roland (SMSE). The Group 9 ECR pounded around for 50 laps with Connor Roberts taking the overall and SRF3 honors - in fact, he was the only one to run

UP FRONT

(Clockwise, from LEFT) Scott Rettich (17) led a train of SRF3s to the checker on Saturday, winning by a margin of 0.83sec. Clint McMahan scored the double, with F500 wins on both Friday and Saturday. Also earning a pair of wins was Bailey Monette in FE2. Workers are key to any event, with this worker reminding people to stay safe with a "Please Practice Social Distancing" sign. Theodore Thorp led the ITA field to the checker not once, but twice.



all 50 laps. ITA winner Clinton Ritchie II completed only 45 laps along with SM winner Ernie Cole, while Ken Steagall won SMSE with 41 laps.

Indeed, 2020 was a bizarre year, but Atlanta Region pulled off a comprehensive and exciting weekend of racing while adhering to the constraints to keep everyone safe from the virus. The ARRC was a success despite it all, and because of that, will be back bigger and better in 2021. 📍

AMERICAN ROAD RACE OF CHAMPIONS

MICHELIN RACEWAY ROAD ATLANTA | Braselton, GA | Nov. 6-8, 2020

FRIDAY

GROUP 1: STU: (1 starter) no finishers; **STL:** (10 starters) 1. Mike Taylor (Honda) 1:37.820; 2. Nick Leverone (Mazda); 3. Trevor Degioanni (Acura); **EP:** (4 starters) 1. Steve Rose (Mazda) 0:43.123; 2. Al Pierce (Mazda); 3. James Etchells (Mazda); **FP:** (1 starter) 1. Robert Garrison (Mazda) 1:38.855; **HP:** (4 starters) 1. Will Perry (Honda) 1:42.884; 2. Charles Fullgraf (Honda); 3. John Mark Gray (Mini); **SPU:** (5 starters) 1. Sam Moore (Volvo) 1:39.484; 2. Bryson Morris (Mazda); 3. Dave McAllister (BMW).

GROUP 2: GT1: (4 starters) 1. Zachary Monette (Ford) 1:25.621; 2. Harry Hinkle (Dodge); 3. Paige Monette Alexander (Chevrolet); **GT2:** (3 starters) 1. Bob Stretch (Chevrolet) 1:29.794; 2. Danny Lowry (Porsche); no other finishers; **GTA:** (7 starters) 1. Chris Durbin (Chevrolet) 1:30.902; 2. Bob Davis (Chevrolet); 3. John Munroe (Chevrolet); **AS:** (1 starter) 1. Brian Himes (Ford) 1:44.130; **SPO:** (2 starters) 1. Lee Arnold (Chevrolet) 1:29.731; 2. Timothy Smoth (Ford).

GROUP 3: ITR: (3 starters) 1. Rocky Sanders (BMW) 1:45.517; 2. Richard Traenkner (BMW); 3. Matthew Fritz (BMW); **ITS:** (7 starters) 1. Matt Reppert (BMW) 1:41.079; 2. William Phee (Acura); 3. John Hotz (Mazda); **ITA:** (7 starters) 1. Theodore Thorp (Acura) 1:43.838; 2. Mike Conrad (Acura); 3. Donald Squirek (Mazda); **ITB:** (3 starters) 1. John Mark Gray (Mini) 1:52.417; 2. Victoria Haughwout (Audi); 3. Ron Fuller (Datsun); **IT7:** (2 starters) 1. Robert Garrison 1:49.113; 2. Frankie Morales; **ITT:** (1 starter) 1. Paul Brewer (Nissan) 1:53.129; **BS:** (2 starters) 1. Robert Iverson (Honda) 1:53.129; 2. Blair Diefenbaugh (Honda).

GROUP 4: F500: (8 starters) 1. Clint McMahan (Scorpion) 1:32.023; 2. Jeff DeLong (KBS); 3. George Fox (FDS); **FF:** (13 starters) 1. John Robinson II (Swift) 1:32.405; 2. Baylor Griffin (Mygale); 3. Porter Aiken (Piper); **FV:** (1 starter) 1. James Vaseff (Citation) 2:09.852; **CF:** (1 starter) no finishers.

GROUP 5: SM: (34 starters) 1. Danny Steyn 1:43.930; 2. Nick Leverone; 3. Junior Brock; **SMSE:** (4 starters) 1. Colin Stoddard 1:48.084; 2. Ken Steagall; 3. Timothy Smith.

GROUP 6: SRF3: (19 starters) 1. John Green 1:36.442; 2. Michael Greene;

3. Dana Webster; **SRF:** (1 starter) 1. Mark Morhaus 1:50.616.

GROUP 7: P1: (3 starters) 1. Jean-Luc Liverato (Elan) 1:20.215; 2. John Mcaleer (Elan); 3. Garry Crook (Elan); **P2:** (2 starters) 1. Lucian Pancea (Stohr) 1:26.194; 2. Bryan Yates (West); **FA:** (1 starter) 1. Carlos Franca (Swift) no time available; **FC:** (3 starters) 1. Chuck Moran (Crossle) 1:32.910; 2. Marc Stern (Van Diemen); 3. James Belay (Van Diemen); **FE2:** (7 starters) 1. Bailey Monette 1:27.432; 2. Kelton Jago; 3. Alastair McEwan; **FX:** (2 starter) 2. Court Dowis (Mazda) 1:45.780; 2. Sterling Hamilton (Mazda); **FS:** (2 starters) 1. Kerry Jacobsen (Pro Formula Mazda) 1:24.766; 2. Scott Woodruff (Ralt).

SATURDAY

GROUP 1: STU: (1 starter) 1. Dave Hilliard (Honda) 1:42.639; **STL:** (12 starters) 1. Danny Steyn (Mazda) 1:36.523; 2. Trevor Degioanni (Acura); 3. Nick Leverone (Mazda); **EP:** (4 starters) 1. Steve Rose (Mazda) 1:40.745; 2. Al Pierce (Mazda); 3. James Etchells (Mazda); **FP:** (2 starters) 1. Robert Garrison (Mazda) 1:39.201; 2. Henry Rudolf Payne (Mazda); **HP:** (4 starters) 1. Will Perry (Honda) 1:43.397; 2. John Mark Gray (Mini); 3. Charles Fullgraf (Honda); **SPU:** (2 starters) 1. Cave McAllister (BMW) 1:51.749; no other finishers.

GROUP 2: GT1: (4 starters) 1. Zachary Monette (Ford) 1:25.851; 2. Bob Monette (Chevrolet); 3. Paige Monette Alexander (Chevrolet); **GT2:** (2 starters) 1. Michael Attaway (Chevrolet) 1:34.908; 2. Bob Stretch (Chevrolet); **GTA:** (7 starters) 1. Chris Durbin (Chevrolet) 1:31.810; 2. Randy Walker (Chevrolet); 3. Bob Davis (Chevrolet); **AS:** (1 starter) 1. Brian Himes (Ford) 1:48.437; **SPO:** (2 starters) 1. Lee Arnold (Chevrolet) 1:31.087; 2. Timothy Smith (Ford).

GROUP 3: ITR: (3 starters) 1. Rocky Sanders (BMW) 1:46.303; 2. Richard Traenkner (BMW); 3. Matthew Fritz (BMW); **ITS:** (6 starters) 1. William Phee (Acura) 1:42.224; 2. David Spillman (Nissan); 3. Mike Cottrell (Mazda); **ITA:** (7 starters) 1. Theodore Thorp (Acura) 1:43.917; 2. Mike Conrad (Acura); 3. Donald Squirek (Mazda); **ITB:** (3 starters) 1. John Mark Gray (Mini) 1:52.529; 2. Victoria

Haughwout (Audi); no other finishers; **IT7:** (2 starters) 1. Frankie Morales 1:59.062; 2. Robert Garrison; **ITT:** (1 starter) no finishers; **BS:** (2 starters) 1. Blair Diefenbaugh (Honda) 1:52.254; 2. Robert Iversen (Honda).

GROUP 4: F5: (8 starters) 1. Clint McMahan (Scorpion) 1:29.919; 2. Jack Walbran (Scorpion); 3. George Fox (FDS); **FF:** (11 starters) 1. Porter Aiken (Piper) 1:32.633; 2. John Robinson II (Swift); 3. Sam Lockwood (Spectrum); **FV:** (1 starter) 1. James Vaseff (Citation) 2:07.068.

GROUP 5: SM: (33 starters) 1. Danny Steyn 1:43.962; 2. Rob Hines; 3. Daniel Williams; **SMSE:** (5 starters) 1. Colin Stoddard 1:47.361; 2. Ken Steagall; 3. Timothy Smith.

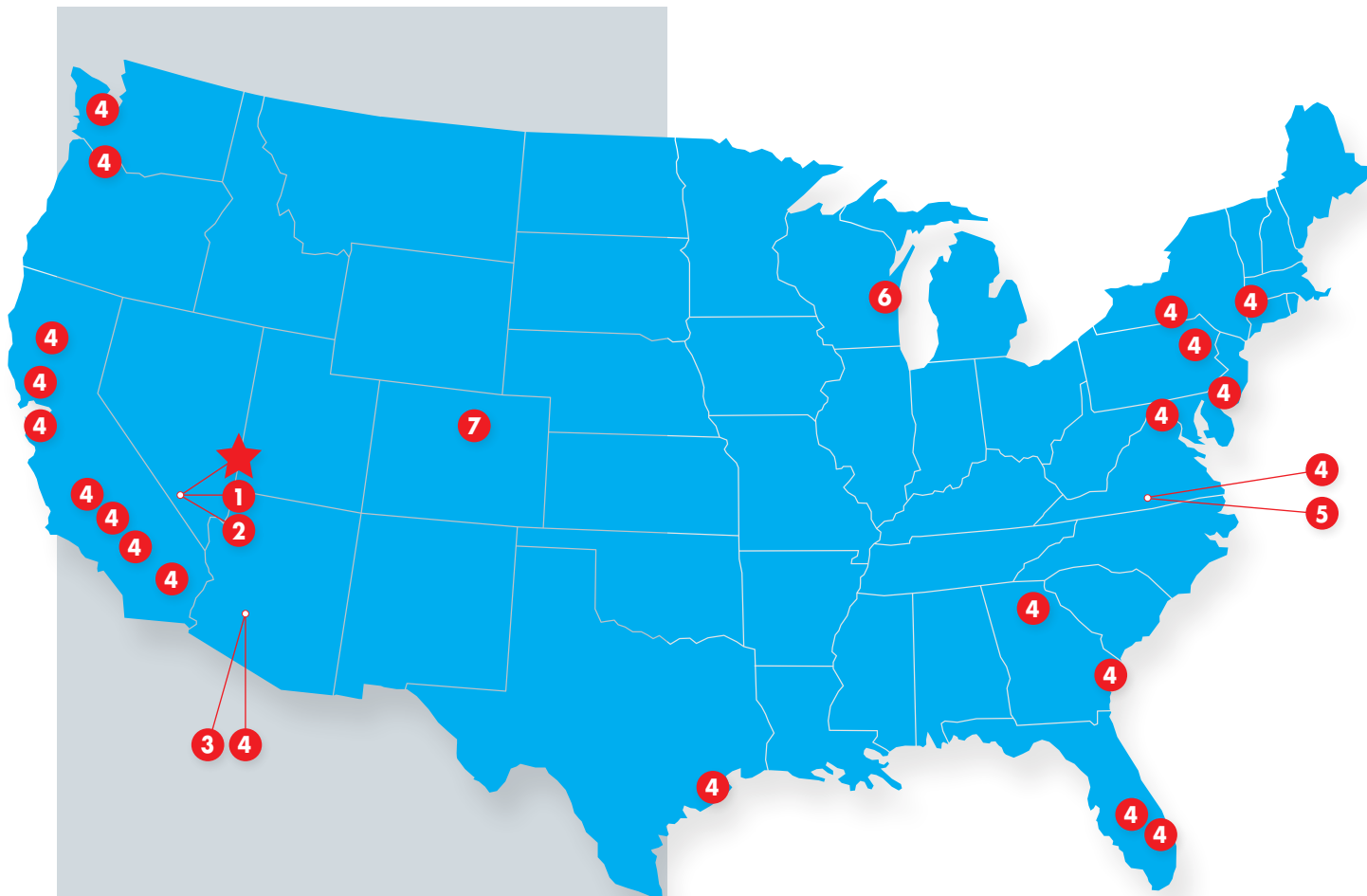
GROUP 6: SRF3: (20 starters) 1. Scott Rettich 1:36.346; 2. Matthew Horst; 3. James Libecco; **SRF:** (1 starter) 1. Mark Morhaus 1:49.756.

GROUP 7: P1: (3 starters) 1. John Mcaleer (Elsa) 1:18.978; 2. Jean-Luc Liverato (Elan); 3. Garry Crook (Elan); **P2:** (1 starter) 1. Lucian Pancea (Stohr) 1:25.063; **FC:** (1 starter) 1. Marc Stern (Van Diemen) 1:33.286; **FE2:** (6 starters) 1. Bailey Monette 1:25.168; 2. Alastair McEwan; 3. Eric Cruz; **FX:** (3 starters) 1. Sterling Hamilton (Mazda) 1:39.596; 2. Court Dowis; no other finishers; **FS:** (1 starter) 1. Scott Woodruff (Ralt) 1:30.442; **W-FS:** (1 starter) 1. Kerry Jacobsen (Pro Formula Mazda) 1:23.686.

SUNDAY

GROUP 8: SRF3: (2 starters) 1. James Libecco 1:36.448; 2. Gianclaudio Angelini; **STL:** (2 starters) 1. Jon Sewell (Acura) 1:41.363; 2. Zsolt Ferenczy (Acura); **SM:** (6 starters) 1. Logan Stretch 1:44.528; 2. Skyler Cottrell; 3. Robert Roland; **ITA:** (1 starter) 1. Theodore Thorp (Acura) 1:44.753; **SMSE:** (1 starter) 1. Bill Roland 1:50.688; **ITT:** (1 starter) 1. Paul Brewer (Nissan) 1:56.431.

GROUP 9: SRF3: (4 starters) 1. Connor Roberts 1:36.702; 2. Leanne Roberts; 3. Jen-Luc Liverato; **ITA:** (1 starter) 1. Clinton Ritchie II (Honda) 1:46.481; **SM:** (3 starters) 1. Ernie Cole 1:47.175; 2. Logan Stretch; 3. Robert McDaniels; **SMSE:** (1 starter) 1. Ken Steagall 1:51.047.



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UNCONVENTIONAL ROOKIE YEAR

Pandemic, track records, and race wins – Evan Slater’s rookie year in SRF3 has been quite remarkable, yet for this 15-year-old, it’s only just beginning

WORDS James Heine | IMAGES Courtesy Zach Slater

When I first spoke by telephone with New England Region’s Evan Slater shortly before Thanksgiving, my conversation with the then 14-year-old – now 15 – SRF3 racer began with his budding SCCA career and his preparations for Central Florida Region’s annual Turkey Trot SCCA Road Racing weekend at Sebring, set for Nov. 27-29, 2020. Soon, though, the conversation morphed into a discussion about his freshman year of high school in Portsmouth, N.H. It was a topic all too familiar to those with school-age children during a pandemic.

What had begun as a year of hybrid classes – some days each week in school, others at home online, had just retreated to full-time instruction online because of COVID-19. His school schedule would likely stay online until the end of the semester, Evan noted, and perhaps even into the New Year.

Overall, it was going well, he added, but some classes, such as woodworking, were not so adaptable to online learning, as, say, algebra.

As it is with his freshman year in high school, so also has it been with his inaugural year as an SCCA SRF3 racer; yet he has persevered and even flourished in his transfer from karts, which he was introduced to at age 7.

“I have liked motorized things since before I was able to walk,” Evan explains. “As a toddler, when my neighbor’s older children got off their

electric John Deere ride-on toy, I climbed on and began driving it before I could properly talk.”

His formal introduction to karts occurred, not in his parents’ or neighbor’s driveway, but at Disney World – or rather at a karting facility near Disney World – after a not-so-happy day at the world-famous amusement park.

“One day, in desperation after a bad day of dragging me around Disney World, my dad [Zach Slater] offered to take me to an indoor kart track,” explains Evan, who admits to not liking amusement-park rides such as roller coasters. “I won all three of my races and was encouraged by the manager to pursue karting. We came back to New Hampshire, and I began racing indoor karts. I started driving outdoor karts at 10, and was introduced to the SCCA through my dad, who has an ITE car. I used to watch him race – but it might be more appropriate to say I came to watch him drive.”

As for his own choice of SCCA classes, he opted for SRF3 because he “wanted a class where the cars were all equal, and I could showcase my driving, not the engineering,” Evan says.

According to observers, showcase his driving skills is what Evan has done in his short SRF3 career, even though he began back in June without a clue how to properly shift a manual-transmission car.

At the time we spoke, Evan had set SRF3 track records at New England’s Thompson Speedway

Motorsports Park and Palmer Motorsports Park, as well as picked up nine podium finishes. Overall, he finished second in NER’s 2020 SRF3 standings in his rookie year as an SCCA driver.

He has a lot of people to thank for that success, Evan notes.

“It would have to start with Tom Clark, my first kart coach,” Evan says, “followed by Scott Grenier of LAD engineering and Mike Doty of MDR racing, who gave me great coaching and mechanical support early in my career. Most people don’t realize how important your race team is.

“When I moved to cars, I have been lucky to be tutored by both Maurizio Cerazoli, a former pro driver and current SCCA member and owner of MC Racing, and Shawn Morrison of Motion Dynamics Racing, a former pro SRF driver and SCCA member as well. Trevor Hopwood, a former pro driver and SRF champ, has coached me as well. Recently, CUBE3, founded by Nik Middleton and Brian O’Connor, and the largest architectural firm in Boston, have come to the table with sizable financial sponsorship to help cover the costs of the Hoosier Super Tour East Coast circuit.”

In a recent online story in a local community publication, Cerazoli labeled Evan “a natural.” It’s an observation seconded by Morrison.

“A lot of people were tentative about Evan, being so young and inexperienced, and it’s pretty awesome to see how he has been





"[I] wanted a class where the cars were all equal, and I could showcase my driving"

EVAN SLATER

welcomed by the officials, workers, and fellow competitors," Morrison says. "Evan is one of these kids who has the talent, the personality, and the race craft to pursue a pro career in motorsports. He is always asking questions and soaking up the answers and information."

Also, Morrison adds, Evan easily relays car feel and asks about the types of adjustments

that could be done, and why, "so that he has a sense of what effect it will have on the chassis."

In many respects, talking with Evan is more like speaking with an adult than a 14- or 15-year-old, Morrison continues. He is very focused, he notes, "and very attentive to conversation."

As for 2021, Evan's goal is the Hoosier Super Tour and the U.S. Majors Tour. "I know there is a ton of great competition, but that is what makes it such a challenge," he admits. "I have set track records at two of the four tracks I have raced, and I'd love to do some more of that, so when people talk about SRF in the future, my name comes up."

Also, he adds, he hopes to use any success achieved to promote SRF. "I'd love to bring more kids from karting to SRF," he says. "Right now, a lot of kids in the karting world think F1600 or F2000 is the right progression. I'd like to help change that in favor of SRF."

As for himself, "I'd like to spend some time in an FE2 car if we can figure out how to afford it," Evan says. And down the line a few years? F1 is a dream, but regardless, there's college. "I'd love to make a career out of racing," he says.

Interestingly, Evan says he'd also like to try his hand at SCCA RoadRally. "But first I have to get my driver's license," he admits. Ironically, RoadRally will have to wait about a year. In the meantime, there's road racing. 📍

UP TO SPEED

Evan Slater is showing great potential, setting track records and winning SRF3 races.

COMMITTED TO EXCELLENCE

This month we celebrate two Southwest Division workers who claimed 2020 SCCA Worker of the Year top honors: Brian Sill and Diane Carter | WORDS Jim Kearney | MAIN IMAGE Kent Carter



When we look back, we all have moments, if we are lucky, of an event that created an indelible impression on our young lives. Brian Sill grew up in upstate New York just north of Syracuse. He went to college in Rochester, not that far from Watkins Glen. His pivotal moment was being a spectator at the United States Grand Prix at Watkins Glen in 1979. The Grand Prix might never return to the Glen, but the impression it made would never be far from Brian's mind.

"The next year I saw an ad in a local newspaper where the SCCA was looking for volunteer workers," he recalls. "I called and signed up for their Flagging and Communications school." Forty years later, he's still at it.

The first race he worked a corner was memorable. It was the Group C Six Hours and the lead Lola flipped onto its roof entering his turn, the daunting downhill lefthander into the Boot Section, known as the Laces. "He got into the tires, and back then they were not bundled well," he explains. "There were

FORTY YEARS AND COUNTING
Brian Sill (left, with assistant F&C chief Don Drennon) had his first run-in with motorsports in 1979. Forty years later, he's still active in motorsports, earning SCCA's F&C Worker of the Year Award in 2020.

tires strewn everywhere. I was on communication and I made the call."

A few years later, Brian was working at the end of the back straight at the Glen when Tommy Kendall had a bad crash, breaking both legs. He also recalls a Kelly Challenge race where after the field went through Turn 1 on the opening lap, a complete fuel cell was sitting in the middle of the track, with fuel flowing everywhere.

"One of the great things about F&C is that your training prepares you for the unexpected, even away from the track," he notes. "One day driving down the road I came upon a guy who had a fire in the engine bay of his pickup truck. I stopped, grabbed my fire extinguisher, and put it out."

He has some very personal experience with fire. Long ago his Corvair burned in an accident and he spent six weeks in a burn unit recovering. He says it hasn't made him reluctant to attack a fire, but it did confirm that early response was the best approach.

Brian has tremendous respect for the training and coaching he got early on. "Tim Meddaugh and Ernie Strong were great mentors for me," he says. "They didn't just teach me how to do it, they showed me how to coach others, to always be as positive as possible."

There's no denying that the job can be challenging and demands a special ability to switch on and off, like a first responder. "You can be bored to death out on a corner, but you have to retain the ability to ramp up at a moment's notice," he points out. "When things happen, they happen fast."

In 1996, Brian's job as a software engineer was transferred to Arlington, Texas. He became active on the board of the Texas Region and also increasingly involved from Regional Flag Chief to Divisional Administrator (2005-'09) to Runoffs Flag Chief (2010-'14). He has won numerous Regional awards for his service, including Member of the Year, Assbuster of the Year, two Worker of the Year awards, and he most recently received a special recognition by his Region in 2020.

Considering this, it was probably little surprise to those who knew him when he was presented with SCCA's F&C Worker of the Year Award in 2020.

Brian moved to central Florida in August 2020, but he remains a loyal member of the Texas Region. After four decades he still enjoys the challenge and revels in the camaraderie. "Corner workers are an essential part of the racing production," he says. "We are critically important in protecting the drivers and keeping them safe. We have each other's back. I've made wonderful friends that I know I can count on. I take a lot of satisfaction both from my contributions and from this great network of friends."

KEEP CALM AND CARRY ON

Diane Carter is the consummate professional: poised, practiced, and patient. Above all else, she wants the event to run smoothly and for her team to post accurate results. As it turns out, she is ideally situated to do just that.

Her love affair with racing began



"I want to help put on a good event for the drivers, and it's all about getting the data right"
DIANE CARTER

with her love affair with her husband, Kent Carter. "We are a great team," she points out. "He liked motorsports and I was always a sportscar person."

She grew up in northwest Florida and they moved to the Houston area some 26 years ago. Diane is a software specialist working with companies that serve the oil and gas industry with systems that enable them to keep their back-office work in control. "As an IT person I have working knowledge of computer systems and that certainly helps me with my work with the Club."

The Carters did some karting and then moved on to autocross. In 2001, she bought a Subaru WRX that came with a free SCCA membership. "When Kent began racing a Spec Miata in 2004, I found myself at the racetrack with nothing to do," she says. That didn't fly, so she became a

corner worker; three years into her flagging career, the Region recruited her for Timing and Scoring, which was a good fit since she had previous T&S experience from autocrossing.

"Someone had moved on to do pro races in 2007 and our Region needed help," she explains. "Zack Fox and I were recruited and, as we were both IT folks, it was a good fit."

Diane says she spends three hours setting up the race event in the computer and reviewing driver information after the entry list has closed. "The big deal is getting car numbers and classes matched correctly to the drivers," she notes. "You also need to be certain that transponder numbers are correct. As is always true with computers, garbage in yields garbage out. It has to be right from the beginning."

Diane and Zack lead a team of between three to five workers for each race, with two of them manning the computers and the other three doing manual paper backup in case something goes awry.

In this day and age, you might

HANDS ON

Diane Carter takes care in her Timing and Scoring duties, ensuring all data is correct. Her eye for detail helped earn her the 2020 SCCA T&S Worker of the Year Award.

wonder why a paper backup system is necessary, but you have forgotten Murphy's Law. Diane recalls an incident where two cars came together near the end of a race and directly impacted the timing loop. "We had to manually rebuild the last laps of the race," she recalls.

It's her attention to detail that helped earn her SCCA's 2020 T&S Worker of the Year Award. However, that timing loop incident reminded her that before the days of computers there were people manually timing three cars each, by hand. "They were the real heroes," she says.

So, what can drivers do to help out Timing and Scoring? Diane says the best thing is to ensure your car number is easily readable. "It may look clear as a bell sitting alone in the paddock, but at 100mph in a pack of cars, it can be a genuine challenge to identify it from the timing tower," she says. It's all about clarity and contrast, she notes. Blue and red, as well as black and red, are the toughest to read. Gray on black is another example of what not to do.

With her plate full, it's hard to believe she still manages to race herself. Her husband Kent has moved from Spec Miata to B-Spec and has had a top-10 finish in each of the last four Runoffs. "I get to run his hand-me-down Miata and it's a lot of fun, but I don't really get to race but one or two times a year." Why? "Sometimes the logistics of working an event and driving in it are just too complicated," she says. "Mainly, I want to help put on a good event for the drivers, and it's all about getting the data right." 📍



MIXING IT UP

SCCA's Production category is made up of three classes: E Production (LEFT), F Production, and H Production (BELOW). While the classes differ, the unifying feature is competitive equality.

A CLEVER MIX

The powerful formula of Production category road racing

WORDS Sam Henry, Club Racing Board | MAIN IMAGE John W. Wilmoth

SCCA Club Racing showcases a wide spectrum of different makes and models spanning a variety of classes. One such example can be found in the ever-popular Production classes. Always in the top half of participation charts, Production racing (often shortened to "Prod" by its racers) does a fabulous job of mixing old and new platforms. Little British cars, vehicles of all shapes from Deutschland, and roadsters from Japan were all on Production podiums this year.

We know a comical perception of the category is "oil dry by day and beverage consumption at night," but don't let that fool you, Prod racing is evolving. With the limited prep option, keeping the "magic smoke" inside the motor is comparable to many other classes. More importantly, the racing on track is competitive and pure with practically no aero in the formula, and real race tires in several constructions and compounds introduce tire strategy into the racing equation. Big or small, old or new, high-tech data uses CAN bus protocols to link everything together. New cars are

classed with a nice frequency upon member request by the Club Racing Board's Prod Advisory Committee, and that Production racing group also evaluates new technologies in order to keep the category relevant.

An example of this evolution is a new brake rule working its way through the rules process. Let's face it, the previous Prod brake rules were a little weird. You could pretty much do whatever you wanted with pedals, hydraulics, lines, and balance bars, but you had to use brake calipers that spread open faster than Pac Man's mouth along with rotors the size of Ritz crackers. The new rule will allow drivers to use any aluminum or steel caliper up to four pistons, and any rotor that fits in the allowed wheels for the vehicle, thus allowing a variety of braking system options. And, while many had figured out how to make the old rule work, the effort it took was a little on the silly side. We look forward to seeing the creativity that comes from the new rule. Many will enjoy reliable, longer lasting binders. Love your stock brakes? No problem! Two percent less weight can keep you at the front.



Jeff Lawwe

Let's shift gears to the horsepower side of BOP (balance of performance). BOP for this wide range of cars can be a challenge. Prod is not a spec class, nor does it want to be, but cars that are similar in weight and power tend to race better together. For years, the rules team utilized carburetor chokes to limit power, but it seemed like weight was the only solution being used for fuel injected cars. Last year, a few of the powerful "big block" injected cars received flat plate restrictors to trim a little off the top of the dyno plots. It is another tool used to generate some of the best racing in SCCA.

What does the future hold for Prod? ABS, small displacement turbos, diesels, EVs? Only time will tell, but we are looking to the future and working hard to make sure all platforms are capable of being on the top step with a proper race program. Based on participation and what we've seen recently at the National Championship Runoffs at Indianapolis Motor Speedway, Sonoma Raceway, VIRginia International Raceway, and Road America, it's working. 🏁



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Jim Horsey

KEEPING BUSY

This might be the offseason, but that doesn't mean there aren't autocrosses to run (LEFT) and RVs to buy (ABOVE).

IN THE OFFSEASON

This being the Solo offseason, it's time to look at other projects (like RV shopping)

WORDS Paul Brown | MAIN IMAGE Philip Royle

Despite entering the offseason of a less than busy year for most of us in the world of autocross, there are an awful lot of things going on. Yet, while not all of those items will have a whole lot of impact on SCCA's Solo program, others will. So, let's take a quick look at where things stand before we move the topic along in this column.

From the local level on up to the National level of the Tire Rack Solo Championship tour and Tire Rack ProSolo National Series, schedules are taking form and, in many cases, have already been unveiled. Yet, while those schedules are always a bit tentative early in the year, 2020 and 2021 takes this to a whole new level. The COVID-19 situation is in constant flux, but the reality of a vaccine may finally start putting a lid on that. If all goes well, we can start getting back to worrying about tire brands, car classing, reaction times, and hitting our apexes. And, by September, when the Tire Rack Solo National Championships makes its triumphant return, this will all be a distant memory.

IN THE MEANTIME...

Being the offseason, this is a fantastic time to discuss RVs and their use as tow vehicles. For a variety of reasons, the RV market has gone

absolutely insane with the pandemic. Some of that probably has to do with people realizing that they should embrace life and have some fun – being able to travel safely is on many bucket lists. Added to that is the expansion of remote work opportunities, where so many people were suddenly no longer tied to their office or even their home. And, because of that, this is a challenging time to be an RV buyer.

RV sales have set all-time records, and just about anything that is for sale is sold. RV lots are empty of both new and used inventory. Manufacturers are running at capacity, and while supply and personnel disruptions may limit production, demand seems to be out stripping the supply.

Chances are this seller's market isn't a permanent situation. Some portion of the new owners will either cross everything off their bucket lists or will find that RV ownership wasn't really what they expected. Also, once the pandemic is a memory, there will be some who return to traditional office work and will lose the flexibility of working remotely. In any case, in a year or two we may see a buyer's market in the world of RVs.

Having owned RVs for over a decade, I've got a pretty good idea of what my ideal RV would be. I don't have the ideal

RV yet, however, and the tight market makes what I want far less affordable.

Something I discovered a few years back was that the default New Mexico driver's license is a Class D, which allows a driver to operate a vehicle with a gross vehicle weight rating up to 26,000 pounds. That seems like a big number, but in the RV universe, it's not. Most diesel pusher RVs exceed that number. My first 36-foot RV was rated at exactly that, no doubt by design since these limitations are similar in many states.

There are various classes of Commercial Driver's Licenses (CDLs) but getting and maintaining a CDL is a bit of a burden. I did some research and found that what I need for a larger RV is a Class E (CDL exempt) license. Checking with the DMV, I was told that all I needed to do was fill out a form saying I was requesting a Class E license. There's no test, and the fee is the same as a Class D. As such, if there's any chance you'll need to drive an RV at some point, it's worth your time to ask this question the next time your license comes up for renewal.

Interestingly, now that I carry a Class E license, I can legally drive farm and ranch vehicles (with a long list of restrictions), as well as fire trucks. Now if I can talk the local fire department into letting me try that out.... 🚒



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FORWARD

As the RoadRally Board transitions in a new chairman, the RRB doubles down on its goal to grow the sport

WORDS Rick Beattie | MAIN IMAGE Jon Krolewicz



Of the 10 switches on a TimeWise 798A rally computer, the switch that is usually moved last means the most. That switch puts the distance and time in “Forward.”

For the last two years, Jim Crittenden served as RoadRally Board (RRB) chairman. Leaving the Board at the end of 2020, he made known a trio of “thoughts about the positive developments made to the sport.”

The return to publication of the SCCA RoadRally Rules (RRR) is one big help. CreateSpace, Crittenden explains, allowed the Board to publish the RRRs without having to commit to any minimum purchase quantity of books. He also pointed out that it made RRRs available in paperback form from Amazon at no cost to the SCCA. “This approach has been so successful that it has been adopted for other SCCA rulebooks,” he adds.

During Crittenden’s term, the RRB continued periodic RoadRally update e-mails begun by Rich Bireta when he served as chairman. “We believe that it is extremely helpful not just to provide updated information but also to enhance the sense of rally community,” he says.

Lastly, Crittenden emphasized the work by the RRB and the National Events Committee (NEC) in making RoadRally easier to plan and execute. “The RRB and the NEC have been strong supporters of the Richta GPS Checkpoint app system,” he says, adding, “RRB and NEC members were among the earliest rallymasters to use the Richta app while, at the same time, encouraging and mentoring others in its use.”

Mike Thompson and Jim Wakemen are chair and co-chair, respectively, of the NEC committee. Wakemen pointed out the work the NEC did in 2020 to conform the RoadRally Rules to the

Courtesy Mike Bennett



DEVELOPMENT

Mike Bennett (LEFT) is stepping into the chairman position on the RoadRally Board in 2021, with a goal of continuing to make RoadRally (ABOVE) more accessible.

Richta GPS system of electronic timed controls.

Up until 2021, those systems were not part of the RRR, leaving the rallymaster to apply for a number of exceptions. The changes to the 2021 RRR eliminate the need to apply for those exceptions. For one of the sections, Wakemen emphasized changes in timing and timing penalties.

The section that stated timing had to be in seconds or hundredths of a minute now allows a tenth of a second, and that other units can be used provided the units are explained in the Rally’s General Instructions.

“That section also mandated that a one-point penalty had to be given for each unit of timing error,” says Wakemen. “That was revised so that a rally can use a 0.1 penalty for a 0.1 second error. Also, the event can change the penalties provided they list the change in their GIs.”

Wakemen pointed out that the NEC will work next season to reorganize their schedule, the RRR for the next rally season and next season’s schedule. There are already two new weekends, one in Texas and the other in New Jersey.

Clyde Heckler is one of the RRB liaisons to the NEC. He expressed some of the important changes and important work to be done in 2021.

This year the NEC, to clarify the RRR,

“Wording was added stating that the NEC’s primary function is the administration of the National Championship series. The RRB’s main focus is now geared more toward Regional development.

Although vacant in recent years, “The RDC has now been staffed, with Peter Schneider as chairman. Peter will deliver an RDC subcommittee report on each RRB call.”

“In 2021, the RDC and RRB will be attempting to expand the number of Regions having a RoadRally program by contacting Regions which have expressed an interest and offering assistance as appropriate.” Therein, the Richta app will play a major role by eliminating the need to staff checkpoints, obtain timing equipment, reduce the size of workers and others.

Beginning in 2021, Mike Bennett will become chairman of the RRB. “My primary goal as the incoming chair of the RRB is to continue the progress we have been making as a group over the last several years with Rich [Bireta] and Jim [Crittenden] as chairmen,” he says.

Bennett listed four of the many events the RRB will be working on as the RRB moves forward. “Implement RoadRally Safety Steward training and recertification online in SCCA’s LMS system; increase outreach to Regions not currently offering RoadRally events, primarily through the recently revived Regional Development Committee; continue to offer the best, safest schedule of National events possible. This work will continue to be the primary responsibility of the National Events Committee; and, most importantly, be guided by our mission statement of ‘More Regions, more Rallies, more Contestants, more Members.’”

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Mails: May 25

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Showcase: Solo Nationals Prep Guide
Editorial Cover Feature: The Who Will Win The Solo Nationals
Reserve space by: June 8
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Mails: July 13

September/October 2021

Showcase: Runoffs Prep Guide
Editorial Cover Feature: The Who Will Win The Runoffs
Reserve space by: July 27
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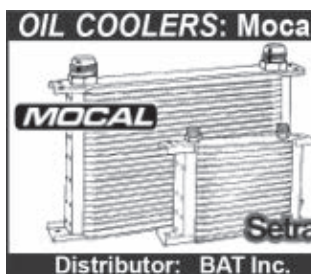

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20 COMPETITION ▼



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20 COMPETITION ▼



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Jun 25-27 Mid-Ohio Sports Car Course, Ohio
Jul 2-4 Road America, Wis.
Jul 16-18 Brainerd International Raceway, Minn.
Aug 6-8 The Music City Grand Prix, Tenn. (TA2 only)
Sep 3-5 Canadian Tire Motorsport Park, Ontario, Canada
Sep 10-12 Watkins Glen Int., N.Y.
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FORMULA REGIONAL AMERICAS framericas.com

Mar 26-28 Michelin Raceway Road Atlanta, Ga.
Apr 23-25 Sonoma Raceway, Calif.
Apr 29-May 1 WeatherTech Raceway Laguna Seca, Calif.
Aug 13-15 Grand Prix de Trois-Rivières, Quebec, Canada
Sep 24-26 VIRginia International Raceway, Va.
Nov 5-7 Circuit of the Americas, Texas



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Apr 1-3 Carolina Motorsports Park, S.C. (F1600, F2000)
Apr 30-May 2 Mid-Ohio Sports Car Course, Ohio (F1600, F2000, Atlantic)
May 21-23 Barber Motorsports Park, Ala. (F1600, F2000, Atlantic)
Jun 18-20 Pittsburgh International Raceway, Pa. (F1600, F2000, Atlantic)
July 30-Aug 1 Road America, Wis. (F1600, F2000, Atlantic)
Aug 20-22 Summit Point Motorsports Park, W. Va. (F1600, F2000)
Sep 10-12 Autobahn Country Club, Ill. (F1600, F2000, Atlantic)
Oct 15-17 Pittsburgh International Raceway, Pa. (F1600, F2000, Atlantic)



RADICAL CUP
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2021 schedule to be announced



Date Track/Region



HOOISIER SUPER TOUR

scca.com/supertour
Jan 15-17 Sebring International Raceway, Fla.
Feb 6-7 Circuit of the Americas, Texas
Feb 19-21 Buttonwillow Raceway Park, Calif.
Mar 19-21 Michelin Raceway Road Atlanta, Ga.
Apr 9-11 VIRginia International Raceway, Va. (tentative)
Apr 17-18 Hallett Motor Racing Circuit, Okla.
Apr 30-May 2 Pittsburgh International Race Complex, Pa.
May 15-16 Portland International Raceway, Ore.
Jun 4-6 Road America (June Sprints), Wis.
Jun 18-20 Watkins Glen International, N.Y.

▼ IT'S KICKOFF TIME

The SCCA Pro Racing FR Americas Championship returns to the track for its 2021 season opener on March 26-28 at Michelin Raceway Road Atlanta.



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**U.S. MAJORS** sccamajors.com**NORTHEAST CONFERENCE****Mar 20-21** Summit Point Raceway, W. Va.**Apr 9-11** VIRginia International Raceway, Va. (tentative)**Apr 30-May 2** Pittsburgh International Race Complex, Pa.**May 29-30** Pocono Raceway, Pa.**Jun 18-20** Watkins Glen International, N.Y.**Jul 9-10** Thompson Speedway Motorsports Park, Conn. (Friday/Saturday event)**Jul 17-18** New Jersey Motorsports Park-Thunderbolt, N.J.**NORTHEAST CONFERENCE****May 1-2** Blackhawk Farms Raceway, Ill.**May 21-23** Mid-Ohio Sports Car Course, Ohio**Jun 4-6** Road America (June Sprints), Wis.**Jul 10-11** Road America, Wis.**Jul 24-25** GingerMan Raceway, Mich.**Aug 21-22** Grattan Raceway, Mich.**SOUTHEAST CONFERENCE****Jan 8-10** Homestead-Miami Spdwy, Fla.**Jan 15-17** Sebring International Raceway, Fla.**Mar 19-21** Michelin Raceway Road Atlanta, Ga.**Apr 9-11** VIRginia International Raceway, Va. (tentative)**Jun 5-6** Charlotte Motor Spdwy, N.C.**Jun 26-27** Roebing Road, Ga.**SOUTHEAST CONFERENCE****Apr 17-18** Hallett Motor Racing Circuit, Okla.**May 29-30** Pueblo Motorsports Park, Colo.**Jul 3-4** High Plains Raceway, Colo.**Aug 21-22** High Plains Raceway, Colo.**SOUTHERN CONFERENCE****Jan 16-17** MSR Cresson, Texas**Feb 6-7** Circuit of the Americas, Texas (Super Tour)**Apr 17-18** Hallett Motor Racing Circuit, Okla. (Super Tour)**May 8-9** Eagles Canyon Raceway, Texas**May 29-30** MSR Houston, Texas**WESTERN CONFERENCE****Jan 15-17** Auto Club Speedway, Calif.**Feb 19-21** Buttonwillow Raceway Park, Calif.**Mar 19-21** Thunderhill Raceway, Calif.**May 1-2** Buttonwillow Raceway Park, Calif.**May 15-16** Portland International Raceway, Ore.**May 29-30** Pacific Raceways, Wash.**▲ ROAD TO THE RUNOFFS**

The second stop for the 2021 Hoosier Super Tour is at Circuit of the Americas on Feb. 6-7.

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GTA = Game, Tour, Adventure Rally

NC = National Course

NT = National Tour

CRE = Club Racing Experience

r = Restricted

Ro = Runoffs qualifier

RT = Regional Tour

SR = Social Rally

TA = TimeAttack

TE = Track Event

TS = TrackSprint

TT = Time Trial

v = Vintage

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

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Nov 5-7 Palm Beach Int'l Raceway/
 Atlanta
Nov 13-14 v Palm Beach Int'l Raceway/
 Florida
Nov 26-28 Sebring Int'l
 Raceway/Central Florida

GREAT LAKES [greatlakes-scca.org](https://www.greatlakes-scca.org)
May 14-16 GingerMan Raceway/Detroit
Jun 11-13 Nelson Ledges Road Course/
 Neohio

Jun 19-20 Grattan Raceway/Western
 Michigan

Jul 10-11 Nelson Ledges/Neohio
Jul 31-Aug 1 Mid-Ohio Sports Car
 Course/Cincinnati

Sep 4-5 Mid-Ohio sports Car Course
Oct 16-17 Mid-Ohio Sports
 Car Course/Ohio Valley

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

May 29-30 Brainerd Int'l Raceway/
 Land O' Lakes

Jun 26-27 Blackhawk Farms Raceway/
 Milwaukee

Jul 3-4 Brainerd Int'l Raceway/Lan
 O' Lakes

Aug 21-22 Road America/Chicago
Oct 9-10 Blackhawk Farms
 Raceway/Chicago

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

2021 schedule to be announced

SOUTHWEST [sowdivscca.org](https://www.sowdivscca.org)

May 8-9 MSR Houston/Houston
Sep 17 MotorSport Ranch Cresson/
 Texas

Oct 30-31 Eagles Canyon/Texas
More 2021 events to be announced

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

Apr 30-May 2 LaJunta Raceway/
 Continental Divide

May 29-30 Pueblo Motorsports Park/
 Continental Divide

Jul 3-4 High Plains Raceway/Colorado
Jul 24-25 Pueblo Motorsports Park/
 Continental Divide

Oct 16-17 LaJunta Raceway/
 Continental Divide

NORTHERN PACIFIC [norpacscca.org](https://www.norpacscca.org)

Feb 27-28 Sonoma Raceway/San
 Francisco

Mar 19-21 Thunderhill Raceway Park/
 Oregon

Feb 27-28 Portland Int'l Raceway/
 Oregon

May 28-30 Laguna seca/San Francisco
Jun 18-20 Sonoma Raceway/San
 Francisco

Jul 23-25 Laguna Seca/San Francisco
Aug 6-8 Portland Int'l Raceway/Oregon
Aug 28-29 Laguna Seca/San Francisco
Sep 18-19 v Portland Int'l Raceway/
 Oregon

Oct 9-10 Laguna Seca/San Francisco
Nov 5-7 Thunderhill Raceway
 Park/San Francisco

SOUTHERN PACIFIC

Mar 20-21 Willow Springs Raceway/
 Cal Club

Sep 11-12 Buttonwillow Raceway Park/
 Cal Club

Nov 13-14 Buttonwillow
 Raceway Park/Cal Club

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NORTHEAST [nediv.org](https://www.nediv.org)

Apr 2-3 Summit Point Raceway/
 Washington DC

Apr 16-18 (Alternative School) New
 Jersey Motorsports Park/South Jersey

Apr 22-23 Thompson Speedway/New
 England Region

Aug 20-22 (Alternative School) New
 Jersey Motorsports Park/South Jersey



D.E. Baker

ROAD RACING

WHAT Hoosier Super Tour
WHEN Feb. 19-21, 2021

WHERE Buttonwillow, Calif.

The Hoosier Super Tour's first of
 two West Coast race weekends
 comes at Buttonwillow Raceway
 Park in mid-February.

SOUTHEAST [sediv racing.com](https://www.sediv racing.com)

Feb 26-28 Roebing Road/Buccaneer

Jun 19-20 Homestead-Miami
 Speedway/Florida

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

Apr 16-18 Blackhawk Farms
 Raceway/Milwaukee

NORTHERN PACIFIC [norpacscca.org](https://www.norpacscca.org)

Feb 12-15 Thunderhill Raceway
 Park/San Francisco

SOUTHERN PACIFIC

Oct 23-24 (Alternative School)

Buttonwillow Raceway Park/Cal Club

SCCA ACCREDITED SCHOOLS

FULL COMPETITION LEVEL

Allen Berg Racing School

(888) 722-3220

[allenbergracingschools.com](https://www.allenbergracingschools.com)

AMG Driving Academy

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

Bertil Roos Racing School

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

BIR Performance Driving School

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

Bondurant High Performance

Driving School

(800) 842-7223 [bondurant.com](https://www.bondurant.com)

Lucas Oil School of Racing

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

MSR Houston

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

Pettiford's Go 4 It Racing Schools

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

Porsche Track Experience USA

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

Sears Point Racing Experience

(800) 733-0345 [searspointracing.com](https://www.searspointracing.com)

Skip Barber Racing School

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

Spring Mountain Advanced Driving School

(800) 391-6891

[springmountainmotorsports.com](https://www.springmountainmotorsports.com)

NOVICE PERMIT / SCHOOL

AND EVENT CREDIT

Allen Berg Racing School

(888) 722-3220

[allenbergracingschools.com](https://www.allenbergracingschools.com)

Bertil Roos Racing School

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

[allenbergracingschools.com](https://www.allenbergracingschools.com)

BMW of North America

(888) 345-4269

[bmwperformancecenter.com](https://www.bmwperformancecenter.com)

Bondurant High Performance

Driving School

(800) 842-7223 [bondurant.com](https://www.bondurant.com)

Kaizen Autosport Racing School

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

LevelUp Racing School

(920) 838-6612

[levelupracingschool.com](https://www.levelupracingschool.com)

Lime Rock Driver's Club

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

Lucas Oil School of Racing

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

Pettiford's Go 4 It Racing Schools

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

Primal Racing School

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

Pro Drive Racing School

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

ProFormance Racing School

(253) 630-5130

[proformanceracingschool.com](https://www.proformanceracingschool.com)

Sears Point Racing Experience

(800) 733-0345 [searspointracing.com](https://www.searspointracing.com)

Skip Barber Racing School

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

Team Stradale

(815) 727-7234 [teamstradale.com](https://www.teamstradale.com)

NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School

(888) 722-3220

[allenbergracingschools.com](https://www.allenbergracingschools.com)

Danny McKeever's Fast Lane Racing School

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

EXR - Exotics Racing Series

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

Pro Drive Racing School

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

Spring Mountain Advanced Driving School

(800) 391-6891

[springmountainmotorsports.com](https://www.springmountainmotorsports.com)

Thompson Speedway Motorsports Park

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

Waterford Hills Road Racing Inc.

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

TIME TRIALS, TRACK EVENTS,

CLUB RACING EXPERIENCE,

& HILL CLIMBS

NORTHEAST [nediv.org](https://www.nediv.org)

Apr 10 Instructor Clinic - Dominion

Raceway/Washington DC

Apr 16-17 TT New Jersey Motorsports

Park/South Jersey

May 15 TS Bader Field/South Jersey

May 22 TT Thompson Speedway/New

England

Jun 4-5 TT New Jersey Motorsports

Park/South Jersey

Jul 14-15 TE Watkins Glen International/
 Finger Lakes

Jul 18 TS New Jersey Motorsports Park/
 South Jersey

Aug 20-21 TT New Jersey Motorsports

Park/South Jersey

Sep 4 TT New Jersey Motorsports Park/
 South Jersey

Sep 18 TT Thompson Speedway/New
 England

Oct 16 TS Bader Field/South Jersey

SOUTHEAST [sediv racing.com](https://www.sediv racing.com)

Feb 27-28 TA Roebing Road/Buccaneer

Mar 21 TE Road Atlanta/Atlanta

Mar 27-28 TE/TA Palm Beach Int'l
 Raceway/Florida

▼ TIME TRIALS

Looking to drive your car on track
 at Thunderhill Raceway Park? Reno

Region will host five SCCA TimeAttack
 events there from April to September.



Philip Royce

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AVIS

PORTERFIELD
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mazda







Classic
Motorsports
magazine

Hertz

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BRAKES

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BRANDS

///Race Louvers

SPS
SOLID PERFORMANCE LLC

shirts101

SCCA
Sports Car Club of America

TIRE RACK
.com



HAWK
PERFORMANCE

HAGERTY



Photo: Ray

AUTOCROSS

WHAT Regional Solo events
WHEN Probably this weekend
WHERE Not far from you
 Regional autocrosses take place year round, likely not far from your house. So get out there and have some fun!

Apr 10-11 TE/TA Homestead-Miami Speedway/Florida
Apr 24-25 TT North Carolina Center for Automotive Research/North Carolina
Apr 30 TE Daytona International Speedway/Central Florida
May 15-16 TE/TA Palm Beach Int'l Raceway/Florida
May 29-30 TE Sebring Int'l Raceway/Central Florida
Jun 11 TE Sebring Int'l Raceway/Central Florida
Jun 19-20 TE/TA Homestead-Miami Speedway/Florida
Jul 17-18 TE/TA Sebring Int'l Raceway/Central Florida
Jun 25 TE Road Atlanta/Atlanta
Aug 6 TE Daytona Int'l Speedway/Central Florida
Aug 14-15 HC Robbinsville, N.C./Central Carolinas
Aug 21-22 TE/TA Palm Beach Int'l Raceway/Florida
Aug 28-29 TA Barber Motorsports Park/Alabama, Tennessee Valley
Sep 18-19 TE/TA Homestead-Miami Speedway/Florida
Sep 18-19 TA Carolina Motorsports Park/South Carolina
Oct 16-17 TT North Carolina Center for Automotive Research/North Carolina
Oct 22 TE Sebring Int'l Raceway/Central Florida
Nov 7 TE Road Atlanta/Atlanta
Nov 26 TE Sebring Int'l Raceway/Central Florida

GREAT LAKES [greatlakes-scca.org](https://www.greatlakes-scca.org)
May 21 TE Mid-Ohio Sports Car Course/Ohio Valley
Jul 30 TE Mid-Ohio Sports Car Course/Cincinnati
Sep 3 TE Mid-Ohio Sports Car Course/Ohio Valley
Oct 15 TE Mid-Ohio Sports Car Course/Ohio Valley

ROCKY MOUNTAIN [coloradoscca.org](https://www.coloradoscca.org)
Apr 30-May 2 TA La Junta Raceway/Continental Divide
May 29-30 TA Pueblo Motorsports Park/Continental Divide
Jul 3-4 TA High Plains Raceway/Colorado
Jul 24-25 Pueblo Motorsports Park/Continental Divide
Sep 24 TA Pikes Peak Int'l Raceway/Continental Divide
Oct 16-17 LaJunta Raceway/Continental Divide

NORTHERN PACIFIC [norpacscsa.org](https://www.norpacscsa.org)
Mar 28 TE Portland Int'l Raceway/Oregon
Apr 17 TA Thunderhill Raceway Park/Reno
May 22 TA Thunderhill Raceway Park/Reno
Jun 12 TA Thunderhill Raceway Park/Reno
Jul 2 TA Thunderhill Raceway Park/Reno
Sep 11 TA Thunderhill Raceway Park/Reno
Sep 19 TE Portland Int'l Raceway/Oregon

SOUTHERN PACIFIC
Mar 20-21 TE Willow Springs Raceway/Cal Club
Oct 23-24 TE Buttonwillow Raceway Park/Cal Club
Nov 13-14 TE Buttonwillow Raceway Park/Cal Club

TIME TRIALS NATIONAL TOUR
Mar 13-14 VIRginia International Raceway, Va.
Apr 10-11 Buttonwillow Raceway Park, Calif.
May 22-23 Eagles Canyon Raceway, Texas
Jun 10-13 Tire Rack Time Trials Nationals, NCM Motorsports Park, Ky.
Jul 3-4 Palmer Motorsports Park, Mass.
Jul 17-18 GingerMan Raceway, Mich.
Jul 24-25 Ridge Motorsports Park, Wash.
Nov 6-7 Michelin Raceway Road Atlanta, Ga. (tentative)

TRACK NIGHT IN AMERICA
 2021 schedule to be announced
STREET SURVIVAL SCHOOLS
 2021 schedule to be announced

▼ JUMP FOR JOY!

SCCA's Tire Rack National Solo series is back for 2021, including the Tire Rack Solo National Championships and ProSolo Finale!

SOLO

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

Mar 12-14 South Georgia Motorsports Park, Ga.
Mar 26-28 Grandsport Speedway, Texas
May 30-31 Lincoln Airpark, Neb.
Jun 18-20 Grissom Aeroplex, Ind.
Jul 5-6 Bristol Motor Speedway, Tenn.

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS
Sep 7-10 Lincoln Airpark, Neb.

TIRE RACK® SCCA PROSOLO

Mar 18-20 zMAX Dragway, N.C.
May 14-16 Heartland Motorsports Park, Kan.
May 27-29 Lincoln Airpark, Neb.
Jul 2-4 Bristol Motor Speedway, Tenn.
Jul 23-25 Toledo Express Airport, Ohio
Sep 3-5 Lincoln Airpark, Neb.

CAM CHALLENGE

Aug 6-8 Grissom Aeroplex, Ind.
 More events to be announced

STARTING LINE SCHOOLS
 2021 schedule to be announced

REGIONAL

NORTHEAST [nediv.org](https://www.nediv.org)
 2021 schedule to be announced

SOUTHEAST [sediv.org](https://www.sediv.org)
 2021 schedule to be announced

CENTRAL [cendiv-scca.org](https://www.cendiv-scca.org)
 2021 schedule to be announced

GREAT LAKES [greatlakes-scca.org](https://www.greatlakes-scca.org)
 2021 schedule to be announced

MIDWEST [midiv.org](https://www.midiv.org)
 2021 schedule to be announced

SOUTHWEST [sowdivscca.org](https://www.sowdivscca.org)
 2021 schedule to be announced

ROCKY MOUNTAIN [coloradoscca.org](https://www.coloradoscca.org)
 2021 schedule to be announced

NORTHERN PACIFIC [norpacscsa.org](https://www.norpacscsa.org)
Jan 22-24 Fresno Fairgrounds/San Francisco
Feb 19-21 Fresno Fairgrounds/San Francisco

Mar 26-28 Fresno Fairgrounds/San Francisco
Apr 30-May 2 Fresno Fairgrounds/San Francisco
Jun 18-19 Fresno Fairgrounds/San Francisco
Aug 20-21 Fresno Fairgrounds/San Francisco
Nov 12-14 Fresno Fairgrounds/San Francisco

SOUTHERN PACIFIC
Jan 17 Arizona Motorsports Park/Arizona
Feb 12 Arizona Motorsports Park/Arizona

Find more events near you at www.scca.com/solo

ROADRALLY

NATIONAL/DIVISIONAL

Jun 5 NC Country Inn, Madison, Wis./Milwaukee
Jul 30-Aug 1 USRR, Wis./Land O' Lakes
 More 2021 dates to be announced

REGIONAL/DIVISIONAL

CENTRAL [cendiv-scca.org](https://www.cendiv-scca.org)
Jun 6 DC Country Inn, Madison, Wis./Milwaukee

Find more events near you at www.scca.com/roadrally

RALLYCROSS

DIRTFISH NATIONAL TOUR
 2021 schedule to be announced

DIRTFISH NATIONAL C'SHIP
Oct 15-17 Ross County Fairgrounds, Ohio (tentative)

REGIONAL

CENTRAL [cendiv-scca.org](https://www.cendiv-scca.org)
Feb 7 Marovec Farm/Iowa

MIDWEST [midiv.org](https://www.midiv.org)
Feb 21 Nebraska City Rally Bowl/Nebraska

Find more events near you at www.scca.com/rallycross



Perry Bennett

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3-Ply Disposable Face Masks Pack of 10 **NEW** **Less Than 30¢ per Mask**

★ ★ ★ ★ ★ (3755)

YOUR CHOICE OF COLOR

\$2.99 ~~\$3.99~~

Save 66%

Compare to Fecedy 8017112X14 \$8.99

Blue Black
ITEM 57593 ITEM 58045

Non-medical. In-Store Only

35185374 **LIMIT 4** - Exp. 2/12/21*

SUPER COUPON

PITTSBURGH SERIES 2 ★ ★ ★ ★ ★ (1116)

Rapid Pump® 3 Ton Steel Heavy Duty Floor Jack

★ ★ ★ ★ ★ (1116)

\$94.99 ~~\$104.99~~

Save \$40

Compare to Powerbuilt 647593 \$135.27

ITEM 56421/56422 56623/56424 shown

35235827 **LIMIT 2** - Exp. 2/12/21*

WOW! SUPER COUPON

Grant's ★ ★ ★ ★ ★ (6925)

12" x 12" Microfiber Cleaning Cloths Pack of 4

\$1.19 ~~\$2.89~~

Compare to ProLife AZC0AB \$5.99

ITEM 62358/63925 63963 shown

35188566 **LIMIT 3** - Exp. 2/12/21*

SUPER COUPON

BRAUN ★ ★ ★ ★ ★ (10,538)

5000 Lumen 4 ft. LED Hanging Shop Light

\$19.99 ~~\$24.99~~

Save 20%

ITEM 64410

35245076 **LIMIT 3** - Exp. 2/12/21*

SUPER COUPON

U.S. GENERAL ★ ★ ★ ★ ★ (1878)

30", 5 Drawer Mechanic's Cart

Side tray sold separately.

\$199.99 ~~\$239.99~~

Save \$630

Compare to Snap-on Blue-Point KRBC10TBPE \$830

ITEM 64061, 64722, 64030, 64721, 64031, 64720, 56429

35190057 **LIMIT 1** - Exp. 2/12/21*

SUPER COUPON

PITTSBURGH ★ ★ ★ ★ ★ (2126)

4" Ratcheting Bar Clamp/Spreader

LIFETIME WARRANTY

99¢ ~~\$1.99~~

Save 84%

Compare to Irwin 1964747 \$6.49

ITEM 46805/62242 68974 shown

35245566 **LIMIT 4** - Exp. 2/12/21*

SUPER COUPON

PITTSBURGH ★ ★ ★ ★ ★ (4271)

Click-Type Torque Wrenches

LIFETIME WARRANTY

\$9.99 ~~\$19.99~~

Save 88%

Compare to Husky H2DTWA \$89.97

ITEM 61271/63880 61272/63880 61273/63880 shown

35190248 **LIMIT 4** - Exp. 2/12/21*

SUPER COUPON

MCGRAW ★ ★ ★ ★ ★ (760)

8 Gallon, 150 PSI Oil-Free Air Compressor

\$119.99 ~~\$139.99~~

Save \$113

Compare to Campbell Hausfeld HL540100AV \$233

ITEM 56269/64294 shown

35190613 **LIMIT 1** - Exp. 2/12/21*

SUPER COUPON

CENTECH ★ ★ ★ ★ ★ (4130)

2/10/50 AMP, 12v Battery Charger and Engine Starter

\$34.99 ~~\$54.99~~

Save 38%

Compare to Schlumacher Electric SE-1250 \$56.93

ITEM 60581/60453 shown

35193466 **LIMIT 2** - Exp. 2/12/21*

SUPER COUPON

drillmaster ★ ★ ★ ★ ★ (7151)

4-1/2" Angle Grinder

\$9.99 ~~\$13.99~~

Save 56%

Compare to Ironton 61451 \$22.99

ITEM 69845/60625 shown

35201826 **LIMIT 4** - Exp. 2/12/21*

SUPER COUPON

CHICAGO ELECTRIC WELDING ★ ★ ★ ★ ★ (1933)

125 AMP Flux Core Welder

\$99.99 ~~\$134.99~~

Save \$100

Compare to Ironton 45433 \$199.99

ITEM 63583/57798/63582 shown

35203830 **LIMIT 2** - Exp. 2/12/21*

SUPER COUPON

CHICAGO ELECTRIC WELDING ★ ★ ★ ★ ★ (1923)

Blue Design Auto-Darkening Welding Helmet

\$39.99 ~~\$49.99~~

Save 20%

ITEM 61610 63122 71214 shown

35213935 **LIMIT 3** - Exp. 2/12/21*

SUPER COUPON

WARRIOR ★ ★ ★ ★ ★ (5605)

29 Piece Titanium Drill Bit Set

\$10.99 ~~\$18.99~~

Save 81%

Compare to Dewalt DW1369 \$60.09

ITEM 5889 62201 61637 shown

35214980 **LIMIT 3** - Exp. 2/12/21*

SUPER COUPON

CENTRAL MACHINERY ★ ★ ★ ★ ★ (1896)

20 Ton Shop Press

\$159.99 ~~\$199.99~~

Save \$295

Compare to Strongway 46266 \$454.99

ITEM 32879 60603 shown

35236265 **LIMIT 1** - Exp. 2/12/21*

SUPER COUPON

PITTSBURGH ★ ★ ★ ★ ★ (2733)

40", 300 lb. Capacity Oversized Low-Profile Creepers

YOUR CHOICE OF 4 COLORS

\$27.99 ~~\$34.99~~

Save 37%

Compare to Power Torque GM40300 \$44.99

ITEM 57311, 57312, 57310, 63392, 63371

35220892 **LIMIT 2** - Exp. 2/12/21*

SUPER COUPON

EARTHQUAKE XT ★ ★ ★ ★ ★ (97)

1/2" Composite Pro Extreme Torque Air Impact Wrenches

YOUR CHOICE

\$99.99 ~~\$139.99~~

Save \$24

Compare to Snap-on P7850 \$624.95

ITEM 62891 62891 62891 shown

35225374 **LIMIT 2** - Exp. 2/12/21*

SUPER COUPON

PREDATOR ★ ★ ★ ★ ★ (972)

9000w Max. Starting Extra Long Life Gas Powered Generator

\$649.99 ~~\$699.99~~

Save \$2,279

Compare to Honda EM6500SXK2AT \$2,929

ITEM 63971/63970 shown

35226601 **LIMIT 1** - Exp. 2/12/21*

SUPER COUPON

BRAUN ★ ★ ★ ★ ★ (6271)

390 Lumen Magnetic Slim Bar LED Work Light

\$24.99 ~~\$34.99~~

Save 61%

Compare to Astro Pneumatic Tool 40SL \$64.88

ITEM 56329/56248/63958 shown

35253493 **LIMIT 3** - Exp. 2/12/21*

SUPER COUPON

PREDATOR ★ ★ ★ ★ ★ (4094)

6.5 HP (212 cc) OHV Horizontal Shaft Gas Engine

\$99.99 ~~\$124.99~~

Save \$230

Compare to Honda GX200U2QX2 \$329.99

ITEM 60363/69730 shown

35234385 **LIMIT 2** - Exp. 2/12/21*

SUPER COUPON

HaulMaster ★ ★ ★ ★ ★ (5547)

18" Working Platform Step Stool

\$19.99 ~~\$29.99~~

Save 61%

Compare to Nevecraft 60635 \$51.45

ITEM 62515/64611 shown

35233583 **LIMIT 4** - Exp. 2/12/21*

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SCCA MEMBERS CELEBRATING 25-65 YEARS

NOTE: Due to a clerical error in the Nov./Dec. 2020 issue, we are reprinting those member anniversaries in this issue alongside anniversaries for January and February 2021. Our apologies for the error.

65-YEAR MEMBERS

David Knight	1/1/56	New England
Karl Ludvigsen	12/1/55	Montana
Gerry Mason	12/1/55	Indianapolis
Andrew Nielsen	2/1/56	San Francisco
Paul Reddix	2/1/56	Neohio

60-YEAR MEMBERS

Robert Brown	12/1/60	New York
Joe Brown Jr.	11/1/60	S West Virginia
Randy Canfield	1/1/61	Washington DC
Mike Gammino	1/1/61	New England
Carl Stringfellow	10/1/60	Alabama
Robert Tullius	2/1/61	Washington DC
Ed Wachs	1/1/61	Chicago
Charles Walter	12/1/60	Kansas City

55-YEAR MEMBERS

Harry Andersen	1/1/66	New England
Virginia Apker	11/1/65	NE Oklahoma
Robert Baechle	11/1/65	Central New York
Ronald Bashor	2/1/66	Texas
Art Bayless	11/1/65	Atlanta
Bill Blake	12/1/65	San Francisco
George Bowden	1/1/66	Washington DC
Bill Cannons	11/1/65	Central Florida
Fred Cummings	2/1/66	Milwaukee
Karl Dannel	10/1/65	Mohawk Hudson
Alfred French	2/1/66	Delta
William Hawkins	11/1/65	Atlanta
Ed Hughes	1/1/66	Neohio
Jeffrey Hume	10/1/65	Finger Lakes
Kathryn Jaques	11/1/65	San Diego
Bill Johnson	1/1/66	Kansas City
Douglas Jones	10/1/65	Oregon
Bill Kephart	1/1/66	Colorado
James Kuhns	10/1/65	Cal Club
Kenneth Lawrence	2/1/66	NE Oklahoma
Robert Lenz	10/1/65	Des Moines Valley
Arnie Loyning	12/1/65	Oregon
James Massey	11/1/65	Gulf Coast
Eleanor Morris	2/1/66	Mohawk Hudson
Bobbe Orr	2/1/66	Western Michigan
Richard Raymond	12/1/65	San Francisco
Walter Rhinehart	1/1/66	Washington DC
Larry Schumacher	11/24/65	Cincinnati
Paul Spruell	1/1/66	Atlanta
Diana Stark	12/1/65	Northwest
Frank Stoddard	10/1/65	Dixie
Norman Swanson	10/1/65	New England
Cecilia Turner	10/1/65	Cal Club
Larry Wright	2/1/66	Cal Club

50-YEAR MEMBERS

Thomas Aquilante	2/1/71	South Jersey
Judy Beck	11/1/70	Nebraska
Mary Berchak	10/1/70	Ohio Valley
David Bloemsma	2/1/71	Milwaukee
Patricia Buell	10/1/70	Nebraska
Ann Burke	10/1/70	Detroit
Jim Creighton	1/1/71	Atlanta
Toni Creighton	1/1/71	Atlanta
Charles Davis	11/1/70	Kansas City
Karen Drum	1/1/71	Central Carolinas
John Edridge	1/1/71	Florida
Dennis Elliott	1/1/71	Southern Indiana
Robert (Rocky) Entriaken	2/1/71	Salina
Eunice Gerstein	1/1/71	Philadelphia
Lee Graser	1/1/71	Eastern Tennessee
John Hamann	11/1/70	New England
Charles Jarvie	1/1/71	Oregon
David Keenan	2/1/71	Indianapolis
Frank Krajewski	11/1/70	Reno
Marianne Krauss	1/29/71	New York
Roger Littell	2/1/71	Cal Club
Tony Machi	2/1/71	Milwaukee
Donald McCoy	2/1/71	San Francisco
T. Craig Miller	10/1/70	Washington DC
Willard Nix	11/1/70	Chicago
Robert Pasternak	12/1/70	New England
Carol Reber	11/1/70	Washington DC
Douglas Ruth	10/1/70	Ohio Valley
Dick Salem	2/1/71	Nebraska
Ed Smith	10/1/70	St Louis

Michael Smith	2/1/71	Southern Indiana
John Stanford	1/1/71	Fort Wayne
Betty Tignor	11/1/70	Atlanta
Martin Wagner	1/1/71	NE Oklahoma
Mark Weber	10/1/70	St Louis
Fred Wentzell	11/1/70	New England
Fletcher Williams	10/1/70	Atlanta
A. Williams	2/1/71	Washington DC
Earl Zwickey	2/1/71	West Texas

45-YEAR MEMBERS

Alan Andrea	2/1/76	Chicago
Donald Atwell	1/1/76	Atlanta
Jack Beeson	1/1/76	Western Ohio
Curt Bowland	1/1/76	Chicago
Stephen Chisholm	2/1/76	New England
Dominic Cimino	1/1/76	N New Jersey
Bill Condermann Jr.	1/1/76	Florida
Susan Conklin	1/1/76	N New Jersey
Bridget Edwards	1/1/76	Chicago
Seth Emerson	1/1/76	San Francisco
Edward Eriandson	2/1/76	Cal Club
Paul Fairchild	1/1/76	Cal Club
Walter Fey	1/1/76	Mid South
Jane Galownia	1/1/76	Kentucky
Joseph Galownia	1/1/76	Kentucky
Tom Hamilton	1/1/76	Houston
Gary Harkins	2/1/76	Oregon
Robert Hellebuyck	10/1/75	Kansas City
Stephen Hobaugh	2/1/76	San Francisco
Catherine Kizer	2/1/76	Neohio
David Kizer	2/1/76	Neohio
Kevin Kloefer	2/1/76	Atlanta
Kevin Koch	1/1/76	Continental Divide
Paul Kozlak	1/1/76	New England
Dennis Kszos	1/1/76	Western New York
Paul Laurenzi	2/1/76	Western New York
Dennis Losher	1/1/76	San Francisco
Ronald Marine	1/1/76	Central Illinois
John Matthews	1/1/76	Reno
Steven McLafferty	1/1/76	New England
Jim Morsch	1/1/76	Cincinnati
Jerry Oleson	2/1/76	Colorado
Dennis Potocki	1/1/76	Western New York
Mary Puffenberger	1/1/76	NW Ohio
Michael Puffenberger	1/1/76	NW Ohio
Alan Rae	10/1/75	Northwest
Chris Robbins	2/1/76	North Carolina
Thomas Rojewski	1/1/76	Ohio Valley
Jeffrey Schweid	1/1/76	Nebraska
Gregg Seigart	1/1/76	Eastern Tennessee
R.D. Sipprell	1/1/76	Western New York
Richard Spencer	1/1/76	San Francisco
Larry Van Schuyver	1/1/76	Central Florida
Connie VanSchuyver	1/1/76	Houston
Wade White	1/1/76	Tennessee Valley
Patrick Wood	1/1/76	S West Virginia
Judith Yocom	1/1/76	Oregon

40-YEAR MEMBERS

Thomas Abbott	2/1/81	Detroit
Bruce Ackerman	10/1/80	San Francisco
B. Arendas	1/1/81	Neohio
Mitchel Attias	11/1/80	Central Florida
Madeline Averett	10/1/80	Lone Star
Amy Burke	10/1/80	Detroit
Michael Byington	10/1/80	St Louis
Arnold Carbaugh	10/1/80	Glen
Bill Chin	10/1/80	Cal Club
Phillip Creighton	1/1/81	Atlanta
Terri Ness Creighton	1/30/81	Atlanta
Peter Cunningham	2/1/81	Milwaukee
Devin Dahn	1/1/81	Arizona
Jim Dentici	10/1/80	Milwaukee
Jon DePentu	11/1/80	Detroit
Robert Devol	1/1/81	New England
Norman DeWitt	1/1/81	San Diego
James Fitzgerald	2/1/81	Kentucky
Pat Foss	11/1/80	Chicago
Wayne Foss	11/1/80	Chicago
William Fox	12/1/80	Cal Club
David Fredendall	12/1/80	Cal Club
Ken Frey	12/1/80	N New Jersey
Barbara Greigiger	1/1/81	Steel Cities
Linda Haneline	2/1/81	Cal Club
Richard Harmon	1/1/81	Cal Club
Stephanie Helberg	1/29/81	San Francisco
Edward Kajko	1/1/81	Colorado
Sharon LeVeque	1/1/81	Fort Wayne
Bruce Marshall	11/1/80	South Jersey

Susan Marshall	11/1/80	South Jersey
Thomas Martin	1/1/81	Western Ohio
Morton Meltzer Md.	2/1/81	North Carolina
Gary Merideth	2/1/81	Central Florida
Scott Meyer	1/1/81	Cal Club
Jeffrey Moore	1/7/81	Ozark Mountain
John Norris	10/1/80	Cal Club
Barbara Pamer	12/1/80	Central Florida
Karen Paul	11/1/80	New England
Jack Petersen	2/1/81	New England
Karen Petersen	2/1/81	New England
Paul Pfanner	2/1/81	Cal Club
Christine Rebmann	1/1/81	Utah
Bill Roche	1/1/81	N New Jersey
David Rupp	11/1/80	Ohio Valley
Raymond Schroeder	1/1/81	Des Moines Valley
Joseph Sepanik	11/1/80	Cal Club
Carole Shinn	2/1/81	Central Florida
Mark Silverberg	10/1/80	St Louis
Lisa Smalley	11/1/80	Chicago
Paul Smalley	11/1/80	Chicago
Jane Smith	12/1/80	San Francisco
Bob Sonntag	10/1/80	Southern Indiana
Cynthia Straub	10/1/80	Southern Illinois
Kenzo Sudo	10/1/80	San Francisco
David Trevisan	12/1/80	San Francisco
Robert Whyte	1/1/81	Cal Club
Henry Wilkinson	11/1/80	Central Carolinas
Ronald Williams	11/1/80	Chicago

35-YEAR MEMBERS

Bonnie Aarseth	1/27/86	Oregon
Edward Arthur	2/24/86	Detroit
Robert Axt	12/23/85	Atlanta
J. Bandy	1/29/86	Atlanta
Jerry Bartolomucci	2/10/86	Steel Cities
Rusty Bell	10/18/85	N Ohio Valley
Elaine Bennett	12/13/85	Neohio
Harry Berzes	12/30/85	Arizona Border
Raymond Blethen	1/14/86	New England
Stephen Blethen	1/14/86	New England
Cheryl Bondie	1/17/86	Detroit
Ted Bondie	1/17/86	Detroit
Paul Brewer	10/1/85	Atlanta
Robert Brookfield	2/24/86	North Carolina
Brett Carmine	1/29/86	Philadelphia
Curtis Castleberry	12/13/85	Atlanta
David Celani	2/6/86	New England
Steven Christopher	12/17/85	Ohio Valley
Bob Condrashoff	12/16/85	San Francisco
Rick Cone	1/7/86	Atlanta
Harold Craig	2/20/86	New England
Sandra Craig	2/20/86	New England
Bradley Davis	1/9/86	South Carolina
Chris De Minco	1/1/86	Finger Lakes
Veronica DeGuenther	2/27/86	Central Florida
Joseph Doyle	2/6/86	N New Jersey
Thomas Drake	2/25/86	New England
Sarah Duffy	11/20/85	St Louis
Reynolds Dupont Jr	2/11/86	New England
Ken Epsman	11/19/85	San Francisco
Georgette Farrell	2/25/86	Florida
Scott Farrell	2/25/86	Florida
John Fendel	2/27/86	Cal Club
Ronda Fergus	12/12/85	Ohio Valley
Paul Fitzsimmons	11/8/85	Milwaukee
Dudley Fleck	11/19/85	Iowa
Nancy Foster	10/7/85	Colorado
Edward Funk	2/19/86	New England
Bob Gardner	1/21/86	Philadelphia
Tim Gavula	12/13/85	Detroit
Raymond Glover	2/20/86	Neohio
R.J. Gordy	10/2/85	San Francisco
Leeds Gulick	11/21/85	Northwest
John Haftner	2/21/86	San Francisco
Michael Haney	11/22/85	Arkansas
Joe Harper	1/9/86	Buccaneer
Kathy Harper	1/9/86	Buccaneer
Chris Harrison	2/13/86	Arizona
David Hegeman	2/6/86	Colorado
Diane Hegeman	2/6/86	Colorado
William Herscher	10/23/85	Central Florida
Jack Holdaway	1/17/86	Arctic Alaska
Toni Honsowetz	2/5/86	Cal Club
Joan Jerominski	1/22/86	Central Florida
Paul LeCain	2/21/86	New England
Lawrence Lem	1/14/86	Cal Club
Tom Letourneau	1/1/86	New England
John Leverett	10/8/85	Atlanta

John Lieberman 10/14/85 Red River
 Derek Luney 2/24/86 North Carolina
 Robin Manning 10/7/85 Mid South
 William Martin 1/7/86 Milwaukee
 Patricia Mazzoni 10/2/85 Florida
 Barbara McCrory 2/13/86 San Francisco
 Steven McCrory 2/13/86 San Francisco
 Bill McGavic 1/29/86 Central Florida
 Mitzie McGavic 1/29/86 Central Florida
 Terry McHenry 2/5/86 San Francisco
 Alan Mertens 12/13/85 San Francisco
 Paul Mevoli DMD 12/13/85 Central Florida
 Duane Neyer 1/30/86 Central Florida
 Hannu Nummenpaa 1/23/86 Central Florida
 Alan Oppel 12/6/85 Central Florida
 Paul Paparella 2/25/86 N New Jersey
 Al Papisidero Jr. 1/17/86 New York
 Genie Parsons 1/17/86 Cal Club
 Kevin Patterson 1/30/86 Des Moines Valley
 Robert Perry 2/10/86 Finger Lakes
 John Peterson 1/9/86 Old Dominion
 Robb Pierson 12/6/85 Oregon
 Leah Renswick 1/9/86 Misery Bay
 William Roberts 2/25/86 Neohio
 Richard Root 12/13/85 Milwaukee
 Mark Rothermel 2/6/86 Tennessee Valley
 James Rowney 2/5/86 San Francisco
 Michael Shank 1/31/86 Ohio Valley
 Gloria Sheets 10/7/85 Ohio Valley
 Angie Stewart 10/9/85 Washington DC
 Gary Stewart 10/9/85 Washington DC
 Gerald Street 12/12/85 Chattanooga
 Thomas Sunday 2/11/86 Susquehanna
 John Swain 11/19/85 Atlanta
 Blake Tatum 10/29/85 San Francisco
 Perri Thocher 1/30/86 Western Michigan
 Don Tucker 12/6/85 Mid South
 Vicki Vansteenbrug 2/18/86 Central Florida
 Eric Wahlberg 1/21/86 Susquehanna
 Mark Ward 12/6/85 Florida
 Larry White 2/26/86 Rio Grande
 Norma Williams 2/27/86 Kansas City
 Lindsay Wilson 2/13/86 Continental Divide
 Mark Wishart 12/30/85 South Carolina
 John Woessner 1/30/86 Central Florida
 Mike Workman 10/2/85 Ohio Valley
 Edward York 1/9/86 Washington DC
 Robin Yount 11/19/85 Arizona
 Chet Zerlin 1/9/86 Florida

30-YEAR MEMBERS

Taimour Afshar 2/20/91 New York
 David Bacher 2/27/91 Central Florida
 Terry Baker 2/20/91 Washington DC
 Rennie Bassett 1/22/91 Central Florida
 Bruce Bellom 2/28/91 N New Jersey
 Andrew Bettencourt 10/25/90 New England
 Steven Bordwell 10/25/90 Milwaukee
 Ralph Borelli 11/20/90 San Francisco
 Jason Brown 12/18/90 Central Florida
 David Bryson 11/7/90 North Carolina
 David Burkett 1/22/91 S Texas Border
 John Burkhard 10/10/90 Washington DC
 Steven Burriss 12/12/90 Cincinnati
 Thomas Burt 1/24/91 Northwest
 Jack Busch 1/16/91 New England
 Victoria Busch 1/16/91 New England
 Robert Chrismas 11/27/90 NW Ohio
 Stanislas Czacki 10/9/90 Pan American
 Stevan Dana 1/9/91 Las Vegas
 Chas Dawson 10/26/90 Central Florida
 George Doganis 2/20/91 San Diego
 Bob Fairbanks 12/21/90 Glen
 Stephanie Funk 1/9/91 New England
 Patricia Ganz 12/6/90 Cal Club
 Joel Garry 1/31/91 San Diego
 Louis Gingerella 1/8/91 New England
 Darrel Greening 1/31/91 Milwaukee
 Gary Guethlein 11/7/90 San Francisco
 Katherine Gumm 1/8/91 Chicago
 Thomas Healy 10/25/90 N New Jersey
 Robert Hengen 10/16/90 Ohio Valley
 James Hobbs 2/19/91 Northwest
 Theresa Hogue 11/20/90 Indianapolis
 Cheryl Holcomb 11/7/90 Cal Club
 Gary Holcomb 11/7/90 Cal Club
 Phillip Hollenbeck 2/12/91 New England
 Rick Houser 12/6/90 Cal Club
 Jeffrey Hubbell 10/31/90 New England

Karl Hughes 2/21/91 Central New York
 Ronald Ignatowski 12/18/90 New England
 James Irvin 1/11/91 Central Florida
 Keith Jones 12/20/90 Neohio
 Richard Kase 1/24/91 Blue Mountain
 Deuce Keane II 2/12/91 Central Florida
 Charles Krueger 12/18/90 Finger Lakes
 Jonathan Leitner 1/8/91 New England
 Lynda Leitner 1/8/91 New England
 Robert Lentz 12/10/90 Washington DC
 Drew Lewis 1/24/91 Philadelphia
 Gunnar Lindstrom 1/16/91 Cal Club
 Harlan Lustgarten 2/27/91 Blue Ridge
 Robert Macherione 10/31/90 Oregon
 Jackie Mall 11/7/90 NW Ohio
 Michael McCann 11/20/90 Cal Club
 Arthur McDonald 2/12/91 North Carolina
 John McMurray 1/22/91 St Louis
 Scott Mencacay 10/11/90 San Francisco
 Chuck Meyers 2/27/91 North Carolina
 James Michael 11/20/90 Texas
 James Miner 11/27/90 Washington DC
 Ted Mitchell 1/9/91 San Francisco
 Barry Morris 11/20/90 Ohio Valley
 Larry Morris 11/20/90 Ohio Valley
 Kim Moyer 2/26/91 Philadelphia
 Matthew Naegle 12/13/90 Philadelphia
 Ali Naimi 10/11/90 Oregon
 Augie Pabst 2/20/91 Milwaukee
 Wilford Pearse 11/8/90 Central Carolinas
 Andrew Pearson 2/20/91 Oregon
 Tracey Pearson 2/28/91 Oregon
 Patrick Pegues 10/9/90 Washington DC
 Gerald Pell 10/11/90 North Carolina
 Joseph Petrick 11/27/90 Great River
 Lee Piccione 1/8/91 Washington DC
 Robert Plencner 12/20/90 New England
 William Pohlman 1/9/91 Chicago
 David Pope 11/13/90 Central Florida
 Ray Qualls 10/31/90 Washington DC
 Craig Reeder 1/22/91 Arizona
 Mark Rincon 11/13/90 San Francisco
 Katie Rocco 2/11/91 New England
 George Russell 12/10/90 San Francisco
 Michael Sampson 1/24/91 New England
 James Schings 10/19/90 Central Kentucky
 Denise Schlaman 10/29/90 San Francisco
 Bernice Schroeder 2/21/91 Des Moines Valley
 Bernard Schuchmann 11/7/90 Texas
 Scott Seifreit 1/9/91 Central Florida
 James Simaras 2/19/91 Milwaukee
 David Sleeth 10/16/90 Central Florida
 Catherine Stegeman 2/12/91 Chicago
 Thomas Sterrett 1/16/91 Central Florida
 Douglas Stewart 1/29/91 Cal Club
 James Stockburger 2/28/91 E Tennessee
 Gregory Straub 11/29/90 Southern Illinois
 Fran Tabak 2/20/91 San Francisco
 Chris Taylor 12/20/90 Lone Star
 William Thomas 11/20/90 Alabama
 J. Wendling 2/28/91 N New Jersey
 Wade Witmer 10/12/90 Washington DC
 Nadine Zimmer 1/10/91 Central Carolinas
 Bryan Zukawski 1/31/91 NE Pennsylvania

25-YEAR MEMBERS

Mandy Alvarez 11/28/95 Florida
 David Anderson 12/7/95 Dixie
 Michael Beauchamp 2/7/96 Milwaukee
 Scott Beliveau 2/14/96 New England
 Andrew Beyer 10/10/95 Central New York
 Larry Boyer 2/8/96 Milwaukee
 Matthew Braun 2/14/96 Detroit
 Dainton Brooks 2/28/96 Atlanta
 Clemens Burger 2/22/96 Indianapolis
 Cathy Burnette 10/3/95 Central Florida
 Don Campbell 11/28/95 San Francisco
 Bud Collins 1/4/96 New England
 George Corso 1/22/96 Florida
 Kathleen Corso 1/22/96 Florida
 David Cox 1/9/96 Milwaukee
 Jim Cummings 10/12/95 Washington DC
 Brian Cunningham 1/9/96 Atlanta
 Steven Dalstrom 2/8/96 Ohio Valley
 Rod Davis 11/21/95 Cal Club
 Susan Deshong 1/29/96 Central Florida
 Daniel Dobson 1/25/96 Central Carolinas
 Elizabeth Dobson 1/25/96 Central Carolinas
 William Doyle 1/25/96 Philadelphia

Jeff Edlen 1/23/96 Central Florida
 Ademir Fedument 10/26/95 New England
 Gregory Few 2/14/96 Detroit
 Michael Flynn 10/26/95 Central Florida
 John Fronk 1/29/96 North Carolina
 Mary Fronk 1/29/96 North Carolina
 Stephen Gaegler 2/6/96 Washington DC
 Hugh Golden 10/18/95 Northwest
 Mitch Grant 11/29/95 Central Florida
 Sherry Grant 11/29/95 Central Florida
 Bowie Gray 1/15/96 Atlanta
 Merlin Hansen 12/7/95 Houston
 Jennifer Harris 1/17/96 Oregon
 Vernon Head 10/4/95 San Francisco
 Dave Hermann 1/25/96 Blackhawk Valley
 Randall Hermann 1/22/96 Blackhawk Valley
 Sue Hermann 1/25/96 Blackhawk Valley
 Peter Holst 11/30/95 San Francisco
 Christopher Ihara 1/30/96 Washington DC
 Mike Jackson 10/4/95 New England
 Steven Jondal 2/27/96 Land O' Lakes
 Janet Kloepfer 2/29/96 Atlanta
 Matthew Kloepfer 2/29/96 Atlanta
 Janet Knoll 2/28/96 New York
 Thomas Lackey 2/13/96 Eastern Tennessee
 Brian LaCroix 1/30/96 New England
 Kathy LaManna 1/3/96 Finger Lakes
 Scott Larson 11/30/95 Central Florida
 John Lawler 1/18/96 Northwest
 Rolfe Lehman 1/9/96 Blackhawk Valley
 Charles Leonard 2/14/96 Central Florida
 Ellen Leonard 2/14/96 Central Florida
 Jacquelyn Lepetich 12/7/95 San Francisco
 Andy Lester 2/16/96 Central Florida
 Franklin Levin 2/13/96 Oregon
 Mick Levy 1/4/96 Central New York
 Dr. James Logan 12/14/95 St Louis
 Derek Lugar 1/9/96 New England
 John Luney 1/4/96 North Carolina
 Peter Mahler 10/5/95 New England
 Karen Mali 11/7/95 San Francisco
 Scott Martin 11/14/95 Central Florida
 Vince Massa 10/12/95 Ohio Valley
 Howard Matloff 11/14/95 San Diego
 Robert Mazza 1/22/96 Mahoning Valley
 Mark McKnight 12/7/95 Milwaukee
 Matthew Miller 2/21/96 Neohio
 Clarissa Moore 1/16/96 Ozark Mountain
 William Moore 2/20/96 Neohio
 Darren Murray 2/29/96 Chicago
 Robby Naish 11/21/95 Hawaii
 Kevin Navarre 1/4/96 Ohio Valley
 John Nielsen 11/28/95 Cal Club
 Rick Peeters 2/26/96 Blackhawk Valley
 Eric Pettersen 1/4/96 San Francisco
 Corey Pettett 10/4/95 Arkansas
 William Phee 1/25/96 Atlanta
 Scott Richards 11/30/95 Central Florida
 Tom Ross 2/29/96 N New Jersey
 Theodore Rudolph 1/9/96 South Jersey
 Karen Salvaggio 2/6/96 Cal Club
 Anthony Serra 10/5/95 New England
 Anthony Shepherd 10/31/95 Las Vegas
 Carol Sherk 1/4/96 Western New York
 Richard Smith 11/7/95 SW Louisiana
 Kathleen Smith 2/21/96 Atlanta
 Cameron Sontag 12/7/95 Central Kentucky
 Melvin Southworth 10/4/95 Washington DC
 Matthew Staal 1/31/96 Cal Club
 Jo Stefanon 2/22/96 Washington DC
 Andris Strelnieks 12/7/95 Texas
 David Stremming 1/16/96 Kansas
 Tabitha Swick 1/9/96 Neohio
 Suren Tchobanian 12/19/95 Ohio Valley
 Tom Thompson 1/4/96 Buccaneer
 Stephen Toth 1/9/96 San Francisco
 Darren Townsley 1/17/96 San Francisco
 Rebecca Walker 10/23/95 Central Florida
 Michael Washington 2/28/96 E Tennessee
 Brian Watts 12/12/95 Dixie
 Lawrence Webster 12/21/95 Detroit
 Charles Weiss Jr. 2/13/96 Las Vegas
 James Wetter 2/22/96 Northwest
 Vincent Wiczorek 11/30/95 South Jersey
 Matthew Yip 10/10/95 Washington DC
 Ken Zalner 10/18/95 Washington DC
 David Zavelson 12/13/95 Lone Star

NEW PRODUCTS



FORGELINE F01

Forgeline Flow Formed Series wheels start with a tuned Tilted Gravity Cast method, yielding an initial casting that is both strong and light. The barrel is then formed using the newest Cold Vertical Flow Form technology. The resulting Flow Formed F01 wheels not only look great but are lightweight and have a street tire load rating of 1,500lbs per wheel. Available in 19- and 20-inch diameters. forgeline.com



KBS FUEL TANK SEALER KIT

The KBS Coatings Auto Fuel Tank Sealer Kit contains everything you need to clean, prep, and permanently seal up to a 25-gallon tank. The system will remove and stop rust on the inside of the tank as well as form a fuel impervious coating that also seals small pinholes and seams. This all-inclusive, three-step kit consists of KBS Klean, RustBlast, and Gold Standard Tank Sealer. kbs-coatings.com



SOCKET ROLL PRO LINE

Socket Roll has introduced the Socket Roll Metric Pro and Socket Roll SAE Pro, offering a portable and compact organizer for 1/4-, 3/8-, and 1/2-inch ratchet sets in metric or SAE. These Socket Rolls provide a secure and easy way to transport the most commonly used Metric or SAE tools. Made in the USA with military grade elastic material, keeping tools dry and protected. socketroll.com

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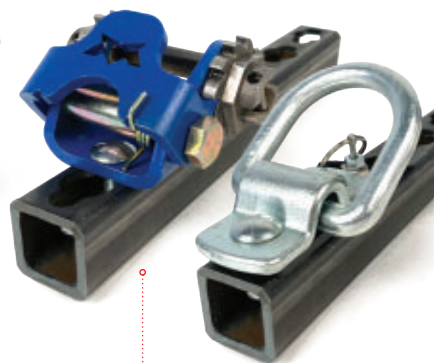
FAST SUPERCHARGER & CAM POWER PACKAGE

Designed to make over 1,000hp from a Dodge Gen III 6.4L Hemi, the FAST Supercharger & Cam Power Package includes a pump gas friendly supercharger pulley and a smaller pulley for maximum power on race fuel or E85. For those wishing to further fine tune boost levels, additional pulley sizes are available. Alternate fuel injectors, air intake, and heat exchanger pump are suggested. fuelairspark.com



LOKAR AXISHIFT SHIFTER ADAPTERS

Lokar's new AxiShift series of shifter adapters boasts an almost unlimited range of adjustment. Offered in two models, the standard AxiShift simply bolts onto any manual transmission shifter that has a standard 7/8-inch center-to-center shift lever mounting dimension. The AxiShift Pro fits Tremec TKO 500/600 transmissions and requires replacing the shifter stub and ball joint assembly, which are included in the kit. lokar.com



MAC'S HD TUBE TRACK

Mac's new Heavy Duty (HD) Tube Track is a steel track that replaces a partial strip of trailer wood decking and lies flush with the trailer deck when installed. The setup accepts Mac's Surface Mount D-Ring or Low-Profile Lashing Winch and is tested to 10,000lbs minimum breaking strength. Available in eight-foot lengths and bolts or welds to the trailer crossmembers. macscustomtiedowns.com

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

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PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

RACING INTO THE FUTURE

The New Year is exciting for racers. Everything is behind you and the future is a beautiful blank slate. Whether you won a championship in 2020, slogged through a season fraught with mechanical issues, or didn't compete at all, none of that matters. Your first event of 2021 begins competition anew, affording you fresh opportunities to finally score that first win, class title, or even land that elusive SCCA National Championship. Yes, 2020 is behind you, but there's one thing the New Year should never take away: your knowledge. Because with that knowledge comes the potential for an amazing future.

That's not to say that one season can't directly lead to immediate opportunities. Just look at this month's cover feature. A fantastic 2020 season for F4 U.S. champion Hunter Yeany, FR Americas champ Linus Lundqvist, and many of Trans Am's winners will unquestionably lead to instant advancements in their professional careers. But what they learned in 2020 will take them even farther.

On the amateur level - where you and I compete with nary a pro racing aspiration - knowledge is also key. With each road race, autocross, RallyCross, RoadRally, or Time Trials event, there's learning potential. Perhaps you discovered that a miniscule

drop in rear tire pressure turned your car into a rocket off the corners, or that co-driving in an autocross revealed truths about your car's setup - those lessons will prove invaluable in 2021 and beyond.

The same extends to workers. My SCCA Region's 2020 road racing season saw an unfortunate medical

situation during a qualifying session. Soon thereafter, one very experienced specialty chief who works both amateur and pro events put out a call for suggestions to improve the specialty - any and every idea was on the table. His intent was not to rewrite the book, but to improve on all aspects of the specialty. To learn and iterate. To be better.

Building upon the past is the essence of motorsports. Without our ability to learn from the success of others - like SCCA greats Denise McCluggage, John Fitch, Roger Johnson, and Jim Downing, to name a few - we'd be in the Dark Ages of motorsports. And none of those names were listed by accident - all four are members of the SCCA Hall of Fame. This year, the SCCA Hall of Fame welcomes five more to its ranks: Tom Campbell, John Fergus, R. Bruce Gezon, Lloyd Loring, and Donna Mae Mims. Each broke barriers, set new standards, or both, and we are fortunate enough to have the opportunity to learn from their accomplishments. (Side note: Head to scca.com/convention to watch the 2021 SCCA Hall of Fame induction ceremony online on Jan. 23.)

Whether it's something as simple as lessons learned from a chassis tweak at a 2020 autocross, or the game-changing aerodynamics Jim Hall brought to road racing in the 1960s and '70s that are still proven winners today, this is knowledge we should all race forward with in order to build a better tomorrow - and maybe it'll also be enough for us to *finally* win that dang championship. 🍷

"With each road race, autocross, RallyCross, RoadRally, or Time Trials event, there's learning potential"

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FROM THE ARCHIVES

10 YEARS AGO...
JANUARY 2011



- *SportsCar* celebrated the 2010 SCCA Pro Racing champs, which included Tony Ave in Trans Am. In 2020, Ave collected his second Runoffs gold medal.
- USRRC coverage told of adventures in Maryland.

25 YEARS AGO...
JANUARY 1996



- Tommy Kendall celebrated his second Trans Am championship. He would go on to win in 1996 and '97.
- Peter Cunningham won a World Challenge championship title. Through the years, he would win six more titles in the series.

50 YEARS AGO...
JANUARY 1971



- The ARRC in 1970 was what is now known as the Runoffs. Coverage from the races at Road Atlanta showcased freshly crowned SCCA National Champions Skip Barber (twice), John Morton, Oscar Koveleski, and Milt Minter, to name a few.

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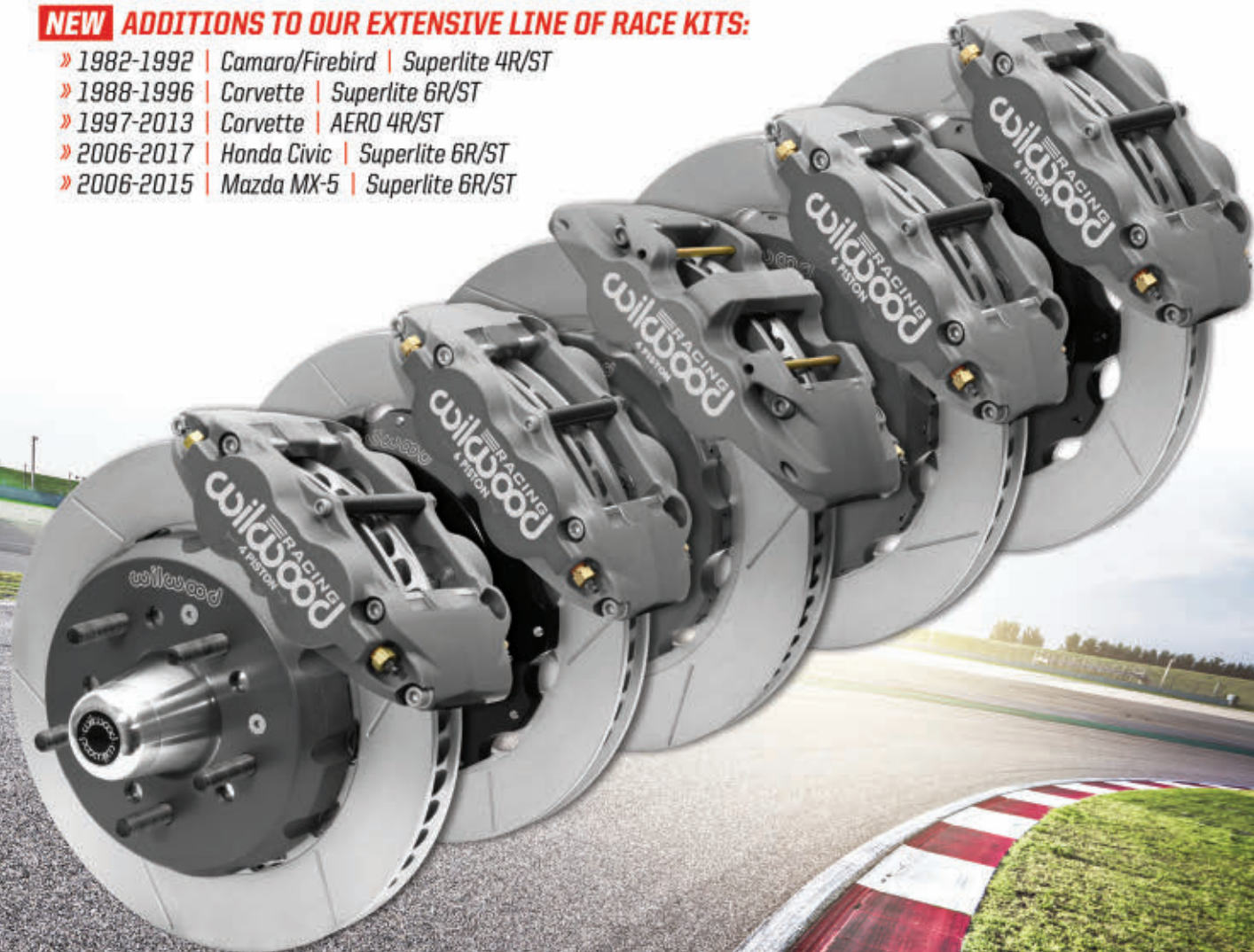


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