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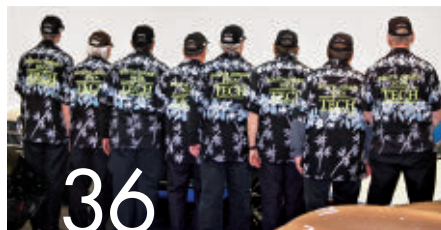


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MAY/JUNE 2021
VOL. 79 | ISSUE 3

SPORTS CAR CLUB OF AMERICA INC.

6620 SE DWIGHT ST.
TOPEKA, KS 66619
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• MON.-FRI., 8am to 5pm CENTRAL

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RACER Media & Marketing Inc
17030 Red Hill Avenue
Irvine, CA 92614
(949) 417-6700

Material submitted must be accompanied by stamped, self-addressed envelope. *SportsCar* assumes no responsibility for unsolicited material. No part of this magazine can be reproduced without permission.

POSTMASTER

Send address changes to:
SportsCar 6620 SE Dwight St.
Topeka, KS 66619

Periodical postage paid at Topeka, KS 66675-9651 and additional entry offices. Subscription is part of SCCA Regular, Associate and Corporate membership fee.

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(ISSN 0300-6387)
USPS #540410

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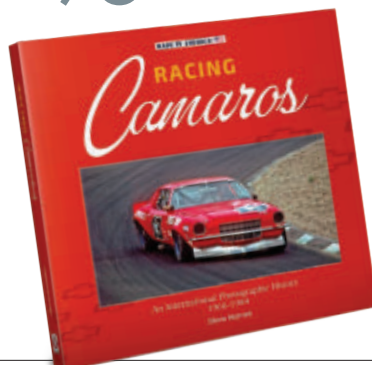
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SPORTSCAR

OFFICIAL PUBLICATION OF THE SPORTS CAR CLUB OF AMERICA

PRODUCED FOR THE SCCA BY:
RACER MEDIA & MARKETING, INC.

EDITOR Philip Royle

EDITOR-IN-CHIEF

Laurence Foster

ART DIRECTOR Ree Tucker

DESIGN CONSULTANT

Rob French

CONTRIBUTING EDITORS

Rick Beattie, Paul Brown,
Rocky Entriiken, Dyanne Gilliam,
James Heine, J. Michael Hemsley,
Jason Isley, Richard S. James,
Jim Kearney, David Muramoto,
Steve Nickless, Randy Pobst,
Tom Schultz, Jeff Zurschmeide

**CONTRIBUTING
PHOTOGRAPHERS**

D.E. Baer, Perry Bennett,
Jay Bonvouloir, Rupert Berrington,
Rick Corwine, George Dwinell,
Jeff Loewe, Barbara Protos,
John W. Wilmoth

PHOTOGRAPHER EMERITUS

Mark Weber

CEO & EXECUTIVE PUBLISHER

Paul Pfanner

COO & PUBLISHER Bill Sparks

EDITORIAL ADVISOR Jeff Zwart

VP/ASSOCIATE PUBLISHER

Bruce Kukuk

ADVERTISING DIRECTOR

Raelyn Stokes

GLOBAL SALES DIRECTOR

John Chambers

AD OPERATIONS Victor Uribe

ACCOUNTING MANAGER

Sandra Carboni-Alexander

PRE-PRESS Miguel Vega

PRINTING

LSC Communications, Pontiac, IL

EDITORIAL CONTRIBUTIONS

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**EDITORIAL/ADVERTISING
OFFICES**

Racer Media & Marketing, Inc.
17030 Red Hill Avenue,
Irvine, CA 92614
(949) 417-6700, fax (949) 417-6116
E-mail sportscar@racer.com
Toll-Free Advertising Line
(800) 722-7140
Outside USA (949) 417-6700

REPRINTS

Nick Iademarco at
niademarco@wrightsmedia.com

BACK ISSUES (949) 417-6700

SCCA MEMBER SERVICES

(800) 770-2055



RACER MEDIA &
MARKETING, INC.



MIKE COBB

PRESIDENT & CEO, SCCA INC.

ELEVATED SCCA EXPERIENCE!

On the cover of *SportsCar* this month is John Li, Solo Director for Detroit Region. John autocrosses, RallyCrosses, runs Time Trials, and drives in Road Rallies. He's owned a ton of cars through the years – from an NC Miata to a Morgan Plus 4 which he ran in SSM at a Tire Rack ProSolo just for fun. Like many of us, John has strong competitive DNA coursing through his enthusiast veins, but he also enjoys being among those who just like to – as we say – have #funwithcars.

There are many ways to participate in the SCCA experience and, given my role in the Club, I get to support many of them. Most recently, on a weekend when we had all kinds of SCCA Road Racing, Road Rally, Time Trials, RallyCross, and Solo events across

the country, I got the opportunity to participate in the inaugural Pine Mountain HillClimb event at Pine Mountain State Park, just south of Pineville, KY.

I'm a flatlander from Texas so I can't really speak with great experience about HillClimbs in a nuanced manner, but what I can tell you through an enthusiast's lens is that it was absolutely an *elevated SCCA experience*. From the police-escorted parade down to the town square on Friday night, to the worker and driver dinner outside at Pine Mountain State Resort on Saturday night – and all

the challenging twist-and-turn HillClimb action in between – it's certainly an experience that I will always remember. More importantly, based on the "smile meter" I saw on the faces of all involved (including the residents of Pineville), I believe it's one that they will remember as well.

On my drive back to Knoxville to return home, I was thinking through the core ingredients that made this event such a great experience, beyond the gorgeous views and great hospitality. I came up with the following:

Vision: The idea for this event came from two longtime SCCA members with a passion for the HillClimb experience: Heyward Wagner and Brad Gates. Not only did they conceive the original vision, but they recruited and collaborated with a team that could help bring the experience to life.

Team: That team included leaders from three SCCA Regions (East Tennessee, Central Carolina, and Blue Ridge Regions) as well as officials from Bell County, the Pine Mountain State Park and State Park Resort, and Erik Hubbard, the Director of Backroads of Appalachia – an organization focused on bringing economic development to the region.

Partners: It also helped that *Grassroots Motorsports* jumped on as the presenting sponsor for this inaugural event, in addition to the support from SCCA official partners Tire Rack, Sunoco, Hawk, and Hagerty. Moreover, Tim Suddard, publisher of *Grassroots* was on site and even took a few runs up the course himself.

Adding it all up, when you have a vision, surround it with a talented and aligned team of committed individuals, add in some great partners, a beautiful natural setting, and a group of enthusiasts who enjoy being among those who have #funwithcars – the result is one heck of an elevated SCCA experience! I, for one, want more of those. 🍷



Perry Bennett

GOING UP

The Pine
Mountain
HillClimb brought
Club members
from all sides
of the sport to
tackle the twisting
Kentucky road.

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VIRTUAL 2021 SCCA ANNUAL MEETING

The SCCA Annual Meeting took place virtually on April 24, 2021, due to COVID restrictions. Pre-audited financials were given, we showed a general state of the Club. Members are encouraged to log into my.scca.com and click the "Annual Meetings" link under the "My Learning" menu to view the entire meeting.



FULFILLED

The last time the SCCA Runoffs was hosted at Indianapolis Motor Speedway, every class saw packed fields as racers flocked to the historic circuit.

2021 INDY RUNOFFS SCHEDULE UNVEILED

The schedule for the 2021 National Championship Runoffs at Indianapolis Motor Speedway has been released, with the event featuring three days of qualifying and three days of racing from Tuesday, Sept. 28 through Sunday, Oct. 3.

The qualifying schedule and

run groups will remain tentative until weeks after registration opens to ensure an appropriate breakout of sessions, but each of the 26 Runoffs-eligible classes will get an 18-minute qualifying session each day, which will use a followed-by approach rather than run on a time-certain schedule.

The format was determined based on recent event experience as well as 2021 driver survey data, with results indicating nearly 1,000 entries possible. Currently, the schedule reflects 17 qualifying groups, with additional time available if separation of qualifying groups

is needed based on actual entries. Groups will qualify in the same part of the day that they will race. The combined sessions are: GT3/STU, AS/T1, FA/FE2, GT1/GT2, FF/F500, T2/T3, FP/GTL, FC/FX, and P1/P2.

"The first challenge when planning an event of this size is



Rupert Barrington

2021 WENDI ALLEN SCHOLARSHIP FUND ANNOUNCES THREE RECIPIENTS

The Wendi Allen Scholarship Fund, funded through the SCCA Foundation and Mazda Motorsports, offers funding to encourage women from SCCA's Solo community to become more successful and contributing members of the SCCA. This year's recipients are Tracey Burckhard from Mohawk Hudson Region, Karen Thomas (LEFT) from Central Pennsylvania Region, and Felisha Welinski, Finger Lakes Region.

developing groupings and a schedule that can be flexible when we shift from survey data to actual event registrations," notes SCCA Vice President and Chief Operations Officer Eric Prill. "With several classes and qualifying groups pushing the maximum number of cars allowed on course at a given time, we have built provisions into the schedule to provide flexibility as the event draws closer. Our goal is for any schedule changes leading into the event to be positive for the racers involved. It is much easier to break a big group into two sessions than to put two smaller groups into one session later."

Should an individual class have more cars attempting to qualify for the National Championship race than the 72-car starting limit allows, SCCA is prepared to again conduct "last chance races" as it did in 2017 when the Runoffs was last at Indy.

The preliminary Runoffs schedule is available at scca.com/runoffs, with event Supplemental Regulations available soon. Prep shop and team paddock registration opens June 28, with event registration kicking off July 14. 📍

2021 RUNOFFS RACE SCHEDULE

(19 laps or 40 minutes, whichever elapses first)

TIME	FRI 10/1	SAT 10/2	SUN 10/3
8:10 a.m.	T4	STU	GT3
9:15 a.m.	HP	AS	T1
10:20 a.m.	FE2	FA	EP
11:25 a.m.	SM	GT2	GT1
1 p.m.	FV	STL	SRF3
2:05 p.m.	T2	FF	F500
3:10 p.m.	GTL	FP	T3
4:15 p.m.	B-Spec	P2	FX
5:20 p.m.	P1	FC	



Dave Green

TEAM SPORT

Expect many existing SCCA classes to be included in the new Enduro Championship.

SCCA Endurance Team National Championship to debut at Sebring International Raceway in 2022

SCCA is stepping back into the team endurance racing market, launching a new program at Sebring International Raceway with the very first SCCA Endurance Team National Championship, taking place March 31-April 2, 2022.

More than 40 years ago, SCCA was at the forefront of affordable endurance racing, with successful events like the Longest Day of Nelson serving as the model for events across the country. Tapping into that heritage and mixing in the Club's renewed focus on participant experience across its nationwide footprint, the new program model launches its inaugural National Championship event at Sebring, the "Birthplace of American Endurance Racing."

SCCA has been all but out of endurance racing Nationally

for several years. The National series of the 1980s quickly became a playground for professional teams and drivers, and while some SCCA Regions continued endurance programs, there was not a unified effort by the organization to continue developing this space. Other, privately owned organizations formed across the country to serve the market, while SCCA focused on its core sprint road racing, autocross, and rally programs, plus Track Night in America Driven by Tire Rack and Time Trials.

"While the [Enduro Nationals] launch event will be for a prestigious SCCA National Championship, the program will be scalable, providing our members and Regions opportunities across the country to continue to have fun with cars in a variety of ways with their Club," says

SCCA President and CEO Mike Cobb. "SCCA Enduro will be complementary to our existing SCCA Road Racing, Solo, rally and Time Trials activities, as well as our joint initiative with IMSA to develop the next generation of motorsports participants."

The inaugural event is built around a 20-hour invitational race, broken into segments over two days. The goal is a team competition utilizing modified production-based vehicles, with technical regulations designed to be inclusive, welcoming cars from existing SCCA classes, as well as those that race with other organizations.

Updates will be announced as they are available at www.scca.com/enduro, with final technical regulations for Enduro Nationals available no later than October 2021. 📍

SCCA ANNOUNCES EV ADVISORY COMMITTEE

The SCCA has formed the EV Advisory Committee to create unified procedures across SCCA programs for electrified vehicles. While the focus is currently on the foundational elements of EV participation, future goals of the EVAC include procedures for technical inspections of non-production EVs and potential rulesets.



Philip Royle

IMSA Racers to tackle historic northeast circuits in June and July



Jake Galstad

HELLO AGAIN
 IMSA returns to the Glen (LEFT) in June 2021 – and then returns again one week later (BELOW). Many of the races will be broadcast through IMSA TV and NBC SN.

A trio of IMSA weekends are poised to unleash spectacular racing on two of North America's most challenging and historic circuits in June and July. The action kicks off June 24-27 at Watkins Glen International in New York with the IMSA Sahlen's Six Hours

of the Glen, followed one week later when racers return to the 3.4-mile winding road course on July 1-2. From there, IMSA racers and workers travel 250 miles east into the picturesque rolling Connecticut countryside for the IMSA Northeast Grand Prix at Lime Rock Park on July 16-17.



Michael Levitt / LAT Images

The three race weekends feature IMSA's WeatherTech SportsCar Championship, with other series from IMSA's potent arsenal, like the IMSA Prototype

Challenge, IMSA Michelin Pilot Challenge, plus others, also racing during select weekends. In addition, much of the on-track action will be broadcast during the race weekends and throughout the week. To that end, racing can be viewed on IMSA TV and NBC Sports Network with broadcasts throughout each competition weekend.

Recognizing that many IMSA racers and workers began in the sport through the SCCA, the IMSA-SCCA collaboration that began last year is a natural partnership. "There's a common thread in our DNA and that's the essential ingredient in any successful partnership," SCCA President and CEO Mike Cobb noted at the time.

For more information about how to tune in to IMSA's races, head to imsa.com. 📍

ON THE ROAD AGAIN – FINALLY

Steel Cities Region's Steel Haul National Course Rally that took place on April 24, 2021, marked the return of RoadRally's National Course Championship after an absence of more than a year due to the COVID-19 pandemic and its associated social distancing restrictions.

"We were ready to go last year when the pandemic simply shut everything down," explains longtime Steel Haul chairman and rallymaster Chuck Larouere.

In recent years, the Course rally championship season often began with an Arizona Border Region weekend in March, followed by a Steel Cities weekend in April, explains National RoadRally Events Committee co-chair Mike

Thompson. But that didn't happen in 2020 because of the illness and death of John Sears, a key Arizona Border rally organizer. Then, once the pandemic began, the remaining 2020 National Course rally season simply evaporated.

National weekends in Dallas, Pittsburgh, Milwaukee, Washington D.C., Indianapolis, and La Crosse were cancelled. Ditto for all the 2020 Divisional Course rally weekends save one. That rally, Detroit Region's Are You Territorial, which was part of the 2020 USRRC that took place Nov. 13-15, had its championship points earned by teams transferred to the 2021 season.

As for Steel Haul winners, Bruce Gezon and Bob Morseburg won Equipped;

GLAD TO BE BACK

Bruce Gezon and Bob Morseburg won Steel Haul and finished first in Equipped.



James Heine

Jeanne English and Karl Broberg took Limited, and Jennica and J Toney claimed the Stock win.

As in past years, Steel Haul was partnered with the Laurel Run National Touring Rally, which ran on April 25.

"This was a great weekend. After a year of restrictions, it was absolutely good to

be out, and on the road again," English concludes.

Next up on the National Course rally championship schedule: Milwaukee Region's Roads Scholar on June 5, partnered with the Roads Scamper National Touring Rally the following day.

James Heine



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Chris Clark

COMING THROUGH
Boris Said (LEFT and BELOW) fought through challenging conditions to take the Trans Am TA win.

into the lead. Said caught Francis on lap 27, and then bided his time before making his move on the 34th circuit.

The SGT race also saw the early leader lose his advantage on the drying track, but with a different result in an exciting finish. Mark Brummond pulled away in his Garage Door Doctor/DynamicAuto Tune BMW M4 GT4 in the early going. Meanwhile, pole winner Mike Phillips fell back to fourth, behind Brummond, Lou Gigliotti, and defending champion Lee Saunders. Back on the pace, Phillips caught the struggling BMW on the final lap, with the two going back and forth before Brummond held them off with 0.114sec to spare at the finish.

A BMW also won in the GT class with Jason Merck in the OG Shark BMW M3.

In the separate TA2 race, Franklin Futrelle drove to a commanding win, which you can read more about on pg. 50 of this issue. 📖



Chris Clark

ROUND 2: TRANS AM TACKLES ROAD ATLANTA

A drying track played into Boris Said's favor on Sunday, March 28, with the veteran passing Ernie Francis Jr. with seven laps remaining to win the SCCA Pro Racing-sanctioned Trans Am Series

presented by Pirelli at Michelin Raceway Road Atlanta.

A deluge soaked the circuit 30 minutes before the start. Francis took the lead on the ninth of 40 laps, with the 23-year-old, seven-time champion building

up a seven-second lead.

Said fought back in his Weaver Racing Technologies/SRI Dodge Challenger. The rain let up and the track began drying at the midway point, with Said gradually cutting

PINE MOUNTAIN HILLCLIMB: A COLLABORATIVE SUCCESS

The May 1-2, 2021, Pine Mountain HillClimb was an unequivocal success. A collaboration between East Tennessee, Blue Ridge, and Central Carolinas Regions, the event took place at Pine Mountain Resort Park in Pineville, Ky., and sold out long before the first car ever took to the winding mountain road. But getting there wasn't easy.

"The East Tennessee Region has never hosted a HillClimb before," admits Mark Pilsen, past RE for the East Tennessee Region and current Region secretary. "So, after a brief discussion, we were in agreement this was something that would be great for the Club, the HillClimb community, and the Pineville, Ky., area, but we would definitely need assistance with making this event successful."

"We've always had good relations with

the Regions that are hopefully going to take this [event] over," Steve Eckerich, Central Carolinas Region RE, explains. "We just decided that it made sense to mentor them. We've done HillClimbs forever; quite frankly, we're good at it. We know what it takes."

The final piece of the puzzle was SCCA member Brad Gates, a member of the community group "Backroads of Appalachia." Backroads of Appalachia is a 501(c)3 with a passion and empathy for the Appalachian region driving economic development, job training, and opportunity to the poverty-stricken areas of Appalachia through tourism and motorsports. The group encourages people to come to a rural area and (safely, it should be noted) enjoy great scenic roads. Hopefully, while people are there, they



Perry Bennett

UPHILL BATTLE

The Pine Mountain HillClimb will likely return in 2022.

spend money in restaurants and at hotels.

Gates introduced the Regions to Erik Hubbard, the founder of the organization, to keep the ball rolling. And the rest, as they say, is history.

There is already talk of a 2022 event. 📖

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ROADRALLY BOARD SEEKING INPUT

The RoadRally Board is active seeking member input regarding the RoadRally program through the end of June. Suggestions can range from rules to competition. Documents currently under consideration for update and revision are the RoadRally Rules as well as the Trek Rules. Please e-mail suggestions to rrb@scca.com.



Philip Royle



Chris Clark

ROUND 3: TRANS AM AT LAGUNA SECA

After losing out on the Motul pole in the closing moments of Friday's qualifying session, Rafa Matos was not to be denied in the Trans Am SpeedFest TA2 race at WeatherTech Raceway Laguna Seca on May 1.

Matos, driving the 3-Dimensional Services Ford

Mustang, passed local favorite Thomas Merrill on the inside in Turn 11 to take the lead on the 10th lap, and fended off several challenges to score his 11th career victory event. The pass for victory earned Matos the ChillOut Move of the Race.

The following day, Tomy Drissi won his sixth race in two

FAST MOVER

Rafa Matos set the TA2 pace during Trans Am's third round of competition.

decades in the TA class, with Humaid Masood in second and Erich Joiner from the XGT class posting third overall.

Boris Said crossed the line in first in TA after making an aggressive move to get by Chris Dyson in Turn 1 on a restart with 10 laps remaining. The contact tore off the left-rear valve stem on Dyson's Ford Mustang, though, sending him to the pits for a new tire.

The pass went to Stewards' review post-race, and the penalty issued for that move and additional contact with Drissi early left Said with a 40-second penalty, shuffling him back to fourth in class.

SGT saw Justin Oakes win for the third time in four races since the 2020 finale doubleheader at Road Atlanta. 🟡

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 MARCH 2021

NAME	REF	REGION
Jose De Miguel	14	Puerto Rico
Cris Bera	3	Houston
Autumn Daniel	3	West Texas
Jim Zilisich	3	Central Carolinas

620 additional members have at least one referral.

REGION LEADERS

(Category based on 2020 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Central Carolinas	9.9%
Washington DC	7.6%
Northwest	7.1%
LARGE REGIONS (401-799):	
Lone Star	9.7%
Cincinnati	7.6%
Indianapolis	7.4%
MEDIUM REGIONS (200-400):	
Tennessee	13.9%
Reno	12.6%
Northeast Oklahoma	9.9%
SMALL REGIONS (<200):	
Allegheny Highlands	164.3%
Puerto Rico	83.1%
West Texas	29.7%



CHECKERED FLAG: KAS KASTNER

Longtime SCCA member and arguably one of the driving forces behind Nissan scoring more than 100 victories at the SCCA National Championship Runoffs, R.W. "Kas" Kastner has passed away. A motorsport force to be reckoned with, Kastner got his start racing British cars with the SCCA in the

1950s and '60s before heading up Triumph's motorsports division. Moving on to own his own racing team by 1970, Kastner's team contested in SCCA series like F5000 and Can-Am. Then, in 1986, Nissan's motorsports division brought Kastner onboard to assist with the company's flailing GTP IMSA program.

On the Regional level, Kastner served as Cal Club Region's chief driving instructor and national licensing chairman, and was also an award-winning author, penning many articles and books, including some that appeared in *SportsCar* magazine.

Kastner was 92 at the time of his passing in April. 🟡

Nominations now accepted for SCCA Hall of Fame Class of 2022



Mike Duval

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This may be through service to the National organization, achievements in competition, advancement of the sport, or bringing recognition to the SCCA that inspires enthusiasts to seek out and become SCCA members.

The deadline for nominations for the class of 2022 is Tuesday, June 15. Nominations can be submitted through the form at scca.com/halloffame. Submissions should paint a picture as to why their nominee should be considered. 🟡

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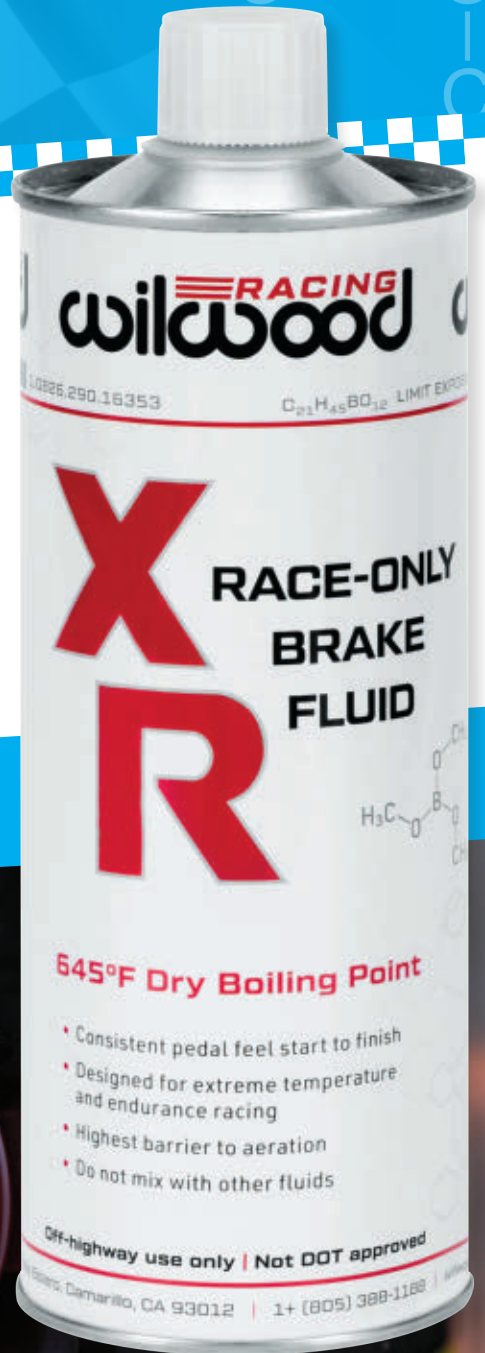
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HOW TO BEGIN

I'm often asked for the best way to get into the sports car competition world, and so this column is for you new folks, or your friends who want to get their feet wet. For me, all those years ago, it was autocross and SCCA Driver's Schools at Roebling Road near Savannah, Ga., and what was called Moroso Motorsports Park (now Palm Beach International Raceway) in Southern Florida. But today, there's another terrific way to introduce oneself to speed on track: SCCA's Track Night in America Driven by Tire Rack.

The best way I know to get on track is this recent SCCA invention and, in fact, TNiA as Track Night in America is often shortened to, was created primarily for this very purpose: to introduce new drivers to the SCCA and circuit driving. As the slogan at Atlanta Motorsports Park rightfully says, "Why own a fast car that you can't drive fast?" Read between the lines: legally and safely.

TNiA puts you on track with helping hands at the ready and a novice group filled with likeminded folks also just starting their journey.

This is a tremendously fantastic situation for new people making dreams come true. I still vividly recall the first time I went out on track at Roebling, way back in 1985, and getting the green flag after a couple of yellow warm-up laps. The new environment of driving freedom felt like walking into a play – and a dream come true. You mean I can go as fast as I want? No speed limits? (Get my upcoming book of *Pobst Position* columns for the rest of that story.)

One of the greatest benefits to me was that track driving gave me a place to release my burning desire to rip 'round corners flat-out. A couple of buddies and I had done some play-racing on the street way back when, including a few laps on the streets of the sprawling-but-stalled Palm Bay development, long before there were any houses. I know there are a lot of drivers straining at the leash out there, racing on the street, and YouTube videos are rife with dramatic films of what can go so very wrong with that bad idea.

Back to the topic, TNiA has its KONI Novice Experience that educates

newbies from the very beginning – the right way to do it. It's informative and affordable. An easy introduction.

But new drivers, I caution you: The racetrack is a lousy place to learn car control or to push the limits of grip and speed. If you make a mistake – and you will make many – the risk to you and your machine is very high. Enter autocross. Drive the limit at low risk. It's quite inexpensive. You can even run your own car or borrow your friend's.

Autocrosses can look slow from the outside, but the feel of driving full bore for your best time is so exciting that it greatly magnifies the sensation of speed. It's a thrill. It makes me very happy to see events in the sport gaining recognition and publicity. The sport has even been adopted by some non-SCCA organizations, and a few are offering \$25,000 first-place prizes. Wow! I always dreamed of such things when I was heavy into it long ago, and it's wonderful to see it happen! I've had a few tempting invitations from friends.

While autocross, running for time around a course set up with traffic cones in a large, paved area (I said this was for our new folks, so



forgive me, regular racers), is a great place to safely push a car hard, it is a tremendously challenging driving sport in its own right. Having started there, I really appreciate the extreme driving talent it demands. Autocrossers are the very best pure drivers out there.

Autocross demands thinking ahead and careful throttle control. It's a driving and handling sport, most of all, and this is what I have always loved best. The lessons one can learn about looking into the corner and gently rolling on the power translate perfectly to driving on the racetrack, especially in powerful cars.

Tracking a powerful car is not a wild experience or shouldn't be. All the power of today's sporty cars must be delivered with finesse and a gentle touch. Electronic controls make it, oh, so much easier, but who is really driving? Your computer, that's who. And it is saving your happy behind, too. Want to turn off the nannies? Try it at an autocross. The line between in control and spinning out is a fine one, indeed, in many cars.

These events offer a taste of the sport, and you will find yourself totally

hooked – or you'll be thinking better of pursuing the speed. Turned on or turned off. There does not seem to be much in between. I already knew I liked corners as a teen, but from my very first autocross fun run behind the Melbourne Shopping Center, the bug bit me hard and has never let go.

Today's cars are better suited to the track than ever before, by a long shot. Power, handling, brakes, oil pressure management, stability controls. And safer to crash, too, track gods forbid. Anyone who goes beyond autocross must face the fact that the risk of crashing is significant, especially as a beginner. It's part of the sport. Go to any track event, and you are likely to see an unfortunate soul or two do some serious bending of their automobiles. Modern electronics have reduced the number of incidents but do be aware that it is a possibility.

I also recommend a professional school, like my longtime friends at Skip Barber Racing School. It's a good investment, and the only place to get fundamental slide control training. I learned so much when I worked there as an instructor in the early 1990s,

"Autocross demands thinking ahead and careful throttle control. It's a driving and handling sport"

from knowledgeable people like Terry Earwood, with whom I helped write the new GCR Appendix P, Passing Guidelines, for SCCA Road Racing.

For new drivers, good skid pad schooling teaches your fundamental skills, like weight management (how small changes with the brake or throttle make a big difference while cornering); looking into the corner even when sliding out; and how to catch a slide that's too big with super-fast steering correction (steering into the slide), feeling the pause when catching the slide, and then a super-quick recovery of the steering to smoothly continue in your chosen direction. Not to mention the reflex to jam on the brakes if you lose it and spin.

For starters? Track Night in America and autocross. Like it? Pro school. Hooked? Welcome to my world – and I'll see you at the racetrack! 📍

ON THE EDGE

(ABOVE) There are few better places to hone your car control skills than on the autocross course.

& TWISTS & TURNS

John Li's motorsports adventure began with an inauspicious discovery. Decades later, he's participated in just about everything the SCCA has to offer, yet there's still so much left to do | **WORDS** Philip Royle | **IMAGES** Jason Nixon

“When I was a little kid, I found a *Motor Trend* issue in my elementary school library,” John Li says, explaining to me how it all came to be. Then he chuckles and adds, “Don’t ask me why an elementary school had an issue of *Motor Trend* magazine, but they did.” It’s a serendipitous beginning to what has become a thrilling automotive journey for John, chocked full of equally unexpected twists – but it’s also one that’s innately fitting. It could be said that John himself is the personification of that issue of *Motor Trend* left in an elementary school, with his impact on others being far reaching.

From autocross to Road Rally, RallyCross, Time Trials, organizing events, instructing, and more, John has done nearly everything the Club has to offer, and he deeply enjoys it all. Yet while his Club resume is impressive, possibly the most difficult step in the process was his first.

“I was the typical kid where you’d know all the stats but didn’t know what you were talking about,” he points out of his days entering college. “This was back in the day when Facebook was really taking off, and you could only get in if you were in college. A Facebook page was a group of people who did stuff – like a club.”

John grew up in Illinois, specifically the Champaign-Urbana metropolitan area, which is the home of the University of Illinois, where he began as a freshman in 2004. “I liked cars, but it was mostly the things you’d see in blogs and magazine,” he says. “A whole bunch of people got on Facebook. It was strictly college students posting pictures mainly about parties. But there was this one Facebook group called ‘Fast Cars R Us.’”

At the time, John was driving his second car, a base-model 1998 Audi A4 1.8T with a manual transmission, and when the Facebook group listed a meetup on the outskirts of campus, John was all in. “I remember going there and thinking, wow, these kids have fast cars,” he recalls. “This was the *Fast and the Furious* era, so there were turbo Hondas, a Corvette – and here I was with the slowest car of the whole group. I remember thinking, well shoot, I don’t have a fast car, but maybe I can learn how to drive fast.”

READY FOR EVERYTHING

A self-proclaimed Jack of all trades, master of none, John Li is ready to tackle every adventure ahead.





KEEPING BUSY

(TOP) John Li's fleet may have shrunk, but it hasn't disappeared. (ABOVE) A recent incident during a Time Trials at VIR has given John a new weekend project.

The answer came a few keystrokes later. "I Googled 'how to drive fast.' And that's how I found the Champaign County Sports Car Club," John says, noting that this predates the CCSCC seceding from the SCCA. "They were doing this fancy thing called 'autocross' right outside Champagne-Urbana at a little site in Rantoul – in fact, the Champaign County Sports Car Club still runs there."

John headed to his first autocross having no idea how the ensuing hours would become just as vital a moment as that magazine he found in his elementary school.

"When I think about how we as a club engage with the members, I always think about Pete Hetman," John explains in an endearingly garrulous manner. "Pete Hetman was an SCCA member of Central Illinois Region and used to compete Nationally in a G Stock Toyota Celica. At the time he had a Nissan 350Z, and he volunteered to be my autocross coach for the day because I was brand-spanking-new – I had no idea what was going on.

"He rides shotgun with me for two runs, and then he says, hey, you should ride with me in my car.

"I remember thinking to myself when he started buckling his harness, why does he need a harness?"

JOHN LI

"These were the Stock class days, so he had Kumho V710s on his 350Z, and I remember hopping in the car, and he showed me this trick of locking the seatbelt by twisting the belt and moving the seat. And I was like, nobody needs to do that – how fast can this car possibly be? I remember thinking to myself when he started buckling his harness, why does he need a harness? It's not going to be that fast.

"I'm just a dumb kid at the time," John laughs. "I only know what I've read on blogs and in magazines."

Inching forward on grid, John was oblivious to how impactful the next few dozen seconds would be to his life. "We pull up to the line – and this is a National competitor with race tires on a concrete site – and he launches the car and I'm pinned back in my seat. I'd never felt acceleration like that before. And then he turned the wheel for the first slalom, and I nearly got

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ADVENTURES FROM THE ROAD

(TOP to BOTTOM) Returning from the 2020 Time Trials National Tour at Road Atlanta, John Li took the scenic route through the Tail of the Dragon. For fun, John entered his Morgan Plus 4 in a ProSolo. During the winter months, John sometimes finds himself RallyCrossing in the snow and ice.

flung across the center console and into the driver's seat. So, I'm hanging on for dear life in this car for a good 55-second run.

"That was my first experience of what a car can really do. That more than anything set the stage for this being something a car is capable of – and even you in your little Audi can do something like this and improve your driving skills."

While Pete passed away a few years ago, it was undoubtedly him who set the tone for John's motorsports life.

"We had a Solo school that Pete Hetman would always head up, and they still hold that school in his honor," John notes. "I always try to go back and teach at that Solo school because he did so much for me in terms of teaching me what it's like to be a competitor, what it's like to be a driver, and how to welcome people into the sport."

RoadRallies came next, as well as deeper involvement with the CCSCC, including an intriguing sidenote that John was on the CCSCC board when that club voted to split from the SCCA.

On the car front, the Audi was replaced by a 1991 Mazda Miata, which in turn made way for

"I had a house and a garage, and I decided I wanted to start experiencing other cars"

JOHN LI

a 2009 NC Miata, which John has since built for STR Solo competition and now runs in many National Time Trials competitions in Tuner 4.

Before Time Trials, though, John earned his undergraduate degree and MBA and then locked down a job at Ford Motor Company – a position that moved him to Dearborn, Mich. It was there that he began a stint as an impromptu car collector.

"I had a house and a garage, and I decided I wanted to start experiencing other cars in my life," he explains. "The first car I decided to bring on board was a 1966 Ford Mustang. That classic car lasted the longest in my fleet before it got sold to a gentleman in the French Riviera. I had a Ford Mustang that became my road trip car, and I did the Alcan 5000 in that car – that car made a 12,000-mile round trip. Brandon Boyd, who I met out at the Peru ProSolo, became my codriver for the Alcan."

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OUTSIDE THE BOX

(ABOVE) John Li is currently Detroit Region's Solo Director, where he also helps instruct during autocross schools.

Another notable vehicle was a right-hand-drive Morgan Plus 4 that he entered in Super Street Mod one year at the Oscoda ProSolo. "I was literally the slowest car in the entire event – but not last in PAX," he laughs, adding, "I'm proud of that."

Several of his cars have also been RallyCrossed on Michigan's frozen lakebeds – a skill he admits he's only just beginning to get the hang of.

In all, nearly two-dozen cars have passed through John's garage, including a 1986 Subaru XT Turbo and a 1988 Mazda RX-7. "But over the last few years I've slowed down," he admits of his car collection. "As I become more involved with the Club, I simply don't have time to keep a fleet."

John's current role with Detroit Region is as Solo Director, his experience with Pete Hetman obviously still impacting his life. But also leaving a mark are his years as a National Solo competitor.

"Before I moved to Michigan, I took my Miata out to the Peru Champ Tour in 2012," he says. "That was my very first National

"I think people miss out when they think that Solo Nationals is just for people who are fast"

JOHN LI

event. I was there with a few other friends. We were wondering about how we might get better and open ourselves up to more competition."

Many Solo Championship Tours and ProSolos followed, with an eventual journey to Nebraska for the Tire Rack Solo National Championships. "In 2013 I made the trip to the Solo Nationals, and I've been back every year with the exception of a single year where I went to Alaska with the Mustang," he says.

His first year at the Solo Nationals, John finished 46th out of 50 in his STR Miata, but while he admits that he would have enjoyed a better result, he notes that there's more to the Solo Nationals than competition.

"People can be so scared that National competition is just for the best drivers – it's a place where the National drivers can prove themselves, but

UP IN THE AIR

(LEFT) John has been quite active in Time Trials as of late, with his NC Miata taking flight during the 2020 Time Trials Nationals at NCM Motorsports Park.

that's not the entire schtick" he insists. "There's definitely comradery for National competitors in terms of outlook, in terms of philosophy. I think people miss out when they think that Solo Nationals is just for people who are fast."

Yet, despite his involvement as a driver and volunteer, it's hard to label John as an autocrosser. When SCCA launched the National Time Trials program, Detroit Region helped host an event designed to iron out the wrinkles. "I just jumped in," he admits. "The year the Time Trials Nationals was being launched, we actually held the first one here at GingerMan – I think it was called the Time Trials Preview, or Primer, or something. I was there at the very first Time Trials event in my NC Miata."

John now travels to as many Time Trials National Tours Powered by Hagerty as possible, splitting his time between Solo and Time Trials. He's also been to every Time Trials Nationals event since its 2018 inception.

"Time Trials has this community about it – it has #funwithcars," he explains. "The attitude at a Time Trials National event is such a refreshing take on what motorsports should be. Yes, it's a National event, but that shouldn't get in the way of fun."

"I always tell people that Time Trials Nationals is the best part of the Solo National Championships in terms of the comradery, the partying, the feedback, plus the ability to shift out of second gear and lay some rubber down on a really fantastic racetrack, which is NCM Motorsports Park."

So, what's next for the man who has seemingly done it all in the SCCA? "Long story short, eventually it's going to be wheel-to-wheel racing," John says as our two-hour conversation begins to wind down. But then he adds: "Next is either wheel-to-wheel or hill climbs. In fact, I was sad that I missed out on the Pine Mountain HillClimb that just took place in Kentucky – it's a dream of mine to do hill climbs."

The club has a lot of offer, John tells me.

John Li



Rupert Berrington



ROAD TRIPS

(TOP to BOTTOM) John Li and autocrosser Brandon Boyd completed the Alcan 5000 in John's 1966 Mustang. John's 2013 Solo Nationals debut wasn't fast, but it was fun. John has owned many cars, but for him, it's more about what you do with them.

"You've got autocross, RallyCross, RoadRally, Time Trials, road racing. There are all of these aspects of the Club. There are people who dedicate their entire lives to one discipline or another – but for the rest of us, there is a lot to explore. There are also a lot of ways to give back."

"The last 15 years of my life have been me having fun with cars, even if it's been in really dumb cars. Having fun with cars, and with people who have truly become some of my best friends. I appreciate that the Club has so many facets you can explore and enjoy, and I encourage people to reach out of their comfort zone and try something new."

John's motorsports journey undoubtedly exceeds anything that elementary school John could have ever conceived of when he picked up that strangely placed issue of *MotorTrend*. Yet while John labels himself as a motorsports "Jack of all trades, master of none," I feel like it matters little to both modern day and elementary school John. For them, this has not been about the destination, it's been the fun found in those twists and turns. 🍷

I'm a sucker for temptation. The SCCA Time Trials National Tour Powered by Hagerty features nine stops this year, with the second falling squarely in my backyard. With all of the buzz from SCCA and participants alike since the launch of the program in 2018, how could I not click that tempting register button to experience it for myself? And, just like that, a weekend of fun awaited.

Yet, I should add, I'm cheap – and I don't think I'm alone in that. Like many SCCA members, I want to maximize fun while avoiding any unnecessary spending. To that end, when I realized that the borrowed car I was going to compete in during the Time Trials National Tour had fold-down rear seats and a decently sized trunk, I was quick to toss a sleeping bag into the pile – along with a hefty supply of bread and peanut butter – for a weekend at the track.

FINDING MY CLASS

Time Trials rocks its rulebook through an interactive website, so once I'd lined up my car, the next stop was to discover which class it fell into. At timetrials.scca.com, I clicked the "National TT" menu and selected "Find My Class." From there, I was presented with the four categories that constitute the timed-lap track competition: Sport, Tuner, Max, and Unlimited.

My car would be a borrowed (and bone stock, right down to the 500 UTQG tires) 2021 Dodge Charger SRT Hellcat Redeye Widebody, which I naturally assumed would fit into Sport due to it being completely stock. Upon closer inspection, however, I discovered that the 797hp, \$90,060 sedan I was planning to bring was not listed.

With the Time Trials National Tour and its big brother, the Time Trials Nationals, when you stumble upon a classing or rules quandary, official answers come quickly. In this case, below the class categories and the helpful "Classing Tutorial" link on SCCA's Time Trials website, it states: "Still don't see your car? Use the 'Contact' page to ask us for help or to have your car classed!"

In short order, I received an e-mail from Jon Krolewicz, SCCA's Senior Manager of Time Trials and Track Events, copying John Hunter, SCCA's National Time Trials Manager, explaining the classing structure and where my ridiculously powerful car would be classed.

"We actually excluded it from Sport Category – and Tuner – so it goes right into

Max 1," Krolewicz explained. Going further, however, he also explained the rationale, which is hard to argue with: "We have really tried to lean into the 'Balance of Popularity' more than a 'Balance of Performance,' and so some cars which fall into a 'dream car' category whether they may or may not be competitive, will go to the 'Dream car: Built or bought' Max classes," he said.

"While the Hellcat is not the lightest on its toes, the near 800hp leaves us thinking it's a bit of a gatling gun when brought to the Sport 1 hand-gun fight," Hunter added.

I was ecstatic that my classing conundrum had been resolved definitively the same day. And, as it turned out, the classing decision actually earned me a first-place trophy come Sunday.

GIVING IN TO TEMPTATION

With a borrowed street car, a sleeping bag, and the love of motorsports, I head to a Time Trials National Tour Powered by Hagerty to see what everyone is raving about

WORDS & IMAGES Philip Royle



THE WEEKEND'S FORMAT

A Time Trials National Tour is structured unlike anything else SCCA does, although similarities do exist. Like a Tire Rack Solo Championship Tour, your fastest times from each segment of the competition are added together. Unlike a Champ Tour, though, the style of competition varies mid-event.

"The Time Trials National Tours are two days in length," Krolewicz explains. "We have both a TrackSprint format and the TimeAttack format. TimeAttack is your more traditional, OK, I've got 20 minutes to put my best lap in; then the TrackSprint format is a point-to-point competition on the track. So, that is a standing start to a flying finish for a portion of the track that can be run with timing lights and one car at a time."

In Time Trials National

Tour events, participants will generally have two Saturday sessions to log one fast time in the TimeAttack portion, then another pair of opportunities on Sunday. The fastest time from each batch of sessions then counts toward your total timed score (ala the Solo Champ Tour). But then there's the TrackSprint.

TrackSprint offers the possibility of utilizing features of the road course previously unused during that weekend's competition, perhaps even running a section of the course backwards. Truly, with a TrackSprint, you don't know what you're getting until the organizers reveal the details during that weekend's competition – even down to the number of timed TrackSprint runs. "Depending on how much time there is, it could be three to six runs," Krolewicz explains.





AROUND THE GRID

(Clockwise from LEFT) Alex Cooley's T2 Camaro replaced his previous track car, a Hellcat. Peter Bollenbecker was fastest overall in M2. Coach Rob Luis leads a session debrief. TrackSprints begin like an autocross. Instant driver feedback ensures a safe weekend for all.



In my particular Time Trials National Tour weekend, participants would see two practice sessions Saturday morning and two TimeAttack sessions in the afternoon. Sunday morning would see drivers competing in the TrackSprint, followed by two more TimeAttack sessions that afternoon. The fastest time from each group of sessions constitute your finishing position.

"By making it a series within a weekend, you get more competition experience, and more competition going into the final results," Krolewicz points out.

IT BEGINS

I drove to the track Friday night, topping up the car at a nearby gas station – plus filling 25 gallons in gas cans to get me through the weekend – and arrived at Buttonwillow at 11:30 p.m. From there, I emptied much of the Hellcat's contents in my paddock

space, dropped the rear seat, and promptly passed out.

Up at 6:30 a.m., I was the first at tech for its 7 a.m. opening. With my helmet inspected and the car's self tech form approved, registration was my next stop, where I obtained the required SCCA, Tire Rack, Hagerty, and KONI decals to add to the "M1" class stickers and subtle "797" car numbers I'd applied to the car shortly after waking.

A socially distanced, COVID-friendly driver's meeting came at 8 a.m., where Hunter described the weekend's format. It also acted as a reminder to me that I should attach the AMB timing transponder I brought with me (incidentally, transponders can also be rented for the weekend should you not have your own).

To ensure everyone is comfortable, this event's Time Trials participants were placed into three groups based on experience level. "We run the event by experience, so we definitely have

those three as our basic group breakdown," Hunter explains to me. "But from there, if we have five or even seven groups, as is the case for Time Trials Nationals, we will further break the groups down by speed potential coming into the event, and then again by lap time once in the event.

"Typically, we will assign each group a color on our schedule. Advanced 1 typically being red, Advanced 2 orange, and so on, and each group will get a correspondingly colored wrist band."

For those in novice, on-track passing was restricted to clearly marked zones on the straights, also requiring a point-by. Intermediate group drivers could pass on the straights and corners, although all with point-bys. Advanced group drivers could pass virtually anywhere, with point-bys highly encouraged.

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"By making it a series within a weekend, you get more competition experience"

JON KROLEWICZ

of autocrossing, under my belt, I was assigned to the red group. Since I was wheeling someone else's car, though, I considered transferring to the intermediate group, but opted to begin in the advanced group and possibly change groups if I felt uncomfortable – something Hunter said could be facilitated by my group's coach.

Therein, each group features a post-session driver's meeting led by a Time Trials coach, enabling the drivers to meet in person. "While we are all on the quest for our ultimate lap, the understanding that working together on track, with those cars around you, is the best way to do that," Hunter explains. "The coach is there to encourage



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BEYOND THE WIN

(BELOW) With awards given for Top Novice, Most Improved, Spirit of Time Trials, and more, there are many fun reasons participants stand on a Time Trials National Tour podium.



discussion between the drivers in each group and guide them to working together in pursuit of everyone getting their best lap."

My group's coach was 26-year SCCA member Rob Luis, who was also competing in the event, having moved himself to the intermediate group in order to coach the advanced drivers. Other coaches during the weekend included Justin Cone and John Seratt.

As it turned out, though, the advanced group was a perfect fit for me.

FITTING IN

Sporting nearly twice the horsepower of the second most powerful car in my group, my Hellcat Redeye also output upward of four times the power of the average Miata in the group. Because I was running 500 treadwear all-season tires as compared to the 200

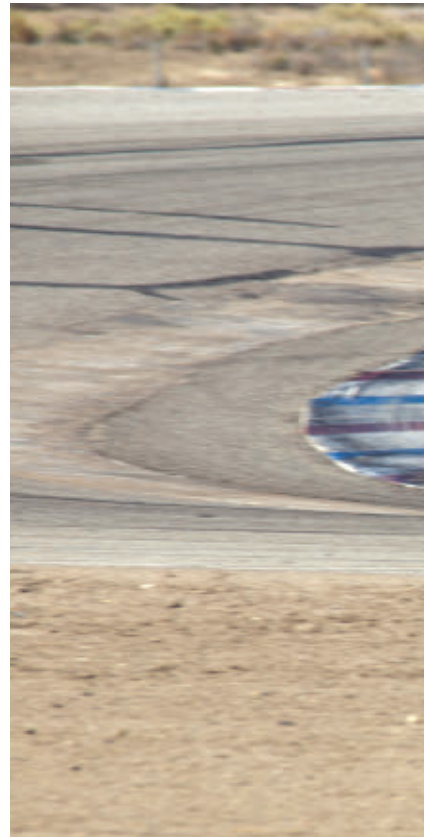
UTQG allowance – plus my car weighed roughly the same as two Miatas – I was prepared to be the quintessential muscle car rolling roadblock in the corners. Yet, that didn't happen.

Each group's first practice session acts to set the "grid" for the group's second practice session. From there, the fastest lap continuously set a new grid as the event progressed, meaning regardless of how a car builds speed, assuming the cars are spread out on the track, cars turning similar lap times should rarely catch each other.

This, of course, works for the first few laps, but once drivers start cooling their tires mid-session, cars tend to catch others – it's inevitable. Despite this, and even with an NC in hot pursuit on Sunday, my Hellcat's 4,600-pound heft and hard compound tires never impeded faster drivers.

SOMETHING NEW

(RIGHT) longtime SCCA member, road racer, and autocrosser Dale Shoemaker drove six hours to compete in his first Time Trials National Tour, where he finished second in Tuner 2.



And, in the event that a car caught me, the flexibility of the passing zones allowed them to pass with convenience.

TRACKSPRINT INTRIGUE

I'm an experienced road racer and autocrosser, so the concept of the TrackSprint intrigued me, and the experience didn't fail to impress.

Buttonwillow Raceway Park is known for its configuration flexibility. Cal Club Region hosts many of its road races on the circuit and rarely repeats a configuration in a season. Yet, even then, the TrackSprint brought something new to the table.

The standing start took place on the front straight, but then immediately hooked right, similar to a west-loop configuration I've raced on before. However, the TrackSprint course then hung a greater-than-90-degree left onto the bus stop – a turn no road race would ever include – hooking into the back straight before a series of tight, blind corners featuring plenty of elevation before crossing the finish line and proceeding back to pit lane for another go-round.

My first track event at Buttonwillow came in 2002, I believe, with my first road race there in 2006 or '07, yet even with that much track time at this one facility, I was three TrackSprint passes deep before I felt I was nearing the limit.

"Regardless of the number of in-class cars, the scoring format allows competitors to see how they stack up"

AND THE WINNER IS...

I was a class of one this weekend. Turns out, not many people bring Max 1 cars to the competition. That said, at the Time Trials Nationals, which takes place at NCM Motorsports Park in Kentucky each year (June 9-13 in 2021), 14 M1 competitors took to the track in 2020, including a McLaren, a Porsche, two Nissan GTRs, and a healthy dose of Corvettes.

Regardless of the number of in-class cars, the scoring format allows competitors to see how they stack up against other classes. In my case, I finished a respectable 12th out of 46, some 20 seconds down from San Diego Region autocrosser-



turned-RoadRallier-turned Time Trials competitor Peter Bollenbecker, who won not only Max 2, but also posted the fastest times in all three segments of the competition, making him the fastest of the event.

Hurting my cumulative time was the TrackSprint, where I solidly finished mid-pack in 20th, likely due to the fact that 797hp and all-season tires allowed me to spin the rear tires through the entire tight layout. Despite that, the TrackSprint was the highlight of the weekend. Yes, I wasn't fast, and yes, it ultimately hurt my overall ranking, but the quick-sprint format left me itching for more.

There were a few other notables from the weekend. For instance, the weekend began on Friday with a Track Night in America Driven by Tire Rack. Track Nights are non-competition based and often

see drivers on the racetrack for their first time. Due to the entry response, event organizers opted to add a second Track Night to the docket, welcoming drivers back on Saturday, mixing them in to Time Trials groupings based on experience and comfort level.

Of note from Track Night was Travis Miranda, who opted to enter the Time Trials National Tour after participating in Friday's Track Night. Running in Tuner 4 in his Ford Focus, he finished a solid 12th out of 17 in class, 29th overall.

So, who was the winner of this event? Someone might say Bollenbecker for posting the fastest cumulative time; others could argue Tamara Woolever, who not only finished first in Street 2 but also brought home the title of Most Improved thanks to her six-second lap time improvement over the course of the weekend. Miranda's

impressive showing in T4 was also quite a feat, given his experience level. You could even say I won, having not put a tire in the dirt all weekend in a car that was designed more for the quarter mile than SCCA events.

But the real winner was everyone at the event. It sounds corny, but everyone – from novices like Woolever and Miranda to experienced road racers like Dale Schomaker (who ran a Mustang in Tuner 2) to me – had a blast. And, while we all wore masks, you could plainly see the smiles in everyone's eyes during Sunday evening's awards presentation.

Yes, I give into motorsports temptation all too easily. But given how much fun I had, I have a feeling I'll be packing my sleeping bag and sandwiches once more when the Time Trials National Tour swings my way again. 🍷

GOING PRO

The Time Trials National Tour Powered by Hagerly weekend I participated in shared the weekend with Global Time Attack. The SCCA Pro Racing-sanctioned Global Time Attack (GTA) is one of the premier time attack organizations in North America, with GTA also hosting the infamous Super Lap Battle (SLB).

In the way that the Summit Racing Equipment SCCA Road Racing program, U.S. Majors Tour, Hoosier Racing Tire Super Tour, and National Championship Runoffs offer paths toward SCCA Pro Racing sanctioned series like the Trans Am Series Presented by Pirelli plus the Formula 4 United States Championship and Formula Regional Championship, both Powered by Honda, SCCA's Time Trials program can help drivers in their quest to the professional ranks of time attack.

Helping that quest, the driver posting the fastest time of the event at the Time Trials Nationals at NCM Motorsports Park – taking place this year from June 9-13 – receives a free entry into a forthcoming SLB round.

Meanwhile, Buttonwillow's GTA competition was an excellent opportunity for Time Trials National Tour participants to see up close what GTA and SLB is all about. The weekend also acted as a preview for the SLB at COTA, which took place less than a month later. Cable Rosenberg, who scored second in Unlimited at Buttonwillow's GTA round, scored third in Unlimited at COTA, while Limited class competitor Cory Wells earned third at Buttonwillow and fourth at COTA. Curtis Gladden and Austin Shipley also competed in both the GTA event and SLB.



THE BIG GUNS

GTA competitors like Cable Rosenberg later competed in Super Lap Battle.

PREVIEW: 2021 USRRC

The United States RoadRally Challenge returns to Wisconsin on July 30-Aug. 1 for a weekend of fun and fantastic rallying

WORDS James Heine | MAIN IMAGE Yinan Chen

If one thing is certain about the SCCA's National RoadRally schedule it's this: There's almost always one or more championship events in Wisconsin, and this year is no exception. On the calendar is the Land O'Lakes Region Chippewa Trail National Touring Rally on May 15, followed June 5-6 by Milwaukee Region's Roads Scholar National Course Rally and Roads Scamper National Touring Rally. Then there's the two Land O'Lakes National RoadRallies scheduled for Sept. 18-19 (Oktoberally and The Trail of Hiawatha). But the denouement, despite it coming midseason, arguably comes in July when Land O'Lakes and the Sports Car Club of La Crosse host the 2021 United States RoadRally Challenge.

Comprised of the Sturculinus Creek National Course Rally on Friday, July 30, with the Sparta Trails and Badger Bash National Touring Rallies following, respectively, on Saturday and Sunday, the USRRC weekend is set to bring challenges for novice and expert RoadRalliers alike.

For Land O'Lakes and the Sports Car Club of La Crosse, 2021 marks the fourth time the organizations have organized a "Challenge" weekend, beginning with the inaugural USRRC in 1995 and followed by subsequent Challenge weekends in 2000 and '09.

AROUND THE BEND
(RIGHT) Wisconsin's amazing countryside will play host to this year's United States RoadRally Challenge.







Heading this year's USRRC is a quartet of veteran SCCA rallyists – Mike Thompson, Clarence and Kate Westberg, and Fred Rosevear. Thompson is serving as event chair, as well as rallymaster for Sturculinus Creek and Badger Bash, while Clarence Westberg is the rallymaster for Sparta Trails.

"We're pleased [Land O'Lakes] – and Mike and Clarence – have stepped up to organize the USRRC for 2021," observes RoadRally Board chair Mike Bennett. "The crew in La Crosse has always provided enjoyable USRRC weekends, and we're looking forward to this one."

Thompson, who also serves as co-chair of the RoadRally Board's National Events Committee, notes that all three rallies were planned originally for 2020, but with the advent



Pon Ferris

of the coronavirus pandemic and its associated restrictions, they, like so many things, were postponed. At some point last fall, he and Westberg concluded that rescheduling the events as the 2021 USRRC would be a good way to use them. Plus, Thompson notes, "We will ensure that we observe whatever Covid-19 restrictions remain in place."

Different this year for competitors familiar with championship rallies organized by Land O'Lakes and the Sports Car Club of La Crosse is the weekend's headquarters. Unlike previous USRRCs organized by the two clubs, Sparta, Wis., rather than La Crosse will serve as the host city. "It's in the heart of rally country and



it's a convenient hub for all three rallies," Thompson says.

Sparta (population just under 10,000) is at the intersection of I-90 and Wisconsin 27 (Exit 25), about a half hour east of La Crosse, two hours north of Madison, and 3.5 hours northwest of Milwaukee. The Twin Cities are about 2.5 hours away.



James Heine



James Heine



Ron Ferris



James Heine



James Heine

"It's in the heart of rally country and it's a convenient hub for all three rallies"
MIKE THOMPSON

WHAT SHOULD I EXPECT?

First of all, Thompson says, this is Wisconsin's Driftless Area, so expect glorious scenery

that ranges from rolling upland hills with ridgetop vistas (think Grant Wood and American Regionalist paintings) to narrow, shaded valleys (coulees) that slice through the landscape and tumble down to the Mississippi and its tributaries. Also expect great roads that twist and turn through this sometimes-rugged landscape.

A WINNING COMBINATION

(Clockwise from TOP LEFT) Wisconsin's Driftless Region offers great roads and scenery. The official Notice Board for the 2009 USRRC in La Crosse, Wis., proved invaluable. The inaugural USRRC over Labor Day weekend in 1995 saw plenty of action both at the checkpoints and in between. Organizers of the first USRRC, Lois Van Vleet, John Emmons, and Mike Thompson. The winners from the 1995 USRRC line up. Van Vleet and Emmons showcase one of Wisconsin's more entertaining roadside signposts. 2009 USRRC Equipped Class winners Jack von Kaenel and Jim Friedman. Clarence and Kate Westberg approach a checkpoint on the 2013 Oktoberally hosted by Land O'Lakes.

"Basically, it's the same part of the country we've always been running in. We'll see La Crosse, Trempealeau, and Monroe Counties – the same beautiful coulee region we always use."

Second, Thompson adds, all three rallies will employ GPS timing and controls. For his rallies, he will use the Richta system of checkpoint apps developed by former RoadRally Board chairman Rich Bireta, while for Sparta Trails, Westberg will employ the MiRally system, a suite of rally apps he uses regularly for Twin City Rally Club events, as well as for past Divisional and National events.

Third, Thompson says, competitors can anticipate rallies of average difficulty. On the Touring rallies, teams also can expect "lots of controls," he explains, adding, "The Friday and Saturday rallies will be about 200 miles. Sunday's rally will be somewhat less, with the goal of finishing about 2 p.m., so that people have time to get home if they have to."

Finally, Thompson notes, teams can expect mostly paved roads. Probably, he explains, unpaved will amount to less than five percent of the total number of miles.

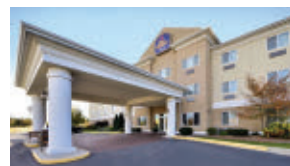
"We think we've put together a great weekend," he says. "We hope teams will agree and join us for the weekend." 📍

2021 USRRC: GETTING SIGNED UP

Registration for the 2021 USRRC can be found at MotorsportReg.com. The entry fee will include several meals for drivers and navigators, Thompson reports. The Best Western Plus Sparta Trail Lodge will serve as rally headquarters. A block of rooms for the USRRC will be held until June 30. Reservations may be made directly from the USRRC's MotorsportReg.com page. (If you call the motel to make your reservation, mention the United States RoadRally Challenge when you call to receive the USRRC group rate.

Best Western Plus
Sparta Trail Lodge
4445 Theater Road
Sparta, WI 54656-5410
(608) 269-2664

In addition to MotorsportReg.com, additional information about the 2021 USRRC, as well as information about other RoadRally events, can be found at scca.com/roadrally.



SINGULAR FOCUS

From local events to the SCCA Runoffs, South Jersey Region's Men in Black has taken Tech to a whole new level

WORDS Thomas G. Smith | IMAGES Mike Woeller | WindShadow Photo Studios



It's 6:30 p.m. as the sun prepares for yet another inspiring descent, its golden light painting Wisconsin's gorgeous colors even more breathtaking shades of fall. Road America's paddock, meanwhile, is humming with action as Saturday's test day comes to a conclusion and the weekend

marches ever closer to the official kickoff of the 2020 SCCA Nationals Championship Runoffs.

Matt Wojtkowiak and Joe Hines, donning their "Men in Black" travel shirts, stop by our paddock spot with smiles aplenty. Sure, they're exhausted from their just-completed 1,000-mile drive from Southern

New Jersey, but they're also brimming with excitement as they anticipate getting to the tech garage to set up shop.

Matt, South Jersey Region's Chief of Tech and head of the aptly named "Men in Black" team of scrutineers, joined by Joe and fellow Men in Black teammate Tom McLeod, are

to manage the Super Touring category during the weeklong SCCA National Championship event. Bill Etherington, also a founding member of the Men in Black, is Chief of Tech for The Runoffs and the category lead in Production. Later in the week, Bill will be awarded with SCCA's coveted Worker of the



HERE COME THE...

(FAR LEFT) Joe Hines, Marge Iochum, Bill Etherington, and Karl Iochum work the scales. (LEFT, TOP TO BOTTOM) Matt Wojtkowiak and Chris Collins discuss the rules. Mike Suder performs a gear check. Tom McLeod, Etherington, and Wojtkowiak work to assess vehicle damage at the Runoffs.



Courtesy Matt Wojtkowiak

Year Award for Tech, although none of us knows it yet. Matt, meanwhile, claimed that honor at the Indianapolis Runoffs in 2017.

Joining them in the Tech garage, there are smiles all around, despite a week of long hours and hard work ahead – a time filled with adrenaline-rushed drivers, anxious crew chiefs,

inspections, and impounds. But it's also time spent studying the craftsmanship and engineering of the country's finest racecars and engineers, fielding challenging and intriguing questions, getting deep into conversations on creative solutions and nuances of the rules, inspecting vehicles damaged on track,

and more – like having fun.

The fun, the teamwork, and their singular focus – to help everyone meet their goals – is what brings the volunteers of the Men in Black to the track, and what causes new volunteers to join their ranks. But none of this happened overnight.

AN ACCIDENTAL BRAND

"When a racetrack opened in our Region – New Jersey Motorsports Park, back in 2008 – I was active in autocross," explains Matt, owner of Matt's Auto, an automotive service shop and specialty car dealer in South Jersey. "I volunteered to help in Tech at our early road racing events because we were shorthanded, and I was blown away to learn how much goes on in Tech. I instantly gained a lot of respect for the people in Tech and the diversity of the work."

At the same time, he also realized how little awareness there was of Tech beyond the tasks of getting a logbook signed or clearing impound.

"Many see Tech as the gatekeepers on whether you race or not, whether you are compliant or not, and yes that is true, but it is much more than that," explains Joe Hall, also a scrutineer on the Men in Black team. As a current racing driver himself, Joe says, "I've crashed, I've been on fire, I know what that is, so first and foremost, I want people to be safe when they head out on track. And I want to help get you there, out on

track – to realize your goals and to have as much fun as I am having."

When Matt agreed to take on the role of Chief of Tech for South Jersey Region and the events at NJMP, he did two things that laid the foundation for what was to come.

"First, I had a clear vision in mind for the Tech team – a simple mission statement to guide the volunteers and create a brand for Tech – it was: We are here to help you meet your goals," he explains. "Competitors have goals, stewards have goals, the race administrators have goals, each specialty – we help them all meet their goals for the event."

The second thing he did was to ask all volunteers in Tech to wear black to the events. Matt and a couple of the other volunteers wore black uniforms at work, and also when working at the track. A person was overheard looking for Tech and being told, "Over there, the men in black," and a brand was born.

BEYOND THE RULES

The team has one rule: Have Fun. As Men in Black member Greg Kozuhowski explains, "We have a lot of fun doing our work and being part of the team. I started racing in 1966, building cars and driving. Whenever I was not able to race myself, I found myself in Tech to be around the cars and the drivers, to keep learning about cars and setups, to keep learning about racing, to stay current. I still get a thrill out of that."



"I love seeing how people solve problems – their engineering and fabrication, and, yes, even their creative interpretations of rules," adds Joe Hines. "I've been involved in racing since 1990 as crew chief, driver, and volunteer, and Tech for me is the best way to keep up close and personal with the cars and with the drivers. It's a great way to be at the event to enjoy the people and machinery."

Fellow scrutineer and Man in Black Mike Suders agrees. "I'm excited when someone brings an interesting car to the event, whether it be the car itself or the way some part of it was done." But he adds quickly, "Yet it's the teamwork that closes the deal for me. This is a great group to be a part of. We support each other's work and decisions. We get the right person on each job."

Greg describes it as skating to the puck. "We don't even need to think about what each other is doing," he says. "Like the line in a hockey team when everything is

clicking together – all I need to do is skate to the puck and take it."

DIGGING IN

The team, it should be noted, does an incredible amount of work. Over the course of the three events held at NJMP during the shortened 2020 season, the Men in Black performed 184 annual tech inspections, approved logbooks for 16 new cars, and issued 633 Tech stickers. They are at the tables checking gear when drivers arrive, staffing the garage to tech cars, and they're the first people drivers see when they come off track, greeting them with a bottle of water, running the scales, and managing impound and inspections for all the race groups, as well as answering questions.

This team is proactively helping drivers meet their goals, too. Joe Hall and Matt shared a story from the 2018 Runoffs at Sonoma, where the Men in Black were in charge of the Super

SUITED UP

South Jersey Region's Men in Black are not always in solid black (LEFT). When it's time to celebrate, they don their Hawaiian shirts (BOTTOM).

Touring category. There was a complex rule regarding the placement and measurement of the rear wing, and the Men in Black in attendance realized that there was not a common understanding among the competitors interpreting the rule.

Rather than waiting for a car to fail inspection, they proactively approached each of the 28 affected competitors. As a result, everyone was able to be compliant from the first time on track, avoiding stress and penalties.

Locally, the Men in Black have even been seen helping a driver with no crew bleed his brakes, or teaching a novice at his first event how to properly install the ballast.

SOMETHING SERIOUS, AND FUN

The Men in Black uniform has evolved over the years. Beginning simply as a plain black shirt, there are now black shirts, white travel shirts, and "It's time to celebrate" Hawaiian shirts, all embroidered with "Men in Black" and their logo. For the veteran team members, the shirts are a symbol of the team camaraderie they enjoy, and a job that gives them pride. For new team members, the uniform offers confidence and credibility.

The shirts start conversations with people outside of the SCCA as well. While on the plane to California for the 2018 Runoffs, Matt and crew were donned in their white Men in Black travel shirts. Passengers

on the plane asked who they were – looking very official and dressed as a team – which began a conversation about the SCCA, about our racing and the Runoffs, and about the serious-but-fun work done by the Men in Black.

It's what the Men in Black have done to represent Tech, to represent the South Jersey Region and the SCCA, that makes Matt smile. "Our professional, collaborative, and proactive approach shines a light on all the great people who make up Tech in our Club, and on the importance of our work," he says. "And to think this grew out of a small Region having a racetrack for the first time in decades and scrambling to set up the teams needed to put on events – it's amazing to see what it has grown into and the notoriety earned by the team and its members. I'm proud of them and privileged to have been able to do this."

Joe Hall, meanwhile, possibly said it best: "Do something serious. But keep a sense of fun about it. And always have each other's back."

Back in the Road America paddock for the 2020 Runoffs, the Men in Black crew did exactly that. As the sun rose and set throughout that SCCA National Championship week last October, the South Jersey crew often missed the sight of those beautiful fall colors and the golden sun. To the Men in Black, though, it mattered little – they were doing what they came to do. 🍁



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CLICKING IN

When it comes to choosing a racing harness, the *SportsCar* staff has distinct opinions | WORDS & IMAGES Philip Royle

Between personal and official projects, the *SportsCar* staff has built many SCCA Road Racing cars. While we outsource the cage, we always attempt to fabricate and install all other components. Some parts we've installed are universal in nature, like fire systems, kill switches and the like, while others require personal fitment, like where the driver sits. Therein, while our preferences largely align in relation to a seat's design, the *SportsCar* staff has very distinct opinions when it comes to racing harnesses. So, when it came time to replace the harnesses in a duo of our road racing cars, the office debate roared once again.

REASONS TO REPLACE

SCCA Road Racing's General Competition Rules clearly lists harness requirements in section 9.3.18, including the fact that approved FIA harnesses are good for five years from the manufacture date and two years for SFI harnesses; in both cases, they also expire per the label's end date, should one be given.

That said, you shouldn't always wait for your harness to age out before considering replacement – sometimes harnesses literally wear out. To

that end, you should keep a close eye on key areas, like where the harness runs through the seat and where the harness adjusters traverse the webbing. "You should also check all of the harness webbing beyond those areas," RaceQuip's marketing director Roger Mealey adds. "Look for fraying all along the webbing and check the stitches everywhere to be sure none are broken. Also, pay close attention to where the ends are wrapped into the hardware."

Light can also cause damage. "Many studies have been done proving that UV light degrades the webbing material," notes Mealey. "In fact, there can be damage even though it's not to the point of being visible to the naked eye. This light can be from the sun or even from shop lights. Essentially, the harness begins degrading from the time it is first exposed to light."

Mealey also points out that polyester webbing holds up to UV light considerably better than nylon.

If you've been involved in an impact, harness replacement is a must. "A subsequent impact could result in less stretch than is needed to slow the body movement in a gradual manner," explains Mealey.

And, finally, be sure to replace the mounting hardware when new



PULL DOWN
Lap belt adjustments that pull down to tighten are quite convenient.



THE FINISHING TOUCH

Even though many harnesses achieve the same FIA approval rating, not all are equal. In the hunt for one specific feature, our research led us to RaceQuip.



PULL UP

An option some might prefer are lap belts that tighten as you pull towards yourself.



NO FUSS

RaceQuip's FIA harnesses allow for a smooth tightening and release action courtesy of quality hardware and easy to grip straps.



THE DETAILS

(LEFT) Some sub-straps offer quick-pull adjustments (left) while others require tightening and loosening at the anchor point (right). Where applicable, don't forget to complete the final overlap of the webbing through the buckle to lock the strap in place.

(BELOW) Two-inch shoulder belts are often desired when donning a head-and-neck restraint. Some harnesses offer a two-inch width all the way to the camlock, while others expand to three inches. Which is best? Often, that comes down to how the belts fit the driver.



harnesses go in. "The hardware goes through constant loading and unloading that could cause damage that might not even be visible," Mealey says.

OPTIONS, OPTIONS, OPTIONS

The *SportsCar* staff generally agrees on a few harness "truths." One is that harnesses should contrast in color with the driver's race suit, enabling easy visual access should driver egress need to be assisted. While we generally prefer the camlock design, we've found that latch-and-link is a very functional budget choice. Finally, since head-and-neck restraints are required in SCCA Road Racing, we prefer harnesses sporting a two-inch width where the harnesses pass over the shoulders, then two

inches for the lap and sub-straps. After that, things get personal.

One of our smaller-statured drivers finds that shoulder harnesses that are two inches in width from end to end fit his torso better; wider shoulder harnesses tend to overlap near the cam lock. Another one of our drivers doesn't have that issue, although he is adamant that his lap belts pull down to tighten, while the smaller driver prefers ones that pull up.

We've found that pull-up lap belts tend to leave a nest of belt ends in the driver's lap should the belt lengths not be set correctly. However, an advantage to a pull-up design is ease of tightening during the race itself, which one of our drivers habitually does every few race laps.

In addition, past experiences

strapping guest drivers into racecars shows that lap belts that pull up to tighten make for a less awkward crew experience.

Not all sub-straps have sliders for easy tightening and, believe it or not, this is also a point of contention. Adjustable sub-straps simplify the installation process and also allow for different drivers in the same car without compromising the belt's fit. Meanwhile, though finding the correct length during the installation on non-adjustable sub-straps can be an annoyance, for one of our drivers, it's the right call as adjustable sub-strap sliders often dig into his legs.

Oh, and there's one more *SportsCar* truth to harnesses: Our drivers wholeheartedly agree that good slider hardware is a must. While we might be willing to compromise on pull-up or pull-down lap belts, slider smoothness is where the line gets drawn.

TRYING SOMETHING NEW

RaceQuip displayed its lineup of FIA-approved harnesses at a trade show a few years back, affording us a hands-on experience. RaceQuip has always produced well-built, budget-friendly racing equipment and has been on our radar for all but harnesses due to our experience that harness sliders on non-premium priced belts failed to impress. Then came that trade show.

We generally budget \$400-plus to obtain harnesses with sufficiently smooth adjustment

sliders, so when RaceQuip's FIA 8853-2016 harnesses seemingly adjusted as smoothly as some of the premium brands for less than \$300, we took notice. So, when prepping for the 2021 Summit Racing Equipment SCCA Road Racing season, we contacted RaceQuip.

Our order was for RaceQuip's 856016 and 855015 harnesses. The 856016 is a full two-inch harness featuring pull-up lap belts and a non-adjustable sub-strap; the 855015 harness utilizes shoulder harnesses that start at three inches in width near the camlock, reducing to two inches past the adjusters for head-and-neck restraint fitment. In addition, the sub-straps on this model are adjustable. Both feature a slew of easy-to-grab hoops. Both harnesses also came with new clip-in ends and eyebolts.

Our first race weekend with RaceQuip's FIA belts showed that the sliders are as smooth – or smoother – than the sliders on the premium priced belts we replaced, plus close inspection of the hardware showed plenty of thought went into producing racing harnesses where "affordable" and "smooth sliders" coexist.

The telltale sign for these harnesses will come in five years when it's once again time for new harnesses. But as it stands, our drivers are extremely happy not only with the belt webbing, options, and sliders, but also the price. 🍷



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SCHUBERTH

In data analytics circles, there's the expression, "garbage in; garbage out." In other words, the conclusion can only be as strong as the quality of data available to analyze. Even an analytical genius with access to a supercomputer can't offer irrefutable analysis if the datapoints used are flawed. It could be said that the same holds true when considering how well a tuned engine will perform if the same gasoline isn't always used.

Open any performance automotive magazine and behold an array of performance parts that promise to increase horsepower, torque,

and drivability. Most do perform as advertised. Put these parts in the hands of a master engine builder or tuner and invest in dyno time and you're on your way to horsepower heaven.

But here's what you need to consider: Once your engine has been tuned to the performance window you're after, if you don't use the same exact fuel in your tank when it's time for the SCCA event to begin, all of that time and money invested in your engine build won't return the same results. Why not? Isn't gasoline just gasoline?

"Gasoline quality can highly

vary from one supplier to another," explains ETS Racing Fuels marketing manager Yann Labia. "For pump-grade gasolines, producers have to match specifications set by ASTM and local regulations, so at least there's a common baseline to assure quality and performance.

"But when we are talking about performance and racing fuels, most of the time fuels don't have to match specific regulations," he notes. "There are many other criteria to define gasoline quality that would affect engine performance. Specific gravity, oxygen content, combustion energy,



cooling efficiency, knocking protection, vaporization speed, combustion speed, engine compatibility – all of these criteria, and more, will differ across brands even if the claimed octane numbers are the same.”

The takeaway here is don't just look at an octane number and assume that the fuel you buy locally at an event will achieve the same performance you mapped to on the dyno, even if you are choosing between two high-quality gasolines. That's because even two premium quality gasolines can have subtly different chemistries that may place more or less emphasis in certain

areas of performance. ETS Fuels refers to this as a fuel's “technicity.”

“If an engine is tuned for a fuel that is RON 105 oxygenated free, and then is switched to another fuel that is RON 105 E20 – meaning that it contains 20 percent volume of ethanol to help facilitate combustion – the air/fuel mixture will differ and the engine won't return the same performance values,” says Labia.

It's entirely possible that the engine output differences might only be within one or two percentage points – hardly noticeable behind the wheel. However, autocross is timed to the thousandths

of a second, so while your butt dyno might not be able to discern a difference, the timing equipment could.

Consider that the average difference between the top five times in Super Street Modified at the Tire Rack Solo National Championships from 2017-'19 was a mere 1.37sec. If you've invested potentially tens of thousands of dollars – not to mention hours of sweat equity – into getting your car in the best possible position to compete, why skimp on the gasoline? For just a few hundred dollars, it's worth bringing your own gasoline supply that is the same as what was used to test and tune your engine. 📍

KEEPING TIME

When it comes to building your autocross engine, swapping race fuels from event to event is like rolling the dice on power | WORDS George Tamayo | MAIN IMAGE Perry Bennett





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GTS

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Pista FF line, consisting of the FF6 six-piston caliper and a four-piston caliper FF4, are specifically designed for track use and offer cost effective stopping power for competition cars and trucks. This is the latest product design created from experience in all areas of motorsport. Features a forged design, which includes a new distinctive asymmetrical and aerodynamic design.



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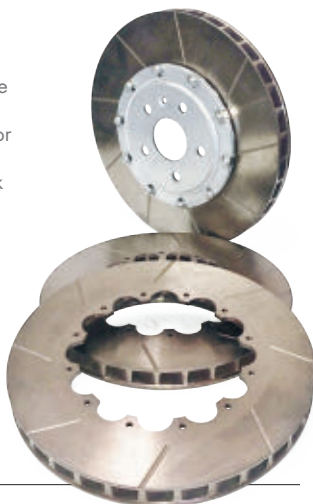
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The Wilwood Aerolite six piston brake kit for your 1997-'13 C5 and C6 Chevy Corvette is built for performance and durability in sustained high-heat competition. This complete kit includes ST series calipers with Thermlock pistons, 14-inch GT series Spec37 rotors, and race-compound brake pads. MSRP is **\$2,995.99** (p/n 140-16202).





THE TRANSITION

Franklin Futrelle's Trans Am TA2 success shines the light on his Club Racing roots and points out another path into the SCCA Pro Racing-sanctioned series. | **WORDS** Steve Nickless | **IMAGES** Chris Clark

No longer playing second violin to the SCCA Pro Racing Trans Am Series' infamous big-displacement class, the tubeframe TA2 class has attracted a significant following in very little time. Like the young apprentice matching the old master with skill and passion, TA2 is suddenly regarded as one of America's premier pro racing classes – and a cost bargain to boot. On a thrills-per-dollar basis, TA2 is tough to top.

With a strong-enough entry to support its own 100-mile feature race on Trans Am weekends, TA2's bellowing V8 sound has attracted one of the deepest, highest-quality fields in U.S. pro racing with race outcomes a you-pick-'em – four different

drivers notched wins in the COVID-shortened eight-race 2020 TA2 season, and 2021 is already just as intense.

That intensity is coming from several directions, from expansive title-winning teams to young hopefuls with an eye on NASCAR's Cup, Xfinity, and Truck series. But a third talent source has also added great depth to TA2. Look down the qualifying list and you'll spot familiar names from SCCA Club Racing – Runoffs champions, Nationals frontrunners – taking it to the TA2 streets.

It's a leap from Hoosier Super Tour GT-2 competition to Trans Am TA2, but not as big as it might appear, explains experienced 35-year-old former Runoffs winner Franklin Futrelle. The perennial

Spec Racer Ford frontrunner won the TA2 race at Michelin Raceway Road Atlanta on March 28 making just his third Trans Am start, claiming victory in a 100-mile feature race that was an utter barnburner.

Futrelle had been much talked about over the winter after making his TA2 debut on his home track, Road Atlanta, last fall. The former Skip Barber Racing School instructor's third place on the grid and eventual fifth-place finish was well noted by the series regulars.

"I started racing when I was 8 on dirt tracks here in the south," Futrelle explains. "My family, my father [Jeff] raced in SCCA and I've raced my whole life."

"When I turned 16, I kind of made a transition from oval track racing to road



UP TO SPEED

SCCA Club racer Franklin Futrelle (BELOW) says that there are quite a few similarities between Spec Racer Fords, which he normally races, and TA2 cars. Proving his point, Futrelle scored a TA2 win at the Michelin Raceway Road Atlanta stop of the SCCA Pro Racing-sanctioned Trans Am Series (LEFT) in March.



course racing, and I fell in love with that. I did the whole racing thing – Skip Barber – up until about the age of 28. I drove all kinds of things – Formula F, Formula Mazda, and more.

"Over the years, I instructed all over the country, but Road Atlanta is definitely my home track. I've been going there since I was 8-years old, you know, 10 times a year with my father and stuff.

"But [in 2016], I kind of got out of racing for about five years. I had my first kid and my father retired; my brother-in-law and I bought his company, Meco Augusta/Greenville which builds and services gas stations and commercial fueling operations."

Then, last fall, he got a call from

friend Cliff White, owner of the Alabama-based B2 Motorsports, saying he had purchased a Trans Am car. He and Futrelle grew up racing together – in fact, their fathers raced together, too.

"Cliff's a heck of a driver," Futrelle points out, "and he's won National Championships in Spec Racer Ford. If you can do that, you can pretty much drive anything."

White proved that at the 2020 Runoffs, finishing an impressive third in GT-2 in the M1 Race Cars-built Ford Mustang TA2 car.

"[Cliff] kept asking me about it because I was in the racing industry at the time; and I kept telling him, 'Man, TA2 is what you want because it's driver-oriented; it's got a following; you can market it and get sponsorship because it has a following.'"

White has designs on a TA2 pipeline from SRF which, from the outside, seems a stretch but, says Futrelle, it's not the big leap it appears. "The big thing with the Spec Racers is car control, because there's not a ton of grip. You get used to the thing moving around under you. You've got the race craft in Spec Racers."

So, what are the differences in prepping yourself as an SCCA Club Racing driver for a 100-mile-long pro race? "The physicality was huge," Futrelle reveals. "The Trans Am car will wear you out. It's probably 130 degrees in the cockpit. My hand got burned, the shifter got so hot, and I melted my shoes at the first race at Road Atlanta."

What are the key differences between the specs of a TA2 car in SCCA's GT-2 class compared to Trans Am? Are they significant? "No, not really," Futrelle says. "Tires – the transition from Hoosier to Pirelli is not a big deal; they are actually very similar compounds. I think in GT-2 they run a little more weight than we do in TA2.

"The biggest thing was learning – just Cliff, me, and the friends working on the

car," Futrelle notes. "We don't have a NASCAR engineer or even somebody with a TA background. So, learning about the front shocks and the front-end geometry and what the car likes – it's completely different than what we're used to.

"I really can't say enough about the Lagasse family [from whom Cliff acquired the car]. They've been a huge help. I think it speaks as much for them as it does for us that their customer car with a Club Racing team entering it is running up front"

The guys who teed Futrelle up for such success at Sebring and Road Atlanta were a hastily assembled bunch of friends he called upon from early Club Racing days. "My buddy Clark Brittingham from here in Augusta – we've been friends since he was little," Futrelle says. "He's kind of my traveling mechanic, goes with me no matter where I race or what I race. He's my right-hand guy.

"Casey Cardon was the crew chief. He used to be my boss at Skip Barber. He has his own race team which has won a bunch of World Racing League championships. He runs a good program."

On the heels of his success at Road Atlanta in the 2020 Trans Am finale, Futrelle's calendar expanded to include a handful of TA2 races, showing off the No. 58 Ford Mustang in the Sebring and Road Atlanta season openers to, hopefully, help team owner White secure a rental customer. But the Road Atlanta victory shook up the pre-season thinking.

"I didn't plan on [running a full TA2 season]," Futrelle admits. "I did plan on running Nashville and Road America, [but] I'm second in points now, so I've been reaching out to people in the past week or two."

There's every hope it will work out – for Futrelle and for others like him looking to secure a place in one of America's most exciting pro racing series, TA2. 🏁

WHAT A YEAR

From the Formula F Runoffs crown to the SCCA Jim Fitzgerald Rookie of the Year and Team USA Scholarship, Simon Sikes had a spectacular 2020

WORDS James Heine | MAIN IMAGE Jay Bonvouloir



Rich Cowine

For Simon Sikes, who at the beginning of last year didn't know when, if, or how he might race, 2020 turned out to be an exceptional year despite the coronavirus pandemic and other assorted, more pedestrian everyday distractions. After eventually signing with Greg Rice and RiceRace and beginning his season with Chicago Region's June Sprints, the then-19-year-old Atlanta Region driver started 20 Formula Race Promotions (FRP) F1600 and SCCA Formula F races, scoring 11 wins and seven second-place finishes on his way to capturing both the SCCA Pro Racing FRP F1600 title and SCCA's Formula F National Championship Runoffs title (as well as a June Sprints

victory). 2020 was then capped with being presented with SCCA's Jim Fitzgerald Rookie of the Year award and a Team USA Scholarship.

But wait, as they say, there's more! In Formula Continental, Simon won a Hoosier Super Tour event and finished second in that class at the 2020 Runoffs, again in a RiceRace-prepared car. Then, last fall, after signing with Marotti Autosport he ran three USF2000 events in preparation for a full assault this year on the 2021 Cooper Tires USF2000 title.

All things considered, an impressive motorsports year. Absolutely.

"It was everything I could have dreamed of," says Simon. "I had no expectations going

into the season. I didn't even sign the deal to race until pretty much the start of the Formula 1600 season. RiceRace gave me the absolute best cars possible. We won almost everything we did, which was a great feeling."

Also, as one might expect, "a great feeling" applies to winning a Team USA Scholarship. "It's huge," Simon says.

"That's something I've been chasing since my Skip Barber days," he notes. "I'd been a nominee a couple of times before, but I wasn't prepared. I hadn't been in cars enough to be selected. Last year, having run the full F1600 Championship and having succeeded in it, I finally got the relief of being able to put my name next to some of the drivers who have been selected previously. Representing this country is huge. I'm proud of this country, and I'm proud to be able to represent it."

It's a foregone conclusion that determined drivers start their motorsports careers at an unfathomably young age in karts, and so it is with Simon. Still, his introduction to the sport doesn't follow precisely the trajectory one would expect. Among other things, it's Disney's 1968 movie *The Love Bug* that first piqued a 3-year-old Simon's interest in racing.

"After I watched that, I told my parents I wanted to go racing," he explains. "I wanted to be a professional racecar driver."

And his parents' response? "They told me I could go racing when I was old enough," Simon recalls.

Yep. A typical parental answer.

"My dad thought I'd need to be 16 with a driver's license to be able to race competitively. But when I was 4-years old, I brought home a book from my school library that said I could start racing go-karts at age 5. My dad held up his end of the deal and got me a go-kart for my fifth birthday.

"I started racing locally at Barnesville, Ga., and went from the local to the regional to the national level of the karting ranks," Simon explains.

In 2015, at age 14, Simon began his transition to formula cars, beginning with Skip Barber. "I ended up running their 2016 championship series, where I finished third in the standings and was the rookie of the year."

As for this year and his Cooper Tires USF2000 season, which got underway with series tests and April races at Barber Motorsports Park and St. Pete, Simon says it's the opportunity of a lifetime and, he reminds me, it would not be possible without help from Will Marotti and Legacy Autosport.

"I'm honored to work with such a determined and inspired man as Will Marotti," he says. "I have always wanted to race in USF2000."

ONE FOR THE BOOKS

Simon Sikes (LEFT) had an unbelievable 2020. Scoring two podiums at the National Championship Runoffs, including an FF win (RIGHT), he was also presented with SCCA's Jim Fitzgerald Rookie of the Year award.



He's also thankful that last year Marotti afforded him an opportunity to gain a head-start on 2021 with late-season USF2000 races at IMS, Mid-Ohio, and St. Pete. "These three weekends were an excellent start. Moving up is difficult no matter the circumstance, and I had some excellent people to help ease the learning curve," he says.

Where does the SCCA fit in all this?

Well, he hopes to defend his Runoffs title in September, but more than anything, Simon explains, "I've learned through running SCCA weekends how to effectively prepare for a race weekend and how to set up a car so that when you arrive, you have it ready to go,

and you're not surprised or unprepared for anything."

Like karting, SCCA also is a great place to master the basics of racing and to improve, he adds. In his case, he notes, that is especially true of F1600 and Formula F. "For me, they've been the absolute best place to develop my racing skills."

What's next for Simon Sikes? "I'm really looking to develop on the Road to Indy, in the hopes of making it to IndyCar in the next couple of years," he says.

"My absolute savior in racing this year is Will Marotti and his support in the Cooper Tires USF2000 Championship. Having someone like that put their trust in you to do what you do is exciting for the possibilities to come." 🍷

ON THE RELATIONSHIP OF RACING - AND CHESS

Of the many young SCCA members we've profiled over the years, Simon Sikes is perhaps the first who also exhibits a serious interest in chess, a favorite non-motorsports activity for this 20-year-old racer and business major at Augusta University in Georgia.

So, has he seen *The Queen's Gambit*, Netflix's popular and 2020 award-winning miniseries about chess (among other things), and has he ever opened a game with the Queen's Gambit?

"I watched *The Queen's Gambit* the day it was released, but I don't open games with the now much more popular opening move," he says.

"I really enjoy playing chess. Among amateur players I'm decent," Simon adds with a laugh. "Among anyone who really knows what they're doing, I can't compare. Though I've been playing most of my life, I would not put myself at the level of people who compete in competition for it."

Still, for himself, there's a definable connection between chess and racing. "Chess has taught me how to look beyond my next move and see what's coming down the road," he says. "I would definitely say that chess had a big influence on helping me develop my critical-thinking skills and being able to look forward and not just to what's right in front of me."

INTO THE ACTION

Kat Beigel and Dave Hermann won 2020 Worker of the Year awards in different specialties, but they're both key to getting the racing started | WORDS Jim Kearney | IMAGES Courtesy SCCA



"There is a lot of detail work that goes into registration that most people never see"
KAT BEIGEL

Nobody ever said that Kat Beigel is a shrinking violet. She was on duty in 2006 with the Sheriff's auxiliary working at Road America when a car pulled up with the driver indicating that his girlfriend was not feeling well. Kat looked at the woman sitting shotgun and noticed that she looked seriously dehydrated. "It was a really hot day, and she hadn't kept up with her water intake." Just then a Club safety worker came out of a nearby restroom and Kat noticed the gear he was carrying. She shouted, "You! I need you over here, pronto!" With appropriate attention, the girlfriend was fine, and the safety worker and Kat became friends. "He invited me to come to the next event, which was at Blackhawk Farms. That's how I got involved with the SCCA."

At Blackhawk, she signed up to work with the safety team. "Like everything else,

it was learn as you go. Somebody on the team was knowledgeable about towing and we all got to learn from him. I learned about flat tows and hot flats. I loved everything about it, the harmony of the team is just awesome." She proudly wore the bright orange or red suit for some 10 years.

As you would expect, some of the encounters were pretty dramatic. One time at Blackhawk, a Miata wedged itself on its side against a wall, driver's side down. It took some doing to figure out how to get the car off the wall without making things worse. "They ended up stabilizing the car by positioning the tow truck against it with cables. And, although we usually don't do this, we called a local fire department to help out with their equipment as well."

Kat says she has done a bit of everything, from putting out fires to holding a c-spine brace during a driver extraction. "Once at Road America at Turn 9, a Porsche came to a halt on fire. The driver was able to get out, but we encountered carbon fiber panels everywhere, making it about impossible to direct our fire extinguishers where we needed to get them. It was probably just a brake fire, but it was smoking a lot. We did what we had to do and got it out."

In the beginning, Kat mostly worked as the safety dispatcher. "I have a cool head and I give the safety workers what they need," she explains. "Because I have been there, boots on the ground and all, I know how to read the situation."

She also worked on the emergency services truck when the team was shorthanded. She relates a scene where she discerned from both the facts being related and the tone of voice of the emergency services worker that steps needed to be taken immediately. "I reached right out and grabbed a steward – we need a double yellow right now!" she recalls saying.

It's not a position for the faint of heart. She was at Turn 3 at Road America responding to a car that had slid off in the rain and ended up in the gravel. But as Kat went to help, additional racecars joined her in the runoff area. "We ended up with at least three more cars in the gravel," she says. "My dispatcher was shouting at me to get in the truck!"

Kat says it is all about keeping the drivers safe, but as with everything, workers must look out for themselves as well.

Around 2013, she began working another specialty: registration. "I have computer skills and I can learn," Kat says. "I am happy to go where the Club needs me, and they needed help at registration."

But isn't it a big change to go from emergency services to registration? "Actually, there is a fair amount of drama in setting up events," she laughs. When we spoke, she was working on setting up two separate events, a Driver's School and Double Regional in addition to a U.S. Majors Tour in May.

"There is a lot of detail work that goes into registration that most people never see. "Again, in a different way, it is about looking out for our drivers. We get lots of questions, some I can handle and some I can't. I don't deal with car questions, for example, but I connect them with people who can."

She scours the entry information looking for possible issues that may throw a wrench in the works. Is their membership current? Is their competition license current? "I'll send them an e-mail two weeks ahead of time if I see a possible problem. That gives them time to correct it." Kat says they will even go to bat for someone at the event itself should a license issue arise. "If there is any way to help them correct things so they can participate, we are there to help overcome whatever hurdle we can."

At the 2020 National Championship Runoffs, SCCA recognized her



accomplishments by presenting her with the Registration Worker of the Year Award.

But while the award is for one specialty, Kat doesn't seem content with just one role. A member of both the Blackhawk Valley Region and the Milwaukee Region, these days she splits her time between registration and emergency services. "At the upcoming Driver's School at Blackhawk, I am the Chief of Registration, taking care of the registration process ahead of time and for the first day. Then I will switch over to the safely dispatcher role for the rest of the weekend, which includes the Double Divisional race program. And, yes, it does get a little crazy at times."

FROM THE START

Dave Hermann is not a rowdy demonstrator, but he did get his start in the SCCA by holding up a sign. It was 1995, and he and his brother Randy and their families were spectating at a CART race at Road America. It was the time of the infamous split between open-wheel sanctioning bodies, and Dave let everyone know exactly where he stood.

"I held up a sign that said 'No IRL,'" he says. One of the SCCA corner workers came over and expressed strong agreement. "I asked him how do you get to do what you're doing? The worker explained how things worked and we all joined up."

Dave and Randy worked corners, Dave's wife Sue went to Timing and Scoring, and their two young children Chris and Heather became runners for T&S.

Dave worked Flagging and Communication for some 14-15 years. "My first race was at Road America later that same year, at Turn 14," he recalls. "It was an incredible rush to be so close to the cars."

The GT-1 ground-pounders made a particularly big impression on him – and it seemed the brothers almost attracted incidents. "Everything seemed to happen at

the corner where we were both stationed," he says. They had t-shirts made up. Dave's said "SH" over "MAG." Randy's said "IT" over "NETS." For this and other reasons, it was decided that the brothers should not be both working the same turns.

Their training kicked in right away. In a race at Blackhawk Farms on the last lap, the leading F500 car came upon a pack of FVs engaged in their own battle. The F500 ended up contacting a Formula Vee and flipping end over end and came to rest upside down about 10 yards from their station. Dave and Randy promptly responded.

"We knew what to do," Dave said. "We checked on the driver, who signaled that he was OK. We made our calls, described the situation, and kept the dispatcher posted. The ambulance got there quickly, and Fire and Rescue came and turned the car over and rescued the driver." Dave admits that afterward he had a moment reliving the scene. "You think to yourself, holy cow, what did we just do?"

At the end of his first full season in 1996 he was made a corner captain, so he knew he must be doing something right. "When you get some good experience under your belt it really helps you become self-confident. You feel you can handle the job."

In February 2007, he ran into a different sort of challenge: he experienced a brain aneurism. "It was physically limiting as I had paralysis on my right side. Also, I had to do a lot of therapy to recover my verbal communication skills."

Like many in this and similar circumstances, he could mentally process matters just as quickly as he always had but he could not get his tongue to cooperate. "I still work at it, but I have made great strides," he says.

At first, he tried to return to his F&C posts, although he worked far fewer races as he recovered. "But I realized that I just

"It was a difficult adjustment to make...so I thought to myself, it was time to try something else"
DAVE HERMANN

didn't have the ability to move as quickly I used to," he recalls. "I didn't want to put any of my corner teammates in jeopardy."

"It was a difficult adjustment to make, but it was necessary. So, I thought to myself, it was time to try something else."

The start chief had talked with him and they agreed that at the start of the 2010 season, Dave would give it a try.

"I knew I had all the basic flagging skills." His first event as a starter was at Blackhawk Farms. "It has a nice long front straightaway, and from the starter's bridge you have a great view of the field," Dave explains. "Everybody worked hard to keep me informed and comfortable. They gave me some reference points to use as to where to consider throwing the green if the field is lining up solidly. I thought to myself, this is fun, let's do it!" He had a great first weekend and he has been a starter ever since.

He has clear-cut, simple goals. "I want [the start] to be fair and safe," he says.

Dave looks for a nice orderly field, but he is not one to hold out for perfection. "Maybe they aren't lined up, or they are going way too slow, or somebody is way out in front. Otherwise, I'm going to start them. There is no guarantee that they are going to be in better shape the next time around."

At the Runoffs last year, Dave learned that he would become the Divisional Administrator for starters. Later that day, he was presented with the Starter Worker of the Year Award. "It was sort of a boom-boom surprise," he says. "I'm thrilled to receive it. I love what I do at the races. In 25 years, I've missed one National and two Regionals. It keeps me busy." 📍

**OPPORTUNITIES**

(LEFT) Racers in many classes will soon be able to add SCCA endurance racing to their repertoire. (BELOW) Jim Rogaski is stepping down from his Executive Stewards chairman position at the end of the year, with the team working toward a seamless transition.

FULL SPEED AHEAD

From racing electric vehicles to steward involvement and the launch of an enduro series, SCCA Road Racing is moving

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

The Club Racing Board (CRB) has been working on several new initiatives in collaboration with the Executive Stewards and SCCA Staff, and they're really quite exciting. Two such initiatives include the creation of the Electric Vehicle Advisory Committee (EVAC) plus a new program which is targeted at encouraging drivers to become involved in the stewards' program. Then there's a National endurance initiative, but I'll get to that in a minute.

ELECTRICS IN RACING

The EVAC was created in March 2021 with the task of developing the SCCA electric vehicle safety and competition regulations. The committee members were gathered from the National Board of Directors, CRB, Executive Stewards, SCCA Staff, and industry experts. The committee is currently reviewing any existing EV regulators to understand the current industry standards. The list of topics includes battery packs, battery modifications, charging systems, vehicle modifications, and technical inspections.

The EVAC is also creating a list of potential EV classes, and investigating which racetracks currently allow electric vehicles. If the

membership has any questions or comments regarding electrical vehicle road racing, please contact the EVAC at crbscca.com.

A STEWARD TRANSITION

The CRB, Executive Stewards, and SCCA Staff had a transition conference call where Jim Rogaski introduced Ken Blackburn as the 2022 Executive Stewards chairman. On the conference call, we agreed to continue the open dialog between the Executive Stewards and CRB and to try to improve the memberships' understanding of the stewards' role during an SCCA Road Racing weekend.

Along those lines, expect detailed information regarding stewards to appear in future *SportCar* articles. Rogaski and Blackburn also expressed interest in encouraging drivers to enter the stewards program. Look for new ideas on that topic to appear in the near future as well.

Even though Rogaski will finish out 2021 as the Executive Stewards chairman, the CRB would like to take the opportunity now to thank him for the tremendous number of volunteer hours he dedicates to the Club. Jim has helped guide me in the CRB chairman role, and I am sure there



Philip Royle

are countless other members who are thankful for his dedication, too. Thanks Jim!

ENDURANCE RACING

In March, the SCCA announced the launch of the exciting SCCA Endurance Team National Championship, scheduled to take place March 31-April 2, 2022, at Sebring International Raceway. This new Endurance Team National Championship is poised to bring SCCA back to the forefront of endurance racing.

The rules package and program are being developed by the Endurance Racing Board (ERB), which is made up of SCCA Staff, SCCA members, and two voting BoD liaisons. This group is responsible for charting the path of the program, including the sporting and technical regulations. Updates will be announced as they are available at scca.com/enduro and in *SportsCar*, but for those looking to provide feedback about the event or program, please e-mail enduro@scca.com.

Meanwhile, the CRB would also like to encourage members to send any ideas to improve the SCCA Road Racing program to crbscca.com. With good member input, we can continue to be the premier road racing sanctioning body in North America. 📍



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**WHAT'S AHEAD**

(LEFT) In autocross and life, it's all about keeping your eyes up and concentrating on what's to come. (BELOW) ProSolo hit a snag this year, but all signs indicate a positive outcome awaits.

ROUNDING THE CORNER

From Formula Junior to a pandemic to ProSolo's latest battle, it's been a weird year. But let's keep our eyes looking ahead

WORDS Paul Brown | IMAGES Perry Bennett

Participating in a Solo event is a lot like being in a band. We've got a sheet of music, everyone has a part to play, and if all goes well, we play some music. With the right players, the music can even be quite fantastic. Don't worry, I'm not going to run with this analogy for the entirety of this month's column, so stay with me....

One of the challenges we face in autocross events is that we don't get to rehearse. We can plan, discuss, and work on the equipment (ie: instruments) between events, but the only real practice we get is during actual performances.

At the Regional level, key parts of the band (ie: other competitors) don't change a whole lot between events, which can lead to some really smooth, consistent music from event to event. National events, meanwhile, tend to feature different players each time they meet, and those meetings happen at different venues, so there's often a bit of time to ramp up the familiarity to get started. That is mitigated considerably by having a complete set of rules and supplemental regulations (ie: music) in place and having a Chief's Team of experienced players to help get things all in sync as quickly as possible.

Of note is that the Club is always

looking for members who can play their parts well. And that seems to pretty much cover this particular analogy.

MOVING ON...

It is said that bad things come in threes. Last year, the Formula Junior program was put on hiatus for a top-down and bottom-up review. On top of that, COVID-19 resulted in the cancellation of the 2020 Tire Rack Solo National Championships in September. This year, the Tire Rack ProSolo National Series was put on hiatus for – you guessed it – a top-down and bottom-up review, largely regarding timing and scoring concerns.

The review and resulting reengineering of Formula Junior seems to be concluding and we have every expectation of a somewhat normal Solo National Championships come this September. That just leaves ProSolo, which I have every confidence will also return stronger than ever. Given that the current concerns for ProSolo are not safety related, that hope isn't too farfetched.

As far as ProSolo goes, there are very few rule changes in the pipeline other than a couple of tweaks to the indexes and changing every "2020" in the book to "2021." Yet there



are some changes of note. For instance, given the uncertainty of being able to hold events at several of the scheduled sites, 2021 was slated to be a non-points, winner-take-all season even before the most recent unplanned hiatus.

Upon a successful resolution of the current set of issues, there will be a new set of qualifying standards for the 2021 ProSolo Finale, which likely won't have a whole lot to do with 2021 participation.

So, let's keep looking ahead – good things are happening.

BACK AT HOME...

Here in New Mexico, we've had COVID-related restrictions that have prevented *any* events from taking place for over a year. There is some hope that at some point in 2021 this will change, and we'll get to go back to Farmington to burn up gas and tires – and inject money into the local economy.

Meanwhile, if you're anything like me, the long layoff from events also means a round of inspection and maintenance to the RV and car trailer prior to getting back to the action. Remember to check tire pressures, tire tread, brakes, fluid levels, and so on, all while looking ahead to great events to come. 🍷

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CHOOSE WISELY

Tire compound is key when running in a more modified class (BELOW), but even in Stock (RIGHT), tire choice is essential, regardless of the vehicle.





COMPOUND OF CHOICE

Be it Prepared, Modified, or even Stock, choosing the correct RallyCross tire compound is imperative if you want to win

WORDS Matt Wolfe | IMAGES Daniel Ebling



Selecting the right tire compound for your RallyCross car is an often-overlooked aspect of the sport. While numerous opinions and information exist for what the type and tread pattern for a given surface may be, tire compound can often play just as significant a role in how your vehicle performs.

There are several keys to determining which compound (or compounds) is the right choice for your particular application. One of the most important factors is understanding the surface that you'll be competing on, as well as what the conditions will be. For example, if you live in a warm, arid climate that rarely gets below freezing and you're on principally hard-pack surfaces, a "soft" compound may not be for you, especially if you're driving a heavy and/or powerful vehicle with more than one driver. Conversely, if you have a lightweight or relatively low-power vehicle in an area that regularly sees below-freezing temperatures, a soft or winter compound is likely going to be what you desire.

Generally, the firmer the surface and the heavier or more powerful the vehicle, the harder the compound you will need. This does not necessarily mean that cars tipping the scales at more than 3,000lbs with an excess of 250hp to the wheels can't use softer compound tires effectively. However, you will likely notice significantly higher wear when using the softer compounds. In extreme cases, some tires may start to lose significant chunks of tread if the compound is too soft and is overheated. This is an extreme example, but one that should be considered before turning a set of tires into an expensive cloud of rubber dust over a weekend.

It is also worth noting that tire manufacturers may have their own idea of

"Compound selection is not solely a consideration for the Prepared or Modified classes, either"

what "soft," "medium," and "hard" means when it comes to rally tires. Similar to treadwear ratings for DOT tires, compounds can vary greatly from manufacturer to manufacturer. It's important to research the tires you are looking to use in order to ensure they are the right fit for your application. Many manufacturers provide charts with ambient temperature and surface use recommendations that can help you determine the compound that's right for you.

Compound selection is not solely a consideration for the Prepared or Modified classes, either. Stock class vehicles can also benefit from selecting specific compounds for certain conditions. Like dedicated rally tires, not all snow or all-season tire compounds are created equal. Some winter tires offer better snow and ice traction while others offer superior wear characteristics and performance in above-freezing temperatures. One of the reasons the original Firestone Winterforce tire was so popular for Stock class was not only its relatively open tread pattern, but its surprisingly durable compound that offered reasonable winter performance and surprising amounts of grip on hot, hard-pack courses with very little wear.

As is often the case in motorsports, the right tire can be the difference between bringing home shiny hardware and missing the podium. Selecting the right tire type, size, and compound is imperative to running at the front of the pack and is an invaluable tuning tool to have in your arsenal. 🚗

THE NEW CULTURE

Decades in, the Finger Lakes Region Winter Rally Series saw pandemic changes that could stick around for the long run

WORDS Rick Beattie | MAIN IMAGE John Werner

For 30 or 40 years, Finger Lakes Region's SCCA RoadRally team has continued its six-event Winter Rally Series. Although the biggest winter problems are typically snow, the pandemic triggered the need for new methods that will be the basis for future events.

Supplying more details, Rally Chair Jamie Hayslip summarized the character of the series and Alan Smith, Rallymaster of the second event, explained the necessary changes to fit new needs.

The rallies started in mid-December and continued to the last event in March. Despite the average entry count being lower than normal – about 10 to 15 cars – Hayslip was “encouraged that many new people came out to events for the first time this year and really enjoyed themselves.”

Some of that was “the opportunity to get out of the house for a change of scenery,” Hayslip noted, enhanced by the workers and other volunteers “eager to work checkpoints, run safety sweep, etc.”

Finger Lakes Region presents RoadRallies that are challenging to both the driver and navigator. They typically start mid-afternoon and run to about 10 p.m. Light is one challenge, but weather is another. The heavy snow at the Cabin Fever Rally greatly affected visibility and road conditions but, Hayslip noted, “All teams survived the event unscathed.”

To overcome the effects of COVID-19 restrictions, the set up of the events were modified. Registration was completed online using motorsportreg.com, thus streamlining the process. According to Hayslip, they will use the same system next year, adding electronic weekend memberships.



Gary Thomas

Smith listed nearly a dozen other changes that not only improved the COVID-19 effects but also enhanced the way the event was structured. The changes to “fit the new culture” are:

“We reduced the registration time to more of a ‘check in.’ All of the pertinent information required that was typically recorded on a registration/tech form are collected online with a more concise tech inspection documentation at check-in.

“Route instructions [were] e-mailed to all registered entrants on Saturday morning to allow teams to markup/prepare their routes at home prior to the afternoon start of the rally. [That helped] promote social distancing and reduced the time spent together as a group.

“The Novice class, historically held during registration, [was] held with an online class that is viewable at any time. We [were] always ready to answer any questions they may have. We are considering having a Zoom meeting the night before the next rallies so we can have a more interactive Novice ‘class.’

“We revised our checkpoint procedures to include stickers that are passed to the competitive team through the window. This [made] for a quicker transfer of information at the checkpoint car.

“Checkpoint crews text pictures of the checkpoint logs to a scoring crew. Scorecards are collected at the final checkpoint.

ILLUMINATING

(MAIN) All RoadRallies see unique situations, especially during COVID. (LEFT) Heavy snow during the Winter Rally Series provided an extra challenge.



“Our events require a break to provide for refueling of the car and team. The midpoint break times [were] reduced to limit the close interaction of teams and promote social distancing.

“The sweep vehicle [collected] the logs, signs, and clocks at the final checkpoint team to gather them and return the equipment to the rallymaster.

“The rallymaster typically works the final checkpoint to collect the scorecards and have a short interaction with the teams.

“Scoring [was] finalized overnight and the next morning. Preliminary results are e-mailed to all registered teams on Sunday morning. After a few hours to allow for inquiries, the results are declared final, e-mailed to all teams, and posted to the website.

“For this event, we held another Zoom meeting on Monday evening to interact with teams and answer any questions.”

With all that effort, the class of the field was the longtime rally team of Karl Haltiner and Greg Peck. In four of the five events they were able to enter, Haltiner and Peck placed first overall. James Monk and SueAnne Carson, longtime rally friends of the Region and organizers of the Susquehannock Trail Performance Rally (STPR), also joined in.

Yes, the Winter Rally Series has been around for a while, but that's not stopped organizers from adapting in order to attract new and experienced competitors alike. The snow – well, that stays the same. 🍷

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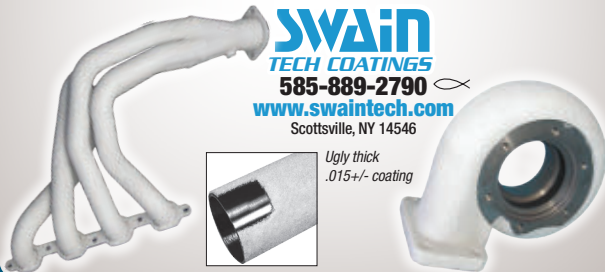
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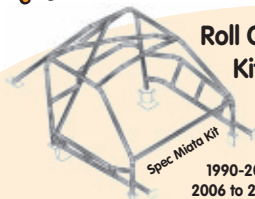
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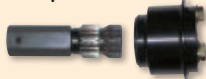


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JULY/AUGUST 2021

Showcase: *Solo Nationals Prep Guide*

Editorial Cover Feature: *The Who Will Win The Solo Nationals*

Reserve space by: June 8; Materials due: June 22; Mails: July 13

SEPT/OCT 2021

Showcase: *Runoffs Preparation Showcase*

Editorial Cover Feature: *Who Will Win the Runoffs?*

Reserve space by: July 27; Materials due: Aug. 10; Mails: Aug. 31

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CALENDAR

SPORTS CAR CLUB OF AMERICA MAY/JUNE 2021
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU

MEMBER BENEFITS

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

HAGERTY

Hagerty is offering SCCA members a 5-percent discount to protect their investments, including collector cars, motorcycles, racecars, and boats, as well as a 5-percent discount on annual insurance policies. Plus, 30-percent off on-track insurance for Track Night in America events.



RACER magazine tells the stories of racers in a way that is unlike any other publication, with SCCA members receiving a 44-percent savings off the cover price.



Members receive a discounted subscription rate of only \$16.99 per year to **Classic Motorsports** magazine.



Members receive a discounted subscription rate of only \$16.99 per year to **Grassroots Motorsports** magazine.



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For a full description of all the special offers included in the Member Benefits program, plus links to participating companies, go to www.scca.com and check out the Member Benefits link.



TRANS AM gotransam.com
Feb 19-21 Sebring International Raceway, Fla.
Dyson (TA); Merrill (TA2); Oakes (SGT); Di Pippo (GT)
Mar 26-28 Michelin Raceway Road Atlanta, Fla.
Said (TA); Futrelle (TA2); Brummond (SGT); Merck (GT)
Apr 30-May 2 WeatherTech Raceway Laguna Seca, Calif.
Drissi (TA); Matos (TA2); Joiner (XGT); Oakes (SGT)
May 28-31 Lime Rock Park, Conn.
Jun 25-27 Mid-Ohio Sports Car Course, Ohio
Jul 2-4 Road America, Wis.
Jul 16-18 Brainerd International Raceway, Minn.
Aug 6-8 The Music City Grand Prix, Tenn. (TA2 only)
Sep 10-12 Watkins Glen Int., N.Y.
Sep 24-26 Virginia International Raceway, Va.
Nov 5-7 Circuit of the Americas, Texas

TRANS AM WEST COAST C/SHIP
Apr 24-25 Sonoma Raceway, Calif.
Dyson (TA); Mayer (TA2); Gregg (XGT); Crocker (SGT)
May 1-2 WeatherTech Raceway Laguna Seca, Calif.
May 15-16 Thunderhill Raceway Park, Calif.
Jun 12-13 The Ridge Motorsports Park, Wash.
Jul 24-25 Portland International Raceway, Ore.
Oct 9-10 Utah Motorsports Campus, Utah
Nov 6-7 Circuit of the Americas, Texas



FORMULA 4
f4usampionship.com
Mar 26-28 Michelin Raceway Road Atlanta, Ga.
Alder; Alder; Leon
May 14-16 Road America, Wis.
Jun 25-27 Mid-Ohio Sports Car Course, Ohio
Jul 16-18 Brainerd Int'l Raceway, Minn.
Sep 24-26 Virginia Int'l Raceway, Va.
Nov 5-7 Circuit of the Americas, Texas



FORMULA REGIONAL AMERICAS frameras.com
Mar 26-28 Michelin Raceway Road Atlanta, Ga.
Simpson; Simpson; Simpson
May 14-16 Road America, Wis.
Jul 16-18 Brainerd Int'l Raceway, Va.
Aug 13-15 Grand Prix de Trois-Rivières, Quebec, Canada
Sep 24-26 Virginia Int'l Raceway, Va.
Nov 5-7 Circuit of the Americas, Texas



F1600, F2000, AND ATLANTIC CHAMPIONSHIP SERIES
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Jun 18-20 Pittsburgh International Raceway, Pa. (F1600, F2000, Atlantic)
July 30-Aug 1 Road America, Wis. (F1600, F2000, Atlantic)
Aug 20-22 Summit Point Motorsports Park, W. Va. (F1600, F2000)
Sep 10-12 Autobahn Country Club, Ill. (F1600, F2000, Atlantic)
Oct 15-17 Pittsburgh International Raceway, Pa. (F1600, F2000, Atlantic)



RADICAL CUP
radicalsportscars.com
Jun 17-20 Road America, Wis.
Jul 16-18 Circuit of the Americas, Texas
Aug 27-29 New Jersey Motorsports Park, N.J.
Sep 16-26 TBD
Nov 18-20 TBD



Date Track/Region



HOOSIER SUPER TOUR
scca.com/supertour
Jun 4-6 Road America (June Sprints), Wis.
Jun 18-20 Watkins Glen International, N.Y.



U.S. MAJORS sccamajors.com

NORTHEAST CONFERENCE
May 29-30 Pocono Raceway, Pa.
Jun 18-20 Watkins Glen International, N.Y.
Jul 9-10 Thompson Speedway Motorsports Park, Conn. (Friday/Saturday event)
Jul 17-18 New Jersey Motorsports Park-Thunderbolt, N.J.

NORTHERN CONFERENCE
Jun 4-6 Road America (June Sprints), Wis.
Jul 10-11 Road America, Wis.
Jul 24-25 GingerMan Raceway, Mich.
Aug 21-22 Grattan Raceway, Mich.

SOUTHEAST CONFERENCE
May 28-30 Charlotte Motor Spdwy, N.C.
Jun 26-27 Roebbing Road, Ga.

SOUTHWEST CONFERENCE
May 29-30 Pueblo Motorsports Park, Colo.
Jul 3-4 High Plains Raceway, Colo.
Aug 21-22 High Plains Raceway, Colo.

MID-STATES CONFERENCE
May 29-30 Pueblo Motorsports Park, Colo.
Jun 19-20 World Wide Technology Raceway, Ill.
Jul 3-4 High Plains Raceway, Colo.
Aug 21-22 High Plains Raceway, Colo.

SOUTHERN CONFERENCE
May 29-30 MSR Houston, Texas
Sep 4-5 MSR Houston, Texas

WESTERN CONFERENCE
May 29-30 Pacific Raceways, Wash.

MID-SEASON MADNESS

The Trans Am series heads to Mid-Ohio for a near-mid-season showdown on June 25-27.



Chris Clark

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WHEN June 25-27, 2021
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Sep 27-Oct 3, 2021 Indianapolis Motor Speedway, Ind.

REGIONAL/DIVISIONAL

NORTHEAST nediv.org
May 29-30 Pocono Raceway/Northern New Jersey
Jun 4-6 New Jersey Motorsports Park/South Jersey
Jun 11-12 Lime Rock Park/New England
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
Oct 9-10 Summit Point Raceway/Washington DC
Oct 22-24 New Jersey Motorsports Park/South Jersey
Oct 30-31 Nelson Ledges Road Course/Mahoning Valley

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 = Track Sprint
TT = Time Trial
v = Vintage

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

SOUTHEAST sediv racing.com
May 29-30 #v Sebring Int'l Rcwly/Central Florida
Jun 4-6 Charlotte Motor Speedway/Central Carolinas
Jun 11-13 v Sebring Int'l Raceway/Central Florida
Jul 24-25 Road Atlanta/Atlanta
Aug 6-8 Daytona Int'l Speedway/Central Florida
Aug 14-15 Roebling Road/Buccaneer
Aug 21-22 v Palm Bean Int'l Raceway/Florida
Aug 21-22 VIRginia Int'l Raceway/North Carolina
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 22-23 v Sebring Int'l Raceway/Central Florida
Oct 23-24 Roebling 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 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

SOUTHWEST sowdivscca.org
Sep 17 MotorSport Ranch Cresson/Texas
Oct 30-31 Eagles Canyon/Texas
ROCKY MOUNTAIN coloradoscca.org
May 29-30 Pueblo Motorsports Park/Continental Divide
Jul 3-4 High Plains Raceway/Colorado
Jul 17-18 Pueblo Motorsports Park/Continental Divide
Aug 21-22 High Plains Raceway/Continental Divide
Oct 16-17 LaJunta Raceway/Continental Divide

NORTHERN PACIFIC norpacscca.org
May 28-30 Laguna Seca/San Francisco
Jun 18-20 Sonoma Raceway/San Francisco
Jul 23-25 Laguna Seca/San Francisco
Aug 6-8 Portland Int'l Raceway/Oregon
Aug 28-29 Laguna Seca/San Francisco
Sep 18-19 v Portland Int'l Raceway/Oregon
Oct 9-10 Laguna Seca/San Francisco
Nov 5-7 Thunderhill Raceway Park/San Francisco

SOUTHERN PACIFIC
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
Jun 4 (Alternative School) New Jersey Motorsports Park/South Jersey
Aug 20-22 (Alternative School) New Jersey Motorsports Park/South Jersey

SOUTHERN PACIFIC
Oct 23-24 (Alternative School) Buttonwillow Raceway Park/Cal Club

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Jeff Levee

▲ SPRINT RACING

The June Sprints at Road America is right around the corner, taking place June 4-6 as a Hoosier Racing Tire Super Tour event.

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

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May 28-31 TA Summit Point Raceway/Blue Mountain

Jun 4-5 TT New Jersey Motorsports Park/South Jersey

Jun 11-13 Weatherly, Pa./Northeastern Pennsylvania

Jun 25-27 HC Pagoda Hillclimb, Reading, Pa./Blue Mountain

Jul 9-11 Laurel Run, Pa./Northeastern Pennsylvania

Jul 14-15 TE Watkins Glen International/Finger Lakes

Jul 17-18 TA Summit Point Raceway/Washington DC

Jul 18 TS New Jersey Motorsports Park/South Jersey

Aug 20-21 TT New Jersey Motorsports Park/South Jersey

Aug 20-22 HC Duryea/Blue Mountain

Sep 4 TT New Jersey Motorsports Park/South Jersey

Sep 4-5 TT Summit Point Raceway/Steel Cities

Sep 17-19 Weatherly, Pa./Northeastern Pennsylvania

Sep 18 TT Thompson Speedway/New England

Oct 16 TS Bader Field/South Jersey

SOUTHEAST sediv racing.com

May 29-30 TE Sebring Int'l Raceway/Central Florida

Jun 11 TE Sebring Int'l Raceway/Central 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 14-15 Roebeling Road/Buccaneer

Aug 21-22 TE/TA Palm Bean 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 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 28 TE/TA Autobahn Circuit Joliet/Chicago

Jun 12 TE/TA Autobahn Circuit Joliet/Chicago

Jun 17 TE Wisconsin State Fair Park - Milwaukee Mile/Milwaukee

Jun 28 TE/TA Blackhawk Farms Raceway/Chicago

Jul 8 TE Road America/Milwaukee

Jul 24 TE/TA Autobahn Circuit Joliet/Chicago

Aug 28 TE/TA Autobahn Circuit Joliet/Chicago

Sep 16 TE Wisconsin State Fair Park - Milwaukee Mile/Milwaukee

Sep 17 TE/TA Autobahn Circuit Joliet/Chicago

Oct 14 TE Wisconsin State Fair Park - Milwaukee Mile/Milwaukee

MIDWEST midiv.org

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

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NORTHERN PACIFIC norpacscca.org

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

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

Jun 10-13 Tire Rack Time Trials Nationals, NCM Motorsports Park, Ky.

Jul 3-4 Palmer Motorsports Park, Mass.

Jul 17-18 GingerMan Raceway, Mich.

Jul 24-25 Ridge Motorsports Park, Wash.

Aug 28-29 Pittsburgh International Race Complex, Pa.

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

TRACK NIGHT IN AMERICA

Atlanta Motorsports Park, Ga.

Jun 16, Jul 14, Aug 11, Sep 15

Auto Club Speedway, Calif.

Sep 25, Nov 13

Blackhawk Farms Raceway, Ill.

Jun 2, Jul 7, Aug 10, Sep 1

Carolina Motorsports Park, S.C.

Sep 1, Oct 6

Charlotte Motor Speedway, N.C.

Jun 3, Jul 1, Sep 24

Dakota County Technical College, Minn.

Jun 18, Jul 9, Jul 21, Aug 18, Sep 24

Daytona Int'l Speedway, Fla

Aug 6

Dominion Raceway, Va.

Jun 17, Aug 12, Sep 16

Eagles Canyon Raceway, Texas

Jun 15, Oct 12

GingerMan Raceway, Mich.

Jun 17, Jul 16, Aug 12, Sep 16

Harris Hill Raceway, Texas

Jun 16, Sep 15, Oct 13

Heartland Motorsports Park, Kan.

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.

Jun 22, Sep 21, Nov 6

Michelin Raceway Road Atlanta, Ga.

Jun 22, Jul 23

MotorSport Ranch, Texas

Sep 14

Nelson Ledges Road Course, Ohio

Jun 2, Jul 20, Aug 17

New Hampshire Motor Speedway, N.H.

Aug 5

New Jersey Motorsports Park, N.J.

Jun 22, Jul 14, Aug 25, Sep 22

NOLA Motorsports Park, La.

Oct 21

Palm Beach International Raceway, Fla.

Jun 22, Aug 24, Oct 26

Palmer Motorsports Park, Mass.

Jun 30, Jul 21, Sep 9

Pikes Peak International Raceway, Colo.

Jul 28, Sep 21

Pittsburgh International Race Complex, Pa.

Jun 24, Jul 6, Aug 3, Aug 27, Sep 9, Sep 23

Pocono Raceway, Pa.

Jun 8, Jul 27, Aug 17, Sep 13

Portland International Raceway, Ore.

Jun 25, Aug 6

Ridge Motorsports Park, Wash.

Jun 16, Jul 13, Aug 11, Sep 21

Sebring International Raceway, Fla.

Jun 3, Oct 7

Thompson Speedway Motorsports Park, Conn.

Jun 1, Jun 24, Jul 13, Jul 29, Aug 16, Aug 31, Sep 16, Oct 5

Thunderhill Raceway Park, Calif.

Jun 17, Aug 26, Sep 23



Dave Green

SCCA ROAD RACING

WHAT Regional racing

WHEN June 11-13, 2021

WHERE Sebring, Fla.

Drivers can get another shot at the infamous Sebring road course circuit mid-June during a Regional racing weekend.

STREET SURVIVAL SCHOOLS

2021 schedule pending

SOLO

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

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.
 Waymire (Super); Marcus (Ladies)
May 27-29 Lincoln Airpark, Neb.
Jun 30-Jul 2 Bristol Motor Speedway, Tenn.
Jul 16-18 Hampton Mills, Wash.
Jul 23-25 Toledo Express Airport, Ohio
Jul 30-Aug 1 Oscoda-Wurtsmith Airport, Mich.
Sep 3-5 Finale at Lincoln Airpark, Neb.

CAM CHALLENGE

Jun 30-Jul 2 Bristol Motor Speedway, Tenn.

Aug 6-8 Grissom Aeroplex, Ind.

STARTING LINE SCHOOLS

2021 schedule pending

REGIONAL

NORTHEAST nediv.org

May 29-30 Devens Air Field/New England
May 30 Pittsburgh Int'l Race Complex/Steel Cities
Jun 4-5 Harrisburg Farm Show – Elmerton Lot C/Susquehanna
Jun 5-6 Oswego County Airport/Central New York
Jun 6 TechCity/New York
Jun 6 NYCB Live at Nassau Veterans Memorial Coliseum/New York
Jun 12-13 Pittsburgh Race Complex/Steel Cities
Jun 12-13 Devens Air Field/New England
Jun 13 New Era Field/Western New York
Jun 13 Summit Point Raceway/Washington DC
Jun 13 Bader Field/South Jersey
Jun 25-27 Seneca Army Depot/Finger Lakes
Jun 26-27 Oswego County Airport/Central New York
Jun 26 Devens Air Field/New England
Jun 27 TechCity/New York
Jun 27 NYCB Live at Nassau Veterans Memorial Coliseum/NBew York
Jun 27 Greensburg-Jeannette Regional Airport/Allegheny Highlands
Jul 9-11 Seneca Army Depot/Finger Lakes
Jul 10-11 Devens Air Field/New England
Jul 11 Bader Field/South Jersey
Jul 11 Summit Point Raceway/Washington DC
Jul 16-17 Harrisburg Farm Show – Elmerton Lot C/Susquehanna
Jul 18 NYCB Live at Nassau Veterans Memorial Coliseum/New York
Jul 18 Mohegan Sun Arena at Casey Plaza/Northeastern Pennsylvania
Jul 18 New Era Field/Western New York
Jul 18 Summit Point Raceway/Washington DC
Jul 23-25 Seneca Army Depot/Finger Lakes
Jul 25 TechCity/New York
Jul 25 NYCB Live at Nassau Veterans Memorial Coliseum/New York
Jul 30-Aug 1 Seneca Army Depot/Finger Lakes

Jul 31-Aug 1 Devens Air Field/New England
Jul 31-Aug 1 Bader Field/South Jersey
Aug 1 NYCB Live at Nassau Veterans Memorial Coliseum/New York
Aug 1 Greensburg-Jeannette Regional Airport/Allegheny Highlands
Aug 1 Summit Point Raceway/Washington DC
Aug 6-7 Harrisburg Farm Show – Elmerton Lot C/Susquehanna
Aug 7 Pittsburgh Int'l Race Complex/Steel Cities
Aug 13-15 Seneca Army Depot/Finger Lakes
Aug 15 NYCB Live at Nassau Veterans Memorial Coliseum/New York
Aug 15 Summit Point Raceway/Washington DC
Aug 20-21 Harrisburg Farm Show – Elmerton Lot C/Susquehanna
Aug 21-22 Devens Air Field/New England
Aug 22 Greensburg-Jeannette Regional Airport/Allegheny Highlands
Aug 22 Summit Point Raceway/Washington DC
Aug 28-29 Pittsburgh Int'l Race Complex/Steel Cities
Aug 29 Mohegan Sun Arena at Casey Plaza/Northeastern Pennsylvania
Aug 29 Centre County Public Safety Center/Central Pennsylvania
Aug 29 Bader Field/South Jersey
Sep 5 NYCB Live at Nassau Veterans Memorial Coliseum/New York
Sep 11-12 Oswego County Airport/Central New York
Sep 17-19 Seneca Army Depot/Finger Lakes
Sep 18-19 Devens Air Field/New England
Sep 19 Greensburg-Jeannette Regional Airport/Allegheny Highlands
Sep 19 Centre County Public Safety Center/Central Pennsylvania
Sep 26 NYCB Live at Nassau Veterans Memorial Coliseum/New York
Sep 26 Pittsburgh Int'l Race Complex/Steel Cities
Sep 26 Bader Field/South Jersey
Oct 1-2 Harrisburg Farm Show – Elmerton Lot C/Susquehanna
Oct 1-3 Seneca Army Depot/Finger Lakes
Oct 3 Pittsburgh Int'l Race Complex/Steel Cities
Oct 9-10 Mid-State Regional Airport/Central Pennsylvania
Oct 9-10 Devens Air Field/New England
Oct 17 Greensburg-Jeannette Regional Airport/Allegheny Highlands
Oct 17 Bader Field/South Jersey

Oct 29-31 Harrisburg Farm Show – Elmerton Lot C/Susquehanna
Oct 30-31 Devens Air Field/New England
Nov 7 Bader Field/South Jersey
SOUTHEAST sediv.com
May 29 Darlington Raceway/South Carolina
May 30 James Ward Ag Center/Tennessee
Jun 5-6 Danville Regional Airport/Blue Ridge
Jun 6 Dade County High School/Chattanooga
Jun 12-13 Atlanta Motor Speedway/Atlanta
Jun 12-13 Smokies Stadium/Eastern Tennessee
Jun 13 Hunt Army Stagefield/Wiregrass Tennessee
Jun 13 Bristol Motor Speedway/Eastern Tennessee
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

▼ CONE DODGERS

Regional autocross competition takes place year round, offering plenty of opportunities to test your skills against the clock.



Philip Royle

CENTRAL cendiv-scca.org

May 29-30 Iowa National Guard/Great River
Jun 12 TaxSlayer Center/Great River
Jun 17-21 Chippewa County Airport/Lake Superior
Jun 19-20 Farmers Union Oil Company Carpio/Badlands
Jun 26 Iowa National Guard/Great River
Jun 26-27 Mossville Caterpillar AC Lot/Central Illinois
Jul 10-11 Farmers Union Oil Company Carpio/Badlands
Jul 11 Iowa National Guard/Great River
Jul 25 Iowa National Guard/Great River
Aug 21-22 Farmers Union Oil Company Carpio/Badlands
Aug 22 TaxSlayer Center/Great River
Sep 4 Iowa National Guard/Great River
Sep 18 TaxSlayer Center/Great River
Sep 18-19 Farmers Union Oil Company Carpio/Badlands
Sep 24-26 Pekin Municipal Airport/Central Illinois
Oct 2-3 Farmers Union Oil Company Carpio/Badlands
Oct 10 Iowa National Guard/Great River
GREAT LAKES greatlakes-scca.org
May 28-30 Schoolcraft College/Detroit
May 30 Purdue Fort Wayne/Fort Wayne
Jun 5-6 Grissom Aeroplex/Indianapolis
Jun 12-13 Grissom Aeroplex/Fort Wayne
Jun 12-13 Kil-Kare Raceway/Western Ohio
Jun 12-13 Mid-American Air center/Southern Indiana
Jun 13 Blue Grass Stockyards Regional Market Place/Central Kentucky
Jun 13 Tire Rack/South Bend
Jun 13 Walesboro Cummins Test Site/Columbus Sports Car Club
Jun 26-27 Mid-American Air center/Southern Indiana
Jun 27 Blue Grass Stockyards Regional Market Place/Central Kentucky
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 17-18 Kil-Kare Raceway/Western Ohio
Jul 17-18 Allen County War Memorial Coliseum/Fort Wayne
Jul 18 Blue Grass Stockyards Regional Market Place/Central Kentucky
Jul 24-25 Grissom Aeroplex/Indianapolis
Aug 1 Walesboro Cummins Test Site/Columbus Sports Car Club
Aug 7-8 Kil-Kare Raceway/Western Ohio
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 Allen County War Memorial Coliseum/Fort Wayne
Aug 29 Walesboro Cummins Test Site/Columbus Sports Car Club
Aug 29 Tire Rack/South Bend
Sep 5-6 Grattan Raceway/Western Michigan
Sep 11-12 Kil-Kare Raceway/Western Ohio
Sep 12 Indiana State Fairgrounds/Indianapolis
Sep 18-19 Walesboro Cummins Test Site/Columbus Sports Car Club
Sep 19 Tire Rack/South Bend
Sep 19 Mid-American Air center/Southern Indiana
Sep 26 Kil-Kare Raceway/Western Ohio
Sep 26 Allen County War Memorial Coliseum/Fort Wayne

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

George Alderman	6/1/56	Philadelphia
Jim Haynes	6/1/56	New England
Brennan Wishner	5/1/56	Steel Cities

60-YEAR MEMBERS

Alan March	5/1/61	Chicago
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55-YEAR MEMBERS

Bruce Brunner	5/1/66	San Francisco
Penny Choice	5/1/66	Chicago
Kenneth Chrt	5/1/66	Chicago
Carl Liebich	5/1/66	Milwaukee
James McCashin II	6/1/66	Cal Club
Forrest Minor	5/1/66	Washington DC
Douglas Mullaney	6/1/66	N New Jersey
Robert O'Connor	5/1/66	Washington DC
William Partridge	5/1/66	Indianapolis
Littlejohn Schebish	6/1/66	Washington DC
Orval Turley	5/1/66	Detroit

50-YEAR MEMBERS

Jonathon Becker	5/1/71	San Francisco
Mark Brakke	5/1/71	Land O'Lakes
Peter Brohl	5/1/71	N New Jersey
Stephen Butz	5/1/71	Indianapolis
Carmelo Crisafulli	6/1/71	New York
Tom Dickmann	5/1/71	New York
Dee Duncan	6/1/71	Neohio
James Dunlap	6/1/71	N New Jersey
Karen Kuckenbecker	5/1/71	Milwaukee
Helga Meyer	5/1/71	Chicago
Kenneth Payson	5/1/71	New England
Carl Raglin	5/1/71	Chicago

45-YEAR MEMBERS

Al Berardi	5/1/76	New England
Donald Caldwell Jr.	5/1/76	Washington DC
John Fergus II	6/1/76	Ohio Valley
Brian Gause	6/6/76	Central Carolinas
David Jalen	6/1/76	San Francisco
Marianne Lyons	6/1/76	New England
John Miller	6/1/76	Land O'Lakes
Jerry Moe	6/1/76	Milwaukee
Nancy Osolkowski	5/1/76	Western New York
Gerald Sheehee	5/1/76	New England
Steven Soenke	5/1/76	San Francisco
Cheryl Stine	6/1/76	Glen
John Trenery Sr.	6/1/76	Central Louisiana
Richard White	6/1/76	Kansas City

40-YEAR MEMBERS

James Bradley	5/1/81	Fort Wayne
James Brown III	5/1/81	New England
Nadine Camicia	5/1/81	San Francisco
Paul Derov	5/1/81	Neohio
Theresa Dobbs	5/1/81	Glen
Frederick Greenland	5/1/81	San Francisco
Maurice Hamill Jr.	6/1/81	Blue Ridge
Patrick Jeffords	5/1/81	Milwaukee
Ron Johnson	5/1/81	Texas
Clinton Kimel Jr.	6/1/81	Atlanta
Peter Kummer	5/1/81	Finger Lakes
David Lapham	6/1/81	New York
Keith Martin	6/1/81	Blue Ridge
Randi Miller-Graffy	6/1/81	Oregon
Thomas Nelson	6/1/81	Oregon
Brent Rutkowski	5/1/81	Wiregrass
Paul Schoeneman	6/1/81	Steel Cities
Don Smith	6/1/81	Misery Bay
Anthony Walters	6/1/81	Central Florida
Mark Williams	6/1/81	Washington DC
Jerry Winker	6/1/81	Land O'Lakes
Ruth Wolf	5/1/81	Philadelphia
Andy York	6/1/81	Tennessee

35-YEAR MEMBERS

Michael Ahrens	5/2/86	Misery Bay
William Baldwin	6/24/86	Cal Club
Bob Beede	6/9/86	New England
David Beoney	6/23/86	Cent Pennsylvania
Mark Besso	5/13/86	New England
Alan Blood	6/6/86	Finger Lakes
Sarah Bonnier	5/13/86	New England
Jessie Broadway	5/15/86	Atlanta

Bill Brown	6/11/86	Central Florida
Dominic Cagliostro	5/14/86	Rio Grande
Anne Christian	5/9/86	Colorado
Todd Cohen	6/16/86	Blue Ridge
Nancy Digh	6/11/86	Central Florida
Rhea Dods	6/5/86	San Francisco
Augustus Dorman	5/7/86	Blue Mountain
Patty Doughty	5/22/86	Arizona
John Dubbs III	5/12/86	Chicago
James Esquire	5/7/86	Western Michigan
Susan Ferretti	6/11/86	New York
Lester Figarsky	6/16/86	Mohawk Hudson
Ronald Fish	6/13/86	Finger Lakes
Kerry Foote	5/30/86	Central Florida
Ricky Freeman	5/5/86	San Francisco
Charles Friend	5/30/86	Pan American
Joe Gaffney	6/24/86	San Francisco
Steve Gambino	6/23/86	N New Jersey
Liz Gauper	5/1/86	Oklahoma
James Heine	5/12/86	St Louis
Karyn Hudson	5/14/86	Atlanta
Lynne Humphrey	5/5/86	Ohio Valley
Mark Irwin	5/1/86	Eastern Tennessee
Jon Jamieson	5/29/86	San Francisco
Bob Jardine	6/24/86	Cal Club
Gayle Jardine	6/24/86	Cal Club
Gail Ketchie	5/7/86	Central Carolinas
Shirley Klutsenbaker	5/7/86	Buccaneer
Dan Kraft	5/29/86	Central Florida
William Lyon	5/14/86	Ohio Valley
Sammi Marlis-Ronshausen	6/11/86	Central Florida
Mark McCooey	6/11/86	Northwest
Warren Munson	6/13/86	Chicago
Brenda Nick	6/5/86	Neohio
Robert Nick	6/5/86	Neohio
Lee Pfeiler	6/9/86	Ohio Valley
Thomas Ragonetti	5/14/86	Colorado
Jim Roberts	5/29/86	Blackhawk Valley
Ed Ronshausen	6/11/86	Central Florida
Thomas Sager	6/24/86	Chicago
Greg Schneider	6/23/86	Florida
Robert Silvestro	5/13/86	San Diego
James Simmons	6/5/86	Wichita
Charles Smellie	6/13/86	Central Florida
Michael Smith	6/16/86	Chicago
Daniel Soiney	5/1/86	Milwaukee
Kurt Thiel	6/23/86	Finger Lakes
Nancy Urso	5/30/86	Atlanta
Karen Walke	5/5/86	Chicago
Gurdon Wattles	5/30/86	New England
Roger Welling	6/23/86	N New Jersey
R. Welz	5/13/86	Central Florida
David Whitehart	5/14/86	Northwestern Ohio
Woody Yexxa	5/14/86	San Francisco
Eldon "Zacek" Jr.	5/14/86	Central Carolinas

30-YEAR MEMBERS

Norman Beaver	6/11/91	Washington DC
Ross Bremer	6/18/91	Buccaneer
Elaine Christmas	6/24/91	Northwestern Ohio
Thomas Ernst	6/18/91	Western New York
Lorien Feighner	6/6/91	Saginaw Valley
Brad Fish	6/7/91	Finger Lakes
Charles Fosberry	6/19/91	New England
Leigh Fosberry	6/19/91	New England
David Freitas	6/7/91	Cal Club
April Gnadt	5/16/91	Milwaukee
Renee Gnadt	5/16/91	Milwaukee
Gary Godula	5/16/91	Detroit
Dennis Goruk	6/12/91	Northwest
George Greenwood	5/29/91	Oregon
Jimmy Griggs	5/16/91	Land O'Lakes
Jeffrey Guerdat	6/27/91	Finger Lakes
Tim Harmon	6/25/91	Wichita
S. Harris	5/16/91	Wichita
Steven Hays	5/16/91	Arizona
Chris Jones	6/11/91	Washington DC
Philip Kingham	6/12/91	Detroit
Judy Kingston	6/18/91	Philadelphia
Mark Langren	5/23/91	Land O'Lakes
David Larson	5/20/91	Milwaukee
Robert Logsdon	5/31/91	Central Florida
Slade Miller	6/7/91	Oklahoma

Kelly Moran-Reed	6/18/91	S West Virginia
Paul Moylan	6/24/91	Kansas City
John Mustonen	5/16/91	Blackhawk Valley
Robert Newberg	5/17/91	Blackhawk Valley
Joseph Parsons	5/9/91	NE Pennsylvania
Steve Patterson	5/30/91	Kansas City
Karen Perrin	6/18/91	Buccaneer
Bernie Pettiford	6/6/91	Colorado
Lisa Pitarresi	5/16/91	Oregon
G Reynolds Jr.	5/15/91	New England
Ian Ronshausen	5/23/91	Central Florida
Douglas Rutherford	5/30/91	Arizona
Charles Rutter	5/7/91	Detroit
Joanna Rutter	5/7/91	Detroit
Susan Ryan	5/20/91	NE Pennsylvania
David Scannell	6/12/91	New England
Scott Segers	5/13/91	Lone Star
Leslie Sheidler	5/9/91	Northwestern Ohio
Charles Shelton	6/24/91	South Texas Border
Kristine Smith	5/23/91	Houston
Virginia Smith	5/30/91	Cal Club
Wayne Smith	5/30/91	Cal Club
James Smith MD	5/23/91	Houston
Dick Sorenson	5/23/91	Milwaukee
Steven Staveley	6/12/91	Cal Club
Jill Sugar	5/16/91	Cal Club
Margaret Thompson	6/20/91	Tennessee Valley
Thomas Tkacik	5/20/91	Arizona
Fred Van Wagenen	5/9/91	San Francisco
David Vande Berg	6/11/91	Des Moines Valley
Judy Welsh	6/18/91	Central Florida
Cliff White	6/20/91	Tennessee Valley
Eve Wright	5/15/91	New England
Jeff Wright	5/15/91	New England

25-YEAR MEMBERS

Rudy Avalon	5/9/96	Oregon
Brian Ball	6/26/96	Colorado
Carrie Barker	6/5/96	Wichita
Walter Carlos	6/5/96	Cal Club
John Cerini	5/2/96	San Francisco
Chris Clark	6/6/96	Eastern Idaho
Dennis Connell	6/11/96	Philadelphia
Tom Daly	5/14/96	Land O'Lakes
Jennifer Dietz	5/2/96	Neohio
Cliff Ebben	5/29/96	Milwaukee
Sherman Egge	5/9/96	Oregon
Donald Elzinga Jr.	5/9/96	Detroit
Brian Finegan	5/8/96	Central Illinois
Michael Grady	5/9/96	Chicago
Matthew Grainger	6/18/96	St Louis
Douglas Harvey	5/9/96	Saginaw Valley
David Hedderick	5/20/96	Houston
James Hepburn	5/8/96	Northwest
Vance Johnson	5/15/96	Detroit
Patrick Kernahan	5/9/96	Detroit
David Mailhot	5/7/96	New England
Lisa McCauley	5/16/96	Washington DC
Jeremiah McClintock	6/6/96	Detroit
Andrew McKee	6/13/96	San Francisco
Dave Miller	6/24/96	Central Carolinas
Lorin Mueller	6/10/96	Oregon
Dawn Odoi	6/18/96	Chicago
Scott Petersen	5/15/96	Kansas City
John Reiser	6/26/96	Indianapolis
Nina Rodenroth	6/4/96	Buccaneer
Joe Rogerson	6/11/96	Houston
Owen Schefer	5/2/96	Washington DC
Scott Schmidt	5/23/96	Kansas
Larry Spector	6/6/96	Steel Cities
Melanie Stock	5/7/96	South Bend
Paul Stock	5/7/96	South Bend
Charles Stratton	5/29/96	Buccaneer
James Stroud	6/27/96	Atlanta
Kevin Taylor	5/23/96	Detroit
Shirley Vallis	6/24/96	Finger Lakes
William Vallis	6/24/96	Finger Lakes
Eric Vickerman	6/5/96	Detroit
Peter Weinberger	5/7/96	Chicago
Hal Williams	6/24/96	Texas
Ralph Woodard	6/27/96	Nebraska
Jim Zeisler	5/22/96	Cincinnati

Oct 2-3 Kil-Kare Raceway/Western Ohio
Oct 3 Mid-American Air center/Southern Indiana
Oct 9-10 grissom Aeroplex/Indianapolis
Oct 10 Mid-American Air center/Southern Indiana
Oct 17 Tire Rack/South Bend
Oct 23-24 Grattan Raceway/Western Michigan
Oct 24 Walesboro Cummins Test Site/Columbus Sports Car Club
Nov 7 Walesboro Cummins Test Site/Columbus Sports Car Club

MIDWEST midiv.org

Jun 5-6 Columbus Air Force Base/ Mississippi
Jun 12-13 Remington Park/Oklahoma
Jun 12-13 Lincoln Airpark/Nebraska
Jun 13 St. Charles Family Arena/St. Louis
Jun 26-27 Remington Park/Oklahoma
Jun 26-27 St. Charles Family Arena/St. Louis
Jul 10-11 Remington Park/Oklahoma
Jul 11 St. Charles Family Arena/St. Louis
Jul 24-25 Lincoln Airpark/Nebraska
Aug 7-8 Columbus Air Force Base/ Mississippi
Aug 15 St. Charles Family Arena/St. Louis
Aug 28-29 Remington Park/Oklahoma
Sep 18-19 Remington Park/Oklahoma
Sep 26 St. Charles Family Arena/St. Louis
Oct 1-3 Remington Park/Oklahoma
Oct 2-3 Columbus Air Force Base/ Mississippi
Oct 24 St. Charles Family Arena/St. Louis

SOUTHWEST sowdivscca.org

Apr 18 NOLA Motorsports Park/Delta
May 8 NOLA Motorsports Park/Delta
May 29-30 Lamar Dixon Expo Center/Central Louisiana
Jun 13 NOLA Motorsports Park/Delta
Jul 11 NOLA Motorsports Park/Delta
Jul 25 Lone Star Park/Texas
Aug 8 Eagles Canyon Raceway/Texas
Aug 22 Lone Star Park/Texas

ROCKY MOUNTAIN coloradoscca.org

May 29-31 Rigby Middle School/Eastern Idaho
Jun 6 Legacy Event Center/Utah
Jun 12-13 Bonneville High School/Eastern Idaho
Jun 19-20 Pine Ridge Mall/Eastern Idaho
Jul 27 Legacy Event Center/Utah
Jul 3 Colorado Air and Space Port/Colorado
Jul 3-4 Rigby Middle School/Eastern Idaho
Jul 31-Aug 1 Rigby Middle School/Eastern Idaho
Aug 7 Colorado Air and Space Port/Colorado
Aug 14-15 Bonneville High School/Eastern Idaho
Aug 21 Colorado Air and Space Port/Colorado
Sep 11-12 Pine Ridge Mall/Eastern Idaho
Sep 18 Colorado Air and Space Port/Colorado
Oct 2-3 Pine Ridge Mall/Eastern Idaho

NORTHERN PACIFIC norpacscca.org

May 30 Bremerton National Airport, Bremerton Raceway/Northwest Region
Jun 12-13 Rocky Mountain Emergency Services Training Center/Big Sky
Jun 18-19 Fresno Fairgrounds/San Francisco
Jun 19-20 Hampton Mills/Northwest Region
Jun 25-27 Thunderhill Raceway Park/San Francisco
Jun 26-27 Hampton Mills/Oregon
Jul 17-18 Olf Kmart/Big Sky

Jul 23-25 Thunderhill Raceway Park/San Francisco
Jul 25 Bremerton National Airport, Bremerton Raceway/Northwest Region
Aug 7-8 Hampton Mills/Oregon
Aug 14-15 Rocky Mountain Twist/Big Sky
Aug 14-15 Hampton Mills/Northwest
Aug 20-21 Fresno Fairgrounds/San Francisco
Aug 27-29 Thunderhill Raceway Park/San Francisco
Sep 18-19 Rocky Mountain Twist/Big Sky
Sep 18-19 Portland Int'l Raceway/Oregon
Sep 24-26 Thunderhill Raceway Park/San Francisco
Oct 8-10 Thunderhill Raceway Park/San Francisco
Oct 9-10 Rocky Mountain Twist/Big Sky
Oct 17 Bremerton National Airport, Bremerton Raceway/Northwest Region
Nov 12-14 Fresno Fairgrounds/San Francisco

SOUTHERN PACIFIC

May 30 Police Pursuit Track at Maui Motorsports Park/Hawaii
Jun 18-20 Lake Elsinore Diamond Stadium/San Diego
Jun 27 Aloha Stadium/Hawaii
Jun 27 Police Pursuit Track at Maui Motorsports Park/Hawaii
Jul 23-25 Lake Elsinore Diamond Stadium/San Diego
Jul 25 Police Pursuit Track at Maui Motorsports Park/Hawaii
Aug 22 Police Pursuit Track at Maui Motorsports Park/Hawaii
Sep 19 Airzona Motorsports Park/Arizona
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
Jul 11 Front Royal, Va./Washington DC
Aug 22 McDonald's - Flemington, N.J./Northern New Jersey
Oct 9 Days Inn/South Jersey
Oct 10 Hampton Inn - Clinton/Northern New Jersey
Oct 16 RGTA Cape Cod Massachusetts, Barnstable, Mass./New England
Nov 11 RGTA Palmer Motorsports Park, Ware, Mass./New England
Dec 5 46 Subaru/Northern New Jersey

CENTRAL

Jun 6 DC Country Inn and Suites, Madison, Wis./Milwaukee
Aug 21 Monte Deer Trace Kohler Shopping Center/Milwaukee

GREAT LAKES greatlakes-scca.org

Jun 5 Monte Logger's Depot, West Branch, Mich./Detroit
Jun 12 Dunkin' Donuts - Fairfield/Cincinnati
Jun 13 BP, McDonald's - Indianapolis/Indianapolis
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



Rupert Berrington

RALLYCROSS

WHAT RallyCross National Tour
WHEN June 12-13, 2021
WHERE Tazwell, Tenn.

The DirtFish RallyCross National Tour visits Frazier Motorsports Park in Eastern Tennessee, offering challenges for all levels of driver.

RALLYCROSS

DIRTFISH NATIONAL TOUR

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
Jun 13 Team O'Neil Rally School/New England
Jun 19-20 Summit Point Raceway/Washington DC
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
Aug 28-29 Summit Point Raceway/Washington DC
Sep 25 Pennsylvania Farm Show Complex & Expo Center/Susquehanna
Oct 23 Pennsylvania Farm Show Complex & Expo Center/Susquehanna
Oct 23-24 Summit Point Raceway/Washington DC
Nov 14 Summit Point Raceway/Washington DC

SOUTHEAST sedivracingscca.org

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

Jun 12-13 Byron Motorsports Park, Milwaukee
Jun 13 Southern Iowa Speedway/Iowa
Jul 17-18 Byron Motorsports Park, Milwaukee
Jul 25 Butler County Fairgrounds
Aug 22 Southern Iowa Speedway/Iowa
Sep 3-5 Byron Motorsports Park, Milwaukee
Sep 18-19 USAir Motorsports Raceway/Milwaukee

MIDWEST midiv.org

May 30 Madison, Ill./St Louis
May 30 Sandy Bottom/Wichita
Jun 12-13 Riverside/Kansas City
Jun 27 Madison, Ill./St Louis
Jul 18 Nebraska City Rally Bowl/Nebraska
Jul 25 Riverside/Kansas City
Aug 15 Riverside/Kansas City
Sep 12 I-35 Speedway/Kansas City
Sep 26 Madison, Ill./St. Louis
Oct 17 Thunder Valley Sand Drags/Kansas City
Oct 24 Madison, Ill./St Louis
Nov 7 Thunder Valley Sand Drags/Kansas City
Nov 13 Madison, Ill./St Louis
Dec 5 Riverside/Kansas City

SOUTHWEST sowdivscca.org

Jun 5 Alvin Air Park/Houston
ROCKY MOUNTAIN coloradoscca.org
May 30 Pikes Peak International Raceway/Continental Divide
Aug 15 Arapahoe County Fairgrounds/Continental Divide
Sep 19 Arapahoe County Fairgrounds/Continental Divide
Oct 24 Arapahoe County Fairgrounds/Continental Divide
Nov 14 Arapahoe County Fairgrounds/Continental Divide

SOUTHERN PACIFIC

Jun 12-13 Glen Helen Raceway/Cal Club

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

NEW PRODUCTS



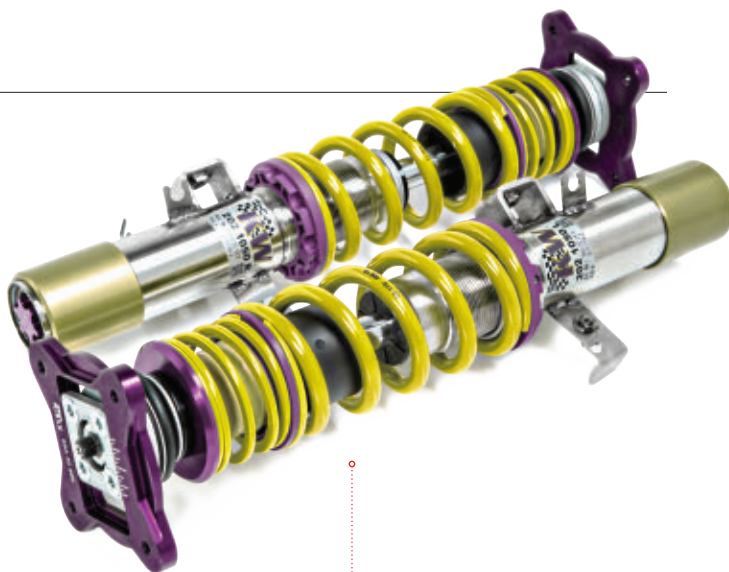
DEATSCHWERKS UNIVERSAL SPIN-ON FILTER KIT

Deatschwerks has introduced new fuel filter fitting options for its Universal Spin-on Filter Kit. The DW fuel filter element features five-micron filtering and, combined with the black-anodized T6061 aluminum mount featuring two sensor ports, makes fuel filter changes a quick spin-off, spin-on endeavor. Compatible with pump fuel, race gas, and ethanol. **\$199 (kit); \$15 (replacement filters)**
deatschwerks.com



AEM PDU-8 SUPPORT ON INFINITY ECUS

AEM has announced it has added support for its PDU-8 Power Distribution Unit for Infinity ECUs. The 8-Channel Power Distribution Unit provides CAN-directed switched power to various systems (like fuel pumps, shift lights, cooling fans, etc.) by receiving commands directly from an Infinity Series 3, Series 5, or Series 7 ECU, eliminating the need to create logic programming in the PDU.
aemelectronics.com

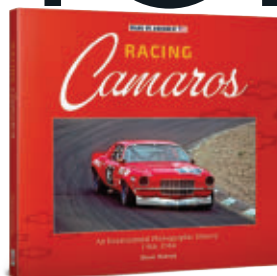


KW SUPRA AND Z4 CLUBSPORT AND VARIANT 3 COILOVERS

KW now offers a variety of coilover suspension for the Toyota GR Supra and new BMW Z4. From its 2-Way Clubsport Coilovers featuring independent rebound and compression adjustability to the 3-Way Clubsport setup allowing for high- and low-speed compression and rebound damping, as well as the company's DDS and Variant 3 coilovers, there are ample options to choose from.
\$2,409-\$4,689 kwsuspensions.com

TOP GEAR

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS



BOOK: RACING CAMAROS

Racing Camaros is a photographic historical study capturing the many Chevrolet Camaro road racing cars in action throughout the world (including in the SCCA Pro Racing Trans Am Series) from 1966-'86. The 176-page hardcover book includes hundreds of images of Camaros, and uses only period photos, many of which have never been published before.
\$35 veloce.co.uk



MEGUIAR'S HYBRID WASH & WAX

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\$19.99 (Wash); \$9.99 (Mitt) meguiars.com



RUGGED RADIOS MAC-XC QUICK-RELEASE

The Rugged Radios MAC-XC Quick-Release rapidly attaches and detaches your helmet air pumper hose via a tough, magnetic connection. The simple and strong magnetic connection features a quick connect as well as an easy breakaway from a fixed mounting location. It also eases ingress and egress, speeding driver changes. Works with any air system.
\$125-\$164.98
ruggedradios.com

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



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HAGERTY.



PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

SAYING YES

When's the last time you ventured out of your comfort zone? And no, I'm not talking about arriving at an autocross late, turning your first run into a 25mph "course walk." I'm talking about really putting yourself out there for adventure and the scary potential for failure. You know, trying something *completely* new by saying "yes" to something you might otherwise reflexively ignore.

This issue contains a feature on the Time Trials National Tour Powered by Hagerty, which was really just a veiled attempt at me trying to pass off a weekend at the track as "work." But I learned something very interesting that weekend – trying something new is not just scary, it's also fun.

In reality, the TimeAttack portion of a Time Trials National Tour is far from unique, but the TrackSprint – harmoniously blending characteristics from an autocross and track day to create 40-some utterly thrilling seconds of wheel time – is equally familiar and different from anything you know. I won't venture any further into the description (my escapades are covered starting on pg. 26 of this issue), but the TrackSprint certainly had my nerves in a tingle. Sure, I was confident enough in my abilities that I figured I wouldn't

mess up in spectacular fashion, but I was still nervous because I'd never done it before. Yet I crossed the timing stripe for each of my TrackSprint runs with a massive grin and the desire to go again – and again and again.

At the track that weekend, I met Peter Bollenbecker, San Diego Region's Regional Executive.

He was competing in the Time Trial in his Subaru autocross car, which most recently turned into a track car once his Region lost its autocross site. But do you know what he was most excited to talk about? San Diego Region's new RoadRally program, which autocrossers in his area are trying for the first time – and loving.

Meanwhile, I'm not sure whether John Li – who graces this month's cover – has ever suffered from the thought of something new being scary. In fact, he personifies everything that's right about this Club. From participating in almost every version of motorsports imaginable – from Solo to Time Trials to RallyCross and beyond – to jumping into volunteering with Detroit Region, John seems unable to quit. It was also a noticeable trend that every photo I saw of him involved an enviable grin across his face.

And now there's something new for every SCCA member to consider: the SCCA Endurance Team National Championship. Like you, I likely won't apply to drive in the March 31-April 2, 2022, SCCA Enduro Nationals. Instead, I'll do something every single SCCA member *should* do: Find a team or worker specialty to volunteer with to help make the Enduro Nationals at Sebring International Raceway a massive success.

The truth is, exiting your comfort zone is scary – but that's a good thing. Nobody joined the SCCA for monotony. So, make 2021 the year you finally enter a Time Trials National Tour, volunteer, get your SCCA Road Racing competition license, or do something equally as awesome. I have yet to regret saying "yes." 🍷

"The truth is, exiting your comfort zone is scary – but that's a good thing"

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FROM THE ARCHIVES

10 YEARS AGO...
MAY 2011



- Autocross National Champ Bryan Heitkotter led the field in the GT Academy, a competition that ultimately saw him race professionally – and internationally – for Nissan.
- We featured up-and-comer 12-year-old Julian Garfield.

25 YEARS AGO...
MAY 1996



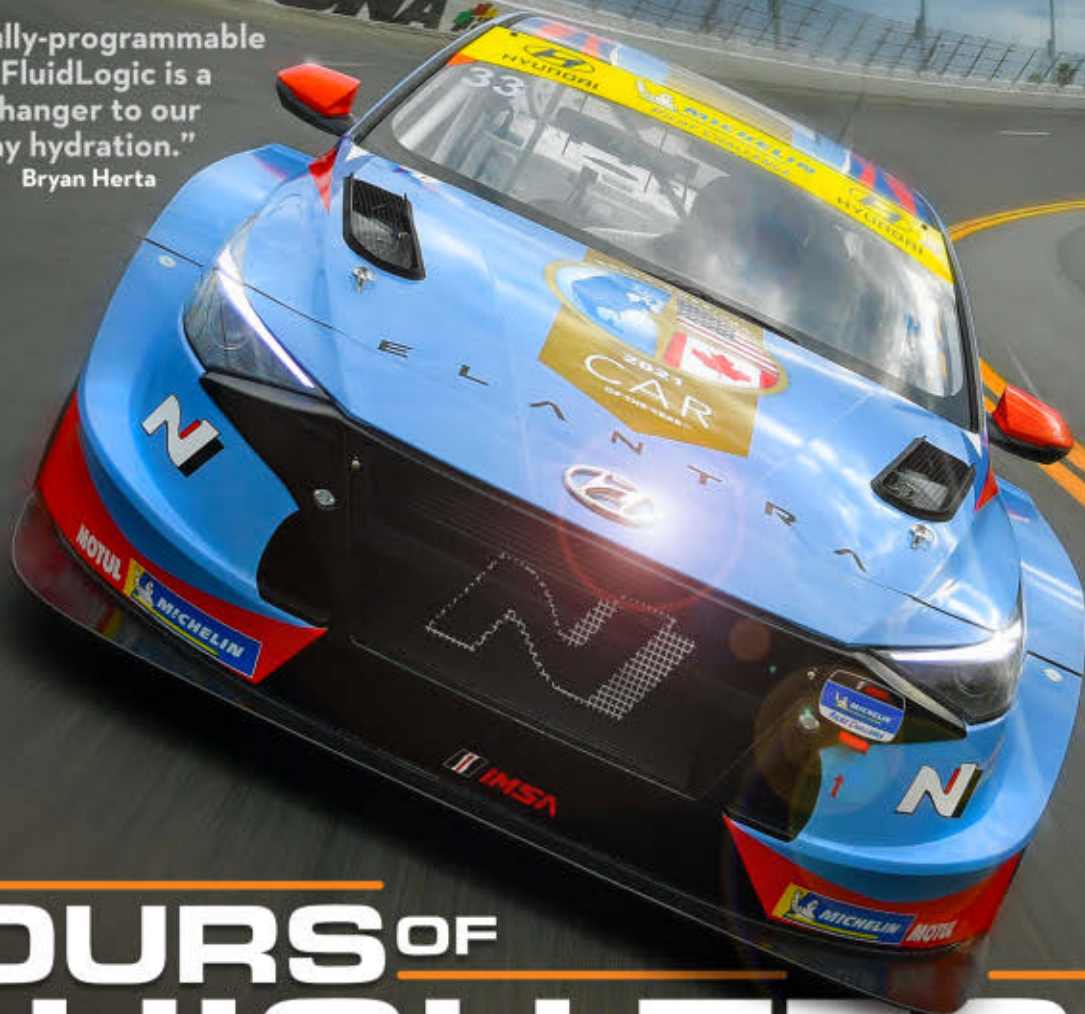
- Buttonwillow Raceway Park, built by Cal Club Region, hosted its very first race. Bryon Farnsworth drove the first competition car on track.
- A feature followed four SCCA members as they participated in the London to Mexico Rally.

50 YEARS AGO...
MAY 1971



- Snell's 1970 helmet standard was released, making it the foundation's fourth helmet standard ever.
- An article tackled the timeless topic of "How to Reduce Racing Costs." The solution? Find a sponsor.

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system, FluidLogic is a
game changer to our
race day hydration."
Bryan Herta



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