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CONTENTS

SPORTSCAR

MARCH/APRIL 2021
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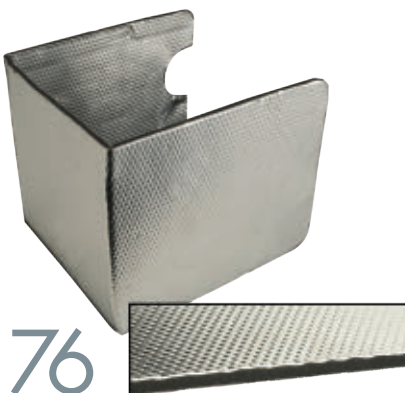
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THE AUDIT BUREAU MEMBER
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FEATURES

18 UTTERLY HOOKED

Justin and Eric Peachey jumped into autocross and never looked back

24 ROAD TRIP!

For Rob Krider, the cancellation of the 2020 Solo Nats brought a RallyCross opportunity

32 GOING XTREME

We check out the newest autocross class behind the wheel of an XS-B Miata

40 THE LEAD CAR

Driving the pace car is a unique experience, as James Blumenfeld explains

44 MISADVENTURE AVOIDANCE

Two maintenance tips can make your next tow an enjoyable one

48 POWER UP

Is E85 fuel the right move for your autocross car?

DEPARTMENTS

6 FROM THE PRESIDENT

SCCA President and CEO Mike Cobb

8 LATE BRAKING

News from around SCCA and the world

16 POBST POSITION

Racing champ Randy Pobst speaks

52 PRO FILE

Inside the world of SCCA Pro Racing

54 FIRST GEAR

Up-and-coming young members

56 FRONT LINE

Celebrating our stellar workers

58 INSIDE SCCA

58 ROAD RACING
From CRB Chairman Peter Keane

60 AUTOCROSS

Inside the world of Solo with Paul Brown

62 ROADRALLY

Rick Beattie explains RoadRally

64 MARKETPLACE

You want it, someone has it

68 CARS FOR SALE

Your next racecar is here!

70 CALENDAR

Thousands of events you need to attend

76 TOP GEAR

Essential tools, accessories, and gear

78 FROM THE EDITOR

The "new normal" is actually pretty good...

COVER PHOTOGRAPHY Jon Krolewicz

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RACER MEDIA &
MARKETING, INC.



MIKE COBB

PRESIDENT & CEO, SCCA INC.

SCCA EXPERIENCE = A WHOLE NEW WORLD

"The experience through
VETMotorsports was awesome.
They've turned me on to a whole
new world that I think will really help
me cope in the future." —**LCPL JOHN K.**

In this issue of *SportsCar*, we share multiple stories about how our members have accessed the SCCA experience through a variety of programs like Regional Solo (where Lance Corporal John K. had his first SCCA experience), National Solo, driving the pace car at Club Racing events, and the first ever SCCA National Virtual Convention, among others.

As different as each of these may be, there is a unifying aspect to each of them: the power and attraction of the SCCA experience. Some of us choose to drink from this "experiential cup" via Road Racing, Solo, RoadRally, or Time Trials, while others may prefer RallyCross, Track Night in America, or throwing a few flags at their favorite corner station. Regardless of how we access this sport we love and the people who are part of it, it is the experience that the adventure provides us through sight, sound, motion, and emotion that opens the door to "a whole new world" that changes us forever.

No matter where your first or most vivid SCCA experience came from, odds are pretty good that you remember it:

- Maybe it was that first ride along where you screamed with joy and clutched the door handle uncontrollably.
- Or your first Solo event as a novice, when you borrowed your mom or dad's car... (they know!)
- Or the day you competed in your first wheel-to-wheel racing event and stepped onto the podium.
- Maybe it was that first blue or yellow flag you threw at Road America (Turn 8) or Daytona (Turn 6).
- Or your first time on that infamous 31-degree banking at Daytona.
- Or the time that rental car served as your track car for the weekend.

It really doesn't matter how you were introduced to the SCCA - if your first experience with the Club was a good one, my bet is that you came back for more and maybe even brought a few friends and family members with you. That's really what "SCCA life" is all about - creating and living experiences that are worth sharing.

As markets continue to open and the SCCA family returns to motorsport events of all types across the country, let's unite in providing the best SCCA experience possible to one another - as well as to those who may be joining us for the first time.

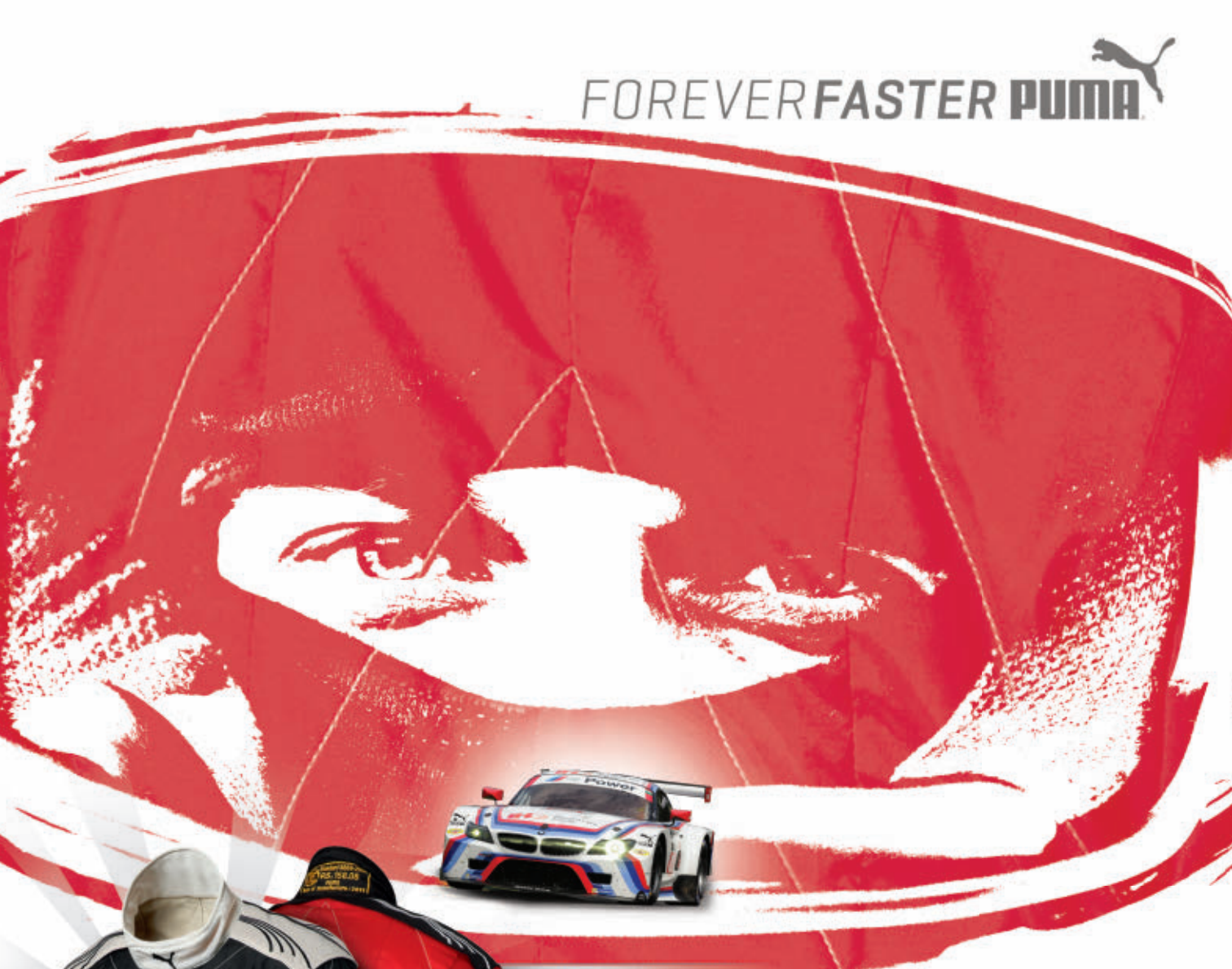
Let's deliver some experiences that open *whole new worlds*. #SCCAUNITE!

As an aside: If you would like to learn more about the SCCA partnership with VETMotorsports, please go to scafoundation.com/veterans-motorsports. Information on VETMotorsports itself can be found at vetmotorsports.org/themission. The opportunity for us to give something back to the men and women who have given so much in service to our country is both humbling and an honor. 🇺🇸



DRIVEN

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is a winning
combination.



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LATE breaking

MSR HOUSTON HOSTS HAND CONTROL DRIVING ACADEMY

Late last year and in conjunction with VETMotorsports, MSR Houston completed its first Hand Control Driving Academy utilizing MSR's winding 17-turn, 2.38-mile road course and a B-Spec car. Ryan Hawk completed the academy in a B-Spec car to become the program's first graduate, and he now holds a provisional SCCA competition license.

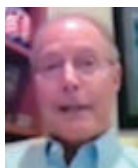
Courtesy MSR Houston



UNITING TO FUEL OUR FUTURE: NEWS FROM THE 2021 SCCA NATIONAL CONVENTION



HALL OF FAME
Tom Campbell



HALL OF FAME
John Fergus



HALL OF FAME
R. Bruce Gezon



HALL OF FAME
Lloyd Loring



HALL OF FAME
Donna Mae Mims



WOOLF BARNATO
Dennis Dean



MEMBER OF EXCELLENCE
Bob Crawford

The SCCA National Convention took place virtually this year during both January and February, with Club members joining numerous interactive video sessions via the Whova app. This year's National Convention was shifted from an in-person, three-day gathering in Las Vegas, Nev., to an online format due to the pandemic, but the result was encouraging, with hundreds registering and attending the numerous sessions.

The 2021 SCCA Virtual Convention kicked off on Jan. 23 with a session hosted by SCCA President and CEO Mike Cobb entitled *Uniting to Fuel our Future*, where Cobb laid out not only the status of the Club through a difficult 2020, but also covered the month's convention to come, plus his outlook for the year.

Audited financials will be made available later in 2021, but the presented overview showed that SCCA Inc. concluded the 2020 fiscal year in a better position than budgeted, even before the pandemic and ensuing lockdown and event cancellations. SCCA

Enterprises concluded the year as profitable, while SCCA Pro Racing took a calculated limited loss, beginning to transition its two open-wheel pro series to Parella Motorsports Holdings starting in 2021.

Following Cobb's presentation came a session on the Solo program as well as town hall meetings for SCCA Road Racing, RallyCross, RoadRally, and Track Events, along with a session covering the Time Trials and Track Events programs, with several of the town halls also including award presentations.

That evening brought the SCCA Hall of Fame induction ceremony and the presentation of a couple of SCCA's highest honors.

MEMBER OF EXCELLENCE: BOB CRAWFORD

The Member of Excellence award is presented annually to the volunteer who shows the greatest commitment to SCCA motorsports activities. The recipient is given the opportunity to attend any motorsport event of their choosing, with an expense cap of \$5,000, anywhere on the planet.

Bob Crawford, a Washington DC Region member, was

introduced by SCCA President Michael Cobb as the "poster child of the welcoming environment that we are striving to deliver to members" for his work throughout his Region's road racing program.

"I'm honored, humbled, and grateful for this award," Crawford said. "It is a privilege to serve as a leader in this great organization and an opportunity I cherish."

WOOLF BARNATO AWARD: DENNIS DEAN

The Woolf Barnato Award is recognized as SCCA's highest award and is presented to a member who has made an outstanding, long-term contribution to the Club. Dennis Dean, already a part of the SCCA Hall of Fame, received the 2020 honor.

"I still feel like the widow who listened to the preacher's kind eulogy and then whispered to one of her children, 'Run up there and make sure that's your daddy in that box,'" a humbled Dean said. "As I look at the list of prior Woolf Barnato Award winners, the vast majority of whom I can

consider personal friends, I am humbled beyond words."

RALLYCROSS PRESENTS ITS ANNUAL AWARDS

The RallyCross Board acknowledged numerous trophy and award winners during their town hall meeting, starting with the TripleCross Award. The TripleCross trophy goes to drivers who claim a Regional RallyCross win, a DirtFish SCCA RallyCross National Tour victory, and a DirtFish SCCA RallyCross National Championship, all in the same class. This year's winners were Josh Armantrout (SA), Robert Seelig (PF), Shawn Roberts (PR), Mark Hill (PA), Z.B. Lorenc (MF), and Austin Dowda (MA).

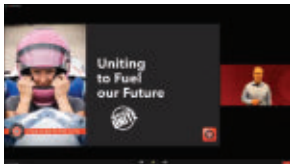
The Spark plug Award, which SCCA notes goes to an individual, Region, or Division for outstanding effort in promoting and publicizing RallyCross using multimedia to further the recognition and growth of RallyCross, was presented to Forrest Chatten for the work he's done setting up a RallyCross Facebook group.

Jon Olschewski, meanwhile, was presented with the Dirty Cup Award, which



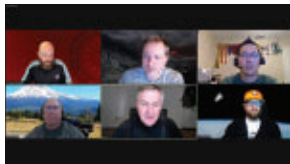
\$600,000 SCHOLARSHIP AWAITS 2021 FR AMERICAS CHAMPION

Honda Performance Development (HPD) has joined with Honda Motor Company Ltd. to offer a scholarship program to the Japanese Super Formula Championship for the winner of the 2021 SCCA Pro Racing Formula Regional Americas series. The scholarship's value rings up at an impressive \$600,000.



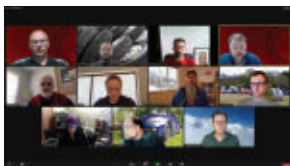
CONVENTION KICKOFF

SCCA President Mike Cobb hosted.



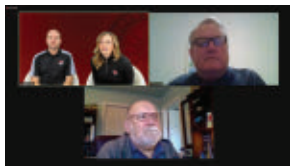
SOLO TOWN HALL

The SEB fielded questions.



RALLYCROSS TOWN HALL

Awards and the latest RallyCross news.



CLUB RACING TOWN HALL

With Peter Keane and Jim Rogaski.

recognizes an individual who has made extraordinary contributions over time to the sport of RallyCross.

"I am blown away - thank you guys so much," Olschewski said during the town hall. "Lately I've felt pretty disconnected from RallyCross - locally I haven't been terribly involved. But I've always been reaching out to a lot of the [RallyCross] Board trying to stay involved at the National level because I'm very passionate about it because I have been there, really, since the beginning.

"This is a big deal, and it means the world to me right now," he concluded.

The RallyCross Board also presented several Region and Division achievement awards. The Region Achievement Award went to Milwaukee Region for the work they did preparing to host the 2020 DirtFish RallyCross National Championship; and when the event was moved at the last minute out of their Region, they stayed involved to ensure a smooth transition. Meanwhile, the

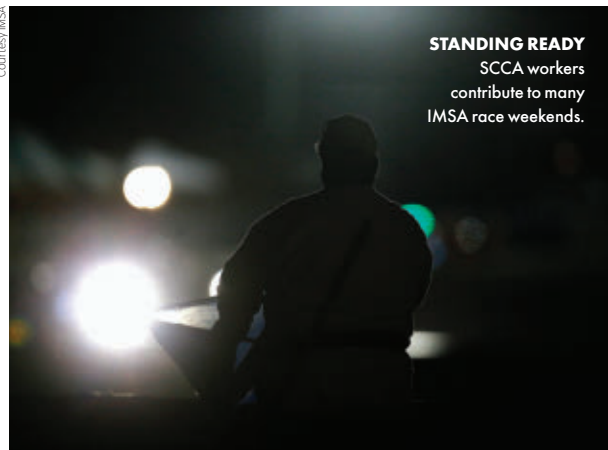
Divisional Achievement Award went to the Great Lakes Division for not only having a solid existing program, but also growing RallyCross in the Division in 2020.

ROADRALLY RECOGNITIONS

During the RoadRally town hall, the RoadRally Board recognized Regions and members for their contributions.

The Regional RoadRally Achievement Award went to Northern New Jersey Region, San Diego Region was presented with the Best New Regional Rally Program Award, and Southeast Division received the Divisional RoadRally Achievement Award. Volkswagen was also recognized with the Manufacturer Rally Championship.

The W. David Teter Outstanding National Tour Rally of the Year honors went to Hell and Back National Tour Rally, with rallymaster Scott Harvey Jr. The Robert V. Ridges Memorial Award, which is the highest honor within the SCCA RoadRally program, went to the late John J. Sears. 📍



IMSA CELEBRATES SCCA WORKERS

In October 2020, SCCA and IMSA announced a partnership that would offer a path for involvement in both amateur and professional U.S. road racing, helping to foster the next generation of workers, crew, and drivers.

This initiative was launched with the announcement of a new campaign to highlight how SCCA members first became engaged in motorsports on their way to professional IMSA involvement.

Along those lines, IMSA's recent announcement of its 2021 racing schedule came our way with this note: "On behalf of IMSA and our racetrack partners, we would like to thank all SCCA corner workers that have given their time and energy to keep our drivers safe. Without you and your efforts, our sport would not be where it is today. As always, it is important to remember the unsung heroes who make our sport run so smoothly. If you are interested in becoming an SCCA corner worker, visit scca.com/pages/workers-officials." 📍

2021 IMSA RACE SCHEDULE

DATE	LOCATION
May 14-16	Mid-Ohio Sports Car Course, Ohio
June 4-5	The Raceway at Belle Isle, Mich.
June 24-27	Watkins Glen International, N.Y.
July 2-4	Canadian Tire Motorsport Park, Ontario, Canada
July 16-17	Lime Rock Park, Conn.
Aug. 6-8	Road America, Wis.
Sept. 10-12	WeatherTech Raceway Laguna Seca, Calif.
Sept. 24-26	Long Beach Grand Prix, Calif.
Oct. 8-10	VIrginia International Raceway, Va.
Nov. 10-13	Michelin Raceway Road Atlanta, Ga.

PODIUM CELEBRATIONS WITH MAZZA

Mazza Vineyards has returned as the Official Sparkling Wine of the Hoosier Super Tour, Tire Rack ProSolo, and Runoffs. Podium finishers at these events will be awarded a bottle of Mazza Sparkling Wine with a label commemorating the achievement. Learn more about Mazza at enjoymazza.com.



Philip Royce

RallyCross National Championship Heads to Ohio

Following two successful years of hosting DirtFish RallyCross National Tours, the Ross County Fairgrounds in Chillicothe, Ohio, has been selected as the site of the 2021 DirtFish RallyCross National Championship. Competitors looking to attend the 2021 National Championship can mark their calendars for Oct. 15-17 and should watch scca.com for additional details, such as registration opening.

"Data compiled over the last several years shows Ohio to be near the population center of our RallyCross community based on nationwide entries and should make the event more accessible to the majority of our membership," said Kent Hamilton, Chairman of the SCCA RallyCross Board.

Competitors can expect the 2021 National Championship courses to feature a grass and dirt surface similar in composition as past championships in Indianola, Iowa. Courses from the previous National Challenge events have been fast and flowing, with creative usage of the site's elevation changes and plenty of technical elements. 📍



Rupert Berrington

GO-GETTER
No matter the car or experience level, there's a place for you at Track Night in America.



Clark McInnis

TRACK NIGHT LAUNCHES INTO 2021

SCCA's popular Track Night in America Driven by Tire Rack is back! With nearly 150 events scheduled at more than 30 tracks around the United States, Track Night in America is a non-competitive, no-stress, entertaining, easy, and inexpensive way for nearly anyone who loves cars or motorsports to get on a real racecourse in their own vehicle. All that's required is that participants be at least 18 years old with a valid driver's license and have access to an approved helmet and streetcar

in good working condition.

The cost to participate is usually around \$160 per event, with some special events and tracks priced slightly higher and a few slightly lower. Unlike previous seasons, registration will be staggered this year to give people a better shot at registering for popular events that frequently sell out and allow a little leeway for possible COVID scheduling changes.

Circuits that have become favorites within the Track Night in America community are back on the schedule in 2021. Events

are slated to take place at Auto Club Speedway, Charlotte Motor Speedway, Daytona International Speedway, VIRginia International Raceway, Lime Rock Park, Michelin Raceway Road Atlanta, Portland International Raceway, and many more.

A complete event listing can be found in the calendar section of this issue, or online at tracknightinamerica.com. There, you can also register for events as well as find information about what a typical Track Night event entails. 📍

2021 ACTION: CAM CHALLENGE EXPANDS

The Tire Rack CAM Challenge Series Powered by SCCA, America's Pro-Touring Autocross Championship Series, has revealed its event schedule for 2021. Six SCCA National ProSolo events will contain special CAM Challenge elements within. There will be two events out West, two in the East, and two located in the Midwest. Each event includes class trophies and a shootout of up to eight competitors. A standalone CAM Challenge at Peru, Ind., will be one-off with shootouts for each class and an overall champion proclaimed. Because this schedule is new and exploratory, there will be no CAM Series Championship this year. 📍



Jeff Loewie

BIG MUSCLE

CAM competitors have ample events to choose from this year.

2021 CAM CHALLENGE SCHEDULE

DATE	LOCATION
March 19-21	zMAX Dragway, N.C.
April 16-18	Crows Landing, Calif.
April 23-25	Auto Club Speedway, Calif.
May 14-16	Heartland Motorsports Park, Kan.
June 30-July 2	Bristol Motor Speedway, Tenn.
Aug. 6-8	Grissom Aeroplex, Ind.

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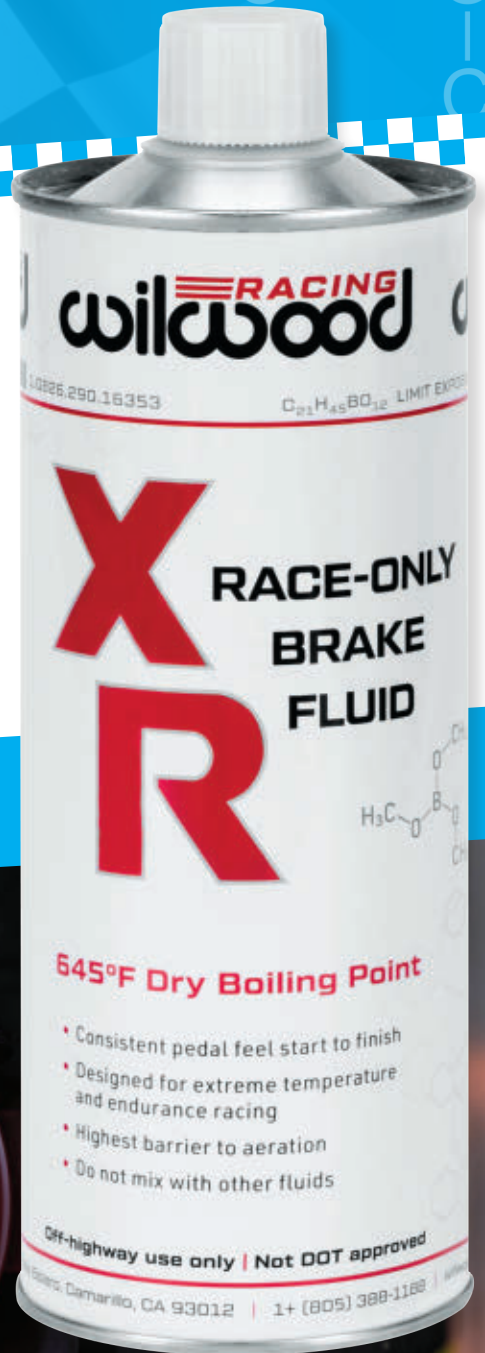
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HAGERTY INSURES ANOTHER YEAR AS SCCA PARTNER

Returning as SCCA's official insurance partner, Hagerty is an enthusiast and collector car insurance company that also offers a Drivers Club, video programming, and a classic and exotic rental service. In addition, Hagerty is SCCA's Track Night in America exclusive on-track insurance partner.



Zachary Backoven



Chris Clark

ON THE CHARGE

During the 2021 Sebring Trans Am season opener, both Chris Dyson (LEFT, TA) and Thomas Merrill (BELOW, TA2) powered through tough fields to take last-to-first victories.

DYSON AND MERRILL CHARGE LAST TO FIRST AT SEBRING, AND OTHER TRANS AM ACTION

The Feb. 19-21 SCCA Pro Racing Trans Am season opener at Sebring International Raceway was not lacking drama. For starters, Chris Dyson ran the race of a lifetime, passing seven-time Trans Am champion Ernie Francis Jr. in Turn 1 on the final lap of the 27-lap race to complete a last-to-first victory in the TA class.

Electing to change Pirelli tires before the start, Dyson gave up his second-row grid position and started at the

back of the 22-car grid. Undeterred, he charged through the field in his Plaid Ford Mustang for his seventh-career TA victory in the caution-free event.

"We didn't have much of a choice after [Saturday's] qualifying other than to change the tires and start from the back," explained Dyson. "I was hoping for a yellow, but it never came, so I just had to drive my head off."

During the mixed-class



Chris Clark

race group, Justin Oakes claimed SGT victory, while Philip Di Pippo topped the podium for the GT class.

During the TA2 class race, Thomas Merrill ran to the win following a last-to-first charge that found him taking the lead in his HP Tuners/Mike Cope Race Cars Ford Mustang on the final lap in the final corner. "It was a lot of fun going side by side with some of the best racers in the country," said Merrill. "That's what you need in a series. 🏆"

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 DECEMBER 2020

NAME	REF	REGION
Gayle Jardine	18	Cal Club
Warren Leach	12	San Diego
Jose De Miguel	11	Puerto Rico
Scott Rettich	9	Ohio Valley
John Zuccarelli	7	Florida
Matt Tuhro	7	Saginaw Valley
Robert Baltazar	5	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 Region
Carl Somerton	4	Snake River

1,590 additional members have at least one referral.

REGION LEADERS

(Category based on 2019 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Houston	9.5%
Atlanta	4.9%
Central Florida	4.5%
LARGE REGIONS (401-799):	
Indianapolis	16.1%
Lone Star	14.9%
Steel Cities	14.7%
MEDIUM REGIONS (200-400):	
NE Pennsylvania	17.8%
Western Michigan	13.3%
Kansas	10.7%
SMALL REGIONS (<200):	
Big Island of Hawaii	74.0%
Middle Georgia	51.0%
Wire Grass	42.9%

AUTOCROSS CONTINGENCY PROGRAMS AWAIT

With the 2021 Tire Rack SCCA Solo Championship Tour, Tire Rack ProSolo, and CAM Challenge Series upon us, contingency offerings are waiting for you. The partners supporting Solo participants include automakers, tire manufacturers, brake manufacturers, and more. As of this writing, Hawk

Performance, Falken Tire, BFGoodrich Tires, Hoosier Racing Tire, Mazda North American Operations, and Toyota /TRD are all offering SCCA competitors contingency packages that run the gamut from product certificates to tires to cash payouts.

A full rundown of contingencies can be viewed



Rupert Berrington

STICKERED UP

Registration for SCCA contingency programs involves, among other things, the correct stickers.

at the Solo contingency webpage on scca.com/solo. Certain opportunities require pre-registration with SCCA

and sponsoring company, so be sure to read through the instructions when registering for each program. 🏆



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2021 RALLYCROSS NAT'L TOUR DATES ANNOUNCED

The RallyCross National Tour has been announced, with four stops prior to the October DirtFish RallyCross National Championship. Tour dates include Granite City, Ill. (April 23-25), Frazier Motorsports Park (June 12-13), Thunderhill Raceway Park (early August, seen RIGHT), and Byron Motorsports Park (Sept. 3-5).



John Krzesinski

COMING SOON: BUTTONWILLOW RACEWAY PARK **TRACK 2**

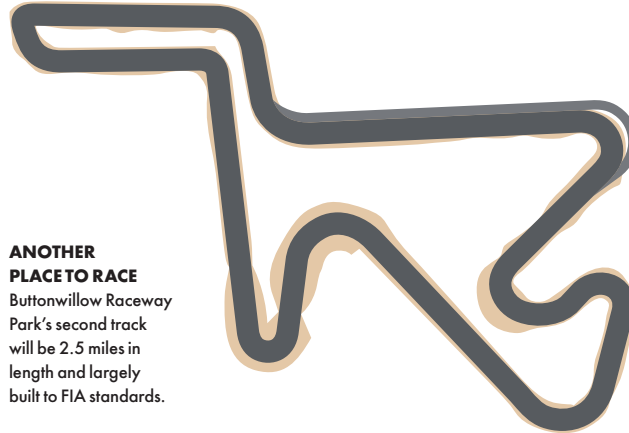
Buttonwillow Raceway Park is a staple of road racing in Southern California. Opened in December 1995 roughly 10 miles north of Buttonwillow, Calif., the facility boasts a multi-configuration road racing circuit that combines into an impressive 3.1-mile course, in addition to a rather popular kart track. Built in conjunction with SCCA's Cal Club Region, Buttonwillow Raceway Park hosts events pretty much every day of the year. Therein lies the rub: Buttonwillow Raceway Park hit capacity.

"We first thought about a second track well over 10 years ago," explains Buttonwillow Raceway Park President Les Phillips. "Last year [2020] we were busy 326 days and wanted to no longer disappoint so many enthusiasts who want to participate.

"Building racetracks in California is not easy, and we have worked intently for the past six years just to gain the right to build something that is good for both the sport and the local community," Phillips adds.

The new racetrack, temporarily dubbed "Track 2," is located in a connecting lot just west of the existing Buttonwillow facility, with the road course measuring approximately 2.5 miles in length.

"The track's being built to FIA level 4 grade standards," explains five-time SCCA National Champion and Buttonwillow Business Development Manager Mike Miserendino, adding that the exceptions to those regulations will be the new track's pits and garages. "The width of the racetrack is 40-feet wide all the way around; the



ANOTHER PLACE TO RACE
 Buttonwillow Raceway Park's second track will be 2.5 miles in length and largely built to FIA standards.



front straightaway is 50-feet wide, and there's lots of runoff. It's being done right," he adds.

Interestingly, the road course had to be designed around a newly created habitat for a giant

kangaroo rat, which was found on the premises during the initial development. "The giant kangaroo rat's 'forever home' is 9.7 acres," Phillips explains of the sizable untouchable section contained within Track 2. "That concession is what got us past the California Department of Fish and Wildlife requirements and allowed us to build. This is the first track ever with such significant design influence by a giant kangaroo rat."

What's also unique to

Buttonwillow's Track 2 is its construction. "Our road base is 100-percent recycled from an I-5 project 10 miles north from Lerdo Highway," Phillips notes. "It is ground concrete, and when properly screened, applied, watered, compacted, and final graded, it's very strong."

The rubberized asphalt, Phillips explains, will be made from a minimum of 25-percent recycled asphalt, with rubber pellets from shredded tires helping sustain consistency through hot weather track conditions.

Buttonwillow Raceway Park is also keeping an eye on the future, with solar power and dedicated EV chargers.

When will you be able to hustle your own car around Buttonwillow's Track 2? The goal is summer opening, says Miserendino. For its part, SCCA's Cal Club Region has tentatively scheduled its first road race at Track 2 to take place Sept. 11-12, 2021. 📍

SCCA STAFF UPDATES

SCCA has announced a separation of duties at the leadership level in the Club's marketing and several competition programs, with Kristen Poole earning a promotion to Director of Marketing and Communications and Heyward Wagner to Sr. Director of Solo/RoadRally/RallyCross & Experiential Programs. In addition, two deeply involved independent contractors - John Hunter and Courtney Rivers - have joined the Club staff as full-time employees.

Wagner had been serving as interim Director of those competition programs throughout most of 2020 in addition to his previous role as Sr. Director of Marketing & Experiential

Programs. Wagner's oversight of the Solo, Rally, and Experiential Programs, which include Time Trials and Track Events, becomes a permanent role. Meanwhile, Poole joined the SCCA Marketing department in January 2020 and served as the day-to-day leader of the team, including a review and revamp of internal and external communications and the introduction of the weekly *Up to Speed* newsletter.

In addition, Jeff Dahnert has resumed the role of Sr. Director of Finance and Administration for the SCCA, a role he previously held from 2004-'09 before serving the Club as President and CEO from 2009-'13. 📍



Clark McInnis

LIFE HACK YOUR WAY TO \$35 IN TNIA SAVINGS

The average entry fee for an SCCA Track Night in America Driven by Tire Rack event is \$160. SCCA membership earns you \$10 off that price, but did you know that Hagerty Drivers Club members receive an additional \$25 off each TNiA event? Head to hagerty.com for more info.

Clark McInnis



RACE READY

Have you signed up for SCCA's road racing contingency programs?

Road Racing Contingencies Available Now

A major benefit of road racing with the SCCA comes in the form of contingency programs. In fact, more than a dozen top-tier partners, including tire manufacturers, brake suppliers, car companies, and retail outlets have signed on to support SCCA racers for the full 2021 season.

A full rundown of contingency offerings can be found at the SCCA contingency webpage but, as of this writing, contingency programs were being offered by Hawk Performance, Summit Racing Equipment, Goodyear Tire, Pirelli Tire, Hankook Tire, Hoosier Racing Tire, Toyo Tires, Carbotech Performance Brakes, G-LOC Brakes, Mazda North Americas Operations, Nissan, Toyota Racing Development, and SCCA Enterprises. Depending on the program, contingency offerings may come in the form of product certificates, tires, or cash, and can be earned through racing in a variety of the Summit Racing Equipment SCCA Road Racing program, be it the U.S. Majors Tour, Hoosier Super Tour, Divisional, and Regional road racing.

Contingency registration forms can be found at scca.com/roadracing. 📍

LINSCOTT, CHAMBERS, AND FRANCIS JR. EARN FR AND F4 U.S. SCHOLARSHIPS

After taking commercial ownership of both SCCA Pro Racing-sanctioned F4 U.S. and FR Americas Championships Powered by Honda at the beginning of the year, Parella Motorsports Holdings (PMH) has introduced a scholarship program with the goal to create a more diverse field of formula drivers at the grassroots level.

Partnering with Sunoco Race Fuels and Ligier Automotive North America, PMH will award talented, up-and-coming minority or female drivers with the PMH Powering Diversity Scholarship, starting in 2021.

Therein, Emily Linscott from Essex, England, and Chloe Chambers from New York were presented with scholarships to put toward their seasons in the F4 U.S. Championship. Linscott was identified by seven-time Indy 500 starter Pippa Mann as a budding single-seater talent, while Chambers will be mentored by Al Unser Jr.

Courtesy SCCA Pro Racing



RACING AHEAD

Linscott (ABOVE) and Francis Jr. (BELOW) are two of three PMH scholarship recipients.

Meanwhile, seven-time Trans Am champion Ernie Francis Jr. will transition into single-seater racing with a full season campaigning in FR Americas Championship for the 2021 season. Willy T. Ribbs - the first African American driver to compete in the Indianapolis 500 and test a Formula 1 car - identified Francis Jr. as a "talent that could not be ignored." 📍



Chris Clark

SCCA and Mazda Form First Gear Mazda Challenge

Recognizing the value of the Spec Miata class as a destination for young drivers in the Summit Racing Equipment SCCA Road Racing program, the SCCA and Mazda Motorsports have announced the SCCA First Gear Mazda Challenge.

The SCCA First Gear membership is a long-established, discounted program for SCCA members under the age of 25. In 2021, additional SCCA U.S. Majors Tour Conference and Hoosier Super Tour point standings will be kept on First Gear-aged Spec Miata drivers, who will be eligible for additional recognition, contingencies, and a direct path to the Mazda MX-5 Cup shootout.

The First Gear Mazda Challenge Super Tour season-long point champion will earn a free



Dave Green

STANDING OUT

Spec Miata racing just got more serious for young SCCA racers.

entry to the 2021 Runoffs at Indianapolis Motor Speedway. First Gear Mazda Challenge Super Tour and Majors Conference champions will also receive an invitation to the MX-5 Cup shootout as well as a set of Hoosier contingency tires. 📍



Rupert Berrington

RANDY POBST

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

THE RANDY POBST METHOD OF PULL-DOWN,

This is an advanced discussion of the driver's hands on the steering wheel: Have you ever thought about what your hands are doing on the wheel? About how you move them? And how much? And how fast or slow? Steering is one of the three possible control factors a driver has, along with acceleration and braking. Pop quiz: Which is the most important?

"If the driver does not put some load on the steering tires, they will have little effect. I propose that some drivers do not understand this"

Review: What's your primary job as a driver? Weight management. Regular readers have heard this before in this column. A lot. Moving your vehicle's weight distribution front to rear is the most important thing you do with your controls. Weight is load, and load is traction - all relative to what it was before. (Yes, Society of Automotive Engineers, SAE, oversimplified, highly, but it paints the picture many of us drivers need.)

This is true at all times, track and street, dry and wet. The less traction there is, the more important it is because it is easier to lose tire grip and slide too much. The trick to lower lap times is getting both ends to slide at about the same time, all the time. Balance.

Up to speed? Then let's start talking detail about steering. I had to review to support the statement that *steering is not as important as weight management*. That is not obvious. If the driver does not put some load on the steering tires, they will have little effect.

I propose that some drivers do not understand this, and so they set their cars up with oversteer so they will turn well, without having to think about keeping some load up there when entering a corner. That's fine for quick steering response, but it is not good for traction under acceleration, because the rear tires are carrying too much load mid-corner and cannot accept any more weight transfer from acceleration. It is also not good for stability and driver confidence,

critical to low lap times. That's why the car is best if balanced with a little understeer, so that the rear tires can accept the power without overloading so easily, and so constant counter-steering is not necessary.

Steering transfers weight left to right, mostly, with an aside that it does add some forward weight transfer through the drag of tire friction. I use a special non-patented technique called the "Pull-Down Method" to steer quickly and smoothly through turns that require a lot of initial input. It's a great way to move your hands less on the wheel, a fundamentally good thing to do in driving, because it helps keep your brain in contact with what's happening at the tire contact patch. More contact with the steering, more *feel*.

In many faster corners, it is quite possible to go through without moving the hands at all, just holding nine-and-three positions on the wheel. This is fine and dandy, but do you ever wonder which one is in control? Who's in charge? Left or right? Attempting



TURN-IN

to use both hands equally is harder. You may even find that you are hanging on with the outside, while you lift it with the inside input. Now, if the steering effort is high, two hands may well be necessary. Maybe this is why I prefer power steering most times, at least in heavy GT cars.

Over the years, 500-plus races, and at least as many track events, I naturally developed this technique to do most of the steering work with the outside hand, then using the inside hand as a fine-tune control factor. It grew from autocrossing and Skip Barber skid pad instructing in cars with rather slow steering ratios, requiring the most steering angle from each hand movement to steer through tight maneuvers in a big hurry.

The outside hand will and should always end up in the upper quadrant of the circle that is the steering wheel (I know; or yoke, as on many real racecars these days). This is ideal because the driver can very quickly counter steer if necessary due to sudden loss of rear grip, bumps, or

some sorry piece of scum bonking you from *The Vortex of Danger*.

This ability to instantly counter steer can save your race, your car, and maybe even a trip to the hospital. If you make that move with a pull down of only the outside hand at first, letting the wheel slide through the other hand, then when the outside hand runs out of travel at the bottom of the wheel's movement, the inside hand can now add even more correction if necessary. Bonus: The outside hand will now be ready to instantly recover the wheel back toward the intended direction of travel.

Turning in to a corner under normal circumstances (not a slide correction), I start by pulling down with the inside hand, while letting the wheel slide through my outside hand, then pushing up with that outside hand, timing it so that outside hand ends up in the ideal control range, the upper outside quadrant of the wheel.

Pushing up against the resistance of the steering gives the best feel and allows for a really precise

"Turning in to a corner under normal circumstances (not a slide correction), I start by pulling down with the inside hand"

unwinding of that input as the car aims at the apex and acceleration begins, ever so gently, as it always should be, when the tire grip is consumed by cornering force, in the middle of the corner.

Leaving the corner, the outside hand can very smoothly reduce cornering loads as acceleration increases. Smooth is fast, kids. Meanwhile, the inside hand is letting the wheel slide through its gentler grasp, fine-tuning as it goes. This technique helps blend the straights into the high-g-force bends, then releases that lateral g leaving the turn while *squeeeeeeezing* on the power. Blend. Smooth.

Speed on track comes from using all of the tire grip all of the time, never going under or over. The Friction Circle is round, so forces must be blended in to and out of turns for the best lap times. 📍

PULL DOWN TO GO UP

(ABOVE) Randy Pobst's pull-down method proved repeatedly useful during his 2020 Pikes Peak Hill Climb run. In this particular instance, Randy released his right hand from the wheel while pulling down with his left to navigate a super-tight switchback.





GOOD TIMES

Brothers Justin (right) and Eric (left) Peachey feed off each other's love for autocross, with the result being quite an adventure.

UTTERLY HOOKED

It wasn't long ago that Justin and Eric Peachey were autocross newbies. Just a half-decade later, they're all in, and they're gunning for the top

WORDS Philip Royle | IMAGES Jon Krolewicz

“I’ve liked cars for as long as I can remember - I always dreamed of driving cars fast. But I don’t think I ever thought about being a racecar driver.” Those were among the first words spoken to me by Eric Peachey, younger brother to Justin as well as now unabashed autocross addict. In all fairness, though, the story isn’t that straightforward, and a lot of the blame for the Peachey brothers’ newfound passion rightly falls on Justin. But it’s with Eric that this story begins.

The clock on this tale first ticked some six years ago in 2015 as Eric ventured out from his southeastern Pennsylvania home in his modified Scion FR-S. “I met someone at a car meet who invited me out to an autocross,” he recalls. “Autocross was something I’d heard about but didn’t know much about.”

Eric went, and even rode along. Then a week or two later, he explains, he was back with his own car. “I had always liked driving,” he admits, “but it’s not like it was a family thing. [Justin and I] didn’t work on cars growing up.”



That fact mattered little as it didn't take much for Justin to get hooked as well. "[Eric] did a couple of events and he told me to come on out. I didn't even have a car at the time - I was driving my pickup truck around," Justin says. Truth be told, Justin drove a Corvette prior to the pickup, and his future would soon include another Corvette - and another.

"I rode along with Eric at an event, and I thought it was

a lot of fun," Justin explains, adding that the purchase of his second Corvette occurred in time for him to begin autocrossing in early 2016.

"The very first event of the year we both went to an autocross, and Eric co-drove with me. I was decent, I think," Justin says. Then Eric laughs: "You beat me!"

While Eric was the instigator, it was Justin who dove in hardest. "I was talking to people

about how to get faster and, of course, everyone said to buy tires, so I bought a set of [Bridgestone] RE71s and a set of wheels for the next event," Justin explains. "Right away I was like, this is so much fun - I need to get faster."

A couple of events later, a harsh reality struck. "I ran against [nine-time Solo National Champion] Sam Strano, and that's when I realized I had a ways to go," Justin admits.

"I was fairly competitive right away - I mean locally, against people who weren't Sam Strano. I knew I had potential, but I was just doing it for fun. I didn't go to National events, I just stuck to my local Region."

That changed in 2017 when Justin began adventuring beyond his local Susquehanna Region. First came other Regionals, then an event that is part of the Tire Rack National Solo Series. "I went out to Pitt



GOING ALL IN

(FAR LEFT) Eric Peachey leans against his newly-purchased Dodge Viper – his dream car. Expect to see him autocrossing this very soon. (LEFT, TOP TO BOTTOM) Justin Peachey shows off the self-made front airdam and splitter on his CAM-S Corvette. The first trip to the Tire Rack Solo National Championships for the Peachey brothers was a soggy one in 2018, with Eric facing the brunt of the storm in Heat 1's A Street. During that same year's Solo Nationals, Justin took to the course in a much drier Heat 6 and wound up an impressive fifth in C Prepared.



Rupert Berrington



Rupert Berrington

"I was talking to people about how to get faster and, of course, everyone said to buy tires"

JUSTIN PEACHEY

Race for a Match Tour," he explains, adding that money was an issue, so he slept in his car. Despite that, the weekend concluded on a positive note. "I was something like a tenth of a second out of the trophies,"

he remembers. "I felt like I almost had it, but not quite."

Motorsports, it turns out, is nothing new for Justin. Prior to autocross, motocross kept him busy. But now his attention was focused on autocross, and Eric soon discovered that while he was the first one on the autocross course, Justin was taking the helm.

"Justin went all in," admits Eric. "I was just having fun – I liked sliding the car

around. Justin went all in on trying to be competitive, and he started dragging me out to the other Regions. I didn't even do that first Match Tour."

For Justin, the drive to autocross was connected to the desire to be competitive. "At the very first event I thought I'd be pretty good, and then I realized I'm not that good – but I'm close," he explains. "I thought the next time I go, I'll beat this guy, and it went from there. Each time I thought I could go a little faster if I just did this or that better, so each time I tried to do something better and try to beat the next fastest car."

Thanks to a little brotherly pushing, Eric's cards soon fell. "I guess I was pressured to keep up because I ended up putting a turbo on the FR-S," he chuckles.

Justin wound up buying another Corvette, this one wearing modifications that put it in CAM-S instead of A Street, with Eric and Justin co-driving the new Corvette in order to make National events cost effective.

"We did the Match Tour and a ProSolo, and I wanted to try a Champ Tour," Justin says of the 2018 season. "There weren't any CAM-S cars at the Champ Tour, so I co-drove with a friend in A Street. I don't remember how I did, but there were a lot of National Champions, and that's when my eyes were really opened to there being a lot of really talented people who are a lot better than I thought

"I left a little disappointed with myself. I didn't feel like I drove my best. I felt like I left too much on the table"

ERIC PEACHEY

I was – it really opened my eyes and made me want to get better.

"Then we were like, let's go to the Solo National Championships," Justin says.

A strange turn of events led to the pair attending the 2018 Solo National Championships co-driving different cars, Eric in A Street and Justin in C Prepared. Eric's trip to Lincoln resulted in a 44th-place finish, while Justin landed in the trophies.

It needn't be said that 2018 was the year of the flood, with Eric taking the brunt of the storm. "I was something like the fifth car off in the first run group at my first Solo Nationals in the pouring rain on old Rivals in a car I'd only driven once before," he recalls.

Justin's Heat 6 experience was largely in the dry. "I was kind of an over-driver, so that [CP] car really matched my style since it was the fastest car I'd driven to that point," he says. "I was getting better, but I was used to driving on street tires and that car was on slicks, and that was my first time on concrete, so there was way more grip than I was used to. I was trying to wrap my head around how fast this thing was."



Come day two, Justin hit his stride. “On my third run, I went all out and managed to get a really fast run in, which actually beat that year’s CP National Champion [Tommy Pulliam] on that course. I was the second fastest driver in CP on that course on that day [Michael Maier being the fastest], but I had too much of a gap from the first day, so I ended up in fifth.”

The results from Nationals

surprised both, and it fired their passion. Eric’s mindset? “Let’s do as many events as we can,” Eric remembers thinking. So, Justin set to preparing his Corvette. “For 2019, I put Penskes on it, got wider wheels, put a spoiler on the back, took weight out. Over that winter I did a whole bunch of things to make the car more competitive.”

Not being a builder himself, Eric opted to co-drive with

his brother while weighing the sale of his FR-S.

The events kept coming and the modifications piled up. For one Solo Championship Tour some seven hours away, the pair worked late building a spoiler, then drove through the night to make their first-heat run group. Come Sunday afternoon, Justin stood atop the CAM-S results.

Entering the 2019 Tire Rack ProSolo Finale in Lincoln,

“I was fairly competitive right away – I mean locally, against people who weren’t Sam Strano”

JUSTIN PEACHEY

Justin led the CAM-S points, and despite the Corvette not handling correctly, he pulled out the win.

The 2019 Solo National Championships was what became known as “the dust bowl,” and



Rupert Berrington



ON COURSE

(FAR LEFT) At the 2019 Tire Rack Solo National Championships, the Peachey brothers co-drove Justin's CAM-S Corvette with impressive results. (LEFT) Eric stands in front of his dream car, which will soon be set up for autocross. (LEFT, BOTTOM) Justin was a quick study, but speed on the autocross course didn't happen by accident.

"Talk to people. Be a sponge. Learn everything you can. [Autocross] as much as you can"

ERIC PEACHEY

to people," Eric advises. "Be a sponge. Learn everything you can. Do it as much as you can. That was our big thing - we did every event we could."

"In the last two years, more often than not on weekends, we're autocrossing," Justin agrees. "In 2020, it was almost every weekend. It came down to seat time."

"That, and not being afraid of the level of competition," says Eric, with Justin adding, "The faster the people you compete against, the faster you're going to get because you have to get faster to keep up."

Eric has also been dialing in his driving by coaching others. In addition, he's starting to work on his newest car, a Dodge Viper - his FR-S sold after all - although that car likely won't be ready by this year's Solo Nationals.

For sure, Eric is now just as hooked on the sport as Justin.

From first autocross to National Championship contenders in a handful of years, the story of the Peachey brothers is astounding. It's impossible to know where their adventure will lead, but wherever it is, it'll undoubtedly involve the top of the results sheet. 🏆

the Corvette was handling strangely. The pair installed a bigger front swaybar, but when that didn't work, they left the car as is. Turns out, the problem was a binding rear swaybar end link. Nevertheless, the results were positive, with Eric in eighth - one spot out of the CAM-S trophies - and Justin third.

Despite Eric's massive Solo Nationals improvement year over year, he wasn't content. "I left a little disappointed with

myself," he admits. "I didn't feel like I drove my best. I felt like I left a little too much on the table."

Justin also had regrets. "I was happy with the ProSolo win, but I was really disappointed with Solo Nationals because we tried the bigger front bar and it didn't work and I was scared to change it back," he says.

"I don't know what was going through my head at the time."

And, just their luck, after running a competitive 2020

season filled with top-three results at National Solo events - including Eric's third-place FP finish at the Toledo Champ Tour, winding up a few seconds shy of David Montgomery and Tom O'Gorman - came the cancellation of the 2020 Solo National Championships due to the pandemic.

What have Justin and Eric learned during their total immersion autocross experience over the last six years? "Talk

ROAD TRIP!

Rob Krider's last-minute journey to the 2020 Tire Rack Solo DirtFish RallyCross National Championship didn't go quite to plan | WORDS Rob Krider | MAIN IMAGE Rupert Berrington





SIMILAR, BUT COMPLETELY DIFFERENT

Rob Krider was fully expecting to take his Ford Fiesta ST autocrossing (RIGHT) at the 2020 Tire Rack Solo National Championships, but a pandemic-forced cancellation of the title event saw Krider rapidly shifting gears and heading to the DirtFish RallyCross National Championship (LEFT) instead.

Like many SCCA autocrossers, I partake in significant internet bench racing. Internet bench racing usually happens in the fall, shortly after the results of the Tire Rack Solo National Championships are posted. I see which cars fared well in the results, then begin researching new car prices, options, and aftermarket support. How much are a set of wheels for this car? Is the correct tire size available in a competitive 200-treadwear tire? Will my wife kill me if I buy another racecar? Once all of these questions are answered, I then build my internet dream car for the following autocross season. Most years, these endeavors lead to nothing more than a ridiculous browser history log with nothing purchased. In late 2019, however, this bench racing led me to the Ford dealership to purchase a brand-new Ford Fiesta ST. And, well, then 2020 happened.

A Ford Fiesta ST won the H Street class at the 2019 Solo Nationals thanks to some handy driving by Philip Mitchell. I had the honor of talking to Phil about his car and he was kind enough to provide me with tips and tricks for a competitive build. Following his lead, I purchased lightweight Enkei RPF1 wheels, slapped on a cat-back exhaust from FSWerks, dropped in a K&N air filter, installed Quick Fit four-point harnesses from Schroth, put in a Mishimoto 160-degree thermostat, swapped in Carbotech brake pads, and - in what I considered the keystone piece - added Motion Control Suspension (MCS) 2W double adjustable remote reservoir dampers. With Yokohama Advan A052 200-treadwear rubber at all four corners, I was ready to take on H Street.

At the Regional level, I was flying high. After dialing in the air pressure on the Yokohamas, aligning the car with Smart Racing Products tools, and getting the



Jonathon Johnson / CreatiForm Media

"Sometime later, money inexplicably entered my bank account. That was strange - as a racer, money generally goes the other way"

adjustments on the MCS dampers just right, the little Fiesta ST was doing all sorts of awesome things as it danced around the cones. I was undefeated locally and consistently within the top five PAX results. The unassuming little Fiesta was a genuine good time.

Based on that success, I scheduled a vacation for September and convinced my wife I *had* to go to the 2020 Tire Rack Solo National Championships in Lincoln, Neb. I then registered for the Solo Nationals, and that was that.

Sometime later, money inexplicably *entered* my bank account. That was strange - as a racer, money generally goes the other way.

The deposit was from MotorsportsReg, and it was a refund for the Solo Nationals - somehow, I'd missed the news that the 2020 event had been cancelled due to COVID concerns. To me, the cancellation of the Solo Nationals was completely understandable. To bring 1,300 competitors from across the country into the city of Lincoln onto an FAA airfield was probably not ideal during a pandemic. Regardless, I was bummed.



Rob Krider images

QUICK WORK

A last-minute trip to the shop involved the removal of several performance parts.



OFF AGAIN

Trick suspension like adjustable MCS coilovers (MIDDLE) work well in an autocross environment, but stock (ABOVE) is often more optimal for relentless RallyCross courses.

OPPORTUNITY KNOCKS, BUT WITH NO WARNING

While on scca.com, I noticed that the 2020 SCCA DirtFish RallyCross National Championship was slated for Heartland Motorsports Park in Topeka, Kan., in August 2020. The event was scheduled to begin exactly seven days from when my registration for the Solo Nats was refunded to me - it was time to adapt.

With only seven days to plan, prep, and travel from California to Kansas in order to compete in an event I've never been to before - that was significantly outside of my autocross and road racing wheelhouse - there was not time to think. I registered and figured I'd ask for time off from my boss and forgiveness from my wife later.

Looking at the 2020 RallyCross Rules, it turned out the Solo class rules for H Street (HS) were remarkably similar to the RallyCross rules for Stock Front (SF). You could change wheel size plus or minus one inch, swap an air filter, change the exhaust, update brake pads, and tires had to be DOT legal. The major difference - and it was a doozy - was RallyCross required OEM or direct replacement shocks and struts. That meant my super fancy adjustable MCS dampers would not be legal for RallyCross. Sad emoji face.

The good news was that I'd neglected to throw away my stock shocks. Packrats unite!

For tires, since RallyCross is off road, I deduced

that my Yokohama Advan A052s were not ideal. A quick search on TireRack.com revealed Yokohama's snow and ice tires, so I quickly ordered a set that were narrower than stock with a taller sidewall in order to increase ground clearance.

With drive time from California to Kansas being about 25 hours, I had little time to waste - then I received an e-mail from Tire Rack that said my order was on hold. "Sir," Tire Rack said, "these tires are specifically manufactured for snow and ice, and you live in California. Are you sure these are the correct tires for your use?"

My answer was a panicked, "Yes, yes! I want the snow tires. Put them on a truck and ship them today! I don't have an extra day to wait!"

Tire Rack was truly awesome. The tires arrived Monday afternoon, right on schedule, and that was good because tech for the RallyCross Nationals kicked off at noon in Kansas on Friday.

I spent Tuesday at the Double Nickel Nine Motorsports shop in Central California prepping the Fiesta ST. The MCS dampers went on the shelf, the stock components returned to the car's four corners, and we realigned everything using Smart Camber and Smart Strings. I used the shop's vinyl cutter to make new stickers for the car.

I then took my autocross wheels with the recently mounted, brand-new Yokohama A052s on them to Sanger Tire along with the new snow

"Yes, yes! I want the snow tires. Put them on a truck and ship them today! I don't have an extra day to wait"

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TIRED

The chosen snow tires were narrower than the autocross setup and also featured a taller diameter.



LOADED UP

Hot hatches are useful for so many things (MIDDLE). Once in Topeka, a local carwash (ABOVE) proved invaluable for cleaning and pre-event sticker application.

"The trip across the U.S. was beautiful. I cruised through Nevada, a smidge of Arizona, and absolutely gorgeous portions of Utah"

tires, at which point the staff at Sanger Tire inquired: "Didn't we just mount these for you?"

Sixteen hours after arriving at the shop - and one snarky retort to the tire shop later - the Fiesta was ready to rock.

I returned home to my wife, whom I love, who decided to tell me I was crazy for wanting to drive 25 hours to Kansas for an event on such short notice. I ignored her description of my behavior; after all, as a racer, this was all very rational.

ON THE ROAD AGAIN

At 6 a.m. on Wednesday, I hit the road. The Fiesta ST proved to be extremely useful in this situation as everything I needed for the event was crammed into the hatchback. From tools to tires to Double Nickel Nine IPA from a local craft brewery in Fresno, Tactical Ops Brewing, everything fit nicely. The Fiesta even had room for some optional items - like fresh clothing. My plan was to share the California craft beer with my competitors in Kansas. It was going to be a good road trip.

The trip across the U.S. was beautiful. I cruised through Nevada, a smidge of Arizona, and absolutely gorgeous portions of Utah and Colorado. I put down 13 hours on the first day and found a dive motel in Colorado.

For \$71 a night, it was a racer's paradise.

There were some moments of anxiety

along the drive, though. For example, I wasn't used to how desolate parts of America can be. In California, you often bump into gas stations every 50 feet. Out in the wilds of the rest of America, it turns out that 120-mile gas station intervals aren't out of the question.

OH, TOPEKA!

I arrived as the sun set in Topeka, Kan., on Thursday and found a hotel not far from Heartland Motorsports Park. I knew I was in the right place because the parking lot was jammed with racecar trailers with RallyCross cars on them. It seemed like most of the cars were on trailers - I wondered if I was the only idiot who drove his competition car to the RallyCross. The same idiot who needs his car to get him back to California. Perhaps my wife had a point about my state of mind.

The Fiesta was filthy from the drive, so I left the hotel to find a do-it-yourself carwash. While I was there, I used the well-lit bay as an impromptu shop to sticker up the car.

The next day I arrived at the event site, registered, and teched the car and my helmet. I scored a paddock spot and hammered a tarp to the ground for ease of working on the car. I'd cut pieces of wood prior to leaving home to go underneath my jack and jack stands to help make changing tires in the dirt easy and safe. This turned out to be a

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ACTION TIME

(TOP) While RallyCross involves driving around cones, it turns out that's one of the few similarities between it and autocross. (ABOVE) The pre-event inspection process is largely unique to RallyCross.

"I had an ugly five-second deficit to first place after that one run. I really needed to pick up the aggression"

smart move, and also a life hack used by the rest of the RallyCross community in grass paddocks.

Therein, everyone was friendly at the event, especially to me since I brought beer. Although a few people did look at my license plate and ask, "Did you drive that car all the way from California?"

"Yup," I replied proudly.

"You're crazy," was the response.

I wondered if my wife had called ahead.

BIG TROUBLE IN LITTLE TOPEKA

I have almost no experience in SCCA RallyCross, and it showed. Case in point: A major difference between Solo and RallyCross - and I found this out the hard way - is that in RallyCross, every single run builds to a cumulative final time. Unlike autocross, every run counts in RallyCross. This was problematic for me because, as an autocrosser, my first runs are generally conservative, kind of like a survey run, picking up speed as the day progresses.

My autocross strategy at the 2020 DirtFish RallyCross National Championships left me in last place out of eight after the first runs. I was, I realized, in big trouble.

Not to sound cocky, but last place was unfamiliar territory for me and the Fiesta ST, which has been lovingly dubbed "the FiST." Me and the FiST usually win events - we don't mill around in last place. Sure, I had never run the car in a RallyCross before and really had no idea what to expect, but I was arrogant enough to think I could compete at the National level with zero experience. My thought process was: Hey, it's a car. Asphalt, dirt, what's the difference?

It turns out - and the results immediately confirmed this - it's *a lot* different.

I had an ugly five-second deficit to first place after that one run. I really needed to pick up the aggression during the next run, so I drove like a madman, sliding the car through the dirt curves, leaving trails of dust behind. I drove as if I didn't need the car to get me back to



KEEPING IT CLEAN

(LEFT, TOP to BOTTOM) Maintenance during a RallyCross weekend is slightly different from what you might find at an autocross. Similarly, the paddock space differs in appearance, too – although the cool beverage remains the same. Rob Krider's journey home involved a stickered-up trek he'll never forget.



California. The result of that second run was a much faster time, which is good, but I knocked over a cone, which is bad. That two-second penalty put me into an even bigger hole.

I was officially sucking at RallyCross.

GOING FOR BROKE

There were five runs on Saturday, and with a little experience under my belt and more confidence in how the Fiesta handled in the dirt, I clawed my way up to fifth place by the end of day one. My run times at the end of the day were comparable to the top three drivers, but since every run counted, my initial slow runs were haunting my cumulative score.

Outside of that, the first course was fast and fun, and it wasn't too harsh on the car. Previously, I was concerned how hard a RallyCross could be on an autocross car, but the FiST was doing fine. As far as how I was doing, though – well, I was humbled. Then again, I could also see potential.

Sunday saw four shots at the new course,

offering nine total times to be added in order to determine the championship. Unlike on Saturday, the FiST and I were going for gold right out of the gate. After Sunday's first runs, I had moved up to fourth. Then following the group's second runs, I could see a microscopic chance at third place – a podium finish.

On the final two runs, I set the fastest times in the Stock Front class – a victory in and of itself. It was during my final run that I jumped onto the podium, actually overcoming my lackadaisical start to the RallyCross National Championship. The gap to fourth was a mere 0.018sec – unbelievable!

MAYBE I'M NOT CRAZY

Earning a trophy at the 2020 DirtFish RallyCross National Championship was icing on the cake for my last-minute adventure – a trip many people called me crazy for doing. I also made it back to California with nary a scratch on the car. The Fiesta did, however, still have dirt and mud from Kansas on it when I hit the California border, and kept the stickers on as a badge of honor for the long road trip home.

The reality is, RallyCross and Solo aren't that much different, and the cars that compete in Solo can jump into RallyCross, even at the National level, without much work or investment. The competition was a blast and, best of all, the participants were incredible and provided much appreciated advice for a RallyCross rookie.

Would I do it again? Absolutely. SCCA's battle cry is #funwithcars, and this trip was that hashtag brought to life. To borrow a different marketing campaign, my advice to autocrossers considering a similar trip would be to just do it. Jump outside of your comfort zone, try something new, and have fun. Without a doubt, RallyCross is fun. 🍷

About the author: A championship-winning road racer and enthusiastic autocrosser, Rob Krider's mantra is "Race Anything, Win Everything." He's also the author of the novel Cadet Blues, available on Amazon.

TOOLS OF THE TRADE



BOARD?

Tricks as simple as wooden boards make RallyCross paddock life much easier.

At first glance, the differences between autocross and RallyCross are obvious; one is on concrete or asphalt while the other is on dirt. But it's the subtle differences which, if paid attention to, can help an autocrosser be successful in RallyCross.

The first is having a couple of extra tools which you wouldn't think to bring to a Solo event. Bringing wood to place underneath a jack and jack stands will do wonders for getting underneath a car safely. Meanwhile, a tarp positioned underneath the car will help keep you clean while working on the car, and also aid your eyes in finding dropped bolts.

Also, having good air supply at the event (a pump, a tank, or a compressor) will help to repair de-beaded tires or replace air that may have burped from the tire should the sidewall hit a berm.

GOING XTREME

Guy Ankeny showcases Ankeny Racing's suspension tuning prowess through his XS-B Miata. And, for some reason, he let me autocross it | WORDS & IMAGES Philip Royle

Competing in a fully prepared autocross car is a treat - and for most, a rarity. In the 24 years since I first stepped foot on an autocross course, I've done it precisely three times. The first two came in 2010 when I was hunting for a car to co-drive at that year's Tire Rack Solo National Championships; the third was in December. Yet, while I appreciate the other two opportunities to drive championship-caliber cars, it was the latest drive I simply couldn't resist.

The call came mid last year from three-time Solo National Champion and three-time ProSolo Champ Guy Ankeny. It turns out, he was building an NC Mazda Miata for the newly minted XS-B Solo class, and he wanted me to give it a spin, so to speak.

For lack of a better term, Guy is an elite shock tuner. In the world of autocross, the Ankeny Racing name is synonymous with custom Penske shocks - and winning. Case in point, his suspension components have made their way into the hands of champions like Billy Davis, Mark Daddio, Jeff Kiesel, Shauna Marinus, Andy McKee, Frank Stagnaro, Mike Meyer, and more. In fact, Guy estimates his custom-tuned shocks have been on more than 200 Solo National Championship-winning cars, plus Club Racing and pro cars, too.

But Guy is more than a "shock guy" - he's a complete suspension tuner, which is what intrigued me so much about his latest build, and the reason I couldn't wait to hit the Solo course.







BY HAND

Outside of valving shocks, Guy Ankeny also custom builds many of the suspension components that make the cars he tunes stand out.

WHO IS THIS GUY?

"My dad autocrossed forever, from the late 1950s into the '60s," Guy replies when I asked him about how he got started in motorsports. From there, though, his story took an unexpected turn: "We lived down the street from Kas Kastner, and my dad would help him put engines in his car, and then my dad would go with him to Willow Springs sometimes and break in the motors that Kas built," Guy explains.

Kas Kastner's story could fill this magazine several times over, but a brief summary is that beyond preparing Triumph racecars and winning road races on the Club and pro level in the 1950s and '60s, then managing Nissan's motorsports division in the 1980s, Kastner was good company to keep.

Guy's father would lean on those he knew in order to build speed, and young Guy absorbed it all. "My dad would take his car to get it worked on by various people," he says. "He'd get information from Kas, and then he'd get the car worked on by some people who were really well known at the time. I learned from them - I'd stay and clean parts and pick up information."

Following a stint in the Army, by the mid 1970s it was Guy's turn to autocross and road race. "I had the ability to run against Joe Huffaker's factory cars, as well as Lee Mueller, Dwayne Anderson, and Dave Lemon - we were the ones who were running [SCCA road races] who were fast. I started pretty much at the bottom, but

"We lived down the street from Kas Kastner, and my dad would help him put engines in his car"
GUY ANKENY

when I quit, I was as fast as anyone else in E Production."

Trips to the National Championship Runoffs in 1977 and '78 weren't as fruitful as he'd hoped, and he soon found interests elsewhere. "I ended up selling my car and going dirt bike riding, where I learned more about shocks and adjusting them because nobody knew anything about the shocks, and I would adjust them to see what they did different."

Returning to motorsports, Guy and Tri-Point Engineering's Craig Nagler would push each

other to be better, ultimately leading Guy down the road of more in-depth shock and suspension tuning from the amateur level to pro, as well as multiple Solo National Championship titles for Guy's Ankeny Racing brand, be it with or without Guy behind the wheel.

MORE THAN MEETS THE EYE

Guy's latest project car is an NC Miata built for SCCA's newest autocross category, Xtreme Street - and this car is a hoot to behold and to drive. Xtreme Street breaks down into two classes, XS-A and XS-B, with relatively open rules (think CAM for imports), which makes it ideal for a tinkerer like Guy.

Under the hood of the NC is not the stock 2.0L, but a 2.5L sporting a supercharger.



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WINGING IT

(TOP, LEFT TO RIGHT) Bind is minimized through custom suspension components equipped with spherical bearings. Custom top mounts in the rear suspension hold inverted Penske shocks firmly in place and allow for easy mounting of remote reservoirs. (BELOW) On the autocross course, the components work together to create a car that is a hoot to drive.



And, while custom-tuned Penske shocks sit at all four corners, the entire suspension has been improved upon.

"On this car, I've gone for more of the real racecar stuff," Guy explains. "The suspension links are all on bearings, so that makes the wheels move up and down as they're supposed to as they follow the contour of the road, instead of sticking and not

moving. All of the rubber has been replaced so everything is a direct connection - that makes the shocks work even better because now the shocks have a more direct relation to the road."

The rear shock mounts are quite trick with Guy's custom-tuned Penske shocks inverted and then hung through the factory mounting location on mounts of Guy's own making.

"The inverted rear shocks take away some of the spring bind that was going on in the stock suspension, where the spring is bent in ways it's not designed to be bent because of the way it was mounted to the car."

Up front sits a blade-type swaybar designed by Guy that does more than counter roll. "The front swaybar is super easy to adjust without even

jacking up the car. You reach under the car, loosen one bolt, and rotate a blade that allows you to adjust about 100lbs of roll rate in 20 seconds."

An unmissable feature of this NC is the massive rear wing. "The wing is really important, and you feel it right away - even in a straight line. The car has better hookup with the rear wing."

Is the wing necessary,



NO STONE UNTURNED

(LEFT, TOP TO BOTTOM) The shiny rear swaybar is eye catching, but keen observers will notice that Guy Ankeny also inverted the rear shocks and then built custom top mounts to minimize spring bind. Under the hood of this XS-B Miata sits a supercharged 2.5L engine producing seamless – and abundant – power. The front suspension involves Ankeny-valved Penskes and a custom blade-style swaybar. Adjustments to that front bar are simple and can be accomplished with hand tools between autocross runs.



I inquire? “When you’re an elite driver, you can get by without it,” Guy admits, “but when you’re an average driver going against elite drivers, you’re not going to win without something they don’t have.”

That’s the point of this NC build, says Guy – engineering an autocross car to the top of the results sheet. “The elite drivers are generally going to win unless you can find enough better things that they don’t have that add a tenth here or a tenth there.”

“When you’re...going against elite drivers, you’re not going to win without something they don’t have”

GUY ANKENY

to acceleration and braking, Guy’s Miata was not the weakest link in the equation.

Four runs and one cone later, my fastest time was sitting about 0.7sec behind Guy’s, yet that’s not what was fascinating. Chucking my first run (which was a 57.238) and discounting the cone on my second, my times were a 56.436, 56.500, and 56.507. Consistency has always been my strong point, but with a total spread of 0.071sec and two runs falling within 0.007sec of each other, this was a whole new level.

While Guy sees great value in putting elite drivers behind the wheel of his cars to receive input, he was quick to see value in my experience. “For you driving the car, for never seeing the car before and then being just 0.7sec off of my time, you did great – and that tells me the car works pretty well,” he says.

I’M FAR FROM ELITE

My biggest claim to autocross fame is a 16th-place finish at the Solo National Championships. To say the least, I’m not the elite driver Guy was referencing. Topping that, my first time to drive Guy’s NC Miata was during a Cal Club Region autocross as I pulled from grid to the starting line. Yet even I impressed myself with what came next.

The starter dropped the green flag and I gingerly accelerated to the 90-degree left that led to a short slalom, cautiously feeling out the car. I breathed the throttle at the second slalom cone, not knowing whether the Falken RT660 255/40-17 tires would hold. Yet, as I rolled back on the throttle, I instantly realized that grip was ample. Then heading into the long, undulating right-hand sweeper that followed, I knew without a doubt that this car was more capable than I was. From lateral and longitudinal grip

PARTS OF A WHOLE

Parts for this Miata came from companies both big and small, including Ciro Design, Competition Tire West, Penske Shocks, DifTech, Fab 9 Tuning, Falken Tire, FRSport, Goodwin Racing, Kraftwerks, Mazda Motorsports, RPS Racing Clutches, and





Wilwood Engineering, and the end product is rather amazing. For one, the power delivery was dreamy – the 2.5L with a supercharger is how all NC Miatas should be equipped. But while the power was a joy, the true beauty came as the car would transition into, through, and out of the corners. It was truly a pleasure to drive.

Being that custom-valved shocks are Guy's specialty,

"The shocks make the car more consistent. It does the same thing more often on a given track"

GUY ANKENY

I inquired as to how much of the car's demeanor came from his specially tuned Penskes – what would the car perform like with the Ankeny Racing shocks but without the

bearings, custom shock mounts, and blade front swaybar?

"The shocks make a big difference no matter what the other suspension is," Guy explains. "The shocks make the car more consistent. It does the same thing more often on a given track, whether it's a road racetrack or an autocross. Every time you hit a bump with lesser shocks, it's a bit of a crapshoot as to how much it's going to throw the car in a certain direction and how you're going to catch it."

Double that with the rest of the free-flowing suspension and the experience becomes exquisite.

What's left for the Ankeny Racing NC Miata XS-B build? Less weight, for one, but after that, Guy's plan is simple. "I don't know at this point what the car can actually do because there hasn't been an elite driver in it," he says, adding with a chuckle, "no offense." Yet he's in no hurry for that. "I just want to have fun with the car myself," he says. Given my experience, that won't be hard. 🍷

WHAT ANKENY RACING CAN DO FOR YOU

Through his company Ankeny Racing, where you can reach him at (805) 279-1338, Guy is in the business of solving suspension woes for virtually any car, be it autocross, road racing, or on the street, with his forte being custom shock valving. So, while this particular build was a Miata, he can work magic on virtually any car, from Corvettes to BMWs and beyond. In fact, one of his earliest personal successes came through shocks he built for his Tiga Sports 2000 that he won his second Solo National Championship title with in 1999 (his other Solo National titles came in 1997 in a CSP Miata, then 2005 in an AP tube-frame Camaro).





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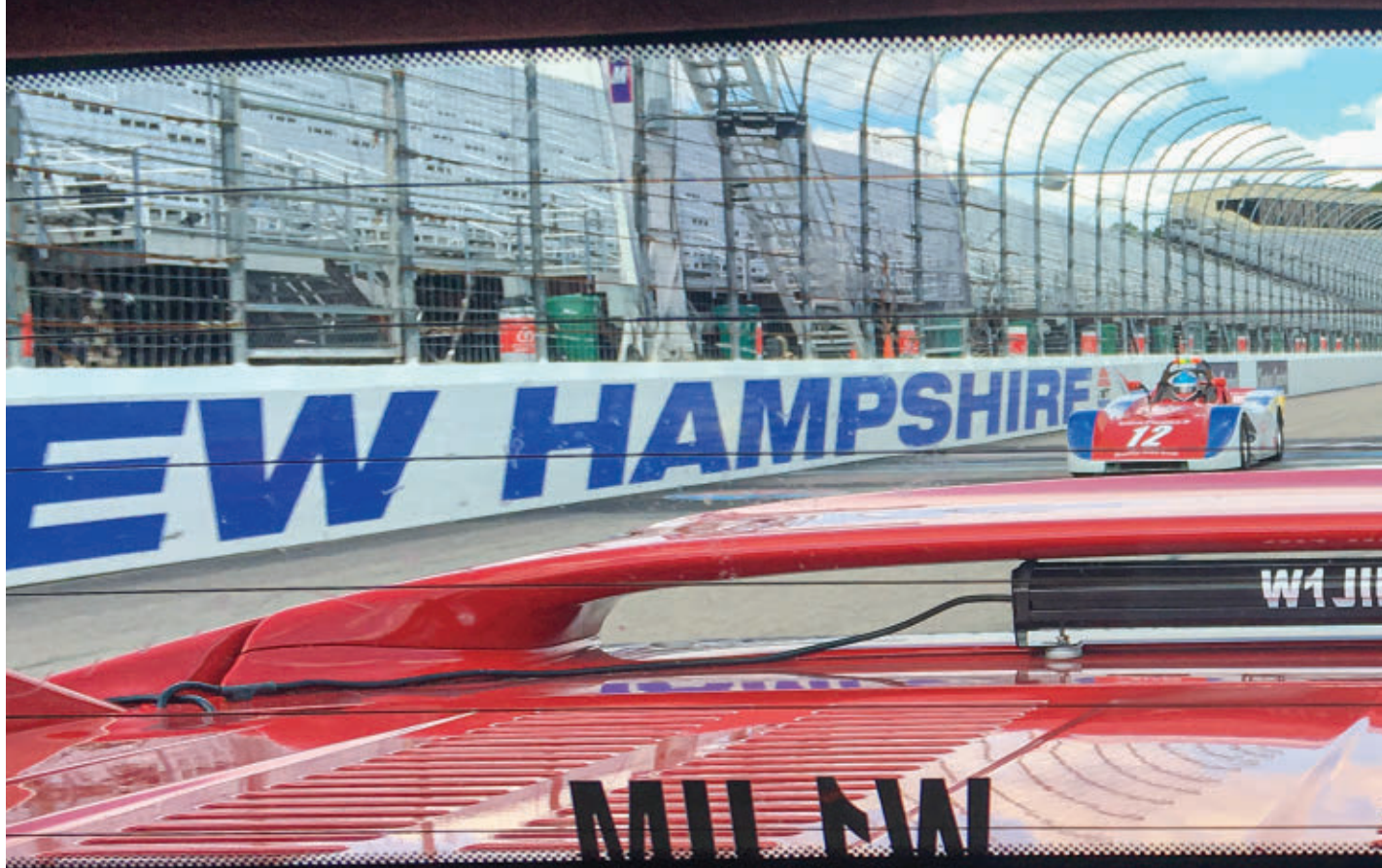
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THE LEAD CAR



The radio crackles, “Grid to Race Control - one minute.” “One and go,” responds Race Control. There’s a slow rumble now, but in 60 seconds time that will be broken as the racecars, now thrumming an anticipatory idle, emerge from the grid to line up behind me for the pace lap. After that? Well, it’s racers doing what racers do.

Following that initial radio call, I tap the start button on my digital timer - a sophisticated instrument that looks suspiciously like one found in the kitchen goods aisle at the local Target. Then on “go,” the pace car lights strobe as I snick the car into gear, all the while hoping that I don’t clumsily stall as I head onto the track.

“Cars on course,” announces the Flagger Net radio.

I run dual radios in the pace car, one for monitoring the Flagger Net and the other to communicate with Race Control. I call in, “Pace car underway,” and start my snail’s pace 10mph crawl.

As the racecars line up behind me, my fluorescent gloved left hand emerges from the

The pace car helps ensure an equitable race start, but as New England Region pace car driver James Blumenfeld explains, things aren't always that simple

WORDS & MAIN IMAGE James Blumenfeld



"I pull my hand in and gently accelerate - time to get this party started" — **JAMES BLUMENFELD**

window to signal that we'll be going slowly until everyone is in position. Soon thereafter, grid reports, "Pace car, you have the field.

Now it's go time.

YOU HAVE THE FIELD

I pull my hand in and gently accelerate - time to get the party started as the racers initiate their ritualistic zigzagging to clean and warm their tires, with some surging forward and back to bring their brakes to life.

The larger the field, the gentler I need to accelerate so the field doesn't

get strung out. Accelerate too abruptly and, while the first few cars will keep pace, those deeper in the pack will get left behind. Too slow of a pace and, well, everyone gets frustrated; more importantly, precious time is wasted. It's a tricky balance, all the while keeping my eyes on the oscillating multicolored slinky behind me made up of dozens of racecars.



I've driven thousands of laps in competition, but there I'm primarily looking ahead and, to a lesser degree, around me. In the pace car, my eyes are largely fixed ahead on the lookout for possible debris on the track. Meanwhile, I'm glancing far behind to ensure there isn't a growing gap or unforeseen calamity that could forestall the race's start. Situational awareness is key.

At a predetermined spot about three-quarters of the way around the course, "Pace car lights out," hits the radio and I slow a bit to allow the pack to compress as the field files into formation – the two-by-two that marks the quintessential start of racing showdowns.

I turn up the Flagger Net radio and listen for the flag stations – my heroes, by the

way – to give what's called a "pack report." All ears on the radio are waiting for a "pack looks good" call, but sometimes "pack strung out" rings through the speaker.

When the pack is strung out, I'll slow a bit more to help compress the field – an assist from the front in a last-ditch effort to ensure the fairest race start possible and avoid the dreaded waive-off. Once the field is tidy, I pull onto the apron and get the heck out of the way.

If the field maintains its pace and demeanor, the green flies and the racers will launch into Turn 1 in a cacophony of semi-orchestrated mayhem. Meanwhile, I sequester myself to a safe location. While the pace car is no longer needed for this race group, my job as the safety car driver is just beginning.

SAME CAR, DIFFERENT GOAL

Simply put, the role of the safety car is to slow and compress the racing field in the event of an on-track incident that requires a full-course caution for cleanup or recovery. Once the field is slowed, emergency vehicles will dispatch to safely – and quickly – remove the disabled vehicles and reestablish a safe racing surface.

Mostly, though, I sit patiently, not knowing if my services will be needed, all the while monitoring both the Flagger and Control Nets.

Monitoring the Flagger Net involves listening for an excited call. When I hear something like, "We gotta get this car outta here now!" my ears perk and I wait in anticipation of the call to come: "Safety car, stand up."

"When the pack is strung out, I'll slow a bit more to help compress the field – an assist from the front"

JAMES BLUMENFELD

Immediately, it's "lights on" while the Flagger Net picks up on the leader's location so Control can release me to the front of the pack.

Yet, it's not always that simple. Sometimes I'll get released early and have to wave a few racecars by. On rare occasions, I'm on the track too late and the call comes in: "Safety car, the leader just passed you – go catch it!"

Truth be told, that can be a bona fide challenge even with full-course yellows flying.

Once the leader is firmly behind the safety car, my role has a similar feel to before

FRONT ROW SEAT

(LEFT) Leading a large pack to the green is complicated, with the pace car driver having to maintain a speed that allows racers to warm tires while also getting to the green on time. (BELOW, TOP to BOTTOM) New England Region's pace car driver, and the author of this story, James Blumenfeld has been an SCCA member for some 45 years. With little more than rear-view mirrors and some radio instruction, the pace car driver's job of controlling the field takes practice. Pacing a field of open-wheel racecars – especially Formula Vees – brings unique challenges.



James Ray



James Blumenfeld



James Ray

as I compress the field via a safe and steady pace.

When passing the incident that caused the full-course yellow conditions, I'll update control about the progress of the cleanup and try to gauge when the incident might be clear. From there, I may choose to slow down to avoid an extra pace lap; otherwise, I might do the opposite, getting the lead out in anticipation of a speedy restart.

Once the incident is cleared and a restart imminent, it's lights out, pick up the pace, and hightail it into the pits for the green.

NOT EVERYTHING IS THE SAME

There are special considerations for each race group. For example, Formula Vees are air-cooled, so they need to keep up their speed to prevent overheating. GT-1 also likes a brisk pace, but that's largely due to their gearing. My favorite, though, is "wings-and-things" – my "flat-out" is their coasting, and it's typically a smaller group, so pace laps can be quite entertaining in a streetcar sporting treaded tires.

Some race groups will request a split grid. In that instance, they'll leave the grid at the tail end of the field and self-pace. Then there's the split start where there are two pace cars. It's always tricky to coordinate the position of the second group without getting overtaken by the first – and vice versa. More situational awareness on top of everything else.

"If all goes well on any given race weekend, I'll never pass the start/finish line"

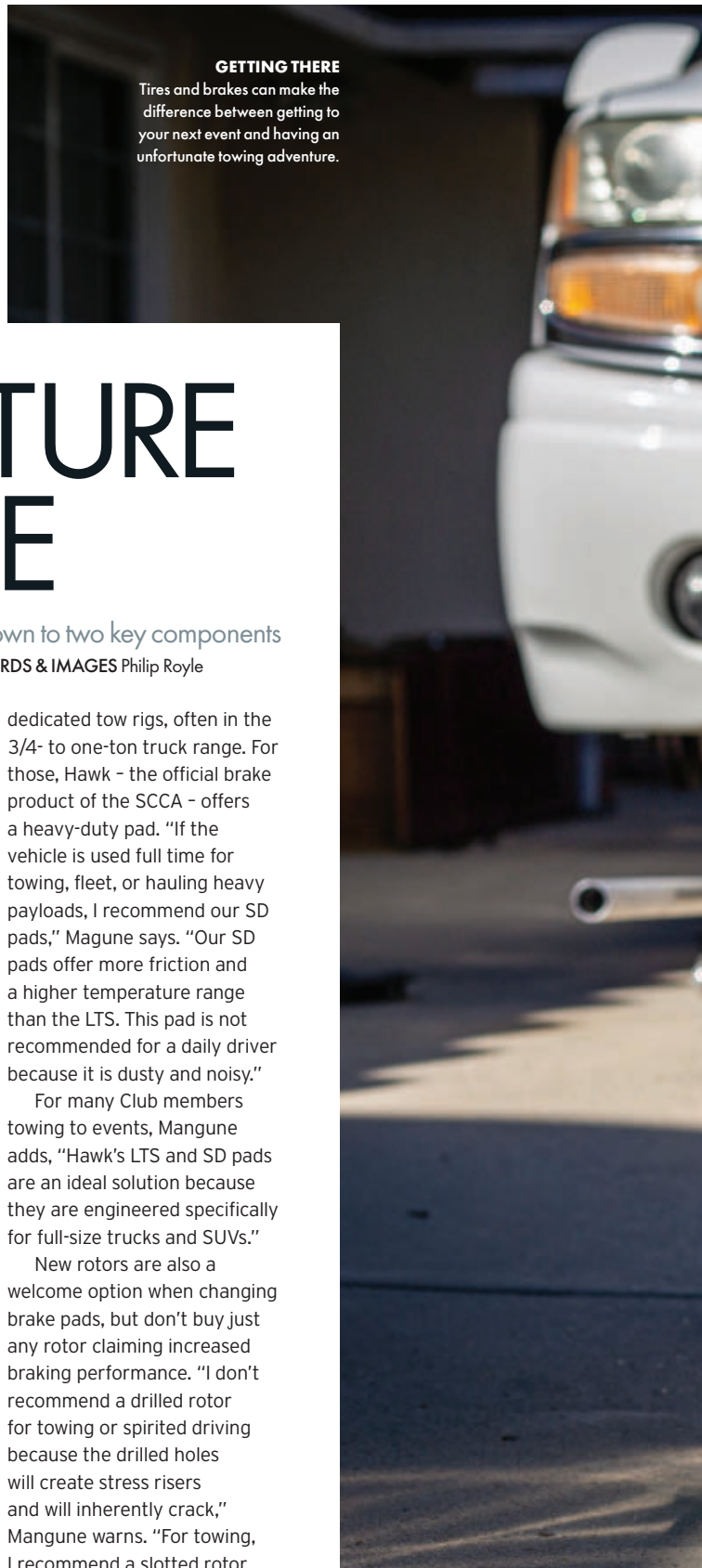
JAMES BLUMENFELD

At the end of the race, the pace car is repositioned back at grid-out. This offers an opportunity to pick up corner incident reports and to check the course for – as mariners call it – flotsam and jetsam.

While I often drive the pace car solo, sometimes – in non-pandemic times – I'll have a steward with me. It's always fun giving members with no track experience a ride in the pace car – you can gauge their anxiety by the severity of their death grip on the car's interior.

Still, if all goes well on any given race weekend, I'll never pass the start/finish line – that's largely determined by the racers, and it's fine by me. But while racers will do what racers do, I'll be in the pace car doing what pace car and safety car drivers do – ensuring fair and safe racing – and having a blast in the process. 🍷

About the author: James Blumenfeld joined the New England Region of the SCCA in 1976 and through the years has participated in all of the Club's disciplines. He's also a stage captain at the New England Forest Rally.



GETTING THERE

Tires and brakes can make the difference between getting to your next event and having an unfortunate towing adventure.

MISADVENTURE AVOIDANCE

When it comes to tow vehicle maintenance, it often boils down to two key components that will keep you, and your racecar, safe and sound | WORDS & IMAGES Philip Royle

Bounding down the freeway with a trailer and racecar in tow, the traffic slowed to a crawl faster than my tow rig could muster. It happened in a flash, and in those elongated seconds, I found myself swerving in my lane, attempting to add as much distance as possible between myself and the glowing taillights ahead. In a last-ditch effort, I even grabbed the e-brake.

This worrisome (and completely avoidable) misadventure happened in 2010, and luckily, yes, I stopped in time. But that trip was an eyeopener and, soon thereafter, I completely rethought my towing setup, tow rig included. Yet, while I still recall that heart-stopping event vividly, I've become content with tow vehicle maintenance once more. And I shouldn't. The fact is, keeping a tow vehicle up to snuff is not difficult, and outside of general maintenance like brake fluid flushes and inspecting for rust, there are generally only two things you need to know.

THE WHOA PEDAL

As obvious as it sounds, brakes on a tow vehicle are key, with correct brake pad selection resolving most braking woes. But with every brake pad manufacturer having their own pad lineup and terminology – and multiple compounds that fit each application therein – happening upon the right pad for your particular case is not always straightforward.

“Our HPS and Ceramic pads will handle this kind of towing capacity,” explains Hawk Performance’s Sale Engineer Edwin Mangune when asked which of Hawk’s brake pads would work best for a half-ton truck or SUV performing tow duty for the average SCCA weekend warrior, which includes myself. But, elaborates Mangune, there’s a caveat. “If the tow vehicle is a daily driver and used on the weekends for towing a racecar trailer, I recommend our LTS pads because they are noise free and emit low brake dust.”

There are many who utilize

dedicated tow rigs, often in the 3/4- to one-ton truck range. For those, Hawk – the official brake product of the SCCA – offers a heavy-duty pad. “If the vehicle is used full time for towing, fleet, or hauling heavy payloads, I recommend our SD pads,” Mangune says. “Our SD pads offer more friction and a higher temperature range than the LTS. This pad is not recommended for a daily driver because it is dusty and noisy.”

For many Club members towing to events, Mangune adds, “Hawk’s LTS and SD pads are an ideal solution because they are engineered specifically for full-size trucks and SUVs.”

New rotors are also a welcome option when changing brake pads, but don’t buy just any rotor claiming increased braking performance. “I don’t recommend a drilled rotor for towing or spirited driving because the drilled holes will create stress risers and will inherently crack,” Mangune warns. “For towing, I recommend a slotted rotor





KNOWING YOUR STUFF

Hawk's LTS pads (LEFT) are designed for the stresses many SCCA members put on their tow rigs. A tire's sidewall reveals a lot, like weight capacity (TOP) and build date (ABOVE) in weeks (37) and year (20) .

or an OE style rotor [with no holes or slots]." To that end, Hawk offers its Talon rotors.

My specific application is a 15-year-old, half-ton GMC Yukon XL that has been sporting well-worn Hawk Ceramic brake pads. They work, but based on Mangune's advice, Hawk's LTS pads are in this truck's future.

THE RUBBER MEETS THE ROAD

The second part of the equation is something SCCA members lean on heavily both during competition and in the process of getting there: tires. When it comes to towing, though, rather than looking at light-off time and slip angle, we find ourselves discussing load ratings. And, as it turns out, if you're talking about a tire that will see weekend-warrior racecar towing duty, E range is the name of the game.

"In pneumatic tires, load is carried by contained air, so more air means higher load capacity," Pat Keating and Robert Abram explain. Keating is Yokohama's Senior Manager of Field

Engineering, Technical, while Abram is Yokohama's Senior Manager of Product Planning; combined, they covered an array of my questions. "Load range E tires employ enhanced beads and body ply that allow higher air pressure and correspondingly higher load."

Yokohama's Geolander H/T G056 truck tire is available as both an E range and a non-E application. For the 265/70-17 tire that fits many full-size truck applications - mine included - the non-E range tire is rated to carry 2,535lbs at 51psi; the E range Geolander boasts a 3,195lb capacity at 80psi. There are other differences, like this particular E range sporting minimally deeper tread, but the next significant difference comes in weight. Therein, Tire Rack measured the standard 265/70-15 Geolander H/T G056 at 38lbs compared to the extra reinforced E range's 47lbs.

Interestingly, tires with an E load range do not require the use of higher tire pressures. "At 50psi, a load range E tire

will perform similarly to a load range C tire," Keating and Abram explain. "This might be useful in cases where loads are light and high pressures produce an uncomfortable ride.

"Because load range E tires perform like lower load range tires at lower pressures, there's no reason to avoid them. Tire pressure can be adjusted for whatever task is being performed."

Heavy-duty tires are designed to last for the long haul, and sometimes that leads to them essentially expiring - this is the trap I had fallen into.

"One of the common traits for tires that get used infrequently over long periods of time is sidewall cracking, so consumers should always look for that," Abram and Keating note. "Most manufacturers cover their tires under a standard warranty for a number of years. Yokohama's standard warranty covers tires for five years from the date of purchase, so if you are

nearing five years, it's time to consider a new purchase."

Tires manufactured since the turn of the century have a build date on the sidewall. The moderately cracked sidewalls on my SUV's aging tires read "3215," or the 32nd week of 2015. Right on time to replace.

ROAD READY

From competition cars to trailers to tow vehicles, the secret is consistent maintenance - it's all too easy to become content. Even after my wild ride some 11 years ago where I was convinced that I was about to cause a multi-car accident and wind up on the local news, it didn't take long for me to put tow rig maintenance on the backburner once more.

Luckily, this time I caught it early, and with an afternoon's worth of work updating several components and inspecting others, I can now tow to SCCA events with confidence, knowing that I've undoubtedly avoided yet another dangerous misadventure. 📍

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BREAK THROUGH

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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.





POWER FLEX

Considering a swap to E85 in your autocross car? The high-octane alternative fuel has the ability to produce impressive power, but it also comes with caveats

WORDS George Tamayo

NOT WHAT IT SEEMS

E85 at the pump isn't necessarily true E85 (LEFT), so those needing consistent performance should consider ordering their ethanol fuel from a performance fuel supplier (BELOW).

For most autocrossers, fuel comes from the premium fuel pump handle at any nearby gas station, but that's not the case for all. For a number of autocross categories - namely Street Prepared, Street Modified, Prepared, Modified, CAM, and Xtreme Street, plus flex-fuel vehicles in Street and Street Touring - E85 is a perfectly rules-legal option. But while E85 is legal, does that mean it's the fuel you need in your motor?

Let's begin with the basics: What is E85 and how does it differ from standard gasoline? E85 is an ethanol (ethyl alcohol) fuel derived from biomass products like sugarcane or corn. First used in 1978 when the Brazilian arm of Fiat offered an ethanol-powered 147 hatchback, E85 was originally conceived to be a cheaper option to fossil-fuel-based gasoline owing to the low cost of various biomass products from which ethanol can be derived. This was thought to outweigh the energy deficit that ethanol has compared to gasoline, since a car running on E85 will consume fuel at a rate of roughly 1.5 times higher than a vehicle burning standard gasoline, given the same performance.

At the pump, E85 is targeted for approved flex-fuel vehicles that have the appropriate fuel tank, supply lines, injectors, and engine mapping. In reality, not a tremendous number of autocross-legal cars fall into this category, although they do exist. When it comes to outright performance in SCCA's



builder classes like Street Mod and Prepared, E85 has a high-octane content and runs cooler than a fossil-fuel-based gasoline. E85 is also generally less expensive than pump gasoline - not to mention race gas - bearing in mind the higher consumption rate.

According to Yann Labia, the product manager for ETS Racing Fuels which offers its own high-performance version of E85 fuel under the product name Z85 PERFO, should you choose to run E85 in a high-strung competition car, there are caveats. Notably, not all E85 fuel is created equal.

"E85 fuels can vary greatly in their ethanol content when buying at the pump," he explains. "Different brands will offer different amounts of ethanol, and furthermore, the seasonality of E85 among summer, winter, and inter-seasonal blends can mean that the ethanol content can range from 51 to 83 percent. If you are not re-mapping your engine accordingly every time, you run the risk of running either too lean or too rich. Moreover, there isn't really a definitive way to know at the pump which blend you're getting unless you run the

fuel through an ethanol content analysis at a lab, which costs about \$250."

If you are looking for fuel consistency, which is key to any fuel in a performance environment, it might be more costly up front, but it will be far less expensive in the long run to buy E85 fuel directly from a race fuel supplier.

"When you buy your E85 from any performance fuel supplier, you are safer in the knowledge that from batch to batch, the consistency will be there every time - so once you've mapped your engine with that fuel, you're going to get a consistent power output," he says.

"At ETS Racing Fuels, we have designed not only a consistent, but a performance-driven fuel named Z85 PERFO. This fuel is more expensive than competing E85, but it is providing such a horsepower increase that the price delta is worth it. Plus, we also incorporate a range of additives that deter the build-up of fuel deposits as well as performance additives that improve the fuel's combustion rate for better performance without losing the cooling benefits of the ethanol."

So, is E85 right for you? Ultimately, fuel capacity isn't an issue for most autocross cars - rather, power is king. Therein, running an E85-tuned engine, particularly if it's of the small displacement, forced-induction variety that would benefit from a cooler-burning fuel, shouldn't be out of the question. Just be sure to do your homework first. 🟡



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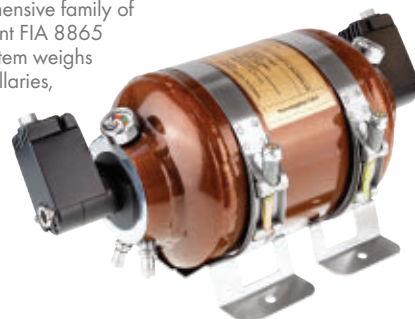
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ENDURING TALENT

Formula Race Promotions' variety of open-wheel pro classes provide a perfect outlet for a driver like Dave Weitzenhof, whose passion for racing knows no bounds

WORDS Steve Nickless | IMAGES Jeff Walrich

It's "F2000" now here in North America and still Ford powered, but it can trace its history back more than 50 years to a single-seater class called "Formula Ford" that, for nearly two decades, was the first step for any young driver with pro racing ambitions. Here in the U.S. through most of those five decades, one driver has served as a benchmark and an inspiration for all who would challenge him on the racetracks he knows best. Indeed, three generations of drivers have risen through the ranks since 1973 when '72 SCCA Formula Vee National Champion Dave Weitzenhof first worked a deal with racer and machinist Steve Lathrop and retiring North Carolina-based Vee builder Ed Zink to acquire a then-unproven new chassis and stepped into the fast-growing FF

class. Weitzenhof has been a frontrunner in FF and its 2-liter progeny ever since.

Zink came late to the FF party as a manufacturer, but its chassis proved to be some of the most enduring. Much of the firm's success can be laid at Weitzenhof's feet, his Z10, Z16, and Citation claiming four National Championship Runoffs championships and six AFFA Pro Ford titles in the late 1970s and early '80s.

Weitzenhof stepped up to 2-liter Ford power in 1988, remaining ever-faithful to Lathrop's Indiana-based Citation Engineering and engine-builder Sandy Shamlin's Quicksilver; and kept on winning, adding several dozen more National wins and two Formula Continental Runoffs wins to his already enduring legacy over the next 20 years.

Fast forward another 20 years and Weitzenhof, now age 78, is scrambling to finish assembling the new front suspension on his 27-year-old Citation 95SFZ in time for the April 1 SCCA Pro Racing-sanctioned FRP F2000 Championship Series opener at Carolina Motorsport Park, set to embark on his 12th season in Formula Race Promotions' popular 2-liter pro series.

A full-time Firestone/Bridgestone engineer approaching retirement, Weitzenhof's transition from Club to pro racing in 2009-'10 was typically methodical: "The Runoffs was still a good race, but all the races you had to do to get to it weren't fun [for me] anymore," Weitzenhof admits.

With 30-plus-car fields when he first put a toe in the FRP F2000 waters in 2010, debuting at VIRginia International Raceway in



RACE ON

Dave Weitzenhof has found a home in the SCCA Pro Racing-sanctioned FRP F2000 Championship Series (LEFT), even landing on a Covid-friendly podium during the 2020 season (BELOW).



2010, Weitzenhof immediately felt at home. He has always done all of his own prep, so competing against all the youngsters and a dozen ultra-professional teams made for a challenge engineer-slash-driver Weitzenhof relished - and continues to enjoy.

"I think [Steve Lathrop] is out of making whole cars, but he's still got a lot of ideas and he's still drawing cars," says Weitzenhof. "I'm running right with whatever the latest cars are now because that [Citation] chassis is so good - the design was so good back when it was first made. I mean, my car's not suffering for anything right now, as far as technology goes.

"Back in the late 1980s, moving up from FF1600, I guess the biggest difference was just the effect of downforce," Weitzenhof remembers. "Nothing else was much

different - 25 to 30 more horsepower; the car was a little heavier and you had wings. There really wasn't a great deal of difference in what you have to do to drive it. The thing was just getting used to the aerodynamics: We don't have enough power to run a lot of wing. Basically, it's just a tuning tool for high-speed corners - and, of course, it affects braking."

Weitzenhof did not dominate in the FRP series the way he had in SCCA's FF and FC classes, nor did he expect to. Although he has several podiums, he has yet to win a pro F2000 race, and his best finish in the championship was fourth in 2016 (which he matched in 2020).

A serious crash at Watkins Glen took him out for the balance of the 2018 season and most of 2019: "The wreck shortened the front end a little bit; we had to replace some of the front-end frame. I had a broken tibial plateau, [but] actually I healed up a lot faster than the car got done.

"I spent a good part of 2019 driving the 320 miles one-way back and forth to Citation, to work on the car every week. We - Steve [Lathrop] and I - consulted on exactly what we wanted to do to the car. We kept bouncing ideas off of each other, and that's really a useful thing: We came up with ideas together that are better than either one of us would have done by ourselves."

Although the quality remains high in FRP's various series, notably F1600 where many young American and Canadian drivers are transitioning from karting and otherwise getting their "big car" starts, the field sizes in F2000 are smaller than 10 years ago. "Everybody is trying to correct that, though, and the talk now is that there are a lot of cars sitting around in garages not being run," Weitzenhof says. "We just need to get people back out."

The FRP's F2000 Classic class is designed specifically to accommodate SCCA National

FC cars with Pinto engines, and for the same opportunity Weitzenhof enjoys of single-class races, all FF, FC, and FA racers should consider adding SCCA Pro Racing FRP F1600, F2000, or Atlantic races to their schedules.

Speaking of which, Weitzenhof is truly enthused about the eight-weekend, 16-race schedule FRP's Bob Wright and team have assembled for 2021: "I've never been to Carolina Motorsport Park or Barber or Autobahn," he notes. "Barber looks to be a bit tight and twisty - pretty darn technical. That may or may not be good for me because it takes me longer to learn a track than it used to," he says with a smile.

"Pittsburgh - I haven't been to Pittsburgh International Race Complex either, but I understand it's a pretty interesting track. And I really like Summit Point."

After more than 50 years, Weitzenhof's competitive juices still flow freely. Inducted - along with wife Sherrie - into the SCCA Hall of Fame in 2020, he remains passionate about the sport: "Once I got into it, I never wanted to leave it. I still don't," he says. "I still can wake up in the mornings looking forward to it. I don't look forward to working on stuff as much as I used to but racing - yeah! That definitely keeps my blood flowing." 🚦

2021 FORMULA RACE PROMOTIONS SCHEDULE

DATE	VENUE
April 1-3	Carolina Motorsport Park, S.C.
April 30-May 2	Mid-Ohio Sports Car Course, Ohio
May 21-23	Barber Motorsports Park, Ala.
June 18-20	Pittsburgh International Race Complex, Pa.
July 30-Aug. 1	Road America, Wis.
Aug. 20-22	Summit Point Motorsports Park, W. Va.
Sept. 10-12	Autobahn Country Club, Ill.
Oct. 15-17	Pittsburg International Race Complex, Pa.

AIMING HIGH

Between engineering studies, a budding career in racing, and an internship at Dallara, Max Grau is on track for success

WORDS James Heine | MAIN IMAGE Matthew Ortman

I first met Max Grau, 2020 Great River Region Road Racing Driver of the Year, at Road America back in September, when he and his dad, Tony, were wrenching for Milwaukee Region Porsche and FE2 driver Steve Grundahl. I had paused to say hello to Grundahl, and in the course of our conversation, he pointed to Max, who had just stepped out of a trailer, and said, "You really need to do a story about Max. He's really good."

To say Max - whose dad runs Competition One Racing, FE2's Central Division customer-service resource - delivered a first-rate 2020 season in FE2 is no overstatement: a first and fifth at the Mid-Ohio Hoosier Super Tour, with pole positions both days; a first and fourth at the Chicago Region June Sprints; a track record at Blackhawk Farms; and then a second at the National Championship Runoffs behind Texas Region racer (and August 2019 *SportsCar* First Gear profile) Liam Snyder.

All this is on top of equally successful years in 2018-'19, when he scored additional FE2 wins at the Mid-Ohio Hoosier Super Tour and Road America's CAT Majors and, in 2018, was named the Great River Region's Driver of the Year for the first time.

Even with COVID-19 disrupting everyone's plans, 2020 was still a solid year for him. "We weren't able to get out to the track as often we would

have liked," he says, "but when we did, we had a huge amount of success. Every weekend I believe I won either the Sunday or Saturday race, and we learned a ton about the car."

"I think it was just the beginning," he adds. "It feels like our momentum is building."

Grau describes the 2020 Runoffs at Road America as an intense experience, especially the race.

"It was insane from start to end," he admits. "There was never a time when I felt comfortable. I think it was the hardest I've ever driven, mentally speaking. It was the most focused I've ever been, the most concentrated, just because everything was riding on it for me. Afterwards, it felt amazing to finish a Runoffs. That was my thought crossing the finish line, 'I finished one.'"

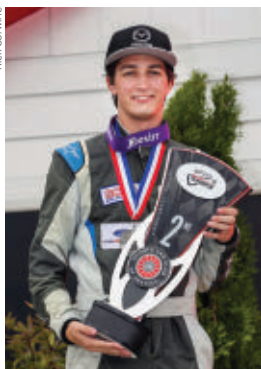
It's no surprise that the 21-year-old's career began in karting at age 10, in Germany, because his parents had moved to Europe for work. From there, after the family returned to the U.S., he advanced to Spec Racer Fords in 2015, qualifying

for the Runoffs in both 2016 and '17, with, shall we say, modest results (a pair of DNFs). In 2018, he switched from SRF3 to FE2.

"It was very different," he recalls. "When I first got in an FE2 car, it reminded me of go-karting. It reminded me more of karting than driving the Spec Racer Ford because there's



Rick Conville



Jay Benvaloir



INTENSITY

In 2020, Max Grau competed in his third National Championship Runoffs, although it was only his first Runoffs in FE2. The result? A nail-biting race (TOP RIGHT) led to an impressive second-place finish (ABOVE).

so much more feedback coming from the car - it's so much more reactive to everything you do. It was a big transition. We did a couple weekends where we ran both, and it was difficult to hit that mental switch between sessions."

As someone who's experienced competition in Germany, in karting, and in several SCCA road-racing classes, as well as in occasional forays into SCCA Solo, Max notes that one of the best things about SCCA racing is that it offers a great community and great competition.

"A lot of people we run with have been running the cars for more than a decade, and they're a great source of knowledge," he says about FE2.

So, what keeps Max busy these days, in addition to racing? Try school at Indiana University-Purdue University Indianapolis (IUPUI), where he is a double mechanical and motorsports engineering major, occasional coaching for other FE2 drivers, and work at Dallara in Indianapolis, where he has been interning since mid-2019.

Max works at Dallara "15-ish hours a week," which, he says, is about the maximum number of hours he can handle during a school term. During the summer, "I'm there full-time," he adds.

The internship, he says, is a great opportunity and a great addition to his classroom studies. "It's really beneficial to sit in a

"It was the most focused I've ever been... because everything was riding on it"

MAX GRAU

class for a while, learn about something, and then go to work a day later and use it," he says. "When I first started at Dallara, I was put in quality control. Mostly just basic stuff. After a while, I moved into the design office and I started working on small projects, random little drawings - parts-book stuff."

Over time he's begun working on actual design and been involved in some testing and other significant projects. "The past year or so we've been working on NASCAR Next Gen stuff pretty heavily," he explains.

"Even on a bad day, I still feel lucky to be there," Max says. "The people I work with are so open to questions, which I have a lot of. I learn so much. I can't overstate that."

As for his own future, Max says he will be back in FE2 this year, although a stab at the SCCA Pro Racing FR Americas or F4 U.S. series are a possibility if funding can be found. Ditto, he adds, for the Mazda MX-5 Cup.

And long term? "My plans are to build a career in motorsports. My path is currently heading toward engineering, but I am working hard to create some driving opportunities, and I am open to anything." 🍷

"ANALYZING" MAX

Veteran Milwaukee Region racer Steve Grundahl recalls he first met Max Grau when he rented a car from Competition One Racing for the June Sprints. Grundahl, the founder and president of Midwest Prototyping, recalls that Max offered to help with data analysis. "I was quickly impressed," Grundahl says.

His impression of Max: that he is confident but not cocky; fast, but serious about getting faster; knowledgeable, but wanting to learn; very analytical; polite, personable, and someone who could serve a sponsor well.

"Max grew up around cars," Grundahl notes. "He knows how to drive them well and also how to work on them, which, I think, is important, because it makes for a more mechanically sympathetic driver. I was impressed by his soft-spoken confidence and his eagerness to learn as well as teach. He was very giving of his time to analyze my data, and he offers valuable insights."

Max's background, combined with his current studies in engineering make him a future asset to any motorsport organization, Grundahl believes, no matter if his hands are on a steering wheel, a laptop, or a toolbox. "He should be comfortable in any of those settings," Grundahl says.



WORKING THE FRONT LINE

Central Division workers Steve Dunkmann in Emergency Services and Dan Soiney in Pit & Grid claim 2020 Worker of the Year Awards | WORDS Jim Kearney | MAIN IMAGE Courtesy Steve Dunkmann

Steve Dunkmann didn't join the SCCA to see the world, but it sure worked out that way. He grew up a certified gearhead, he explains, as his dad was a machinist. "My dad taught me to love everything about mechanisms and I loved cars from the get-go," he explains. "Working at Tech [during SCCA road races] was a natural place for me to start when I connected with the Club. As a Boy Scout, I loved camping, so I could afford to go to the races."

In 1986, he was employed in the Chicago area and a co-worker suggested they take in the IndyCar race at Road America. Steve was hooked and joined the SCCA the next

year. The first year he attended five races; the following year that number rose to 18, and that's the pace he's kept up since. "At some point, every worker thinks, wait, I could be home on my sofa having a beer instead of dealing with the long days and the weather. But the rewards of being part of the racing show and making great friends that last a lifetime more than make up for the effort. Everyone in the Club is part of a big family."

As much as he loved working Tech, after about five years he began working corners. "At Tech I got to talk with the drivers and the crews and get up close and personal

with the race cars, but I never got to see them on track," he recalls.

Flagging was a different kind of focus and he enjoyed being close to the action. He liked that he could see the drivers' eyes and closely observe their strategic attempts to pass.

Steve says he's addicted to the 24 Hours of Daytona where he works the Bus Stop. How strong is the pull? In the last 30 years, he has missed the event only four times. In addition to Daytona, he has worked corners at F1 races at Indy and Montreal and he has even worked Le Mans five times.

Fifteen years ago, his Region needed help on the Emergency Services truck. "I figured hell, if I could run toward a fire in a tee shirt and jeans, I could do that in a Nomex suit," he laughs. He has nothing but good things to say about his colleagues. "As kids we all pretend to be heroes, but I get to work alongside these firefighters and paramedics who are actual heroes. They will stand up and put their lives on the line to help others. It is a very impressive group of folks."

The goal of Emergency Services is to be safe, have fun, and help the show go on. Steve says some of the job is pure grunt work like putting down oil dry and sweeping the track clean. But when the call goes out for their help, they are trained to perform under pressure. If there is a fire, it likely isn't a small fire because if that were the case, the corner workers would have handled it.

Steve hasn't raced - yet - but that may soon change. Through the years he's logged plenty of time on the track during various track days, and also instructed. He recently acquired a Baby Grand that had been owned by a dear friend and fellow worker

MADE FOR IT
(ABOVE) Steve Dunkmann's SCCA journey began in Tech, but he soon found himself with a flag in his hand. Fifteen years ago, that changed once more when he began working Emergency Services.

Mark "Pastor Mark" Amenda who recently passed away. This spring, Steve intends to show up at the Driver's School at Blackhawk Farms as a student rather than as a worker.

If Steve is at the track, it's usually as a volunteer - something that was recognized at the 2020 National Championship Runoffs when he was presented with the Emergency Services Worker of the Year award. Yet this year, he'll be back in the role of spectator since he won the drawing among the 2020 SCCA Workers of the Year for an all-expense-paid trip to the 2021 Mobil 1 Twelve Hours of Sebring courtesy of Mazda.

DAN SOINEY WALKS THE WALK

Dan Soiney walks in his father's footsteps, and his son steps in to his. Dan grew up in the sleepy little town of Sheboygan, Wis., just a short drive from Road America. A friend of his grandfather's worked fire and rescue at the SCCA Club races at Road America. In 1977, when he was just 11, a friend of his father took him to Road America to see Peter Gethin win the Can-Am race in the first year of the single-seat format. Did he like it? "Like it? It was the greatest thing I'd ever seen," Dan exclaims.

His folks took him to the track often after that and, by 1979, they were themselves working the grid; the family tradition had begun.

"I had free run of the place when my folks worked the grid," he says. "I would help drivers work on their car and just do anything I could to be of some assistance. I was in heaven.

"Back then you couldn't work grid, or anywhere else, until you were old enough to join the Club, which

I did in 1986," he says, adding that he immediately went to the grid and never looked back. "I really like the people I work with and I get to meet a lot of interesting people both at the Club and the pro level."

Dan says they know that drivers have a lot on their minds when they come to the grid. "I didn't drive a lot, but I worked on a friend's ITA car and he let me race it a few times," Dan says. "From that experience, I know that the driver can feel overwhelmed as they go to the grid."

The grid worker's goal is to get drivers situated in an organized manner. "We aim to be calm, non-adversarial, and helpful. In the 34 years that I've been working grid, I can count on one hand the number of drivers who have gotten angry with me. We set a tone - we are all members of the same Club." Dan says every driver is different. "Some like to chat and are full of small talk. Others are quiet and have that death stare look."

He says a good grid worker must be able to think on their feet, have a good eye for details, and be sufficiently fit to be on their feet all day. "It can actually get quite physical. For example, at Road America, the grid is super long and is on a hill," he points out. "You are going back and forth for the entire event. This is especially so if we are short on workers."

The weather can also throw a severe curve ball. "When it's hot, I pay a lot of attention to how everyone is holding up," Dan notes. It also helps to be situationally aware. "We always tell workers not to turn their back on a car if you're on the asphalt."

Dan says that one thing drivers can do to help grid workers is to stay on top of the schedule. "It can be hard to hear



Courtesy Dan Soiney

the P.A. system and competitors are under pressure," he points out. "Find someone in the run group one or two slots before you and key off them."

All of Dan's hard work was recognized during the 2020 National Championship Runoffs when he was presented with the Pit & Grid Worker of the Year award. "I'm still shook up over receiving the Worker of the Year Award at Road America," he says. "It was a giant surprise to me and a great honor."

Through the years, Dan has found himself reflecting on his time at the track. "I remember thinking how as a young boy I thought I was going to have a career in racing," he says. "Initially, I felt some regret that it hadn't happened, but then I realized that I had a different kind of a career in racing and I was glad I could do what I do.

"My son, Casey, has now worked the grid with me for nine years and that makes me feel good. He's a third-generation grid worker." 🍎

LINED UP

(ABOVE) The racetrack has long been home for Dan Soiney. First his parents worked grid, with him joining their sides in 1986. Now his son works grid, too.

SPEC'ING

B-Spec (BELOW) and Formula Continental (RIGHT) are both moving to spec tires, with one goal being cost containment.

THE SEASON BEGINS

A new year brings not only solid entry counts, but also proposals for making SCCA Road Racing even better

WORDS Peter Keane, Chairman, Club Racing Board | MAIN IMAGE Dave Green



Jay Bonvillian



The 2021 Summit Racing Equipment SCCA Road Racing season is underway with ample racers in attendance at the January U.S. Majors Tour at Homestead-Miami Speedway, Auto Club Speedway, and MSR Cresson, with the Hoosier Super Tour at Sebring International Raceway also boasting healthy fields. But while SCCA members are at the track doing what racers do, the new season has brought about a few changes to the Club Racing Board - from new CRB members to new proposals, so let's dive in.

MEMBERS AND LIAISONS

Tom Start has joined the CRB to assist with the American Sedan, B-Spec, and Touring committees. Meanwhile, Dayle Frame was elected to the National SCCA Board of Directors to represent Area 4, Great Lakes Division, and will be sitting in on CRB calls as the BoD liaison. I'd like to welcome both Dayle and Tom to the show.

Beyond that, the entire CRB would like to thank Marcus Merideth for all of his hard work during his tenure on the National Board of Directors as the CRB liaison.

Returning to the CRB for 2021 are David Arken (FSPAC, GCR, AS), Tony Ave (GT, AS), David Daughtery (AS, B-Spec, ST), Jim Goughary (GT, ST), Paula Hawthorne (B-Spec, GCR), Sam Henry (SM, Prod), John LaRue (FSRAC, GCR), Shelly Pritchett (secretary), and myself, Peter Keane (chairman). The CRB additional BoD liaisons are Bob Dowie and Chris Albin.

As a member of Area 3 (Southeast Division), I would like to thank the outgoing chairman of the National Board of Directors, Lee Hill, for all of his hard work and personal guidance as I took on the role of the CRB chairman. Lee was always a telephone call away, and he constantly supported the CRB's goals. I would also like to congratulate Lyn Hodges Watts for being elected as the new Area 3 Board of Directors member.

SPEC TIRES AND MORE

The Board of Directors has approved the CRB's proposals for spec tires in B-Spec and Formula Continental, both intended to rein in costs and increase competitiveness.

The B-Spec Hankook Z214 tire has an implementation date of March 1, 2021. The more recently approved Formula Continental spec tire, meanwhile, will take effect May 1, 2021.

Diving deeper into the FC proposal, the spec Hoosier tire features a compound that has seen great success in F2000 pro racing, FF, and FE is being offered to SCCA competitors for \$730 per set, a price which will save the majority of racers 27 to 34 percent. The initiative, which arose out of a coalition of FC competitors from Regional, Majors, Super Tour, and both pro series - as well as the proprietors of both pro series - was intended to provide a competitive and durable tire for all. The rule will further limit the number of tires permitted for use during an SCCA weekend, providing additional savings to class participants.

Formula Continental is also celebrating its 35th anniversary in 2021, and the FC community is targeting 35 entries for the 2021 National Championship Runoffs at Indianapolis Motor Speedway. With a commitment of 24 entries to date, the class is well on its way to achieving that goal. To that end, check out the FC Racing Group page on Facebook, dust off your FC and join the fun.

There are several other CRB Road Racing proposals in the works to improve participation in existing classes, including American Sedan, Touring 1, and various formula classes. The CRB would like to encourage members to submit ideas for improving the SCCA Road Racing program to crbscca.com. With member input, SCCA can continue to be the premier road racing sanctioning body in North America. 📍

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**BUT FIRST...**

We came here to autocross – but first we need to get there (LEFT). Yet towing needn't be worrisome with the correct tools (BELOW).



Paul Brown

READY TO ROCK...ALMOST

Autocross is fun, but for those towing to events, getting there can sometimes be half the battle | WORDS Paul Brown | MAIN IMAGE Perry Bennett

By the time your eyes behold these words, Tire Rack National Solo competition will already be upon us. Barring the unforeseen, a Tire Rack ProSolo will have taken place in Florida and competitors will probably be pulling out of South Georgia Motorsports Park following a Tire Rack Champ Tour. Meanwhile, others will be mounting tires in preparation for the forthcoming zMAX Dragway ProSolo and GrandSport Speedway Champ Tour. But everyone is loading their gear and cars, for those who will be towing, let's talk safety.

It's an understatement to say that towing is hard on equipment. Even if we don't exceed the weight rating of a given part, that part may eventually fail. Add rust into the equation and it seems surprising we don't see more disasters on the road to autocross events.

There are a number of ways to reduce stress on parts. A trailer that is reasonably level is a good start – modern torsion springs are only happy when they are in their relaxed range, which most trailer builders will set up to be when the trailer is level.

A ball mount sporting excessive drop

or rise introduces a large lever, and some vehicle manufacturers even go so far as to include limitations on drops or rises in their tow ratings. Beyond the tongue, a trailer that frequently drags its front or rear on the ground can break things immediately as well as introduce additional fatigue to critical parts.

Speaking of fatigue, if all of the parts are rated to tow 5,000lbs, a 5,000lb trailer will still cause some of those parts to crack and fail eventually. From a practical standpoint, what does that mean to racers? It means we need to regularly check our equipment. At a minimum, thoroughly check all tow-related components annually.

As Captain Obvious would say, high-quality parts that are properly installed will tend to have fewer problems – this, however, is something that's easy to forget when you're parts shopping and you see the price tag. Captain Obvious might also note that when it comes to towing, overkill doesn't hurt. If all of your equipment is rated at 10,000-12,000lbs, chances are it will last forever towing a 5,000lb trailer.

Since the receiver height in a tow vehicle and the coupler height of a trailer are pretty much nonadjustable, the ball mount and ball are how we set things up, so the vehicle and trailer are properly aligned. Ball mounts are available in a variety of fixed heights, and for those needing a variety of different setups to allow for different trailers, there are adjustable ball mounts. In my case, I need a ball mount with about a zero drop, which it turns out is an odd arrangement. Fortunately, there are hitch balls with different heights available.

Over the years, I've acquired quite a variety of hitch balls, and now have a standard ball, one with a one-inch extension, and one with a two-inch extension. Installing the two-inch version on a ball mount with a two-inch drop will be the equivalent of a zero-drop ball mount. Flipping the two-inch-drop ball mount over would give about a half-inch rise with the standard ball, which is only a half-inch higher than what I'm after.

Realistically, a half-inch difference is splitting hairs if you're talking 40-foot RVs and 20-foot car trailers – which I happen to be. The long overhang on the RV often results in the rear of the trailer dragging the ground when entering and leaving parking lots, which was far less of a problem when I towed with a pickup (and for those with fifth-wheel trailers, dragging the nose isn't an issue). I do recommend bogey wheels on the back of any car trailer, just to eliminate damage.

So, let's review: Use good quality towing equipment, pick the right equipment for the application (which in towing means appropriate weight ratings), and use the correct ball height. After that, install everything correctly. Topping that off with regular inspections throughout the season will hopefully mean 2021 will be free of any travel adventures, and we can all get together at the next Champ Tour or ProSolo and do what we all came here to do. 🍷



SOUTHEAST DIVISION SCCA

would like to recognize and
congratulate all our
2020 award winners and our competitors



SERVICE AWARDS



John Reuter Award, presented annually to a member who has significantly contributed to the Division: Lee Hill, CFR



SEDiv Race Worker of the Year for outstanding service for the year: Joyce Bakels, CFR



Robert W. Clark Award presented for dedication and longtime service in more than one area: Paul Gauzens, ATL



Jacques Holland Award presented to one who treats their fellow SCCA member as family: Ted Johns, DIX



Bryan Webb Award presented to a SEDiv Steward who has consistently shown the standards of service, dedication, and fairness: Robert Mayes, SCR



Directors Award for that "something" extra: Sam Fouse, NCR

True Sportsman Award: Jose de Miguel, GPR

SCCA Tech Worker of the Year: Bill Etherington, CFR



COMPETITION AWARDS

Rookie Regional Drive of the Year: Elizer Torres, GPR

Regional Driver of the Year: Jacek Mucha, FLA



Rookie Divisional Driver of the Year: Simon Sikes, ATL

SEDiv Driver of the Year for all Series: Danny Steyn, FLA



Divisional Driver of the Year: Preston Pardus, CFR

Jim Fitzgerald Award for best winning drive at the SIC: Jorge Ortiz, GPR

SCCA President's Cup: Preston Pardus, CFR

SCCA Jim Fitzgerald Award: Simon Sikes, ATL

SEDiv ENDURANCE CHAMPIONSHIP SERIES

1st ITA: Roger Fugett, ATL

1st SM: Joe Tobin, BUC

1st SRF3: Bob Gardner, BUC

2020 RUNOFFS/NATIONAL CHAMPIONS FROM SEDIV

F500: Clint McMahan, MGA; **FF**: Simon Sikes, ATL;

GT1: Tony Ave, CCR; **GTL**: Peter Shadowen, FLA;

SM: Preston Pardus, CFR; **STU**: Paul Azan, FLA

THANK YOU TO OUR SEDIV REGIONAL EXECUTIVES FOR THEIR LEADERSHIP IN 2020

Alabama Region: Rodney Hardiman

Atlanta Region: Bob Hudson

Blue Ridge Region: Rob Leslie

Buccaneer Region: Don Johnson

Central Carolinas Region: Brian Gause

Central Florida Region: Steve Mullen

Chattanooga Region: Alex Uchida

Dixie Region: Chris Yearwood

East Tennessee Region: Jeff Cox

Florida Region: Bob Ricker

Gulf Coast Region: Romesh Canekaratne

Middle Georgia Region: Christopher Almon

North Carolina Region: Anna Crissman

Old Dominion Region: Mark Sanetrik

Puerto Rico Region: Jose de Miguel

South Carolina Region: Shellie McKee

Tennessee Region: Hayden Pirrera

Tennessee Valley Region: Mark Rothermel

Wiregrass Region: Rodney McClood

SEDiv OFFICERS & ADMINISTRATORS

Area 12 Director: Steve Strickland

Area 3 Director: Lee Hill

Executive Steward: Ken Blackburn

Secretary: Jan Coleman Mitchell

Treasurer: Kay Roberts

Deputy Exec Steward Assign/supps

Area 12: Robert Mayes; **Area 3**: Herb Shipp

Deputy Exec Steward Development

Area 12: Rick Mitchell; **Area 3**: Leyland Miller

Safety Administrator: Steve Gaudling

Driver Licensing-Area 3 & 12: Toni Creighton

SARRC Administrator: Jim Creighton

SARRC Series Pointskeeper: Tom Lyttle

ECR Administrator: Carol Cone

Webmaster: Scott Dobler

T&S Divisional Administrator

Area 12: Anna Crissman; **Area 3**: David Williams

F&C Divisional Administrator

Area 12: Don Drennon; **Area 3**: Joyce Bakels

Race Control Divisional Administrator: Mike Finn

Grid & Pits Divisional Administrator

Area 12: Peter Horansky; **Area 3**: Scott Lucas

Tech Divisional Administrator

Area 3: Fred Clark; **Area 12**: Toni Creighton

Starters Divisional Administrator: Larry Kurkowski

Registrar Divisional Administrator

Area 3: Lori Vitagliano; **Area 12**: Betsy Speed

Sound Control Divisional Administrator: Larry Buell

Scheduling: Sharon Rollow

Car Number Assignments: Jim Creighton

Driver Schools Area 12: Mike Havlick

Driver Schools Area 3: Andy Fox

Divisional Solo Development: Mark Pilson

Divisional Solo Steward: Dave Steger

Divisional Time Trials Administrator: Shane Findlan

Rally Cross Steward: Leon Drake

Divisional Road Rally Steward: Bob Ricker

COMPETITION SERIES AWARDS | South Atlantic Road Race (SARRC)

1st F500: George Bugg, TVR
1st AS: Gregg Ditzian, FLA
1st ASR: Jacek Mucha, FLA
1st B-Spec: Isaac Davila, CFR
1st EP: Michael Cooke, NCR
1st FA: Robin Bonanno, CFR
1st FC: Marc Stern, BUC
1st FE2: Alastair McEwan, NCR
1st FF: John Robinson II, CFR
1st FP: Michael Kamalian, ATL
1st FS: Jacek Mucha, FLA
1st FV: Bill Dennis, BUC
1st FX: Court Dows, ATL
1st GT1: Michael Seay, CFR
1st GT2: Danny Lowry, CCR
1st GT3: Richard Smith, FLA
1st GTA: Nio Fernandez, CFR
1st GTL: Mickey Thompson, CFR
1st HP: Charles Fulgraf, CHT
1st I77: John Morrison, FLA
1st ITA: Don Squirek, ATL
1st ITB: John Gray, ATL
1st ITC: Scott Larson, CFR
1st ITO: Andrew Wilkin, CFR
1st ITR: Mary Ronie, FLA
1st ITS: Ron Munnerlyn, NCR
1st P1: Christopher Ronson, BUC
1st P2: Craig Farr, FLA
1st PX: Jacek Mucha, FLA
1st SM: Charles-Dylan MacLutius, SCR
1st SMSE: James Friedhofer, FLA
1st SMT: Matthew Van Vurst, CFR
1st SPT: Wayne Cabaniss, SCR

1st SPU: Andrew Lott, FLA
1st SRF: Jose Rosado, CFR
1st SRF3: Alan Olson, CFR
1st STL: Eliezer Torres, CFR
1st STU: Jorge Ortiz, GPR
1st T1: Chip Bozeman, BUC
1st T3: Darryl Pritchett, CFR
1st T4: Steve Bertok, SCR
2nd B-Spec: James O'Hare, CFR
2nd EP: Yuri Collaz, FLA
2nd F500: George DeLong, ATL
2nd FA: Jacek Mucha, FLA
2nd FC: James Belay, ATL
2nd FE2: Bailey Monette, ATL
2nd FF: Roelof Blok, CFR
2nd FP: Kolin Aspegren, BUC
2nd FS: Peter Frost, ATL
2nd FV: Fred Clark, BUC
2nd FX: Sterling Hamilton, CCR
2nd ITA: Henry Gilbert, CFR
2nd GT2: Allen Rowland, NCR
2nd GT3: Bill McGavic, CFR
2nd GTA: Randy Walker, ATL
2nd HP: Jerry Wilcox, CFR
2nd I77: Martin Reiter, NCR
2nd I7A: Glen Vitale, FLA
2nd ITB: Bradley Ross, CCR
2nd ITC: Miki Moerwald, CFR
2nd ITO: Paul Troup, CFR
2nd ITR: Paul Ronie, CFR
2nd ITS: Barry Burgoon, CFR
2nd P1: Jon Douchis, FLA
2nd P2: Bryan Yates, NCR

2nd SM: Joseph Tobin, BUC
2nd SMSE: Fred Baker, CCR
2nd SMT: Trace Hance, CFR
2nd SPO: Randall Winters, ATL
2nd SPU: Ricky Sanders, ATL
2nd SRF: Adam Fetterman, ATL
2nd SRF3: Dana Webster, ATL
2nd STL: Charles Hines, NCR
2nd STU: Jeronimo Esteve, CFR
2nd T1: Bruce Nelson, CFR
2nd T3: Selin Rollan, FLA
2nd T4: Tom Hart, SCR

3rd FV: Mike Schiffer, CFR
3rd EP: Allan Pierce, CCR
3rd F500: George Fox, ATL
3rd FA: John Zuccarelli, FLA
3rd FC: Paul Douglas, ATL
3rd FE2: Eric Cruz, NCR
3rd FF: John Schimenti, CFR
3rd FP: Ben Glowka, NCR
3rd FX: Jeremy Fairbairn, FLA
3rd GT1: Adam Romito, WGR
3rd GT2: Craig Conway, CFR
3rd GTA: Michael Munley, CCR
3rd HP: David Kinsey, ATL
3rd I77: Alan Faver, ATL
3rd ITA: Ernest Taylor, FLA
3rd ITC: Alfonso Ruiz, FLA
3rd ITO: Jarrod Smith, CFR
3rd ITR: Ian Anderson, CFR
3rd ITS: Bruce Andersen, CFR
3rd P1: Garry Crook, GCR
3rd P2: William McAllister, FLA

3rd SM: Douglas Williams, CFR
3rd SMSE: Mike Tabernero, FLA
3rd SMT: Claude Senhoreti, FLA
3rd SPO: Robert Mills, CFR
3rd SPU: Jim Coman, ALA
3rd SRF: Will Hamel, FLA
3rd SRF3: Matthew Horst, ATL
3rd STL: Ken Haughwout, ATL
3rd STU: Benjamin Riguard, CFR
3rd T1: Dario Orlando, FLA
3rd T3: Graham Partain, CFR
3rd T4: Robert Spence, ATL

4th ITS: Matt Reppert, ATL
4th SM: Thomas Hart, SCR
4th SMT: Cory Collum, CFR
4th SRF3: Connor Roberts, ATL
4th STL: Matthew Van Vurst, CFR
4th STU: Carlos Ramirez, CFR

5th ITS: Gary Nettles, CFR
5th SM: Danny Steyn, FLA
5th SMT: Mical Fountain, CFR
5th SRF3: Bob Gardner, BUC
5th STL: Russ Snow, NCR
5th STU: Raymond Philibert, CFR

6th ITS: Harold West, CFR
6th SM: Konrad Czarczyk, FLA
6th SMT: Robert Sadowski, CFR
6th SRF3: Allen Massey, NCR
6th STL: Gonzalo Aponie, GPR
6th STU: Jose Ortiz, GPR

And finally, a big **THANK YOU** to Jack Abbott and the staff of Roebbing Road Raceway for all their help with our mid-year Majors/SARRC event and the SIC. In addition, a big **THANKS** to Richard and Kaye McCloy and all their family for the wonderful food at the Roebbing Road Concession. We couldn't do it without them.





SMILES ALL AROUND
(LEFT) Dean and Shanna Richardson had fun open-air rallying their Mazda Miata on The Last Lap RoadRally.

ON THE ROAD

With The Last Rally, Mark Johnson added another SCCA Region to the RoadRally Board's mission of welcoming more Regions to the RoadRally fold | **WORDS** Rick Beattie | **IMAGE** Mark Johnson

"More Regions" are the first words in the RoadRally Board's mission statement, and Mark Johnson's work to re-establish RoadRally in Georgia showed rally rules, types, and styles that attracted the newcomers there to join the sport and add that Region to the RoadRally program.

Johnson moved to Georgia in 2005. For the first few years, he continued to run events in the Northeast with Frank Beyer.

Somewhat typically, things got busy, the trips came farther apart, and he missed "the time on the road," he explains. With a Mini in the driveway, he wanted to rally again.

He asked Atlanta Region if he could start a RoadRally program. The Region leaders were fairly certain that there hadn't been an SCCA RoadRally program in that area in the previous 25 years. "The board was overwhelmingly supportive," he says, as evidenced when Rick Mitchell, the Regional Executive, obtained a RoadRally safety steward license and pre-checked their first event in the spring of 2017.

With a few clubs putting on different types of events, Johnson believed they could succeed writing one or two GTA events per year. "The GTA makes it easy to follow the course, give them some little puzzles to figure out and add a few timing elements to get them thinking about that."

He did succeed and typically produced a 25-car turnout, but they had to shelve the planned 2020 spring event as they didn't have a way to safely do waivers during the pandemic.

Then, Johnson says, "My work went crazy." It was already fall when he quickly wrote a mid-December event, "The Last Lap." As the final event for the Region that year, the title of "The Last Lap" fit well with a 100-mile course that finished 12 miles from the start.

The route was easy to follow, there were mileages to every turn, and references to signs whenever possible.

As a result of the short registration period and being near the holidays, the turnout was low. Teams met in a parking lot and self-started from there. All timing was dropped. Scoring based on answering questions was determined by submitting a Google form. But while questions dictated the scoring, sneaky little things in the generals did not go away, he says.

In writing this event, Johnson looked for "fun to drive roads...up against the North Georgia mountains," and sights such as the five racetracks of different types.

"Some of the questions are simple do-you-pass or how-many-of-these-do-you-see?" he says. Reading the generals

carefully, though, was important as not everything the competitor sees actually exists. There was also "a mini tulip or map section on this one," Johnson adds.

"I also learned that the DOT is very specific about the first squiggle in a 'Curves Ahead' sign," Johnson tells. There are two types of squiggle signs, one that from the bottom curves right and then left, while the other curves from the bottom left and then right.

Johnson explains that he "wants the competitors to drive away smiling" - something the rally team of Dean and Shanna Richardson undoubtedly did. They became SCCA members in 2010 and spent six years competing in autocross. They started RoadRallies in 2017 and he thought "I sucked at them." It didn't matter.

His reason for being there was to drive a car and have fun. To him, rallying was - and is - a great sport that can be run in any car. He has a Miata convertible that multiplies the good feeling of driving the event, and he likes to debate.

In response to the bonus question, "How many Speedways did you past today?" the answer was one, not five. Richardson had a great time discussing it without winning his claim.

He didn't care. They spent the day driving the Miata with the top down and smiling. 🍷

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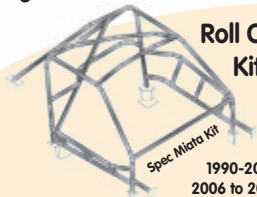
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Jul 9-10 Thompson Speedway Motorsports Park, Conn. (Friday/Saturday event)
Jul 17-18 New Jersey Motorsports Park-Thunderbolt, N.J.

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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.

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Apr 9-11 VIRginia International Raceway, Va. (tentative)
Jun 5-6 Charlotte Motor Spdwy, N.C.
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Jun 19-20 Summit Point Raceway/Washington DC

Jul 3-4 Watkins Glen International/Glen

Jul 24-25 Summit Point Raceway/Washington DC

Aug 7-8 New Hampshire Motor Speedway/New England

Aug 20-22 New Jersey Motorsports Park/South Jersey

Aug 21 Thompson Speedway/New England

Aug 28-29 Pittsburgh International Race Complex/Steel Cities

Sep 4-6 Summit Point Raceway/Washington DC

Sep 11-12 Palmer Motorsports Park/New England

Sep 25-26 Watkins Glen/Finger Lakes

Oct 1-2 Thompson Speedway/New England

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Mar 27-28 Carolina Motorsports Park/South Carolina

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Apr 24-25 Roebing Road/Buccaneer

Apr 30-May 2 # Daytona Int'l Raceway/Florida

May 8-9 VIRginia Int'l Raceway/North Carolina

May 15-16 #v Palm Beach Int'l Raceway/Florida

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Aug 21-22 v Palm Beach Int'l Raceway/Florida

Aug 28-29 Barber Motorsports Park/Alabama, Tennessee Valley

Sep 4-5 # Sebring Int'l Raceway/Central Florida

Sep 18-19 Homestead-Miami Speedway/Florida

Sep 25-26 #v Daytona Int'l Speedway/Central Florida

Oct 9-10 VIRginia Int'l Raceway/North Carolina

Oct 22-23 v Sebring Int'l Raceway/Central Florida

Oct 23-24 Roebing Road/Southeast Div

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

May 14-16 GingerMan Raceway/Detroit

May 29-30 Waterford Hills/Detroit

Jun 11-13 Nelson Ledges Road Course/Neohio

Jun 19-20 Grattan Raceway/Western Michigan

Jul 10-11 Nelson Ledges/Neohio

Jul 23-25 CRE Gingerman Raceway/South Bend

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

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

Jun 26-27 Blackhawk Farms Raceway/Milwaukee

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

Aug 21-22 Road America/Chicago

Aug 28-29 Brainerd Int'l Raceway/Land O' Lakes

Oct 9-10 Blackhawk Farms Raceway/Chicago

Oct 23-24 Autobahn Circuit/Joliet/Chicago

MIDWEST midiv.org

Jul 10-11 Heartland Motorsports Park/KVRG

Jul 24-25 Hallett Motor Racing Circuit/Ark Valley Race Group

Aug 6-8 World Wide Technology Raceway/St. Louis

▲ SUPER RACING

The Hoosier Super Tour heads to the historic VIRginia International Raceway circuit on April 9-11.

SOUTHWEST 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

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

Mar 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

CALENDAR KEY

All dates/events subject to change

= Enduro

CR = Course Rally

CT = Club Trial

HC = Hill Climb

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.

**OFFICERS**

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Vice Chairman **STEVE STRICKLAND**

Secretary **ARNIE COLEMAN**

Treasurer **K.J. CHRISTOPHER**

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Main: (785) 357-7222

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www.scca.com

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Vice President & Chief Operations Officer

ERIC PRILL

Director of Road Racing

DEANNA FLANAGAN

Senior Director, Marketing &

Experiential Programs

HEYWARD WAGNER

Director of Region Development

CHRIS ROBBINS

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(540) 798-7037; sstrickland@scca.com

Area 13: **JEFF ZURSCHMEIDE**

(503) 330-3010; jzurschmeide@scca.com

SCCA HAPPENINGS

SOUTHERN PACIFIC

Sep 11-12 Buttonwillow Raceway Park/Cal Club

Nov 13-14 Buttonwillow Raceway Park/Cal Club

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

REGION DRIVER'S SCHOOLS

NORTHEAST 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

SOUTHEAST sedivrac.com

Jun 19-20 Homestead-Miami Speedway/Florida

CENTRAL cendiv-scca.org

Apr 16-18 Blackhawk Farms Raceway/Milwaukee

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

allenberggracingschools.com

AMG Driving Academy

(888) 604-1766 amgacademy.com

Bertil Roos Racing School

(800) 511-7606 racenow.com

BIR Performance Driving School

(866) 511-7606 birperformance.com

Bob Bondurant School

(800) 842-7223 bondurant.com

Lucas Oil School of Racing

(561) 200-7223 lucasraceschool.com

MSR Houston

(281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Porsche Track Experience USA

(888) 204-7474 porschedriving.com

Sears Point Racing Experience

(800) 733-0345 searspointtracing.com

Skip Barber Racing School

(866) 932-1949 skipbarber.com

Spring Mountain Advanced Driving School

(800) 391-6891 springmountainmotorsports.com

NOVICE PERMIT / SCHOOL

AND EVENT CREDIT

Allen Berg Racing School

(888) 722-3220

allenberggracingschools.com

Bertil Roos Racing School

(800) 722-3669 racenow.com

allenberggracingschools.com

BMW of North America

(888) 345-4269

bmwperformancecenter.com

Bob Bondurant School

(800) 842-7223 bondurant.com

Kaizen Autosport Racing School

(919) 741-7151 kaizenautosport.com

LevelUp Racing School

(920) 838-6612

levelupracingschool.com

Lime Rock Driver's Club

(860) 435-5000 limerockclub.com

Lucas Oil School of Racing

(561) 200-7223 lucasraceschool.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Primal Racing School

(770) 573-1010 primal.racing



D.E. Bader

SCCA ROAD RACING

WHAT U.S. Majors Tour

WHEN May 1-2, 2021

WHERE Buttonwillow, Calif.

Western Conference racing heats up mid-season with a U.S. Majors Tour weekend at Buttonwillow Raceway Park.

Pro Drive Racing School

(503) 285-4449 prodrive.net

Proformance Racing School

(253) 630-5130

proformanceracingschool.com

Sears Point Racing Experience

(800) 733-0345 searspointtracing.com

Skip Barber Racing School

(866) 932-1949 skipbarber.com

Team Stradale

(815) 727-7234 teamstradale.com

NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School

(888) 722-3220

allenberggracingschools.com

Danny McKeever's Fast Lane Racing School

(888) 948-4888 raceschool.com

EXR - Exotics Racing Series

(702) 802-5662 exrseries.com

Pro Drive Racing School

(503) 285-4449 prodrive.net

Spring Mountain Advanced Driving School

(800) 391-6891

springmountainmotorsports.com

Thompson Speedway Motorsports Park

(877) 226-7223 theracingschool.com

Waterford Hills Road Racing Inc.

(248) 623-0070 waterfordhills.com

TIME TRIALS, TRACK EVENTS,

CLUB RACING EXPERIENCE,

& HILL CLIMBS

NORTHEAST nediv.org

Mar 27-28 TT/Instructor Clinic Summit

Point Raceway/Washington DC

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 4-5 TT Summit Point Raceway/

Steel Cities

Sep 18 TT Thompson Speedway/New

England

Oct 16 TS Bader Field/South Jersey

SOUTHEAST sedivrac.com

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

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

May 15-16 TT NCM Motorsports Park/Kentucky

May 21 TE Mid-Ohio Sports Car Course/Ohio Valley

May 29-30 TT Nelson Ledges Road Course/Neohio

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

CENTRAL cendiv-scca.org

May 7 TE/TA Autobahn Circuit Joliet/Chicago

May 28 TE/TA Autobahn Circuit Joliet/Chicago

Jun 12 TE/TA Autobahn Circuit Joliet/Chicago

Jun 28 TE/TA Blackhawk Farms Raceway/Chicago

Jul 24 TE/TA Autobahn Circuit Joliet/Chicago

Aug 28 TE/TA Autobahn Circuit Joliet/Chicago

Sep 17 TE/TA Autobahn Circuit Joliet/Chicago

MIDWEST midiv.org

Apr 13 PDE World Wide Technology Raceway/St. Louis

May 11 PDE World Wide Technology Raceway/St. Louis

Jun 8 PDE World Wide Technology Raceway/St. Louis

Jul 13 PDE World Wide Technology Raceway/St. Louis

Aug 10 PDE World Wide Technology Raceway/St. Louis

Sep 14 PDE World Wide Technology Raceway/St. Louis

Oct 12 PDE World Wide Technology Raceway/St. Louis

ROCKY MOUNTAIN 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 norpac-scca.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

Apr 16-18 HC Clifton, Ariz./Arizona

Apr 24-25 TE Chuckwalla Valley Raceway/San Diego

May 29-30 TE Chuckwalla Valley Raceway/San Diego

Sep 11-12 TE Buttonwillow Raceway Park/Cal Club

Oct 23-24 TE Buttonwillow Raceway Park/Cal Club

Nov 13-14 TE Buttonwillow Raceway Park/Cal Club

▼ TIME TRIALS NATIONAL TOUR

The Time Trials National Tour swings west for an April 10-11 stop at

Buttonwillow Raceway Park, sharing the weekend with Global Time Attack.



D.E. Bader

TIME TRIALS NATIONAL TOUR

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 23-25 Ridge Motorsports Park, Wash.

Nov 6-7 Michelin Raceway Road Atlanta, Ga. (tentative)

TRACK NIGHT IN AMERICA

Atlanta Motorsports Park, Ga. Apr 21, May 19, Jun 16, Jul 14, Aug 11, Sep 15

Auto Club Speedway, Calif. Apr 3, May 15, Sep 25, Nov 13

Blackhawk Farms Raceway, Ill. Apr 28, Jun 2, Jul 7, Aug 10, Sep 1

Buttonwillow Raceway Park, Calif. April 9

Carolina Motorsports Park, S.C. Apr 7, May 12, Sep 1, Oct 6

Charlotte Motor Speedway, N.C. Apr 15, Jun 3, Jul 1, Sep 24

Dakota County Technical College, Minn. May 7, Jun 18, Jul 9, Jul 21, Aug 18, Sep 24

Daytona Int'l Speedway, Fla Apr 30, Aug 6

Dominion Raceway, Va. Apr 15, May 13, Jun 17, Aug 12, Sep 16

Eagles Canyon Raceway, Texas Apr 13, Jun 15, Oct 12

GingerMan Raceway, Mich. May 13, Jun 17, Jul 16, Aug 12, Sep 16

Harris Hill Raceway, Texas Apr 14, May 12, Jun 16, Sep 15, Oct 13

Heartland Motorsports Park, Kan. Apr 22, May 14, Jun 17, Jul 9, Aug 19, Sep 14, Oct 14

High Plains Raceway, Colo. Jun 23

Lime Rock Park, Conn. May 26, Jun 9, Sep 20, Sep 21

Memphis International Raceway, Tenn. Mar 30, Apr 27, May 18, Jun 22, Sep 21, Nov 6

Michelin Raceway Road Atlanta, Ga. Jun 22, Jul 23

MotorSport Ranch, Texas May 11, Sep 14

Nelson Ledges Road Course, Ohio May 5, Jun 2, Jul 20, Aug 17

New Hampshire Motor Speedway, N.H. May 13, Aug 5

New Jersey Motorsports Park, N.J. Apr 28, May 19, Jun 22, Jul 14, Aug 25, Sep 22

NOLA Motorsports Park, La. Apr 8, Oct 21

Palm Beach International Raceway, Fla. Mar 30, Apr 20, May 11, Jun 22, Aug 24, Oct 26

Palmer Motorsports Park, Mass.

Jun 30, Jul 21, Sep 9

Pikes Peak International Raceway, Colo. May 18, Jul 28, Sep 21

Pittsburgh International Race Complex, Pa. Apr 27, May 20, Jun 24, Jul 6, Aug 3, Aug 27, Sep 9, Sep 23

Pocono Raceway, Pa. Apr 20, May 11, Jun 8, Jul 27, Aug 17, Sep 13

Portland International Raceway, Ore. Apr 16, May 7, Jun 25, Aug 6

Ridge Motorsports Park, Wash. Apr 29, May 20, Jun 16, Jul 13, Aug 11, Sep 21

Sebring International Raceway, Fla. Jun 3, Oct 7

Thompson Speedway Motorsports Park, Conn. Apr 22, May 6, Jun 1, Jun 24, Jul 13, Jul 29, Aug 16, Aug 31, Sep 16, Oct 5

Thunderhill Raceway Park, Calif.

Apr 8, May 13, Jun 17, Aug 26, Sep 23
Virginia International Raceway, Va. May 19

STREET SURVIVAL SCHOOLS

2021 schedule pending

SOLO**TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR**

Mar 26-28 Grandsport Speedway, Texas

Apr 9-11 Las Vegas Motor Speedway, N.V.

Apr 30-May 2 Crows Landing, Calif.

May 29-31 Lincoln Airpark, Neb.

Jun 4-6 Grissom Aeroplex, Ind.

Jun 18-20 Seneca Army Depot, N.Y.

Jul 2-4 Bristol Motor Speedway, Tenn.

Jul 9-11 Hampton Mills, Wash.

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 7-10 Lincoln Airpark, Neb.

TIRE RACK® SCCA PROSOLO

Mar 18-20 zMAX Dragway, N.C.

Apr 16-18 Crows Landing, Calif.

Apr 23-25 Auto Club Speedway, Calif.

May 14-16 Heartland Motorsports Park, Kan.

May 27-29 Lincoln Airpark, Neb.

Jun 30-Jul 2 Bristol Motor Speedway, Tenn.

Jul 16-18 Hampton Mills, Wash.

Jul 30-Aug 1 Oscoda-Wurtsmith Airport, Mich.

Sep 3-5 Lincoln Airpark, Neb.

CAM CHALLENGE

Apr 16-18 Crows Landing, Calif.

Apr 23-25 Auto Club Speedway, Calif.

May 14-16 Heartland Motorsports Park, Kan.

Jun 30-Jul 2 Bristol Motor Speedway, Tenn.

Aug 6-8 Grissom Aeroplex, Ind.

STARTING LINE SCHOOLS

2021 schedule pending

REGIONAL**NORTHEAST nediv.org**

Mar 27 New Meadowlands Sports Complex/Northern New Jersey

Mar 28 Summit Point Raceway/Washington DC

Apr 3 Pittsburgh Int'l Race Complex/South Jersey

Apr 9 Watkins Glen International/Glen

Apr 11 Bader Field/South Jersey

Apr 18 Greensburg-Jeannette Regional Airport/Allegheny Highlands

Apr 18 Summit Point Raceway/Washington DC

Apr 24-25 Centre County Public Safety Center/Central Pennsylvania

Apr 25 Pittsburgh Int'l Race Complex/South Jersey

Apr 25 Bader Field/South Jersey

May 1 Greensburg-Jeannette Regional Airport/Allegheny Highlands

May 2 Summit Point Raceway/Washington DC

May 15-16 Oswego County Airport/Central New York

May 16 Bader Field/South Jersey

May 22-23 Greensburg-Jeannette Regional Airport/Allegheny Highlands

May 23 Summit Point Raceway/Washington DC

May 30 Pittsburgh Int'l Race Complex/Steel Cities

Jun 5-6 Oswego County Airport/Central New York

Jun 12-13 Pittsburgh Race Complex/Steel Cities

Jun 13 Summit Point Raceway/Washington DC

Jun 13 Bader Field/South Jersey

Jun 27 Greensburg-Jeannette Regional Airport/Allegheny Highlands

Jul 11 Bader Field/South Jersey

Jul 11 Summit Point Raceway/Washington DC

Jul 31-Aug 1 Bader Field/South Jersey

Aug 1 Greensburg-Jeannette Regional Airport/Allegheny Highlands

Aug 1 Summit Point Raceway/Washington DC

Aug 7 Pittsburgh Int'l Race Complex/Steel Cities

Aug 15 Summit Point Raceway/Washington DC

Aug 22 Greensburg-Jeannette Regional Airport/Allegheny Highlands

Aug 28-29 Pittsburgh Int'l Race Complex/Steel Cities

Aug 29 Centre County Public Safety Center/Central Pennsylvania

Aug 29 Bader Field/South Jersey

Sep 19 Greensburg-Jeannette Regional Airport/Allegheny Highlands

Sep 19 Centre County Public Safety Center/Central Pennsylvania

Sep 26 Pittsburgh Int'l Race Complex/Steel Cities

Sep 26 Bader Field/South Jersey

Oct 3 Pittsburgh Int'l Race Complex/Steel Cities

Oct 9-10 Mid-State Regional Airport/Central Pennsylvania

Oct 17 Greensburg-Jeannette Regional Airport/Allegheny Highlands

Oct 17 Bader Field/South Jersey

Nov 7 Bader Field/South Jersey

SOUTHEAST sediv racing.com

Mar 27 Salem Civic Center/Blue Ridge

Mar 27-28 Pingo Airfield/Old Dominion

Mar 28 Dade County High School/Chattanooga

Apr 10 Florida International Rally and Motorsport Park/Buccaneer

Apr 17-18 Atlanta Motor Speedway/Atlanta

Apr 18 Dade County High School/Chattanooga

May 1-2 Atlanta Motor Speedway/Atlanta

May 15 Fernandina Beach Municipal Airport/Buccaneer

May 16 Dade County High School/Chattanooga

May 22-23 Atlanta Motor Speedway/Atlanta

May 29 Darlington Raceway/South Carolina

Jun 6 Dade County High School/Chattanooga

Jun 12-13 Atlanta Motor Speedway/Atlanta

Jun 13 Fernandina Beach Municipal Airport/Buccaneer

Jun 27 Dade County High School/Chattanooga

Jul 17 Darlington Raceway/South Carolina

Jul 18 Dade County High School/Chattanooga

Aug 21 Fernandina Beach Municipal Airport/Buccaneer

Aug 21-22 Atlanta Motor Speedway/Atlanta

Sep 12 Fernandina Beach Municipal Airport/Buccaneer

Sep 18-19 Atlanta Motor Speedway/Atlanta

Sep 26 Darlington Raceway/South Carolina

Oct 9 Fernandina Beach Municipal Airport/Buccaneer

Oct 23-24 Atlanta Motor Speedway/Atlanta

Nov 6 Florida International Rally and Motorsport Park/Buccaneer

Nov 13-14 Atlanta Motor Speedway/Atlanta

JASON HAY

**PROSOLO**

WHAT ProSolo National Series

WHEN April 23-25, 2021

WHERE Fontana, Calif.

The Tire Rack ProSolo National Series stops at Auto Club Speedway in April for a thrilling round of head-to-head action.

CENTRAL cendiv-scca.org

Apr 25 Iowa National Guard/Great River

May 29-30 Iowa National Guard/Great River

Jun 12 TaxSlayer Center/Great River

Jun 26 Iowa National Guard/Great River

Jul 11 Iowa National Guard/Great River

Jul 25 Iowa National Guard/Great River

Aug 22 TaxSlayer Center/Great River

Sep 4 Iowa National Guard/Great River

Sep 18 TaxSlayer Center/Great River

Oct 10 Iowa National Guard/Great River

GREAT LAKES greatlakes-scca.org

Apr 25 Michigan Int'l Speedway/Detroit

Apr 25 Walesboro Cummins Test Site/Columbus Sports Car Club

May 1-2 Purdue Fort Wayne/Fort Wayne

May 2 Grissom Aeroplex/Indianapolis

May 14-16 Mid-American Air center/Southern Indiana

May 15-16 Grissom Aeroplex/Indianapolis

May 23 Walesboro Cummins Test Site/Columbus Sports Car Club

Jun 5-6 Grissom Aeroplex/Indianapolis

Jun 12-13 Mid-American Air center/Southern Indiana

Jun 13 Walesboro Cummins Test Site/Columbus Sports Car Club

Jun 26-27 Mid-American Air center/Southern Indiana

Jul 10 Indiana State Fairgrounds/Indianapolis

Jul 11 Walesboro Cummins Test Site/Columbus Sports Car Club

Jul 11 Mid-American Air center/Southern Indiana

Jul 24-25 Grissom Aeroplex/Indianapolis

Aug 1 Walesboro Cummins Test Site/Columbus Sports Car Club

Aug 15 Walesboro Cummins Test Site/Columbus Sports Car Club

Aug 22 Mid-American Air center/Southern Indiana

Aug 28-29 Grissom Aeroplex/Indianapolis

Aug 29 Walesboro Cummins Test Site/Columbus Sports Car Club

Sep 12 Indiana State Fairgrounds/Indianapolis

Sep 18-19 Walesboro Cummins Test Site/Columbus Sports Car Club

Sep 19 Mid-American Air center/Southern Indiana

Oct 3 Mid-American Air center/Southern Indiana

Oct 9-10 Grissom Aeroplex/Indianapolis

Oct 10 Mid-American Air center/Southern Indiana

Oct 24 Walesboro Cummins Test Site/Columbus Sports Car Club

Nov 7 Walesboro Cummins Test Site/Columbus Sports Car Club

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

G. Caron	4/1/56	New England
Robert Hugill	4/9/56	Arizona

60-YEAR MEMBERS

Peter Schwartzott	4/1/61	W New York
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55-YEAR MEMBERS

Robert Chevako	3/1/66	Cen New York
Alex Christopher	4/1/66	Reno
Terry Colley	3/1/66	Houston
Don Crawford	4/1/66	Oregon
Syd Demovsky	4/1/66	Chicago
Glenn Grossklags	3/1/66	Chicago
Brian Haupt	4/1/66	Kansas City
Adrian Ketchum	4/1/66	Glen
Joyce Ladd	3/1/66	W New York
Arthur Mollin	3/1/66	New York
Kent Phelps	4/1/66	Colorado
Joseph Salvatore	4/1/66	N New Jersey
Michael Turner	4/1/66	Cen Florida
Neil Wiernicki	3/1/66	Glen

50-YEAR MEMBERS

Craig Coleman	3/1/71	N New Jersey
Mark Davison	4/1/71	Detroit
Mary Jane Fernandez	3/13/71	Chicago
Karen Frieder	4/1/71	W New York
Eloise Ittner	4/1/71	Atlanta
Michael Jennings	3/1/71	South Bend
Mark Miller	3/1/71	Cincinnati
Terry Myr	4/1/71	Detroit
Lawrence Osolkowski	4/1/71	W New York
Andre Quetel	3/1/71	New England
Fred Richardson	4/1/71	Oklahoma
Henry Rozeboom	3/1/71	San Francisco
Stephen Shelton	3/1/71	Florida
Trudy Sutton	3/1/71	Chicago

45-YEAR MEMBERS

James Arthurs Jr.	4/1/76	Detroit
John Boldt	4/1/76	Chicago
Raleigh Boreen	4/1/76	Indianapolis
Velma Boreen	4/1/76	Indianapolis
Paul Chrt	4/1/76	Northwest
David Collins	4/1/76	San Francisco
Stevan Davis	3/1/76	Atlanta
Rick Dittman	4/1/76	Chicago
Elizabeth Esquire	3/1/76	W Michigan
Richard Fleming	3/1/76	Des Moines Villy
Joseph Graham	4/1/76	New York
Terrance Hefty	3/1/76	Colorado
Roger Jobs	4/1/76	Northwest
Jinx Jordan	4/1/76	New England
James Labre	4/1/76	Milwaukee
Timothy O'Donoghue	3/1/76	Cen Carolinas
Greg Pene	3/1/76	Cal Club
Mike Plotz	3/1/76	Iowa
William Pritchard	3/1/76	Western Ohio
Steven Raymond	3/1/76	San Francisco
Daniel Robson	3/1/76	North Carolina
Suzanne Royce	3/1/76	Detroit
Patricia Saviet	3/1/76	New England
Philip Schilke	4/1/76	Detroit
Frank Shober	3/1/76	Buccaneer
Richard Smith	4/1/76	Chicago
Alan Steinmetz	3/1/76	Cen Florida
Jim Thompson	4/1/76	Tennessee
Brian Utt	4/1/76	Milwaukee
David Welsh	3/1/76	Cen Florida
James Wright	3/1/76	St Louis

40-YEAR MEMBERS

Curt Bennett	3/1/81	NE Pennsylvania
Gregory Block	4/1/81	Houston
Lee Casebeer	3/1/81	Oregon
Tim Claucherty	4/1/81	Detroit
Victoria Clegg	3/1/81	Kansas
Cliff Cook	3/1/81	Indianapolis
Bob Crow	4/1/81	Houston
Howard Duncan	4/1/81	Cen Florida
Linda Duncan	4/1/81	Cen Florida
Richard Gleason	4/1/81	New England
John Grall	4/1/81	Milwaukee
Rodger Grantham	3/1/81	Ozark Mountain
Deborah Gregg	3/1/81	Colorado
William Haneline	4/1/81	Cal Club
Roy Herring	4/1/81	Atlanta
JoAnne Jensen	3/1/81	Chicago

Marcia Keane	3/1/81	San Francisco
Wayne Leuthold	4/1/81	South Bend
Dorn Lynch	4/1/81	Chicago
Diane Lyons	3/1/81	New England
James Madsen	4/1/81	Arizona
Thomas McCaughey	4/1/81	Cen Florida
David Ratliff	4/1/81	Cen Kentucky
Sue Rupp	4/1/81	Ohio Valley
Samuel Ryan	4/1/81	NE Pennsylvania
Calvin Sanders Jr.	3/1/81	Washington DC
Christian Schneider	4/1/81	N New Jersey
James Shanks	3/1/81	North Carolina
Allan Sockol	3/1/81	N New Jersey
Gary Soiney	4/1/81	Milwaukee
Jane Soiney	4/1/81	Milwaukee
Michael Stegeman	4/1/81	Chicago
Marc Stern	4/1/81	Buccaneer
David Walter	3/1/81	Susquehanna
Sally Walter	3/1/81	Susquehanna
Stanley Wantland	4/1/81	Washington DC

35-YEAR MEMBERS

Susan Addison	3/7/86	Oklahoma
Peter Allen	4/14/86	Chicago
Scott Bettinger	3/6/86	Wichita
Robert Black	4/22/86	New England
Christopher Bovis	4/22/86	Chicago
Wayne Boyd	3/13/86	Atlanta
Michael Bridges	3/6/86	San Francisco
Henry Brillingier	3/6/86	Susquehanna
Larry Brown	4/9/86	Ohio Valley
Carol Campbell	3/3/86	Mohawk Hudson
George Carpenter	3/31/86	Ohio Valley
Brian Chmielewski	3/31/86	Cal Club
Eugene Clark	4/14/86	Detroit
Liz Conrad	4/10/86	San Francisco
Rob Conrad	4/10/86	San Francisco
Ian Cook	3/6/86	San Francisco
Stewart Coomer	3/7/86	Kentucky
Geoffrey Craig	3/5/86	Susquehanna
Edward Cronin	3/11/86	Cal Club
H. Crumay	3/31/86	Susquehanna
Linda Davis	3/13/86	Atlanta
Dan Davis	4/22/86	San Francisco
Desmond Davis	4/22/86	Oregon
Margaret Davis	4/22/86	Oregon
Chris Doyle	3/1/86	Colorado
John Duffy	4/24/86	Atlanta
Bob Endicott	3/31/86	Cal Club
Clarke Farrar	3/7/86	Cal Club
Ronald Ferris	4/9/86	St Louis
Jay Frye	3/6/86	South Jersey
Candace Gerber	3/21/86	Nebraska
Jan Gerber	3/14/86	Nebraska
Paula Gibeault	4/7/86	Cal Club
W. Giles	4/14/86	Detroit
John Gingery	3/17/86	Mahoning Valley
Mike Henderson	3/31/86	Cal Club
David Hobbs	4/14/86	Milwaukee
Brett Hope	3/7/86	San Francisco
Thomas Horan	3/11/86	Atlanta
Steven Introne	4/9/86	New England
Michael Jackson	3/17/86	Florida
Jean Jaslow	3/4/86	Finger Lakes
Steven Kammeyer	4/28/86	Indianapolis
Don Keeth	4/21/86	New England
Jerry Kerwin	3/31/86	Finger Lakes
Mark Kilpatrick	3/12/86	Blue Mountain
Tony Koufos	3/4/86	Indiana NW
W. Kowalewski-Barrera	3/31/86	Chicago
Bob Krantz	4/9/86	Houston
James Lambert	4/21/86	Neohio
Jon Leavy	3/20/86	Florida
John Lewis	3/31/86	Chicago
Dan Livezey	3/31/86	Cal Club
Jeffrey Lucas	3/11/86	Washington DC
John Masters	4/9/86	New England
John Mayer	4/21/86	S New York
James McAlpin	4/25/86	Oregon
James McBride	4/22/86	Finger Lakes
Mike McCarthy	4/23/86	Cal Club
Daniel McNally	4/24/86	Steel Cities
James Morgan	3/4/86	Florida
Gary Murph	3/13/86	Cal Club
Frank Murphy	3/7/86	Indianapolis
Matt Murray	3/20/86	N New Jersey
Frederick Oates	4/8/86	San Francisco
Cheryl Opperman	4/9/86	Chicago

Phillip Osborne	3/7/86	Texas
Gary Peterson	4/23/86	Cal Club
Wesley Pluta	4/24/86	Finger Lakes
Stephen Pulvers	4/22/86	South Jersey
Scott Rader	3/14/86	Lone Star
Bob Rapparlre	3/20/86	Ohio Valley
Douglas Replogle	3/5/86	Neohio
M Revis-Wagner	4/14/86	South Carolina
Andrew Rhodes	4/22/86	Cen Florida
Rick Ricker	3/6/86	New England
Scott Schad	3/4/86	W Michigan
Kathleen Silva	4/21/86	Cal Club
Kenneth Silva	4/21/86	Cal Club
George Skelton Jr.	4/22/86	Cen Florida
George Smith	3/31/86	San Francisco
Gerard Stevens	3/4/86	New England
Marianne Stevens	3/4/86	New England
Robert Stream	3/31/86	Des Moines Villy
Richard Sun	3/19/86	Mississippi
M Thompson	3/20/86	Rio Grande
Pete Towell	4/16/86	Cen Florida
David Valliere	4/16/86	New England
William Wah	3/20/86	Florida
Richard Walke	3/14/86	Chicago
Allen Ward	4/16/86	New England
James Wilmot	3/7/86	Northwest
Beth Wolfe	3/11/86	Atlanta
Dennis Wolfe	3/11/86	Atlanta
Robert Woodhouse	3/17/86	Texas
Raymond Worden	3/6/86	Gulf Coast
Karen Workman	4/21/86	Ohio Valley

30-YEAR MEMBERS

Karen Abrahamson	3/26/91	Chicago
Douglas Alvis	4/29/91	San Francisco
Kevin Anderson	3/19/91	Cal Club
Stephen Barth	3/11/91	Detroit
Leonard Basaj	3/7/91	W Michigan
Barbara Bell	3/12/91	N New Jersey
David Bennett	3/12/91	Kansas City
Joseph Bertolucci	4/30/91	Chicago
Tom Blackwood	4/23/91	Ozark Mountain
Vince Bly	3/11/91	Washington DC
William Bradley	4/12/91	Colorado
Sean Breese	4/10/91	San Francisco
Phil Bresnahan Jr.	4/10/91	Chicago
David Caswell	3/12/91	Colorado
Sheri Chaney	3/12/91	Cen Carolinas
Eric Coppock	4/25/91	NW Ohio
Eddie Danecki	3/13/91	Chicago
Paul Dethier	3/25/91	New England
Aaron Ellis	3/12/91	Land O'Lakes
Neal Euler	4/30/91	Oregon
Michael Forst	4/11/91	Washington DC
Katherine Freund	3/21/91	Land O'Lakes
Doug Garrison	4/22/91	Mohawk Hudson
Don Gettinger	4/9/91	Land O'Lakes
Kim Graff	4/10/91	Mohawk Hudson
Yvonne Harris	4/30/91	Houston
Thomas Hartman	3/7/91	Susquehanna
Joseph Hartsell Sr.	3/28/91	Cen Carolinas
Chris Helgeson	3/15/91	Washington DC
Paula Hildock	3/7/91	Cen Florida
Paul Hoecke	3/26/91	North Carolina
Leslie Huffaker	4/29/91	San Francisco
Brian Hustung	4/30/91	Cal Club
Arthur Hyde	4/30/91	Detroit
Kathy Ignatowski	4/30/91	New England
Robert Janeck	4/15/91	San Diego
Rodney Joffe	4/30/91	Washington DC
Chang Kim	4/9/91	New England
JD King	3/15/91	South Jersey
Thomas Klimas	3/12/91	Cont'l Divide
Ross Knoblauch	3/25/91	Washington DC
Denise Kugler	3/26/91	Philadelphia
Erik Laprade	3/20/91	Kansas City
Jerold Larson	4/26/91	Cen Florida
Sally Larson	4/26/91	Cen Florida
Philip Lower	4/29/91	Detroit
Bill Martin	3/25/91	Las Vegas
Marisa McCusker	4/30/91	New York
Mark McDonough	4/30/91	New England
Dan McMahan	4/26/91	Middle Georgia
Blake Montgomery	4/8/91	Cen Carolinas
Helen Perry	3/28/91	Reno
John Perry	3/28/91	Reno
Nancy Pratt	4/29/91	Des Moines Villy
Kurt Przybysz	4/23/91	South Bend

Greg Randall	3/21/91	Rio Grande
Kyle Ritter	4/10/91	Kansas City
Albert Sauerland Jr.	3/19/91	Cen Carolinas
J Simaras	3/21/91	Milwaukee
Mark Sipe	3/19/91	Texas
Jeffrey Swanberg	3/18/91	Blackhawk Villy
Mike Thomas	3/7/91	Arctic Alaska
John Thomas	4/30/91	Cen Florida
John Uftring	4/9/91	North Carolina
Lois Van Vleet	4/30/91	Land O' Lakes
Kerry Washay	3/26/91	New England
Allison Welty	4/22/91	Mohawk Hudson
Lynda Wendling	3/18/91	N New Jersey
Carolyn White	4/9/91	Cen Carolinas
Nathan White	4/30/91	Cen Carolinas
Timothy White	4/9/91	Nebraska
Sean Yahn	4/25/91	Milwaukee
Robert Zatz	3/13/91	Atlanta

25-YEAR MEMBERS

Deborah Armstrong	4/16/96	Detroit
Cherie Banner	4/2/96	Milwaukee
Stephen Barber	4/2/96	Washington DC
Richard Beattie Jr	4/11/96	Steel Cities
Robert Beierlein	3/19/96	Mohawk Hudson
Cornelia Bell	4/29/96	San Francisco
Richard Bolt	4/23/96	W Michigan
Robert Borgo Jr	3/19/96	Steel Cities
Mariellyn Bowser	3/27/96	Iowa
David Britt	3/6/96	SW Louisiana
Su Brude	4/2/96	Texas
Bernard Bupp Jr.	3/13/96	Florida
Jordan Bupp	3/13/96	Florida
Kathy Bupp	3/13/96	Florida
Glen Burger	4/9/96	N New Jersey
Steve Cassell	4/10/96	Oregon
Eric Clements	3/19/96	Cal Club
Clayton Condrey	4/22/96	North Carolina
Meichelle Connolly	4/22/96	Steel Cities
Eric Daniels	4/29/96	North Carolina
Helmut Derra	4/18/96	Kansas City
Carolyn Dornburg	4/9/96	S Indiana
Paul Dornburg	4/9/96	S Indiana
Linda Edwards	3/19/96	Indianapolis
Scott Fraser	3/18/96	San Francisco
Debra Garrison	4/8/96	Mohawk Hudson
Brianne Green	4/18/96	Northwest
Sean Green	4/18/96	Northwest
Brian Haynes	3/26/96	Rio Grande
Ann Hickey	4/24/96	Colorado
James Hooker	3/19/96	Cen Florida
Steve Hudson	4/2/96	Lone Star
Eric Hyman	4/25/96	Lone Star
Dorothy Jefferies	3/20/96	Cen Florida
Michael Jefferies	3/20/96	Cen Florida
Reid Johnson	4/23/96	Land O'Lakes
Thomas Kay Jr.	3/19/96	Cont'l Divide
Michael Kennedy	3/6/96	Cen Florida
David Kentala	3/26/96	Northwest
Dave Kincaid	3/20/96	Arctic Alaska
Randy Kuster	3/26/96	Glen
Russell Lorts Jr.	3/18/96	Cal Club
Daniel MacDonald	4/22/96	Neohio
Tony Manatt	3/19/96	Iowa
Brian Mangan	4/29/96	Florida
David McLean	4/2/96	Neohio
Chris Miller	3/27/96	Des Moines Villy
Glenn Miller	3/13/96	Cen Florida
Robert Moran	3/26/96	Detroit
Keith Pfautz	4/23/96	NE Oklahoma
Marc Porschke	4/11/96	NW Ohio
Lawrence Pulliam	4/16/96	Atlanta
Anthony Ruddy	4/10/96	New England
Steve Saney	3/7/96	Florida
Devin Schmacker	3/19/96	Des Moines Villy
Les Schober	4/3/96	NW Ohio
Jeff Schuessler	3/20/96	Milwaukee
Douglas Shippert	4/2/96	Blackhawk Villy
Robert Stephan	3/19/96	San Francisco
Shane Swick	4/22/96	Neohio
Thomas Turner	4/2/96	San Francisco
Louise Valliere	4/22/96	New England
Jason Vehige	4/23/96	S West Virginia
David Warren	3/26/96	Ohio Valley
Steve Waters	4/16/96	Atlanta
Melina Wicht	3/19/96	Cen Florida
Richard Worden	3/6/96	Detroit

MIDWEST midiv.org

Apr 10-11 Stuttgart Municipal Airport/
Arkansas
Apr 10-11 St. Columbus Air Force Base/
Mississippi
Apr 11 St. Charles Family Arena/St. Louis
May 2 St. Charles Family Arena/St. Louis
Jun 5-6 Columbus Air Force Base/
Mississippi
Jun 13 St. Charles Family Arena/St. Louis
Jun 26-27 St. Charles Family Arena/
St. Louis
Jul 11 St. Charles Family Arena/St. Louis
Aug 7-8 Columbus Air Force Base/
Mississippi
Aug 15 St. Charles Family Arena/St. Louis
Sep 26 St. Charles Family Arena/St. Louis
Oct 2-3 Columbus Air Force Base/
Mississippi
Oct 24 St. Charles Family Arena/St. Louis

SOUTHWEST sowdivscca.org

Mar 28 Lamar Dixon Expo Center/South
Texas Border
Apr 10-11 Waldron Naval Air Field/South
Texas Border
Apr 18 Burton Coliseum/Southwest
Louisiana
May 16 Burton Coliseum/Southwest
Louisiana
Apr 18 NOLA Motorsports Park/Delta
May 8 NOLA Motorsports Park/Delta
Jun 13 NOLA Motorsports Park/Delta
Jul 11 NOLA Motorsports Park/Delta

ROCKY MOUNTAIN coloradoscca.org

Mar 28 Legacy Event Center/Utah
Apr 25 Legacy Event Center/Utah
May 1-2 Colorado Air and Space Port/
Colorado
May 8-9 Rigby Middle School/Eastern
Idaho
May 16 Legacy Event Center/Utah
May 29-31 Rigby Middle School/Eastern
Idaho
Jun 6 Legacy Event Center/Utah
Jun 12-13 Bonneville High School/
Eastern Idaho
Jun 27 Legacy Event Center/Utah
Jul 3-4 Rigby Middle School/Eastern
Idaho
Jul 31-Aug 1 Rigby Middle School/
Eastern Idaho
Aug 14-15 Bonneville High
School/Eastern Idaho

NORTHERN PACIFIC norpacscca.org

Mar 26-28 Fresno Fairgrounds/San
Francisco
Mar 27-28 Port of Shelton Inactive
Runway, Sanderson Field/Oregon
Apr 10-11 Bremerton National Airport
AKA Bremerton Raceway/Northwest
Apr 10-11 Rocky Mountain Twist/Big Sky
Apr 17-18 Expo Idaho/Snake River
Apr 17-18 Portland Int'l Raceway/Oregon
Apr 24-25 Fresno Fairgrounds/San
Francisco
Apr 30-May 2 Fresno Fairgrounds/San
Francisco
May 1-2 Expo Idaho/Snake River
May 15-16 Rocky Mountain Twist/Big Sky
May 15-16 Fresno Fairgrounds/San
Francisco
Jun 12-13 Rocky Mountain Emergency
Services Training Center/Big Sky
Jun 18-19 Fresno Fairgrounds/San
Francisco
Jul 17-18 Olf Kmart/Big Sky
Aug 14-15 Rocky Mountain Twist/Big Sky
Aug 20-21 Fresno Fairgrounds/San
Francisco
Sep 18-19 Rocky Mountain Twist/Big Sky
Sep 18-19 Portland Int'l Raceway/Oregon
Oct 9-10 Rocky Mountain Twist/Big Sky
Nov 12-14 Fresno Fairgrounds/
San Francisco

SOUTHERN PACIFIC

Mar 28 Police Pursuit Track at Maui
Motorsports Park/Hawaii
Apr 10 Arizona Motorsports Park/Arizona
Apr 25 Police Pursuit Track at Maui
Motorsports Park/Hawaii
May 30 Police Pursuit Track at Maui
Motorsports Park/Hawaii
Jun 27 Police Pursuit Track at Maui
Motorsports Park/Hawaii
Jul 25 Police Pursuit Track at Maui
Motorsports Park/Hawaii
Aug 22 Police Pursuit Track at Maui
Motorsports Park/Hawaii
Sep 26 Police Pursuit Track at Maui
Motorsports Park/Hawaii
Oct 24 Police Pursuit Track at
Maui Motorsports Park/Hawaii

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

ROADRALLY**NATIONAL/DIVISIONAL**

Jun 5 NC Country Inn and Suites,
Madison, Wis./Milwaukee
Jun 6 NT Country Inn and Suites,
Madison, Wis./Milwaukee
Jul 30-Aug 1 USRR, Wis./Land O' Lakes
Aug 7 NGTA Southington Drive In,
Plantsville, Conn./New England
Oct 23 NC/GTA Springhill Suites,
McKinney, Texas/Texas
Oct 24 NT Springhill Suites,
McKinney, Texas/Texas

More 2021 dates to be announced

REGIONAL/DIVISIONAL**NORTHEAST nediv.org**

Apr 9 Watkins Glen International/Glen
Apr 17 Northwood Commuter Let 8
Rochester Rd., Northwood, N.H./New
England
May 23 46 Subaru, Hackettstown, N.J./
Northern New Jersey
Jul 11 Front Royal, Va./Washington DC
Nov 11 RGTA Palmer Motorsports Park,
Ware, Mass./New England
Oct 16 RGTA Cape Cod Massachusetts,
Barnstable, Mass./New England

CENTRAL cendiv-scca.org

Apr 3 Paddy Ryan's, hudson, Wis./Land
O'Lakes
May 8 RT Maple Leaf Family Restaurant,
Cross Plains, Wis./Milwaukee
May 15 Blain's Farm Fleet, Roscoe, Ill./
Chicago
Jun 6 DC Country Inn and Suites,
Madison, Wis./Milwaukee

GREAT LAKES greatlakes-scca.org

Apr 10 Boreans, Westfield, Ind./
Indianapolis
Apr 17 RT Aubree's Pizzeria, South Lyon,
Mich./Detroit
Jun 5 Monte Logger's Depot, West
Branch, Mich./Detroit
Jul 25 Dairy Queen, Owensboro, Ky./
Southern Indiana
Aug 7 Comfort Inn, Chelsea, Mich./Detroit
Aug 8 Comfort Inn, Chelsea, Mich./Detroit
Sep 11 Qualify Inn, Saint Ignace, Mich./
Detroit
Oct 2 RT Ruckle's Pier, Clare, Mich/
Detroit
Nov 7 Windy Hollow Restaurant,
Owensboro, Ky./Southern Indiana
Nov 20 Captain Joe's Drill,
Whitmore Lake, Mich./Detroit

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

RALLYCROSS**DIRTFISH NATIONAL TOUR**

Apr 23-25 Near World Wide
Technology Raceway/St. Louis
Jun 12-13 Frazier Motorsports Park/
East Tennessee
Aug TBD Thunderhill Raceway Park/
San Francisco
Sep 3-5 Byron Motorsports
Park/Milwaukee

DIRTFISH NATIONAL C'SHIP

Oct 15-17 Ross County
Fairgrounds, Ohio

REGIONAL**NORTHEAST nediv.org**

Apr 17 Pennsylvania Farm Show Complex
& Expo Center/Susquehanna
May 15 Pennsylvania Farm Show Complex
& Expo Center/Susquehanna
Jun 26 Pennsylvania Farm Show
Complex & Expo Center/Susquehanna
Jul 10 Pennsylvania Farm Show Complex
& Expo Center/Susquehanna
Aug 21 Pennsylvania Farm Show Complex
& Expo Center/Susquehanna
Sep 25 Pennsylvania Farm Show Complex
& Expo Center/Susquehanna
Oct 23 Pennsylvania Farm Show
Complex & Expo Center/Susquehanna

SOUTHEAST sedivacing.com

Apr 18 HollyTree Off Road/Tennessee
Valley
May 15 HollyTree Off Road/Tennessee
Valley
May 22 St. Lucie County Fairgrounds/
Central Florida
Jun 26 Florida International Rally and
Motorsport Park/Central Florida
Jun 27 HollyTree Off Road/Tennessee
Valley
Jul 17 HollyTree Off Road/Tennessee
Valley
Jul 17 St. Lucie County Fairgrounds/
Central Florida
Aug 8 HollyTree Off Road/Tennessee
Valley
Aug 14 St. Lucie County Fairgrounds/
Central Florida
Sep 11 HollyTree Off Road/Tennessee
Valley
Sep 18 St. Lucie County Fairgrounds/
Central Florida
Oct 3 HollyTree Off Road/Tennessee Valley
Oct 9 Florida International Rally and
Motorsport Park/Central Florida
Oct 23 HollyTree Off Road/Tennessee
Valley
Nov 6 St. Lucie County Fairgrounds/
Central Florida
Nov 21 HollyTree Off Road/Tennessee
Valley
Dec 11 HollyTree Off Road/
Tennessee Valley

CENTRAL cendiv-scca.org

Apr 3-4 Byron Motorsports Park/
Milwaukee
Apr 11 Butler County Fairgrounds/Iowa
NE 13 Southern Iowa Speedway/Iowa
Jul 25 Butler County Fairgrounds
Aug 22 Southern Iowa Speedway/Iowa

MIDWEST midiv.org

Mar 28 Madison, Ill./St Louis
May 30 Madison, Ill./St Louis
Jun 27 Madison, Ill./St Louis
Oct 24 Madison, Ill./St Louis
Nov 13 Madison, Ill./St Louis

NORTHERN PACIFIC norpacscca.org

Mar 27 Big Lake/Arctic Alaska

SOUTHERN PACIFIC

Apr 17 Motoland Mx/Arizona Border

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

NEW PRODUCTS



CHAMPION DISC BRAKE WHEEL BEARING GREASE

The new Champion Disc Brake Wheel Bearing Grease is a robust, multi-purpose grease for a wide range of applications. Recommended for extended service in racing, heavy-duty, automotive, trucks, buses, farm tractors, construction equipment, high-temp wheel bearings, roller and ball bearings, electric motor bearings, throw-out bearings, universal joints, fifth wheels, and more. championbrands.com



ST CHALLENGER AND CHARGER ADJUSTABLE LOWERING SPRINGS

ST now offers adjustable lowering springs for 2011 and newer Dodge Chargers and Challengers not equipped with Monroe electronic dampers. As an alternative to standard lowering springs, ST suspensions has manufactured its spring set to allow for height adjustment even after the kit has been installed. The lowering springs improve steering behavior and agility while complementing the OE dampers. stsuspensions.com



FLOWMASTER TOYOTA TACOMA FLOWFX EXHAUST

The new Flowmaster FlowFX cat-back exhaust system for the 2016-'20 Toyota Tacoma 3.5L is manufactured using durable 409 stainless steel throughout and features 2.5-inch mandrel bent pipes for better exhaust gas flow, plus a FlowFX straight-through muffler for a great moderate sound level and maximum performance. The system is finished off with a 3.5-inch diameter black ceramic-coated 304S stainless steel tip. flowmastermufflers.com

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IOSSO METAL POLISH

Iosso Metal Polish cuts through oxidation, tarnish, surface rust, and water spots, making it ideal for stainless steel, chrome, aluminum, brass, copper, bronze, and even silver and gold. Iosso also claims it's equally useful to clean painted surfaces, porcelain, plexiglass, and other hard plastics. The product also removes road tar and bluing on engine exhausts. iosso.com



SUMMIT RACING INCH-POUNDS TORQUE WRENCHES

Summit Racing Inch-Pounds Torque Wrenches are available in 1/4-inch and 3/8-inch drives, featuring a click-style mechanism that measures torque from as low as 25 inch-pounds all the way up to 250 inch-pounds. Users can set the torque amount quickly thanks to the easy-to-read stamped scales on the slide collar and ball-bearing mounted handle. summitracing.com



DEI FORM-A-BARRIER

Form-A-Barrier is constructed of a high-temperature-rated foam material in between sheets of heat-reflective, thin-dimpled aluminum. Offered in 12x12-inch square sheets and new 12x24-inch rectangle sheets, Form-A-Barrier is resistant to most automotive lubricants and chemicals. Additionally, Form-A-Barrier is available in custom sizes up to 45x75 inches as a special order, making it a great solution for any size project. designengineering.com



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HAGERTY



PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

MY NEW NORMAL

It's easy for me to feel like I've not been doing my part over the course of the last year. True, I sit on the Board of Governors of my SCCA Region helping to oversee the Region's Club Racing program - I attend virtual meetings, offer feedback and ideas, and furiously clack away at the keyboard as the Region's secretary. But when I ran for the position in 2017, I did so as a road racer and - it pains me to admit - the last time I raced wheel-to-wheel was in 2019. Granted, that year resulted in some unbelievably spectacular wins (if I do say so myself) and a heck of an enduro battle I lost in the pits, but shortly thereafter, I ripped the racecar apart with the intention of returning in mid-2020 with a thoroughly freshened racecar that was faster than ever. Then 2020 happened.

A side effect of the pandemic and lockdown is that all of my spare time vanished. With multiple young kids suddenly housebound, when I wasn't working on the magazine, I was stopping children from quite literally bouncing off the walls. To that end, home projects - like constructing a backyard playground - took priority. And, through this, the racecar refresh remained in darkness.

"I'm counting the days until I have time to finish my racecar and slide behind the wheel once more"

Yet as this issue of *SportsCar* came together, I realized that while I'm not road racing, I'm also not as cut off from the Club as I thought - I'm simply involved in a capacity that I couldn't have foreseen two years ago.

I spent many of my weekday evenings from Jan. 23-Feb 19 attending the 2021 SCCA National Convention through the Whova app. While SCCA's virtual convention has since concluded, if you missed a session - and I missed more than I'd like - you can login to Whova via your phone or computer and view the sessions on demand.

Prior to the SCCA National Convention, I headed to an autocross to co-drive Guy Ankeny's XS-B Miata, which you'll find featured in this issue. Autocross is where I started in 1997, and while I don't dodge cones often enough, I discovered that with my spare time still at a premium, a half-day autocross would fit into my schedule with minimal shuffling. Hitting the road at 6 a.m., I strolled back into my house shortly after 1 p.m. with a smile on my face and half the day left to conquer.

On top of that, I'm about to head to the racetrack not to race, but to volunteer during the Friday and Saturday of a three-day Hoosier Super Tour weekend - working a race rather than competing affords a surprising amount of flexibility.

I'm counting the days until I have time to finish my racecar and slide behind the wheel once more. In fact, I've already circled a Regional race weekend date later this year on my 2021 *SportsCar* wall calendar as a completion goal. It is, indeed, a long haul between then and now with many late nights wrenching in my future, but I find I'm not in the same panic to finish the racecar that I was this time last year. Yes, I'm not participating in the way I'm used to, but this "new normal" is actually a blast. ☺

 twitter.com/sportscarmag

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FROM THE ARCHIVES

10 YEARS AGO...
MARCH 2011



- SCCA historian Peter Hylton spun yarns about SCCA's involvement in the 1950s Nassau Speed Weeks, the Grand Prix of Cuba, and more.
- Roger "The Real" Johnson revealed his secrets to great autocross course design.

25 YEARS AGO...
MARCH 1996



- Cal Club Region placed a full-page ad promoting the inaugural SCCA race at the freshly constructed Buttonwillow Raceway Park.
- Details regarding the 1996 ProSolo season were revealed, which included a \$55 entry fee.

50 YEARS AGO...
MARCH 1971



- SCCA National Convention coverage showed Clif Tufte, founder of Road America, being presented with the Woolf Barnato Award.
- The banquet also included a speech from one of the original Club members, Ted Robertson.

THE PRESSURE TO WIN



Digital Fill, Bleed & Read Gauge
Part # 360094 0-150 PSI



Digital Air Pressure Gauge
Part # 360045 0-99.99 PSI
Part # 360045-150 0-150 PSI



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DOT competition



PROXES R888R
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