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## BRINGING THE HEAT

Mind-blowing determination meets unparalleled performance, unleashing a sizzling 2021 Tire Rack Time Trials Nationals

Jennifer Lantz  
Sport 2 Toyota Supra



JULY/AUGUST 2021  
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Kentucky-based Pine Mountain HillClimb debuts



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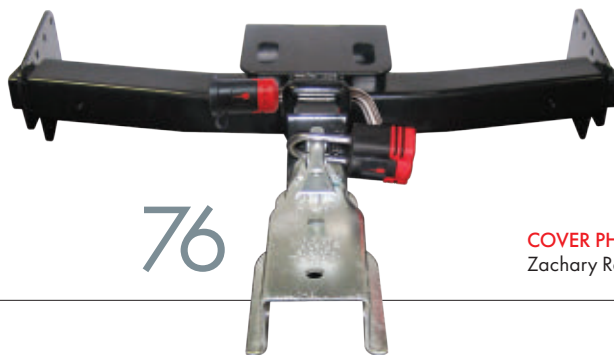
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**MIKE COBB**

PRESIDENT & CEO, SCCA INC.

**BEST TIME. GREAT TIME.**

This month, the editor and contributing writers will walk us through a wide variety of SCCA experiences including the Pine Mountain HillClimb, June Sprints, Time Trials Nationals, and a preview of the Tire Rack Solo National Championships. (Yes, we *are* going back to Lincoln, Neb., this year!)

While each of these events is very different in terms of venues, cars, drivers, and classes, one thing they all share is the critical component called "time." As motorsports enthusiasts, when we talk about time we're usually taking about gaining or losing time since most events are not *only* about competition – they are often *also* about participants winning or losing by tenths, hundredths, or even thousandths of a second. That means that winning or losing is most often about setting the best, fastest and most consistent times possible.

But there's another side of "time" that is integral to SCCA events: The overall experience that we have and deliver through these great events. Each of the

events covered in this edition of *SportsCar* certainly have a competitive storyline to them. Equally important, they all require a significant investment of time from countless leaders, drivers, stewards, volunteers, partners, and staff members who create the opportunities where you can shoot for your best time while *also* having a great time with friends, other competitors, and enthusiasts who love the SCCA and motorsports in general.

One of the greatest things about the SCCA is the diversity of programs that

we offer and support. Said another way: We're in the business of offering the best "buffet of motorsports experiences" we can muster to grassroots enthusiasts across North America. They've all got their own version of "time" tracking, if you will – but they also offer participants, veterans, and newbies alike, a gateway to a great experience and lots of #funwithcars.

To bring this to life, I recently had the opportunity to participate in my very first RoadRally – The Roads Scamper 2021 National Tour Road Rally hosted by Milwaukee Region under the leadership of rallymaster Jim Crittenden. Not only was this *my* first RoadRally, but it was also the first for my navigator John Hunter, and the team of Courtney and Cam Rivers, who we competed with for bragging rights. Speaking of time, this was our first time using the Richta GPS Checkpoint app, which records your arrival time at each control (and there were more than 150 controls).

If you're curious how we fared in our first-ever National Tour RoadRally, I am proud to say neither team came in last, but neither podiumed either. And, although John and I got beat by "Team Rivers," we did all that we could to set our best time, and the RoadRally family at the event did all they could to ensure we *had* a great time.

Best time. Great time. Welcome to the SCCA! 🏁



**ROAD TRIP**

(Right to left)  
Mike Cobb, John  
Hunter, and Cam  
and Courtney  
Rivers ventured  
out for an SCCA  
RoadRally.



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## USRRC READING JULY 30 KICKOFF

Registration for the 2021 United States Road Rally Challenge is open now! The July 30-Aug. 1 event is being hosted by Land O'Lakes Region and will consist of a Course rally and two Tour rallies. The event headquarters will be at the Best Western Plus Sparta Trail Lodge in Sparta, Wis. For more information, head to [scca.com/roadrally](https://scca.com/roadrally).



# COUNTDOWN TO THE 2021 RUNOFFS

By the time this issue hits your mailbox, registration for the 2021 National Championship Runoffs will be in high gear. This year's championship road racing event, taking place Sept. 25-Oct. 3 at Indianapolis Motor Speedway in Indiana is extremely likely to experience a higher-than-average entry count, so it's important that competitors be aware of the forthcoming deadlines.

Online event registration for drivers and workers opened on July 14 via [motorsportreg.com](https://motorsportreg.com).

During registration, drivers should indicate their parking intention, be it paddocked by themselves, with a friend, with a prep shop, and so on. Also of note is that drivers who participated in the 2020 Runoffs may select their 2020 car number in the same class for this year's event. Eligible competitors must register no later than 9 a.m. CDT on July 21 to secure their previous year's number – unclaimed 2020 numbers will be available to other competitors.

Test day reservations can be

made during driver registration starting July 14. A limited number of slots are open on each test day – Sept. 25–27 – available on a first-booked, first-reserved basis. Due to high demand, drivers will be able to register for *one* test day per class entry beginning July 14. On July 21, drivers may edit entries in [motorsportreg.com](https://motorsportreg.com) and register for additional test days, depending upon availability.

On July 30, prep shop and multi-car team paddock requests will close, having been

open since June 28, with the assignment process beginning on Aug. 2. A representative from the SCCA will contact these requestors to confirm their paddock space.

Aug. 25 will see paddock reservations for single-car and Gasoline Alley Garage spaces open via [motorsportreg.com](https://motorsportreg.com).

Aug. 31, meanwhile, is a key date. This is not only the deadline for the Runoffs race director to finalize the event supps and any schedule changes, but this



Perry Bennett

## PROSOLO FINALE REGISTRATION

The 2021 Tire Rack ProSolo National Series was, err, unique, with timing issues dictating the cancellation of the middle of the ProSolo season. 2021's ProSolo Finale in Lincoln, Neb., taking place Sept. 3-5, will also be unique. Registration will take place in three tiers, with the first opening on Aug. 11. Head to [scca.com/prosolo](http://scca.com/prosolo) for complete info.



Rick Corwine

**MISS ME?**  
(RIGHT) The Tire Rack Solo National Championships is back for 2021. Now all that's missing is you.



Rupert Berrington

## REGISTER NOW

# 2021 SOLO NATIONAL CHAMPIONSHIPS

The Tire Rack Solo National Championships is back, and event registration for the Sept. 6-10, 2021, winner-take-all championship autocross event in Lincoln, Neb., is already underway, with the final registration tier opening on July 7.

While the 2020 Solo Nationals was cancelled due to COVID, this year's event should be largely "normal," with

activities planned throughout the week, albeit with tweaks.

This year, the Monday night welcome party and Wednesday evening festivities will be conducted onsite in the Tire Rack Event Center (TREC), formerly known as the Big Fun Tent (BFT). In addition, event trophies for the Solo Nationals will be distributed near grid this year. A dry run of that process has been conducted

during Tire Rack Champ Tours this year with rave reviews.

Monday afternoon will also feature a non-competitive car show at the TREC of the coolest cars from the Rebels Auto Club, whose members work all week at the gate and practice course.

For more info, including a class run day schedule, Test-n-Tune information, and a list of local hotels and eateries, head to [scca.com/solonats](http://scca.com/solonats). 📍

## Solo Nats Contingency Programs Available

With the 2021 Tire Rack Solo National Championships just around the corner (taking place Sept. 6-10 in Lincoln, Neb.), it's time to start thinking about contingency registration. And, while you might have the opinion that you won't finish high enough in the results to qualify for any of this year's mighty impressive payouts, we would remind you that there is a long list of SCCA National Champions and trophy winners who had that same thought, didn't register for contingency prior to the event, and have kicked themselves ever since.

Not all contingency programs are the same, with some offering cash payouts while

others award products. Regardless, the list of contingency offerings is impressive, with companies like BFGoodrich Tires, Eibach Springs, Falken Tire, Hoosier Racing Tire, Mazda North American Operations, Women's Initiative, and Toyota/TRD all getting in on the action.

A complete rundown of contingency programs can be viewed at the Solo Nationals Contingency Webpage, linked to from [scca.com/solonats](http://scca.com/solonats). Many opportunities require pre-registration with SCCA or with the sponsoring company, so check the details thoroughly. It is the responsibility of each driver to make sure they are eligible to receive any contingency awards in which they are interested. 📍

is also the close of Runoffs early entry, with the entry fees increasing on Sept. 1.

Should the need arise to cancel your Runoffs entry, important dates to note are Sept. 17 and 18. Sept. 17 marks the deadline for a full race entry refund. Beginning Sept. 18, a test day cancellation is subject to a \$100 fee, while a race entry cancellation is subject to a \$200 fee.

Head to [scca.com/runoffs](http://scca.com/runoffs) for more details. 📍



## SRF3 SADEV AFTER THE RUNOFFS

SRF3 competitors competing in the Runoffs are reminded that the new SADEV-SRF3 six-speed sequential gearbox will be a compliant gearbox beginning Monday, Oct. 4, 2021 – *after* the Runoffs. The SADEV will not be allowed to be on the track for any session at the 2021 SCCA Runoffs.



Jeff Loewie



Jake Galstad / LAT Images

### FULL SPEED AHEAD

IMSA brings intense professional racing, but in many ways, SCCA is part of the action.

## IMSA HEADS TO LIME ROCK AND ROAD AMERICA, AND WITH IT, SCCA MEMBERS FOLLOW

IMSA racers, crew, and workers are heading to Lime Rock Park on July 16-17 for the Northeast Grand Prix, followed by the IMSA SportsCar Weekend on Aug. 6-8 at Road America.

Both race weekends include the WeatherTech SportsCar Championship, with numerous other series also taking to the tracks, such as

the Michelin Pilot Challenge, Idemitsu Mazda MX-5 Cup, and more. Many of the races will be broadcast on IMSA TV and NBC Sports Network.

In many ways, IMSA's race weekends serve as an extension of the SCCA, as not only did numerous racers in IMSA's pro series cut their teeth in SCCA amateur competition, but a multitude of workers

who staff IMSA's professional racing weekends earned their training via the SCCA ranks. In fact, it's for these very reasons that SCCA and IMSA partnered in 2020, recognizing the common thread in their DNA.

For more information about IMSA's Lime Rock and Road America race weekends – plus the final four race weekends to come – head to [imsa.com](https://imsa.com). 📍

## CHECKERED FLAG: Grant Reynolds

SCCA Hall of Famer Grant Reynolds (class of 2006), the second chairman of the Solo Events Committee, passed away peacefully in May. During his tenure on the Solo Events Committee, he helped convince the SCCA Board of Governors to give the committee full Board status as the Solo Events Board. Also, under his leadership, the Solo Events Board integrated the gymkhannas being staged by various independent clubs into what is now known as the SCCA Solo program. He also proposed the idea of a National Championship event for Solo and helped create the inaugural event.

Known as a master car mechanic, Reynolds spent many years as a crew member, obtaining his SCCA competition road racing license in 1994. From there, he road raced Formula Vees until 2002. 📍

## SCCA 2020 FINANCIAL REPORT AVAILABLE ONLINE

SCCA's 2020 consolidated audited financial statements have been finalized. The audited results were in line with the preliminary results provided during the online annual meeting. While the impacts of COVID on operating revenues were felt in 2020, the organization reacted quickly to contain expenses. Staff furloughs were implemented early in the year until the financial picture cleared. Members and sponsors stayed engaged to keep the revenue streams from being

significantly eroded. Insurance premium refunds were received due to the reduced number of events, which also helped lower expenses. SCCA Ventures significantly improved its performance in 2020 compared to 2019 and kept its results in the black. SCCA leadership utilized both PPP loans and ERTC programs to help weather the financial impacts of 2020.

The following condensed and consolidated statements of financial position as of Dec. 31, 2020, and 2019, and the related condensed

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

accounting principles generally accepted in the United States of America. To review a complete copy of the audited report, please visit our website at [scca.com](https://scca.com). 📍

### CONSOLIDATED STATEMENTS OF FINANCIAL POSITION

	2020	2019
Total Assets	\$6,176,105	\$5,440,058
Total Liabilities	\$2,838,875	\$2,857,185
New Assets without Donor Restriction	\$3,337,230	\$2,582,873
Total Liabilities and New Assets	\$6,176,105	\$5,440,058

### CONSOLIDATED STATEMENTS OF ACTIVITIES

Total Operating Revenue	\$13,998,465	\$15,460,161
Total Operating Expense	\$13,002,581	\$16,645,462
Net Operating Revenue in Excess of (less than) Expenses	\$995,884	\$(1,185,301)
Total Other Income (Expense)	\$(241,527)	\$429,062
<b>Change in Net Assets</b>	<b>\$754,357</b>	<b>\$(756,239)</b>

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## SOLO SIMULATION

The Solo Events Board is seeking input regarding a disallowance of pre-running a course via the use of a simulator. Rule 4.9 would be modified to read: "No person may compete who has pre-run through all or any part of the course, in or on any wheeled vehicle or simulator, except a competitor with a physical disability..." Submit input via [sebscca.com](http://sebscca.com).



Sammy Williams



Chris Clark

**CLOSE CALL**  
Mike Skeen (left) and Rafa Matos (right) duked it out for the TA2 win at Lime Rock, with Skeen eeking out a unique victory.

## MEMBERSHIP LEADERS

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

### MEMBERSHIP REFERRAL LEADERS FOR MAY 2021

NAME	REF	REGION
Jose De Miguel	16	Puerto Rico
Gayle Jardine	10	Cal Club
Carol Deborde	5	Reno
Warren Leach	4	San Diego
Russell Allen	3	Pan American
Cris Bera	3	Houston
Sydney Davis	3	Houston
Francois Doran	3	Cal Club
Karen McCoy	3	Oregon
David Melton	3	Kentucky
Nicole O'Neil	3	South Jersey
Derek White	3	New England

1,055 additional members have at least one referral.

### REGION LEADERS

(Category based on 2020 year-end membership)

REGION	GROWTH
<b>JUMBO REGIONS (800+):</b>	
Central Carolinas	13.1%
Washington DC	10.9%
Northwest	10.7%
<b>LARGE REGIONS (401-799):</b>	
Lone Star	13.0%
Susquehanna	12.8%
Indianapolis	12.5%
<b>MEDIUM REGIONS (200-400):</b>	
Reno	24.4%
Tennessee	23.0%
Oklahoma	16.7%
<b>SMALL REGIONS (&lt;200):</b>	
Allegheny Highlands	189.3%
Puerto Rico	101.7%
West Texas	34.4%

## TRANS AM ROUND 3: LIME ROCK PARK

Winning at his home track was twice as sweet for Chris Dyson in the May 29, 2021, Trans Am Memorial Day Classic at Lime Rock Park. The resident of nearby Poughkeepsie, N.Y., led every lap for his second Trans Am Series presented by Pirelli victory of the season, while polesitter Ernie Francis Jr., his closest rival for the championship, failed to finish after a mechanical issue. Dyson led every lap, scoring his eighth career victory in the

Altwell CBD Ford Mustang in a race that began in the rain and ended on a drying track.

"This means the world to me," Dyson said after the race. "The conditions were challenging, but Lime Rock always puts an extra spring in my step..."

Other action in the mixed-class race saw Michael Phillips lead all the way to claim his first victory in SGT driving the 97 F.A.S.T. Auto Racing Corvette, with Erich Joiner winning XGT in the Good Boy

Bob Coffee Roasters Porsche 991 GT3-R and Philip Di Pippo taking the GT victory in the Saasco Sports Ford Mustang.

On Monday, May 31, the TA2 field took to the track, and what came around, went around for Mike Skeen. Skeen lost the lead to Rafa Matos after an incident with a lapped car early in the 66-lap race but came back with four laps remaining to score his first Trans Am Series presented by Pirelli victory of the season in his LiquiMoly/Turn 14 Distribution Center Chevrolet Camaro. 📍

## TRANS AM ROUND 4: MID-OHIO

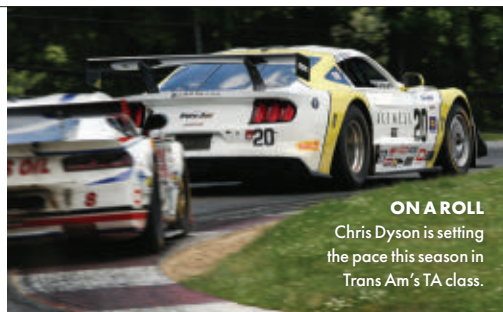
With high heat, multiple restarts, a front-to-back charge, and a recovery drive to the podium from a championship contender, the June 26-27, 2021, Trans Am presented by Pirelli visit to Mid-Ohio Sports Car Course featured a bit of everything.

On Sunday in the TA class, Chris Dyson took the lead shortly after the midway point and pulled away to record his third Trans Am Series presented by Pirelli victory of the season. Dyson started third in his Altwell CBD Ford Mustang, chasing

Tomy Drissi from the start while holding off back-of-the-grid starter Ernie Francis Jr. But on lap 25, Francis went through the grass and needed to pit, with Dyson getting by Drissi at start/finish to take the lead and eventual win.

Elsewhere in the milt-class field, Erich Joiner led all the way for his third-consecutive XGT victory in the Good Boy Bob Coffee Roaster Porsche 991 GT3 R and Justin Oakes won his third race of the season in SGT in the Droneworks Corvette.

The day prior, Rafa Matos,



### ON A ROLL

Chris Dyson is setting the pace this season in Trans Am's TA class.

Chris Clark

followed up his Motul Pole Award with a flag-to-flag Trans Am Series presented by Pirelli TA2 victory in his 3-Dimensional Services Ford Mustang, taking a giant step toward a second career championship when his closest rival suffered a DNF. 📍



## RALLYCROSS NATS NEARS

The 2021 DirtFish SCCA RallyCross National Championship is slated to take place Oct. 15-17 at Ross County Fairgrounds in Chillicothe, Ohio, roughly one hour south of Columbus. With the date rapidly nearing, RallyCrossers should check [scca.com/rallycross](http://scca.com/rallycross) for event and contingency registration.

## FR AMERICAS SEES SIMPSON DOMINATION

With a total of six race weekends in the 2021 season, the first half of the SCCA Pro Racing-sanctioned FR Americas Championship Powered by Honda can be summed up with one name: Kyffin Simpson.

Simpson, who calls the Cayman Islands home, swept all three races during the March 26-28 opening round at Road Atlanta. Entering the May 14-16 weekend at Road America, it initially looked like Simpson's luck was up when Dylan Tavella was ultimately awarded first place for Round 4, but Simpson charged back to take the checker in the next two races, albeit with a little help from a spinning Joshua Carr.



Gavin Baker

### CLEANING UP

Kyffin Simpson has become very familiar with the FR Americas podium in 2021.

The June 25-27 triple-header at Mid-Ohio shook up the top-step status quo, however, with three new names claiming provisional wins. Joshua Carr took victory in the first race,

followed by Jacob Abel in race two and Ernie Francis Jr. in the final round of the triple-header.

The series next heads to Brainerd International Raceway on July 16-18. 📍



Gavin Baker

### ON TOP

Noel Leon has run a blistering first half of the 2021 F4 U.S. season.

## F4 U.S. MIDSEASON RECAP

With three weekends and nine races in the books, the 2021 season of the SCCA Pro Racing-sanctioned F4 U.S. Championship Powered by Honda has become quite the battle for the championship.

The season kicked off with a 30-car field on March 26-28 at a rainy Road Atlanta, with Jason Alder firing the

first shots, taking back-to-back wins on the challenging 2.54-mile circuit. Noel Leon, meanwhile, claimed the pole for the first round but would have to wait until the final race of the weekend to stand atop the podium.

May 14-16 brought 27 racers to Road America, where it was Mac Clark's turn

at the top step, earning a pair of first-place finishes – the first coming in a dramatically shorter-than-usual race due to on-track incidents. Nico Christodoulou earned the final win of that triple-header weekend.

The series then headed to Mid-Ohio Sports Car Course for the June 25-27 weekend. While this issue went to the printer prior to the weekend's finalized results being available, preliminary results placed Leon on the top step twice, with Mac Clark taking victory during the third race of the weekend, albeit with Leon 0.345sec back.

The next race is slated to take place July 16-18 at Brainerd International Speedway, where it is expected that Leon will enter the three-race weekend leading in the points. 📍



## SCCA Foundation Introduces Runoffs Sweepstakes

SCCA Foundation has put together a new fundraising sweepstakes for the 2021 season. The winner will be treated to a VIP trip to the SCCA National Championship Runoffs at Indianapolis Motor Speedway (IMS), Oct. 1-3.

The SCCA Foundation will send the winner and a guest to an exclusive "Indy Insiders Weekend" at IMS during the Runoffs.

Among other things, the prize package includes VIP passes to the Runoffs for spectating and a personal tour guide; VIP parking passes; an opportunity to be on the flag stand for a green flag and checkered flag; a pace car ride; the option to be at a corner station during a race, practice, or qualifying session; SCCA Runoffs at Indy commemorative merchandise; passes to the IMS Museum located on site; a private tour of a professional race team shop in Indianapolis; and \$2,500 in cash for travel expenses.

The donation period to receive tickets ends at 12 p.m. CDT on Aug. 29, 2021. The winner will be drawn that evening and announced online and on the SCCA Foundation web page. SCCA Members receive a 25 percent bonus in tickets per donation if they use bonus code "SCCAMEM". 📍





Rupert Berrington

## RANDY POBST

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

## DRIVE SMART

What's the most difficult thing to accomplish in racecar driving? I mean, after figuring out how to pay for it. After more than 500 races, I have found it to be this: driving smart. Passing a closely matched competitor is tough. That driver does not want you to get by. You have to figure out how to do it and without merely punting them out of the way, of course. This is what competition

and homegrown engineering that can lead to improving a racecar's performance, the real reason I have laid hands on many a machine over the years is that I want to *drive*. I want to feel that focus that the racetrack illuminates in my mind.

And, as rewarding as driving is at speed all by one's self, adding the other predators and prey adds a whole new level, one with which many are not very comfortable. Competition. Beating someone. Climbing the steps of the podium and lifting a trophy aloft. *Da winnah!*

I race quite differently than I did early in my career. Then it was much more frontal assaults (see my column "Gettysburg"). Since then, I've learned that there is a little more time than I thought. Time stretches in multiple passing attempts, making one lap feel much more like 10.

I am compelled to say something else of great importance to all you racers out there: Sometimes you just cannot get past the driver ahead. Yep, that's right. Sometimes it's just not possible. You can't win them all, but you sure can crash your

colleagues with poorly reasoned desperation moves with a very high risk and very low possibility of success, thereby ruining the very race you came to run.

But the corollary to this is that sometimes you cannot pass that car *right now*. But a moment from now, maybe you can. Sure, race aggressively and, at the same time, play your ace card; patience. Look for, wait for, create, the right moment. Smart.

How do you determine "the right moment"? Look for your advantage. If you caught the car ahead, you have one. Figure it out. Braking for Turn 3? Better exit from Turn 6?

If you do not have one, if they caught you, your best defense is no mistakes. Do not hand that car the position. If your times are closely matched, then that driver is working hard too. It is a difficult thing to be fast and consistent, and doubly so under the pressure of challenging for position. If you don't screw up, maybe they will – and often they do.

Focus extra hard on a good exit from each corner, even if they are

**"What's the easiest way to pass a competitor? The quick and almost correct answer to that is: more power"**

is. Heads up. Face to face. Driver to driver. May the best person win.

So, what's the easiest way to pass a competitor? The quick and almost correct answer to that is: more power. But the best and most complete answer is actually: preparation. The easiest way to gain positions is achieved in the garage, before one ever sets a tire on the track.

But as much as I personally do enjoy working on racecars and relish the brain exercise in mathematics



right on your tail. You're ahead, in their way. You may slow them a bit at the apex, but they cannot get by, and your best drive off the corner will make you harder to pass before the next turn.

Now let's turn that around. What if you are the one behind? If you are right on their tail, then they control your speed. It is not always best to be very close to the car ahead on corner entry and apex. If you are better through the corner, leave some gap. Work to catch them on exit speed. I have found this to be very hard to time properly. It is very common to see a competitor attempt to make this work and fail because they get too close and have to lift. Or worse, clip the car ahead.

Look, think, and plan ahead. Smart.

I was recently driving a W2W Racing Porsche Cayman GT4 at Daytona. I slowly reeled in an Audi TCR. In this series the cars are adjusted for performance, and this was an interesting pairing. The Porsche is more powerful – and obviously mid-engine and rear-wheel drive. The Audi is

much lighter and an amazingly competent front-wheel-drive car.

Furthermore, this was a long race, and I could see that when I got to the Audi, its pace increased. Like so many of us, the driver did not want to get passed, and it was for position. The heat was turned up.

As I gained, and from my knowledge of the cars, I saw I had an advantage on top end, a good thing at Daytona, right? From my full view from behind, I saw the Audi was *reeeeally* wide, and that the light weight made the car really good under braking and even corner exit, in spite of the power going to the front only. For several laps, I wondered how I caught up. It was so strong off the corner. But I stayed disciplined, focusing hard on control and not overdriving. It was a Florida-hot day, and the 200 treadwear street-type tires that are required for the series don't like too much heat.

I used my top end to stay close and threatened to pass outside in the long brake zones, and then watched as the Audi's corner exit advantage

**"You crash another driver, and they will never look at you quite the same again. Respect. Earn it through smart racing"**

began to evaporate. The front-wheel drive was taking its toll on those hard-working front tires. Rather than a high-risk assault with door-to-door wrestling through the apex, a little patience and planning brought me by the Audi when the tires got hot.

This is advanced passing, Racers. It's good for your race, and good for your career, and good for your popularity in the paddock. You crash another driver, and they will never look at you quite the same again. Respect. Earn it through smart racing. Smart racing is determining and executing a pass through a recognized advantage, not just a brave and maybe really stupid attack.

In our North American Touring Car championship season, just before every race, my dear departed friend Russ Collins of RC Engineering used to say, with a tap of his temple and artistic-license grammar: drive smart. 🍷

#### GETTING BY

No matter what you race, be it a high-powered monster or a momentum car like in B-Spec (ABOVE), passing requires patience and planning.



With high temperatures, impressive entries, and tight competition, the 2021 Tire Rack Time Trials Nationals Powered by Hagerty was a scorcher

WORDS Jeff Zurschmeide | MAIN IMAGE Zachary Rackovan, abi-photo.com

# BRINGING THE HEAT

2021 marked the fourth running of the Tire Rack Time Trials Nationals Powered by Hagerty, but all was not as it has been. For starters, while still taking place at NCM Motorsports Park in Bowling Green, Ky., this year's

competitors took to the track on June 10-13 rather than in September, as has been the case of every other Time Trials Nationals. The result was hotter than usual weather for the event, but that was hardly a deterrent.

The numbers illustrate the

point. Braving the conditions, north of 200 drivers – teetering on a record for the event – posted times in 18 Time Trials classes. Sport 6 proved the most popular class with an impressive 23 entries, although Sport 2 was close

behind with 22 drivers. It was also notable that every class had at least three entries, with most classes exceeding 10 competitors.

Four years in, it's also obvious that SCCA's Time Trials program now has the

#### NO LIMITS

Steve Luca might not have won his class, but he came a close second in his impressive Unlimited 1 class Mustang.



energy of a newly matured competition program. As designed, the program provides room to grow for drivers who want to get into competitive track driving, but who may not be ready for the commitment and

expense of a wheel-to-wheel road racing program. With a wide range of eligible vehicles and preparation levels, many opted to drive their competition vehicles to the event and camp on-site.

And, like any SCCA

competition program, drivers come to Time Trials at different stages of their motorsports career, with different goals in mind. Drivers at this year's Time Trials Nationals ranged from veteran professionals like Tom O'Gorman to literal

first-timers with no experience whatsoever. The flexibility of the Time Trials format allows that range of drivers to compete safely. And, as such, it's those drivers who can best tell what this year's event was all about.





## BITING THE BULLET

"I started racing when I graduated college because I needed a hobby," Mark Sarcevicz explains. "Originally I was into drag racing."

Mark's entry to SCCA competition was through the Solo program. "I showed up by myself, not knowing anybody through our local Region for autocross," he says. "So, I showed up to a New England Region event and little did I know I was stepping into the biggest pond around. I mean, they're the second most nationally competitive Region next to Cal Club! At any local event, there's a dozen National Champion winners just walking around. Man, I was terrible, but I kept at it."

Mark's career in Solo competition eventually led him to his current Corvette and a



fourth-place finish in A Street at the Tire Rack Solo National Championships in 2018. The experience led him to test the waters for track competition.

"Three years ago, I did my first Track Night in America," Mark recalls. "It was my first time on track. Last year I decided to bite the bullet and start doing some Time Trials stuff. Then Don and Brian Keele said, 'You need to come do NCM, man, that track's a trip. So good! So, I came out here last year and my only intention was just to have fun. But after the second day I was leading and I was like,

'Holy s\*\*\*, I could actually pull this off.' I ended up winning the event last year, which was fantastic, out of 29 drivers. It's the biggest class at the event. Couldn't have been happier"

Entered in Sport 2 in his Corvette, mechanical troubles kept Mark from repeating his victory this year, but he pulled out an eighth-place finish in a borrowed car from fellow competitor Mike Kubiak.

Mark isn't sure where his competition future will take him, but for now he's balancing racing with the rest of his life.

"As far as wheel-to-wheel competition, I think I'd like to do it, but my fiancée and I are looking to settle down, buy a house – that old story," he says. "I get my wheel-to-wheel fix at iRacing currently. Over the COVID period, I did the SCCA leagues. I've been doing the

**"Three years ago, I did my first Track Night in America. It was my first time on track"**

**MARK SARCEVICZ**

Gridlife leagues, doing all that. But with all that said, I think I'd like American Sedan because I really like the Cadillac CTS-V"

## BRAND NEW

For Dylan McDorman, SCCA competition is a brand-new experience. In fact, he started in April of this year.

"I started out riding dirt bikes and motorcycles, but recently I was able to purchase a car and start doing Time Trials," Dylan says. "I've always had the need for speed, I guess, and I came down here for the touring laps, where you can

## FINDING SPEED

(LEFT) Mark Sarcevic began his motorsports journey with drag racing. Now, autocross and Time Trials hold his interest. (RIGHT) We last saw Justin Peachey on the cover of *SportsCar's* March/April 2021 issue. He took a break from autocrossing to finish first in Max 1. (BELOW) Dylan McDorman is new to SCCA competition – in fact, he started in April of this year. (BOTTOM LEFT) Like Justin Peachey, John Li was also recently on the cover of *SportsCar*. At the Time Trials Nationals, he ran Tuner 4, keeping his 100-percent participation record intact.

drive for a few laps at a time. I did some autocross events and decided to sign up for this."

Jumping into Sport 2, with 22 competitors and a very deep grid of experienced drivers, Dylan's learning curve in his Mustang GT was fairly steep.

"I'm just trying to improve my times," he explains mid-event, "but I'm about 20 seconds behind the top guy in class. Although, I've already knocked six or seven seconds off my times. There are a lot of

nice people out here helping me find where the lines are.

"I'd like to do some [track days] to help further my knowledge in the sport. Hopefully, as time goes on, I'd like to see myself at a more

---

**"I came down [to NCM] for the touring laps...I did some autocross events and decided to sign up for this"**  
**DYLAN MCDORMAN**

competitive level. I'm not sure where I'll be, but this is a great steppingstone into motorsports. I've been enjoying it so far."

Dylan hasn't really formed any specific goals, except to continue to improve his skills. "I'm just gaining some knowledge and improvement," he says. "I've spun out twice already! I saw another car spin and hit the wall right in front of me, so I went and got the Hagerty track day insurance. Depending on



how I do throughout these events – I've seen some great improvements already – maybe I can get to the competitive level and start doing some racing. I think I might check out Mid-Ohio soon at a track day."





**TRACK TIME**

(ABOVE) Jennifer Lantz has participated in every Time Trials Nationals since the event's inception in 2018. (BELOW, LEFT) Tuner 4 driver Bernie Kaerlein preps for his next session. (BELOW, RIGHT) Frank Hidalgo scored eighth in Tuner 3. (BOTTOM) Buford Trey Shearon wheeled his E36 M3 to a sixth-place finish in Sport 3.

**BUILDING SPEED**

Jennifer Lantz, a Kentucky local, has been a competitor at all four of SCCA's Time Trials Nationals events. "This year I'm driving a 2020 Toyota Supra [in Sport 2]. I'm just having fun," she says. "It helps me control myself on the street because I know I have an outlet. But we just have fun and enjoy the car, pushing it to its limits and going as fast as we want to go."

Jennifer comes to events with her husband. They used to share a car, but not anymore.

"It started out we were competing against each other because we were in the same car," she explains, "but

**"I'm definitely not going pro; I'm not fast enough! We just do track days for the most part"**  
**JENNIFER LANTZ**

now we don't like to share the car because it's too hard on the vehicle, especially in this kind of heat."

Like many Time Trials drivers, Jennifer has found a competition home in this program. "I'm definitely not going pro; I'm not fast enough!" she laughs. "We just do track days for the most part, but I'm doing better than I did last year."

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**"I want to keep racing as a fun side thing for me. I don't want it to be my main thing"**

**AUSTIN SCHULZ**

### HELPING HANDS

Austin Schulz is a student at the University of Georgia, with a background in kart racing since childhood. His dreams for the future are balanced with the realities of life.

"I decided a while ago when I was still karting that racing should be a side thing for me because I am really talented in other areas," he says. "As for racing as a main thing, it's far from 100-percent certain that you can start racing professionally. It's sort of like you wanting to be a pro NFL player or NBA player – it's just probably not going to happen."

Austin is double majoring in computer science and physics, which is a heavy load to carry with racing competition.

"'Zoom school' makes it possible for me to go do crazy stuff like this and then get on school for two or three hours," he explains. "Asynchronous classes are the best for me because I can [compete in motorsports] during the day, get home, and then do class. I could never do that during a regular school year."

A background in karting was excellent preparation for SCCA competition.

"I started karting when I was 8 or 9," he says. "It took me a little while to get good at karting. I kind of sucked at first, but I got there toward the end."

At the 2021 Time Trials Nationals, he entered a 2016 Mazda Miata in Sport 5; a good



match for where he'd ultimately like to race: "I would love to race Spec Miata, or even MX-5 Cup."

Austin sees a lot of similarities between his karting experience and SCCA's most tumultuous class. "I love watching the races in Spec Miata because they really do race just like go-karts, going three-wide. It's really, really good racing," he says. "Actually, I honestly have no clue where I want to see myself in 10 years. I want to keep racing as a fun side thing for me. I don't want it to be my main thing, which kind of limits my opportunities."

But what I would really like to do in 10 years is come on the weekends and race Spec Miata just for fun."

Like most drivers, Austin appreciates and emphasizes the community spirit at the Time Trials Nationals.

"I came in here and my brakes were fading really bad," he says of his weekend at NCM. "I bought some Hawk pads and got them shipped here, but I had no way to put them on. I don't own a jack – I don't own any tools whatsoever. I have one set of wrenches, which is missing a 9mm wrench. Some people not only lent me their tools but helped me install my brakes. They helped me through everything just because I was here. It was really awesome! They saved me because I would not have been able to race otherwise."

## LEARNING CURVE

(LEFT) University student Austin Schulz split his time between on-track competition and online learning during the Time Trials Nationals weekend. (RIGHT) Paul Chin scored third in Max 2 in his mean-looking Toyota Supra. (BELOW) From COTA to Buttonwillow and Road Atlanta, Max 3 driver Justin Glover has a number of racetracks he'd like to compete on. (BOTTOM LEFT) Scoring second in Sport 4 was Victor Boniface in his Volkswagen Jetta.

## ENGINEERING SPEED

One attraction of SCCA's Time Trials program is the ability to build a car that may not have been envisioned by the factory. Engine swaps are common in Time Trials' Max and Unlimited categories, and that's how Justin Glover arrived for this year's competition.

"Last year I ran Prep 2, but I got bumped to Max 3 [this year] based on the new rule set," he explains. "It's a faster class and I was third last year, a few seconds off. I'm finding out that I'm quite a bit off this year, too."

Justin's 1999 Impreza contains a popular engine swap for power improvement. His car's history will be familiar to Subaru aficionados. "It originally had a 2.2L that was barely hanging on. I actually blew that up at an autocross. Then we put in a 2.5L bottom end with 2.2L heads to bump up the compression. That lasted a couple of years. Then I bought a six-cylinder 3.0L engine for it. It was a much bigger project than I had the skills for at the time!"

Justin got the car together and came to Bowling Green to see how it would fare.

"It's been really reliable," he explains during the event. "We had a little bit of heat issues on Thursday. We put a new vent in the hood and got coolant temperatures back down. Hopefully, I can put in a good flyer to see the improvement in the car. I was three seconds

faster this year on the east course than I was last year – I'm going in the right direction."

Justin's plans for the future entail getting better at what he's already doing. "I do want to be fighting for class wins, at least," he says. "But right

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**"Right now, I'm more working on my personal record rather than a class record"**  
**JUSTIN GLOVER**

now, I'm more working on my personal record rather than a class record. I like to keep the car streetable, so I don't want to go into Unlimited. I like Max."

While dreaming of eventually venturing to tracks like Road Atlanta, COTA, and Buttonwillow, one thing Justin is not looking for is a future in wheel-to-wheel racing.

"That doesn't excite me as much as Time Trials," he states. "Because in Time Trials, you're always working on car



development. You're trying this, maybe a new canard or a new splitter design or something small on the car to get that extra little half-second or 10th of a second to beat your previous record. I'm a grad student in







engineering, and I just find it very fascinating that when you get to the point where everything is built, you're wondering where you can find more time."

#### LEARNING EXPERIENCE

Sport 6 was the largest class at the 2021 Time Trials Nationals, and among that group was Andrew Jackson and his 1994 Miata.

"My dad and I have been autocrossing Miatas now for several years," Andrew says. "I've always wanted to get on track, and I've slowly been turning my Miata into a track-focused car. Last year was my first Time Trials Nationals event, and it was also my first

track day on the full course [at NCM]. I had done the Kentucky Region Time Trials on the west course beforehand [and] I decided that I couldn't miss this event anymore."

For Andrew, Time Trials has been a learning experience. "Last year I didn't finish last in class, but I didn't do very well," he admits. "I'm doing a lot better this year. Yesterday I beat my fastest time from last year by about four seconds. I'm feeling a lot more comfortable in the car and it's all starting to click for me. I've gotten so much help and advice from other competitors."

As he learns to drive his car on track, Andrew's dreams are

"I'm doing a lot better this year...I beat my fastest time from last year by about four seconds"

**ANDREW JACKSON**

to race in Spec Miata. "I love the Miata platform," he says. "I have a family history with small sports cars; my grandpa used to race an MGA back in the 1960s. Now my dad and I both race Miatas. Eventually, I want to go into wheel-to-wheel racing with the Miata. But I also want to keep doing Time Trials because I really like that I can just drive my car down here, run it all weekend, and enjoy the environment and the people." 🏁

#### BUILDING SPEED

(CLOCKWISE, from TOP LEFT) Wheeling what was arguably the wildest ride at the event, everyone noticed Max 1's Dallas Reed. Zachary Grant brought out his 1970 Volvo 144 for Unlimited 2 class competition. Andrew Jackson is keeping alive a multi-generational motorsports family tradition.

### TIRE RACK TIME TRIALS NATIONALS

**NCM MOTORSPORTS PARK**  
Bowling Green, Ky. | June 9-13, 2021

**S1:** (14 entrants) 1. Cody Hunt (Chevrolet) 6:25.947; 2. Coby Shield (Chevrolet); 3. William Bostic (Chevrolet); **S2:** (22 entrants) 1. Nicholas Phillips (Chevrolet) 6:36.608; 2. Matthew English (Chevrolet); 3. San Strano (Ford); **S3:** (10 entrants) 1. Dennis Barret (BMW) 6:46.738; 2. Bill Van Tassel (Porsche); 3. Brian Jennings (Honda); **S4:** (7 entrants) 1. Kevin Lindley (Porsche) 7:01.739; 2. Victor Boniface (Volkswagen); 3. Lee Grimes (Mazda); **S5:** (13 entrants) 1. Will Robbins (Mazda) 7:01.786; 2. Neil Britton (Mazda); 3. Chris Carlisle (Honda); **S6:** (23 entrants) 1. Tom O'Gorman (Scion) 6:51.238; 2. D.J. Alessandrini (Scion); 3. Tyler Kvetko (Subaru);

**T1:** (3 entrants) 1. Wesley Wood (Porsche) 6:33.783; 2. Christopher Bickford (Chevrolet); 3. Jeff Tucker (Chevrolet); **T2:** (11 entrants) 1. David Marcus (Toyota) 6:35.946; 2. Brian Flanagan (BMW); 3. Laura Marcus (Toyota); **T3:** (15 entrants) 1. Brian Kuehl (Honda) 6:43.408; 2. Brian Matteucci (Chevrolet); 3. Ance Henry (Ford); **T4:** (19 entrants) 1. Matt Hugenschmidt (BMW) 6:44.019; 2. Ido Waksman (BMW); 3. Brett Caine (Honda); **T5:** (10 entrants) 1. Kevin Gu (Honda) 7:04.967; 2. John Allen (Mazda); 3. Justin Flynn (Mazda);

**M1:** (9 entrants) 1. Justin Peachey (Chevrolet) 6:10.509; 2. Jackie Ding (Toyota); 3. Jason Guzman (Nissan); **M2:** (11 entrants) 1. Perry Ellwood (Mazda) 6:33.103; 2. Chris Larson (Chevrolet); 3. Paul Chin (Toyota); **M3:** (13 entrants) Anthony Leclerc (Alfa Romeo) 6:41.707; 2. James Barry (Subaru); 3. Jason Hobbs (Mazda); **M4:** (10 entrants) 1. Andy Hollis (Honda) 6:33.880; 2. Josh Owens (Mazda); 3. Kyle Herbst (Scion); **M5:** (5 entrants) 1. Nicholas Johnston (Mazda) 6:54.787; 2. Michael Janssen (Honda); 3. Marc Funston (Mazda);

**U1:** (8 entrants) 1. Kyle Carrick (Nissan) 6:01.201; 2. Steve Luca (Ford); 3. Chris Ingle (Dodge); **U2:** (5 entrants) 1. Nicholas Zelisko (Mazda) 6:35.329; 2. Michael Neat (Scion); 3. Zachary Grant (Volvo).



# SP1

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# SCHUBERTH







Three SCCA Regions  
combine forces to create  
the very first – and  
very successful – Pine  
Mountain HillClimb, and  
competitors are raving

WORDS Philip Royle  
IMAGES Perry Bennett

# FOR THE TOP

## PASSING BY

(LEFT) The Pine Mountain HillClimb saw all kinds of competition cars, including ones used in SCCA Road Racing. (BELOW) For numerous drivers, one of the biggest highlights was the slow trip back down the hill.



Hill climbs are far from new, especially in the SCCA. SCCA's fascination with hill climbs began to soar in the 1950s, with the Club even partnering (albeit briefly) with the infamous Pikes Peak International Hill Climb in the middle of that decade. But, since then, while individual SCCA Regions have continued to proudly fly the hill climb flag, there are only a handful of SCCA hill climbs that draw national attention.

While there are a number of notable SCCA hill climbs each year, like the 2.2-mile-long Central Carolinas Region Chasing the Dragon Hillclimb in Robbinsville, N.C. (home to the infamously windy road known as the Tail of the Dragon), most SCCA hill climbs are well-hidden gems. This year, though, a new SCCA hill climb got a lot of people talking. The Pine Mountain HillClimb, as the inaugural event was quickly dubbed, saw three SCCA Regions join forces to

host a hill climb winding through the Appalachian backroads.

Combining the forces of East Tennessee, Blue Ridge, and the aforementioned Central Carolinas Regions saw an April 30-May 1 event that not only drew quite a crowd, but also sold out. On top of that, the event helped boost the economy of the local area through the help of community group Backroads of Appalachia, a 501(c)3 organization that looks to inject revenue into the area through tourism and motorsports.

With 87 drivers heading up the tree-lined, two-mile, 10-turn mountain road, the event saw many drivers step out of their comfort zone to tackle the steep and challenging road through the lush Kentucky mountains of Pineville.

The real story of the Pine Mountain HillClimb by Grassroots Motorsports, however, is one that's best told by a few of the SCCA members who made the drive.





#### HILL CLIMB ROOKIE

With one National Championship jacket and well over 10 trophies from the Tire Rack Solo National Championships, it's impossible to call Neal Tovsen a rookie. Yet when it comes to hill climbs, that's exactly what he is.

"I had already been adding some safety gear to my [CSP autocross] Miata to do some Time Trials and stuff like that," Tovsen explains when I ask him why he chose to enter the inaugural Pine Mountain HillClimb. "I still want to autocross, but I want to try some other things. I was in a moment where I was open to trying new things, and I saw that [SCCA's Senior Director of Rally/Solo and Experiential Programs] Heyward Wagner posted online about the hill climb, and I thought, you

know, that sounds interesting, and I know the people who are putting this on, and I know they're going to put on a fun event. It looked like a beautiful part of the country. So, I thought, yeah, let's try that."

The tow from his Minnesota home to Pineville, Ky, took 14 hours. It was a far enough distance, in fact, that he and his family – which includes two young kids, dogs, and his multi-time Solo National Championship-winning wife Katie Lacey – opted to make it more than a motorsports weekend.

"I asked Katie if she wanted to drive in the hill climb, but she decided she would come along and check out the Pine Mountain State Resort Park and hang out with people and go walking in

the woods," Tovsen explains.

"We looked at it as a family vacation, and it didn't disappoint. We showed up a day and a half earlier than we needed to and hung out at the resort and hiked up the hills and explored some of the trails and had a good time.

"The resort was fantastic," he says. "The family played mini golf, they hung out at the cabin, they watched some hill climb stuff. Katie said she had a really great time as a non-participant."

Tovsen, meanwhile, set aside time to concentrate on the event. While this was his first hill climb, his experience spans beyond autocross to RallyCross to track days and even some wheel-to-wheel racing, so he was mentally prepared for the risk. Still, he was nervous.

"I think the risk is higher in a hill climb than regular track driving and possibly even wheel-to-wheel driving," he admits, "but having that experience of trying other things, I leveraged that on the hill climb."

Having never competed in a hill climb, was it scary? "Absolutely," Tovsen laughs in response. "The vibe of the event was so laid back and so fun – but it was terrifying."

The hill climb included a novice meeting, but where Tovsen – who describes his motorsports mindset as "very methodical" – really learned how to tackle the hill climb was by talking to experienced competitors amongst the field.

"One piece of advice I got from multiple people during



**"It's the most adrenaline I've ever had while... leaving more on the table than I ever have"**  
**NEAL TOVSEN**

the weekend was that I'd run my fastest times in my last couple of runs, so ease into it," he says. "It's not like autocrossing where if you hit a cone on your second run, you only have two that count.

"In autocrossing, you need to put down a blistering run right off the bat just because of the way it's structured. But this was very different – you want to ease into it, largely because of the risk factor."

The Pine Mountain HillClimb included eight runs, and true

to the advice he'd received, Tovsen found his fastest times came toward the end.

"Throughout the weekend I felt better the more runs I got," he says. "The gravel got swept up as more cars went, you learned where the bumps were, you were able to make decisions as to where to push harder or to leave something on the table. By the last couple of runs, you're like, 'Let's go!'"

"My last two runs were markedly different from my first two runs. But I still left more on the table than almost anything else I've done. I knew I could go faster in a couple of places, but I just wasn't going to."

In fact, he admits, "It's the most adrenaline I've ever had while simultaneously

#### SOMETHING NEW

Neal Tovsen brought not only his autocross car to the Pine Mountain HillClimb (FAR LEFT), but also his entire family (BOTTOM LEFT). In fact, the hill climb turned into a family vacation for the Tovsens. And part of that vacation included the Friday night party (LEFT), where hill climb competitors were encouraged to bring their competition vehicles to the town center for music, food, and fun.

leaving more on the table than I ever have. It was a lot of fun even not pushing 10/10th."

Another standout portion of the weekend for Tovsen included the Friday night street party in the middle of town, which another competitor also raved about.

#### RETURNING CUSTOMER

"The overall feeling of community and family is the biggest takeaway for me," Ryan Cheek explains of the three-day Pine Mountain HillClimb weekend. "It began with the Friday night street party, with a police-led parade from the hill climb site to Pineville's town square. There, the premier parking around the Pineville courthouse and getting to see locals enjoying the eye-full of racecars, to hearing live music in the street and children's laughter coming from the bouncy house created an atmosphere unlike any I had experienced before.

"Being the center attraction in this small town, I felt a closeness with my fellow competitors. I felt we were special – rock stars, in a way. This closeness continued throughout the event."

Unlike Tovsen, Cheek is relatively new to motorsports, with her competition history kicking off in 2017 with an autocross. Once she was in, however, she's been full throttle. In 2018, she added track days to her motorsports resume,

with early stages of wheel-to-wheel prep beginning the year after and spilling into 2020.

"In 2020, I bought and built a 2006 Mustang GT," she explains. "I needed to get it track worthy with suspension and brakes, but safety was the main focus with racing seats, harnesses, roll bar, and fire suppression. Then the COVID lockdown happened, and the only driving event near me was the Chasing the Dragon Hillclimb.

"My very good friend, Ted Theodore, actually helped start and organize that event in 2011 – he was always talking about it, and I figured it was a good way to get my feet wet in competition."

Cheek stumbled upon SCCA's Wagner at the Chasing the Dragon Hillclimb, and he convinced her to try her hand at the SCCA Time Trials Nationals Powered by Hagerty – which she did. That led to Time Trials National Tour events, and eventually a return to the mountains for her second hill climb with Pine Mountain.

While essentially taking place in her backyard – less than a four-hour drive to Pineville – she gave up her spot in the 2021 Tire Rack One Lap of America in order to compete in this SCCA event.

"An inaugural event only happens once," she points out.

Her tough decision paid off. "The Pine Mountain HillClimb was simply amazing," she says. "The course, the location, the





community involvement, the fact that a new hill climb can be created in 2021, the passion from fellow competitors."

The energy continued throughout the weekend, too. "Everyone was eager to smile and say hi," Cheek is quick to note. "Cars were being tinkered with, which attracted other drivers to help or watch."

**"Drivers got out of their cars, hands shaking with adrenaline, eager to know what their time was"**

**RYAN CHEEK**

#### ACCIDENTAL HILL CLIMBER

Ryan Cheek (ABOVE) has been preparing her Mustang for the track, but somehow along the way she's now completed two hill climbs in it (TOP).

And, while the run up the mountain under timed competition was a highlight for both Cheek and Tovsen, it's what happened after the finish line that made the event.

"My favorite parts happened at the top of the hill," she admits. "After your run, you'd hang out at the top with those who ran before you and wait on those making their runs after you. Drivers got out of their cars, hands shaking with adrenaline, eager to know what their time was and to hear how others' runs went. This is when some of the most intimate bonding happened"

The parade from the top to the bottom for another run also proved to be a thrill: "Getting to wave, saying a 'thank you' to the workers who were looking out for our safety, cheering on other drivers at the start – we were all there, together," she says.

#### YOUR TURN?

If 2020 taught us anything, it's that you never know what's going to happen. But for Tovsen and Cheek, along with many of the other 85 competitors at this year's event, the Pine Mountain HillClimb was a thrill and something everyone should consider doing.

"If you've got the safety equipment, there ain't nothing to it but to do it," Cheek quips when I asked her whether others should enter a hill climb.

Would Tovsen, the seasoned and accomplished autocrosser return to Pine Mountain, even facing a 28-hour round-trip tow? "Yes," he laughs, but adds that while the competition was a blast, competitors shouldn't come just for that. "The biggest highlight for me was the family atmosphere and the vibe of the event." Then: "It was a lot of fun." 🍷

# A SOLID FOUNDATION

Young drivers like Jeshua Alianell build for the future in a revitalized Skip Barber Racing Series.

The Skip Barber Race Series legacy stretches back 45 years, having launched the careers of hundreds with names like Newgarden, Montoya, Allmendinger, Patrick, Lally, and more. That rich history as much as thoughts of his own future attracted kart racer Jeshua Alianell, a teenager from The Woodlands, Texas, looking to transition from karts to cars and launch his own pro career.

"I looked up 'best racing school' and Skip Barber was top of the page," Alianell says. "A year later, after another season of kart racing, the opportunity came up, and now we're here..."

"Here" was the paddock at New Jersey Motorsports Park, the 16-year-old having crammed a lot of racing miles into a short three-month span: Back-to-back SCCA accredited Three-Day and Advanced Two-Day Skip Barber schools at COTA just before the March 5-7 opening rounds of the eight-weekend, 16-race 2021 SBRS at Sonoma Raceway.

There Alianell impressed with a pair of second-place finishes in his first two races in the Barber F4-spec Mygales – impressive, but only a prelude to Race 1 at COTA on April 29, where the teenager qualified on pole and led every lap of a race in a downpour to claim his first win.

"I enjoyed that – I actually like driving in the rain," he says. "What really surprised me is the go-kart is so similar to that Formula 4 car. Everything I've learned in karting, I felt like it transitioned over to the F4 car."

His biggest challenges, meanwhile – the power delivery and mastering trail-braking – are being chipped away at via the team of Barber instructor coaches.

"The same instructors travel around with us, watch us out on track, then give us feedback. 'What do we need to work on and improve?' It's a team effort. They're very positive."

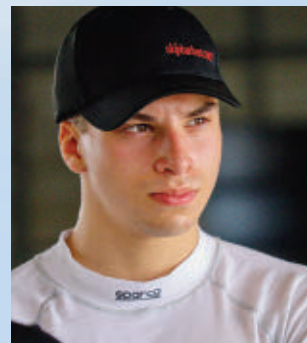
A key attribute of the Barber Race Series is the ongoing video and data collection, reviewed with each driver after every session.

"We did some data gathering in karts," Alianell says, "but it was not on this level. That's been awesome."

Of particular appeal to Jeshua's physician father, Sam, is the presence of human performance coach Keke Lyles who, like all the coaches, is committed to pushing drivers in the series to the next level.

Also off-track, Alianell is soaking up advice from the SBRS PR and marketing team, and working on his social media presence (find him on IG @jeshua\_alianell).

Will he follow in the footsteps of the dozens of SBRS graduates who went on to greatness? Only time will tell, but thanks to the Skip Barber Race Series, he'll be well-prepared for whatever comes next. —Steve Nickless



(ABOVE) When it was time to make the switch from karts to cars, 16-year-old Jeshua Alianell chose the route of many top pro racers, the Skip Barber Racing School and Skip Barber Race Series. (BELOW) SBRS's F4-spec Mygales are perfect entry-level open-wheel racecars.



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# KEEPING MOMENTUM

Hitting Road America running, the 2021 edition of the June Sprints proved unforgettable as racers were out to prove nothing will stop this keystone event

WORDS Tom Schultz | MAIN IMAGE Rick Corwine

This year's Chicago Region WeatherTech June Sprints at Road America, part of the Hoosier Racing Tire SCCA Super Tour, wasn't run under the invisible shadow of COVID, as it was last year. Instead, the event enjoyed a weekend of stunning racing in near-perfect weather – although

nobody would have complained had the temperatures dropped a smidge – as the country emerged from a more than year-long pandemic that brought the country, and racing, to a halt in 2020. One year later, with few exceptions, like a few full course yellows and a red flag on Saturday, a

better weekend of racing likely couldn't have been had.

As has become usual fare, competitors and fans were greeted by continuing improvements to the historic Elkhart Lake-based facility. New this year were restrooms in the south paddock, an expanded upper paddock, more

paving, improved concession stands, a new terraced viewing area overlooking Turn 14, and more brush clearing. Track president Mike Kertscher and Road America's board continue to make America's National Park of Speed better and better. Kicking off the event was the grand marshal,



#### DOUBLING DOWN

The Group 8 GT1 showdown was a nail-biter both days, and for wildly different reasons. Yet while Dave Ruehlow (31) was victorious each time, challenges from competitors like Cliff Ebben (34) kept him on his toes.

ultimately took that win, followed by Sumaramoorthy, Briena, Kotyk, and Kautz.

The order of the FV podium was in constant doubt. In fact, it was racing's version of *Family Feud* as the Whitstons and Jennerjahns ran under a blanket the entire way, passing and repassing more times than most could track. Andrew Whitston and Chris Jennerjahn were leading on Saturday, separated by a mere tick of the watch. Sunday began the same way, but both Jennerjahns were out after seven laps. Andrew Whitston won again, with Rick Shields and Ron Whitston a blink behind.

Both Spec Miata races were the usual battling scrums, although Saturday's dash was shortened to only seven laps due to a full course yellow. Connor Zilsch led early, then Voytek Burdzy took over on the restart. Seven cars were in contention on the last lap, with Burdzy leading. However, Jim Drago made another one of his spectacular last-lap runs, gaining several places to claim the lead exiting Turn 12 and winning over Burdzy, Nicholas Bruni, Brandon Collins, and Zilsch.

Come Sunday, Zilsch led early with Charles Mactutus moving into first on lap four. Drago was threatening, but it was Danny Steyn who grabbed the point on lap five. Drago led six, then Steyn, then Mactutus. Mactutus led until Turn 5 of the

former president of the SCCA and ACCUS, Nick Craw.

F500, FV, and FF constituted Group 1, and both days all three classes were hard fought. Sven de Vries won both days' races, but it was far from a cakewalk. James Weida spent some time in the lead on Saturday, while Calvin Stewart and Aaron Ellis

disputed first on Sunday. De Vries led Steven Jondal to the checker on Saturday while Ellis and Stewart followed him home in Sunday's longer go.

FF was even wilder. Tim Kautz won Sunday's 52-mile stint while Saturday's shorter event was taken by Misha Goikberg. Kautz led most

of the laps on Sunday, but never by much. Jonathon Kotyk and Joey Brienza spent some time in first, but Kautz prevailed, followed by Brienza, Robert Perona, Goikberg, and Yuveen Sumaramoorthy.

The day prior, Kautz led for a while as did Sumaramoorthy. Goikberg





Rick Corvine



Jeff Loewie



Jeff Loewie

**BACKING IT UP**

(CLOCKWISE from TOP LEFT) J.R. Smart ruled the roost in Formula Atlantic, claiming double wins. Collecting a pair of checkers himself was Sven de Vries in Formula 500. Super Touring Lite also saw a double winner in David Palfenier. With 47 starters, there was little chance of a repeat winner in Spec Miata, and that proved to be the case when Jim Drago won on Saturday and Danny Steyn reached the stripe first come Sunday.



Rick Corvine

last lap when Steyn took over. Mactutus and Zilsch both went off at the next bend, letting Steyn breathe a bit with a comfortable (for Spec Miata) two-second gap to Collins and Mactutus.

Tim Day Jr. doubled in the P2, FC, FE2, and FX races. He had an easy run in Sunday's 13-lap race, leading and winning without having to overextend himself. Lucien Panea and Trey Ayres followed a distance behind. The day before, he had to work harder though. Panea led the first lap with Day the second. They then swapped the lead multiple times before Day moved ahead for good.

The FE2 race was cake for Scott Rettich on Saturday, but Sunday he had solid competition. Therein, Max Grau and Bailey Monette stayed with him, getting by on lap

four. Grau led for several laps before Monette took over on the last lap, taking the win with Grau and Rettich following.

Simon Sikes had FC under control, taking a fairly easy win on Saturday, followed by John Burton LaRue and Michael Varacins. On Sunday, though, the story was different. Sikes led the first six laps, but LaRue was not letting him get away. LaRue closed the gap and, on lap seven, took over first place. Sikes followed with Nolan Allaer and Varacins close behind. LaRue was under pressure from Sikes, but he made no mistakes and came home first with Sikes and Allaer following. Dylan Christie prevailed in FX both days.

The next race was for EP, FP, HP, GTL, and B-Spec. The overall win both days went to EP's Tim Schreyer. While

Sunday's race was essentially an uncontested run, he had to work for it on Saturday. Jon Brakke took the lead at the start with Schreyer right behind. From then on, it was pass and repass between the two, the outcome constantly in doubt. The lead changed hands numerous times, with lap eight alone having three changes of first place. This continued until lap 11 when Brakke's Miata lost a wheel, ending the fantastic duel. Such had been the intensity of the fight that Schreyer's margin of victory over Lance Loughman was 49 seconds. Hopes for a repeat battle on Sunday were dashed on the first lap when Brakke slowed and pulled off course with a mechanical failure.

David Bednarz took FP both days, while in HP, Eric Vickerman won on Saturday

with Mark Brakke standing atop the HP podium on Sunday. B-Spec saw some action, although not up front as David Daugherty easily ran away with the win both days.

Group 5 brought out the SRF3s and, as could be expected, the racing was more than enjoyable. The 25-minute go on Saturday was initially led by polesitter Brian Schofield with Bobby Sak, John Black, T.J. Acker, and John Green in his shadow. By lap three, the first four gained a small gap over the rest, but soon Mike Miserendino made the pack a fivesome. Sak led for two laps before Acker took the point for two. Sak retook the lead, then Acker did the same. The last lap was frantic, with Acker leading into Turn 1, Sak making a pass for the lead in turn five, and Miserendino moving ahead at Turn 12. At the checker, Miserendino prevailed by 0.033sec over Schofield with Acker, Sak, and Black covered by a blanket just behind.

Sunday's scheduled 52-mile race was a near repeat. This time the early leader again was Schofield, with Sak and Green right behind. Justin Claucherty soon joined the scrum at the front, as did Scott Rettich and Black. Lap five saw Black take the lead only to have Schofield reclaim it shortly thereafter. Sak, unfortunately, dropped out as Schofield, Black, and Miserendino eked out a bit of a gap. Behind them, the scene

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### ON THE MOVE

(CLOCKWISE from TOP LEFT) Joe Moser made the move to STU and didn't regret it, leaving the June Sprints with a pair of wins. Also scoring wins both days, Mark Boden's T2 weekend couldn't have gone better – although neither win came with a large margin. SRF3's John Black (17) eeked out the win on Sunday by just 0.086sec over Brian Schofield (61).

was becoming chaotic, and mild contact and spinouts were littering the course with obstacles. It became so bad that it was determined that a full course yellow was necessary. Further, so many wreckers and flatbeds were needed that it became apparent that said yellow would eat up the remaining laps. Hence the checker was waved at the end of lap 10, with Black, Schofield, and Miserendino in the top three spots.

Race six on the docket was for T2, T3, T4, STL, and STU. Saturday's sprint started out as a Fall-Line Motorsports benefit with the first four cars out of that prep shop. However, early on a car pounded the wall in the Kink with such force

that the barrier was displaced, and heavy equipment was needed for the repair. The race was black flagged and was subsequently called early.

Sunday worked out far better as a full race was run, and what a race it was. Tim Kezman grabbed the T2 lead at the start with Mark Boden, Saturday's winner, in his wake. Lap three saw Boden take the lead with his son Joe Boden claiming third. The race stabilized as such until the penultimate lap. There, Kezman closed on Mark Boden entering Turn 14 and drafted past him up the hill to start the last lap. Kezman held the lead until Turn 5 when he made a slight error, going wide. That was all that Mark Boden needed as he scooted by on the

inside. Mark Boden was able to hang on for the rest of the lap, nipping Kezman by 0.441sec. And, with Joe Boden in third, it was a Fall-Line podium.

On both days, Joe Moser was the easy STU winner, Breton Williams claimed T3, Kevin Fryer took first in T4, and David Pafentier was victorious in STL.

Next on the docket was the P1 and FA group. Of note here is the sudden scarcity of traditional Formula Atlantics. Indeed, in Saturday's race, only two traditional FAs ran, with the balance of the six-car field consisting of a Formula F1000, one FR Americas SCCA Pro Racing-sanctioned series Ligier, and two "retired" Elan Pro Mazda cars. As it was, the old Ralt RT-41 of a guest-driving

James French retired early, and J.R. Smart ran unchallenged to an easy first in class in his Pabst Racing Swift 014.a. Jim Booth took second in the Ligier JSF3, while Rob Radman was third in his Elan Pro Mazda.

Radman, incidentally, took a brief break from the race weekend to participate in his high school graduation.

Overall and P1 was owned by Chip Romer. He led all the way without any real challenge. Initially, Todd Vanacore ran second before he was passed by Brian French. Brian French held the spot for a few laps before Vanacore repassed, Brian French then retiring to the pits. Vanacore held second until he encountered troubles, with Lee Alexander taking second, followed by Jim Devenport in third.

Sunday's race was far more competitive. To begin, James French hopped into his Carl Liebich-prepared Swift 014.a in P1, but due to no qualifying time, he was forced to start at the back of the 15-car race group. As the green flag flew, Chip Romer jumped into an immediate lead, holding a large 12-car length lead at the end of lap one. He was followed by Vanacore, Alexander, Jason Miller, and James French, who had already passed 10 cars. At the end of lap two, Romer's lead was all gone as Vanacore caught him with Alexander just behind. The next lap saw Alexander

move into first with James French up a spot to fourth.

Lap four had Romer retaking the lead followed by Alexander and a rapidly closing James French. The order remained static for three laps when James French took Alexander for second in Turn 5. Then James French sailed past Alexander in the Kink, of all places, and his run from last to first was complete. Romer then spun, allowing James French time to breathe.

In Formula Atlantic, Smart doubled with his second win, albeit with a brief tussle in the first few laps with Booth.

The final race both days was for GT1, GT2, GT3, GTX, T1, and AS. Saturday's race involved an unfortunate incident resulting in only five laps being run. GT1 racer Cliff Ebben led into Turn 1 with David Ruehlow shadowing him. Ebben led through lap three, when the race was abruptly red flagged due to a car catching fire on the run into Turn 3. Fortunately, the driver exited quickly with no injury, but it took time to resolve the issue. When the race was restarted behind the pace car, only eight minutes remained on the clock. Ebben was still in the lead, but that lasted only until Turn 5, when Ruehlow made his move, holding the spot until time expired. Sunday's big-bore battle was far better, with the race completing its scheduled 60-mile distance. Ebben grabbed first

## CHICAGO REGION TRIPLE CROWN: 20 YEARS STRONG AND COUNTING

It has been 20 years since Chicago Region SCCA established the Triple Crown award, which recognizes consistent outstanding performance by SCCA racers during a single year, starting with a win at the Chicago Region June Sprints. In that time, 48 drivers have won the award, some several times.

The road to the Triple Crown award begins with a class victory at the June Sprints. Next, the driver must win either his or her home Division class championship or an SCCA Majors Conference class championship or be the National points leader within their class. The final requirement is a first-place finish in that class at the SCCA National Championship Runoffs. Winning drivers receive a trophy and a paid entry for the next year's June Sprints.

Created in 2001, the award and name "Triple Crown," as used in the context of motor racing, is actually trademarked by Chicago Region.

Over the years, drivers from many classes and regions

have won the Triple Crown, but there have been only nine multiple winners. Niki Coello (FC, Milwaukee Region), Scott Rettich (FE, Ohio Valley Region), and Michael Varacins (FV, Chicago Region), have each won the award three times. Meanwhile, Andy McDermid (AS, Milwaukee Region), Hans Peter (CSR, Kansas City Region), Danny Steyn (STL, Florida Region), Brad Stout (FV, St. Louis Region), and Darryl Wills (FM, Houston Region), have won the award twice.

In 2013, Milwaukee Region's Lawrence Loshak was the first person to win in two different classes (FB and HP) in the same year.

The greatest number of drivers winning in any one year was eight – in both 2008 and '09. And, in 2020, despite the pandemic, and with 12 contenders going into the Runoffs, Mark Boden (T2, Chicago Region), Michael Borden (T4, Milwaukee Region), Joe Moser (STL, Detroit Region), and Jesse Prather (EP, Kansas Region) managed to join this exclusive group.

Who will make the cut in 2021? — **R. Steven Laske**

### TRIPLE CROWN WINNERS THROUGH THE YEARS

NAME	CLASS	REGION	NAME	CLASS	REGION	NAME	CLASS	REGION
<b>2020</b>			<b>2012 (continued)</b>			<b>2008 (continued)</b>		
Mark Boden	T2	Chicago	Michael Varacins	FV	Chicago	Joe McClughan	SSC	Houston
Michael Borden	T4	Milwaukee	Jason Byers	FA	Milwaukee	Lee Niffenegger	SSB	Ohio Valley
Joe Moser	STL	Detroit	Brandon Dixon	FB	Alabama	Frank Futrelle	FM	Atlanta
Jesse Prather	EP	Kansas	Michael Mueller	F5	Milwaukee	Andy McDermid	AS	Milwaukee
<b>2019</b>			<b>2011</b>			<b>2007</b>		
Andrew Whitston	FV	Milwaukee	John Buttermore	T1	Detroit	Hans Peter	CSR	Kansas City
Danny Steyn	STL	Atlanta	Steve Sargis	FP	Blackhawk Vly	Brian Novak	F5	Detroit
<b>2018</b>			Darryl Wills	FM	Houston	James Goughary	FM	Florida
Danny Steyn	STL	Florida	Michael Mallinen	FA	Snake River	<b>2006</b>		
<b>2017</b>			<b>2010</b>			Niki Coello	FC	Milwaukee
Elliot Finlayson	FE	Chicago	Andy McDermid	AS	Milwaukee	Hans Peter	CSR	Kansas City
<b>2016</b>			Partick Gallagher	F5	Ohio Valley	Mark Mercer	S2	Colorado
Scott Rettich	FE	Ohio Valley	Scott Rettich	FE	Ohio Valley	<b>2005</b>		
David Daughtery	B-Spec	Houston	Steve Forrer	CSR	Milwaukee	Brian Stout	FV	St. Louis
<b>2015 (No winners)</b>			<b>2009</b>			Niki Coello	FC	Milwaukee
<b>2014 (No winners)</b>			Jim Dentici	GTL	Milwaukee	<b>2004</b>		
<b>2013</b>			Merl Swan	FA	Mahoning Vly	John Fergus	S2	Ohio Valley
Lawrence Loshak	FB	Milwaukee	Juan Marchand	FM	W Michigan	Brian Tomasi	FC	Chicago
Scott Rettich	FE	Ohio Valley	Tom Sloe	AS	Neohio	<b>2003</b>		
Darryl Wills	FM	Houston	Michael Varacins	FV	Chicago	John Heinrich	AS	Detroit
Michael Varacins	FV	Chicago	Joe Lipperini	SSC	NE Penn.	<b>2002</b>		
Lawrence Loshak	HP	Milwaukee	Cliff Ebben	GT1	Milwaukee	Mike Cyphert	GT2	Neohio
Michael Scornavacchi	T4	Florida	Gary Crook	DSR	Gulf Coast	Brad Stout	FV	St. Louis
<b>2012</b>			<b>2008</b>			<b>2001</b>		
Gerald Szyluski	FC	Land O' Lakes	Mike Miserendino	SRF	Cal Club	Brad Stout	FV	St. Louis
Jon Brakke	EP	Land O' Lakes	Niki Coello	FC	Milwaukee	Brian Kelm	T2	South Carolina
			J.R. Osborne	DSR	Colorado			
			Mark Eaton	FE	Central Fla.			





Rick Covine Images



at the start but was quickly passed by Ruehlow. However, Ebben's mount was sick, and Cliff retired almost before the engine oil became warm. Ron Malec moved up into second with Misha Goikberg in third.

By lap five, Goikberg had moved into second and was closing on Ruehlow. He slowly narrowed the gap and, by lap eight, was right behind. The gap expanded and contracted as they weaved through traffic, but

### BATTLING BACK

(CLOCKWISE from TOP) Bailey Monette turned his Saturday third-place finish into an FE2 victory come Sunday. David Daughtery was the one to beat in B-Spec both days – and nobody did. In Formula Vee, while Andrew Whitston won twice, the real story is in how close both races were.

Goikberg generally remained glued to Ruehlow's bumper.

On lap 11, Goikberg bobbled at Turn 5, losing a few seconds. The next lap he did it again, same corner, but this time he spun. That gave Ruehlow a 20-second lead, and essentially the win. That was solidified when Goikberg spun once more, this time at Turn 1, parking up against the fence. Evan Pecore was first in T2 both days, while Andy McDermid surprised nobody by doubling in AS.

And, with the Group 8's checker, so ended the 2021 June Sprints. Not only was this a great weekend with spirited racing, but it was also proof that racing has emerged victorious from the pandemic that struck all too hard in 2020 – a pandemic that left last year's June Sprints in doubt even weeks prior to the event. The event ran last year, and this year it solidified its place as the pulse of the racing community. What we said last year still holds true, the June Sprints is unstoppable. 🚦

## JUNE SPRINTS HOOSIER SUPER TOUR | ROAD AMERICA | Elkhart Lake, Wis. | June 4-6, 2021

### SATURDAY

**GT1:** (14 starters) 1. Dave Ruehlow (Chevrolet) 2:09.987; 2. Cliff Ebben (Ford); 3. Ron Malec (Chevrolet); **GT2:** (16 starters) 1. Evan Pecore (Chevrolet) 2:18.548; Mark Boden (Porsche); 3. Jeffrey Birdwell (Ford); **GT3:** (2 starters) 1. George Cichon (Mazda) 2:34.109; 2. Rob Warkocki (Mazda); **GTL:** (1 starter) no finishers; **GTX:** (2 starters) 1. Nio Fernandez (Chevrolet) 2:31.742; 2. Sean Young (Aston Martin);

**AS:** (4 starters) 1. Andrew McDermid (Ford) 2:33.931; 2. Benjamin Anderson (Chevrolet); 3. Tim White (Ford); **EP:** (10 starters) 1. Tim Schreyer (BMW) 2:32.728; 2. Lance Loughman (Datsun); 3. Filippo Reina (Alfa Romeo); **FP:** (10 starters) 1. David Bednarz (Mazda) 2:38.158; 2. Ken Kannard (Mazda); 3. Michael Sturm (Mazda); **HP:** (6 starters) 1. Eric Vickerman (MG) 2:47.104; 2. Mark Brakke (Mazda); 3. Matt Brannon (Fiat);

**T1:** (3 starters) 1. Tim Kezman (BMW) 2:24.779; 2. Bill Baten (Chevrolet); no other finishers; **T2:** (12 starters) 1. Mark Boden (BMW) 2:31.547; 2. Tim Kezman (Porsche); 3. Joe Boden (Porsche); **T3:** (10 starters) 1. Breton Williams (Nissan) 2:37.416; 2. Jason Knuteson (Nissan); 3. James Berlin (Nissan); **T4:** (12 starters) 1. Kevin Fryer (Mazda) 2:44.769; 2. Sergio Zlobin (Mazda); 3. Angelica Sprehe (Subaru); **SM:** (47 starters) 1. Jim Drago 2:46.619; 2. Voytek Burdzy; 3. Nicholas Bruni; **STU:** (4 starters) 1. Joe Moser (Honda) 2:41.313; Thomas Wiegner (Subaru); 3. Whitfield Gregg (Mazda); **STL:** (15 starters) 1. David Palfenier (Mazda) 2:44.841; 2. Greg Blaser (Mazda); 3. Spencer Clark (Acura); **BS:** (13 starters) 1. David Daughtery (Mini) 2:56.757; 2. Sergio Zlobin (Mazda); 3. Joseph Gersch (Toyota);

**SRF3:** (49 starters) 1. Mike Miserendino 2:33.106; 2. Brian Schofield; 3. T.J. Acker; **P1:** (10 starters) 1. Chip Romer (Elan) 2:05.197; 2. Lee Alexander (Stohr); 3. Jim Devenport (Norma); **P2:** (9 starters) 1. Tim Day Jr. (Stohr) 2:11.563; 2. Lucian Pancea (Stohr); 3. Tray Ayres (Van Diemen);

**FA:** (6 starters) 1. J.R. Smart (Swift) 2:12.465; 2. Jim Booth (Ligier); 3. Rob Redmann (Elan); **FC:** (15 starters) 1. Simon Sikes (Citation) 2:15.818; 2. John Burton LaRue (Citation); 3. Michael Varacins; **FE2:** (19 starters) 1. Scott Rettich 2:15.116; 2. Jeff Shafer; 3. Bailey Monette; **FF:** (13 starters) 1. Misha Guikhberg (Mygale) 2:26.512; 2. Yuven Sundaramoorthy (Mygale); 3. Joey Brienza (Spectrum); **FV:** (11 starters) 1. Andrew Whitston (Protoform) 2:46.579; 2. Chris Jennerjahn (Vortech); 3. Rick Shields (VDF); **FX:** (4 starters) 1. Dylan Christie (Elan) 2:16.920; 2. Austin Hill (Elan); 3. Steve Thomson (Van Diemen); **F5:** (10 starters) 1. Sven de Vries (Novakar) 2:25.092; 2. Steven Jondal (Red Devil); 3. Darrel Greening (Red Devil).

### SUNDAY

**GT1:** (36 starters) 1. Dave Ruehlow (Chevrolet) 2:10.278; 2. Ron Malec (Chevrolet); 3. J. Richard Grant (Chevrolet); **GT2:** (16 starters) 1. Evan Pecore (Chevrolet) 2:18.150; 2. Thomas Herb (Porsche); 3. Mark Boden (Porsche); **GT3:** (2 starters) 1. Rob Warkocki (Mazda); 2:32.248; 2. George Cichon (Mazda); **GTX:** (2 starters) 1. Nio Fernandez (Chevrolet) 2:27.839; 2. Sean Young (Aston Martin);

**AS:** (3 starters) 1. Andrew McDermid (Ford) 2:32.341; 2. Benjamin Anderson (Ford); 3. Phillip Waters (Chevrolet); **EP:** (10 starters) 1. Tim Schreyer (BMW) 2:33.798; 2. Lance Boughman (Datsun); 3. Tim Anastopoulos (BMW); **FP:** (8 starters) 1. David Bednarz (Mazda) 2:38.809; 2. James Simaras (Mazda); 3. Michael Froh; **HP:** (7 starters) 1. Mark Brakke (Mazda) 2:46.917; 2. Greg Gauper (Honda); 3. Eric Vickerman (MG);

**T1:** (3 starters) 1. Bill Baten (Chevrolet) 2:25.900; 2. Tim Kezman (BMW); 3. Daniel Bender (Chevrolet); **T2:** (12 starters) 1. Mark Boden (BMW) 2:29.367; 2. Tim Kezman (Porsche); 3. Joe Boden (Porsche); **T3:** (9 starters) 1. Breton Williams (Nissan) 2:34.368; 2. James Berlin (Nissan); 3. Jason Knuteson (Nissan); **T4:** (10 starters) 1. Kevin Fryer (Mazda) 2:41.858; 2. Sergio Zlobin (Mazda); 3. Brian Laughlin (Mazda); **SM:** (44 starters) 1. Danny Steyn 2:44.600; 2. Brandon Collins; 3. Charles Mactutus; **STU:** (4 starters) 1. Joe Moser (Honda) 2:30.533; 2. Thomas Wiegner (Subaru); 3. Jorge Nazario (Mazda); **STL:** (12 starters) 1. David Palfenier (Mazda) 2:36.971; 2. Greg Blaser (Mazda); 3. Spencer Clark (Acura); **BS:** (11 starters) 1. David Daughtery (Mini) 2:54.934; 2. Rob Piekarczyk (Honda); 3. Fritz Wilke (Ford);

**SRF3:** (48 starters) 1. John Black 2:32.925; 2. Brian Schofield; 3. Mike Miserendino; **P2:** (8 starters) 1. Tim Day Jr. (Stohr) 2:11.190; 2. Lucian Pancea (Stohr); 3. Tray Ayres (Van Diemen); **P1:** (9 starters) 1. James French (Swift) 2:03.513; 2. Lee Alexander (Stohr); 3. Todd Vanacore (Elan);

**FA:** (6 starters) 1. J.R. Smart (Swift) 2:11.504; 2. Jim Booth (Ligier); 3. Rob Radmann (Elan); **FC:** (14 starters) 1. John Burton LaRue (Citation) 2:15.306; Simon Sikes (Citation); 3. Nolan Allaer (Van Diemen); **FE2:** (18 starters) 1. Bailey Monette 2:14.348; 2. Max Grau; 3. Scott Rettich; **FF:** (14 starters) 1. Tim Kautz (Piper) 2:26.328; 2. Joes Brienza (Spectrum); 3. Robert Perona (Piper); **FV:** (10 starters) 1. Andrew Whitston (Protoform) 2:46.553; 2. Rick Shields (VDF); 3. Ron Whitston (Protoform); **FX:** (4 starters) 1. Dylan Christie (Elan) 2:17.726; 2. Dylan Schnek (Van Diemen); 3. Austin Hill (Elan); **F5:** (10 starters) 1. Sven de Vries (Novakar) 2:23.742; 2. Aaron Ellis (Ellis); 3. Calvin Stewart (Novakar).

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**ANYONE'S GUESS**

Will James Yom  
claim his fourth  
Solo National  
Championship title  
this year, this time in  
Super Street? We  
think so...but we  
could be wrong.



Let it never be said that predicting the winners of the Tire Rack SCCA Solo National Championships is a simple undertaking – and that's when things are normal. 2021, as you would guess, has upped that difficulty to a whole new level, leaving us scratching our heads for many of this year's classes.

At the time our predictions were due for publication, travel throughout the entire U.S. was barely returning to normal, and the pair of Tire Rack Championship Tours that constituted this year's "Spring Nationals" in Lincoln, Neb., had just wrapped. That late May event didn't include a ProSolo this year due to a timing system snafu that resulted in a chunk of the 2021 ProSolo National Series being cancelled. And, in the case of our *Who Will Win the Solo National Championships?* predictions, we tend to lean heavily on that combo weekend. Turnout was good for the Spring Nationals regardless, but the absence of the ProSolo didn't help us. At least, that's our first excuse as to why you might disagree with the predictions on the forthcoming pages.

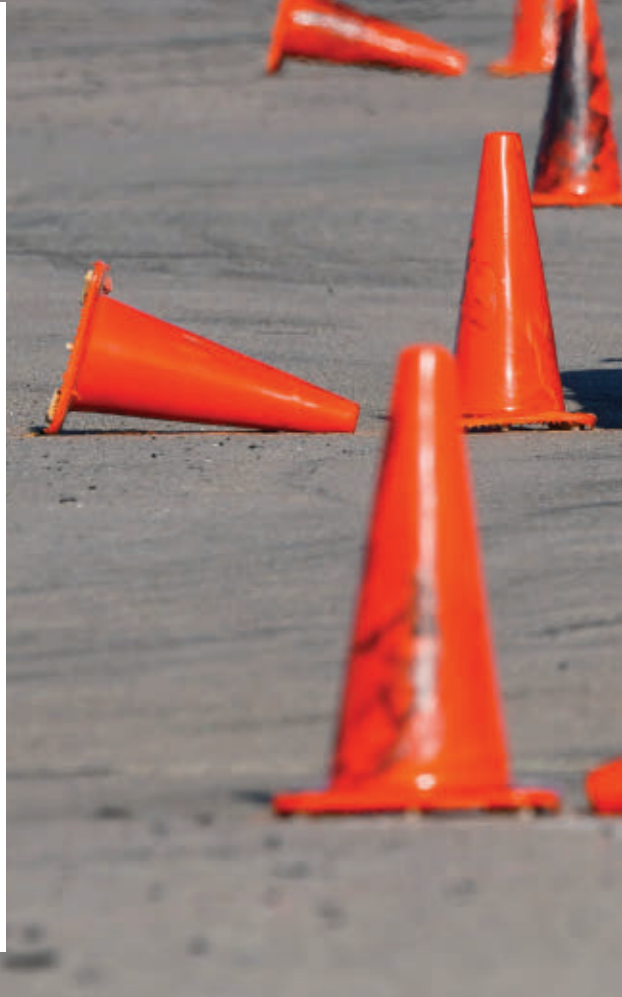
Another excuse is that while this

year brings multiple tire choices, there are serious supply issues leaving people with limited – or zero – testing time, and no clue whether certain tires will be available come Sept. 6-10.

We've got more than the usual uncertainty of who will be running in which class, as well. Add to that the usual issues of Lincoln weather, course dependencies, car development, and the basic random facets of Solo competition, and our excuses are more believable than ever.

We have many drivers we'd like to pick if we had a clue where they might run: Matthew Braun, Tom O'Gorman, Brian and Tara Johns, Brian Peters, and Bryan Heitkotter are all quick enough to win any class. It's also unclear as to whether the Canadians will be able to cross the border. There's a general trend of some of the speedier Ladies class drivers switching to Open classes, so we've only got a few "L" classes we feel comfortable predicting. If we skipped an Open class, it's because we simply had no clue.

Despite all of that, here's who we think will win the 2021 Tire Rack Solo National Championships...





# WHO WILL WIN THE 2021 SOLO NATIONALS?

WORDS Paul Brown, with Kristy and  
Keith Brown, Jeff Cashmore, Vivek Goel,  
Laura Marcus, Ken Moionishi, and Matt Murray  
MAIN IMAGE Perry Bennett

It's back, baby! And with the return of the Tire Rack Solo National Championships on Sept. 6-10, 2021, our predictions for the winner-take-all autocross mega event are as wild as ever



## REPEAT CUSTOMERS

(RIGHT) Andrew Canak took the E Street title in 2016 and came close to winning the class again in 2018. We think this is the year. (BELOW) Tom Berry will be gunning for his 11th Solo Nationals title in 2021, and we think he'll get it done in ASP. (BOTTOM) Alex Piehl, who won his first National Championship jacket in 2019, is our top pick for D Street.



Philip Boyle



Perry Aldebaum

Super Street has diversity and depth. We've got the C7 Corvettes led by Doug Rowse. We expect to see Jeremy Foley in a C8, and he'll be fast. The new Porsche GT4 may be a contender in Ron Bauer's hands. Erik Strelnieks may run here in his NSX, though that's not his only option. Then there are the Porsche GT3s driven by Pat Salerno, Kit Gauthier, Monty Pack, Brian Connors, and **James Yom**.

We have not seen much SSL activity this year, but **Tara Shapowal**'s dominant 2019 win gets her the nod here.

A Street will likely be won in a Corvette. Could be Zack Barnes or Dan Simms have the speed, but our money is on **William Bostic**. Sebastian Rios and Rachel Baker will be trying to spoil the C6 party in Porsche Caymans.

We're expecting **Shauna Rios** to take ASL, but

Lana Tsurikova crushed a deep class in 2019.

We'll see diversity in B Street. James Paulson, Mike Leeder, and John Hale have been fast in Camaros. Donour Sizemore has a Lotus, and that's a good combo. There are various iterations on the M2 theme, including Jason Bucki, Jay Balducci, Andrew Kessel, and Tony Chow. But **David Marcus** seems to have a penchant for picking very successful cars and driving them well, and he's going to be hard to beat in his Supra, which may be enough to overcome an alien in Chow. Plus, we put Marcus on the cover of last year's *SportsCar* prediction issue, so we're hoping we'll *finally* be right.

C Street should be won in an ND Miata. Lance Keeley, William Keese, Landon Thompson, and Vivek Goel seem likely to be chasing **Mark Scroggs** who was already fast but seems to be finding ways to be even faster.

It seems likely that D Street will be won in a late-model Type R. Javier Reynoso, Brandon Dan, and **Alex Piehl** look like the top suspects there. Matthew Villescas, meanwhile, is set to capitalize on bad weather in his Audi TT.

**Stephanie Reynoso** should add to her collection of wins in DSL.

E Street will continue the MR2 vs. Miata battle. Dennis

Rupert Berrington



Hubbard and Ivan Austin have been demonstrating the charms of the 2004 Spyder while Eric Peterson will continue with the 2003 version. Then there's Chuck Matthews, class patriarch Bartek Borowski, and Riley Heaton, but **Andrew Canak** is back in a Miata and looks awfully tough to beat.

**Casey Coughlin** dominated ESL in 2019. We see that happening again.

Most of the top drivers of F Street from 2019 are unlikely



to return to the class this year, which leaves the door open for **Tom Layton** in his BMW M3. Paul Brown may figure out his own M3 in time to make this one interesting. If Jeff Cashmore makes the trip, he will make us wrong with this one.

FSL is **Cindy Duncan's** for the taking, though if Meredith Brown makes it to Lincoln, it could be a battle.

**Ron Williams** appears to be unbeatable in G Street.

Mike Yanase, Brad McCann and Terry MacIntyre won't make it easy, though.

H Street will be an interesting mix of various Hondas, Fiesta STs, and a few Minis. Marko Gidej will lead the Ford group, then there will be Greg Reno in a Mini (who may appreciate us not picking him since he has won in the past in that situation), plus Peter Ling and Matt Morhardt in Hondas. Still, **Cameron Goode** is our

pick. He got some data on the test-n-tune course at Spring Nationals which indicated that the Accord he's been so fast in isn't the fast Honda. He's our pick whether he's in the Accord or if he finds a Civic drive.

**Laney Blume** crushed HSL last year. We see no likelihood of that changing.

Super Street R has a shorter list than usual, with us picking **Sam Strano** over Grant Reeve in a reversal of the 2019 outcome.

We have not seen much activity in SSRL. If **Shelly Monfort** runs here, she seems likely to take this over Megan DePietro.

Solo Spec Coupe continues to add to its depth. Taylour Wargo, Tony Savini, Aaron Politsky, Jimmy Vajdak, Mike Lawson, and Kevin Dietz seem likely to be chasing **Matt Waldbaum**. Adam Benaway is unbeaten in the class for its entire history, but we hear he isn't likely to show



### SURE THINGS?

(RIGHT) Never bet against Sam Strano, which is why he's our pick to win Super Street R this year. (BELOW) We're expecting Tara Shapowal to successfully defend her Super Street Ladies title. (BOTTOM) Mark Huffman has finished second in D Modified for the last two Solo Nationals. We think this year he'll return to the top.



Rupert Berrington



Rupert Berrington

this year. If he does show – well, our prediction is probably wrong.

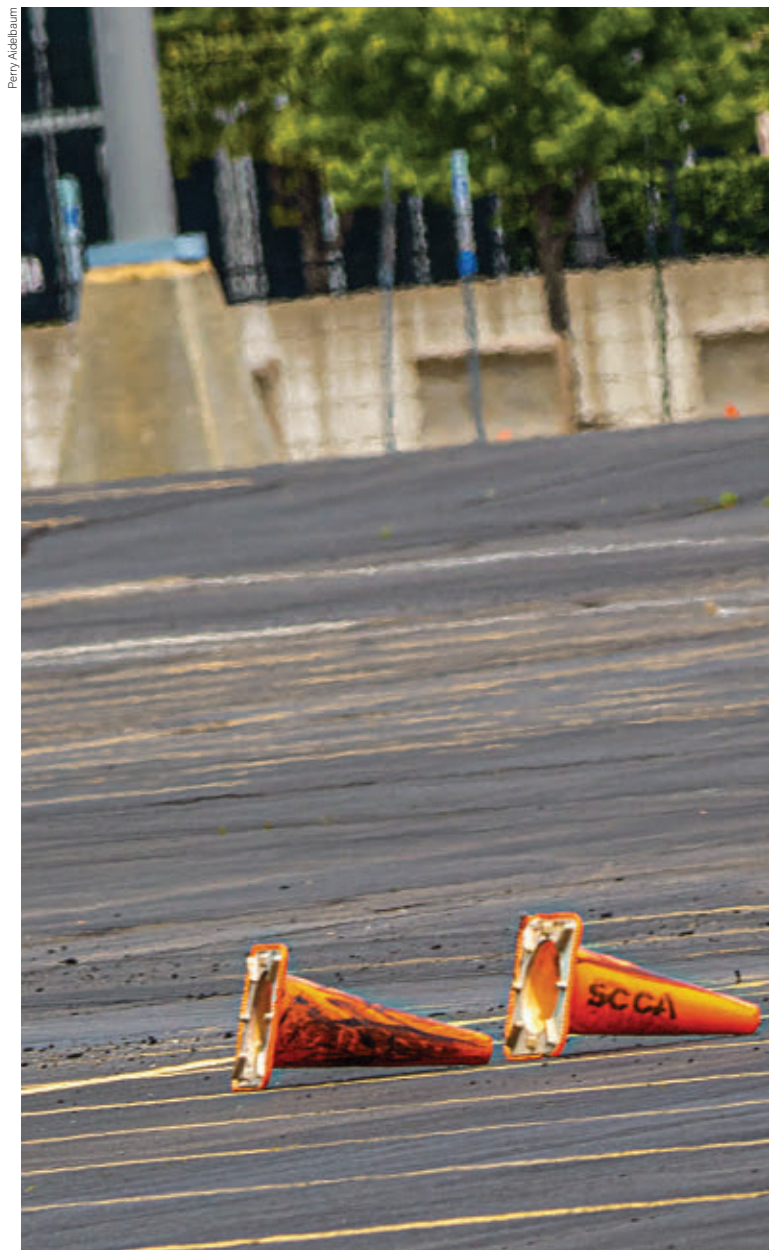
**Jennifer Bedell** has her own unbeaten streak in SSCL, and results this year give us every reason to expect it to continue.

Adam Norton has his "Fiata" 124 Spider working well, but STU seems likely to belong to **Michael Carpenter** in his Subaru. Bob Tunnell is developing an M3, and we'd be foolish to count him out

anywhere he chooses to run, and there's always the possibility that Chris Mayfield will return to defend his 2019 championship.

We hear **Tasha Mikko** may make the trip in her ever-faster Evo, so we will hedge our bets and pick her here despite the Patty Tunnell factor.

We expect someone in an ND Miata to win Street Touring Roadster. That could be Ken



Perry Abdelbaum

**"Super Street R has a shorter list than usual, with us picking Sam Strano over Grant Reeve"**

Houseal or his co-driver Jon Caserta, or Tim Aro, Brian Karwan, Scott Mullens, Joe Goeke, John Hunter, or even Mark Daddio in a borrowed

car. But our money is on **Daniel McCelvey**, who has been awfully fast this year. Late rumors that the Davis boys are looking serious about their STR effort has us wondering if maybe we need to shift this pick to Billy Davis.

Street Touring Xtreme has a couple of popular cars that are likely to win. RX-8 drivers will include Jeff Hurst and Anthony



Porta. Those in twins will include Manfred Reysser, Raymond Dsouza, Alex Paraskevas, and our pick from the team of Barry Ott and **David Fauth**.

STXL is **Kate Fisher's**. That is, unless Fisher opts to enter the Open class.

Street Touring Sport is another class with two car choices. Adam Barber leads the CRX contingent. Eric Stoltz

and Emanuel Martin are likely to be chasing **David Whitener** in his return to the class.

Street Touring Hatch has not yet matured into a class with one favorite car. **Aaron Buckley's** Audi TT appears to be one of the best, so we'll pick him here. Jason Tipple has more history of building cars than driving them, but he and co-driver Devin Taylor should challenge for this

win along with Todd Kunze in his GTi, and the WRXs of Tim Miller and Tim and Julie Heaton.

Speaking of classes that we don't see much of, Super Street Prepared is another example. Will **Eric Stemler** be back to defend? Alex Tziortszis is always a threat.

We usually pick **Tom Berry** in A Street Prepared, and we are usually right. When we

miss, it's because of fellow Evo driver Aaron Miller. There are some third-generation RX-7s in development and, barring weather issues, those cars will become a threat soon enough. Therein, Adrian Cardenas and Tony Rivera represent that threat.

**Jonathan Lugod** puts the "prepared" in B Street Prepared. We wanted to pick Billy





Perry Bennett



Rupert Barrington

#### BACK AGAIN

In 2019, David Marcus (TOP) won B Street and Nicole Wong (ABOVE) won ESPL. Expect them both to repeat this year.

**"Nicole Wong not winning ESPL would be a shock, though...the usual Nationals variables make anything possible"**

Davis to take yet another win in C Street Prepared, but with his apparent shift to STR along with the move of the Tovsen car out of the class, we find ourselves in the strange position of having no CSP pick. That spells opportunity for someone.

D Street Prepared is looking like an epic rematch between RX-8s that will only face off

in Lincoln. Tamra Krystinik and **Steve O'Blenes** are both superfast. It's a shame we only get to pick one.

**Jeff Wong** has replaced his E Street Prepared Camaro with a newer model, but we'll be surprised if he doesn't repeat his 2019 win. Clint Griest and P.J. Corrales may give us a repeat of the podium positions in an unusually diverse class.

**Nicole Wong** not winning ESPL would be a shock, though weather and the usual Nationals variables make anything possible.

The usual F Street Prepared crowd always seems to show up in Lincoln, so watch for Steven Duckworth and Jason West to be battling for the top spot, but with the addition of some cars from this century. Chances are **Justin Barbry** or Adam Deffenbaugh will take this on in the Mazda 3.

**Emily Danti** won a big

FSPL class pretty easily in 2019. Expect more of that.

Super Street Modified has belonged to either Robert Thorne or **Randall Wilcox** for the past four years. Since we see Wilcox a lot more than Thorne, we'll pick him here.

Street Modified could end up being a great battle between Todd Kean in Panda versus **John Vitamvas** in his quickly maturing RX-8. We'll give the RX-8 the reliability nod over the older Nissan. Erik Strelnieks would make this even more interesting if he runs his GTR here.

Two years of development has given **Craig Wilcox** plenty of time to get his Civic working reliably, so Street Modified FWD seems almost a foregone conclusion.

X Prepared looks to be a closer fight than we are used to, with RX-7 drivers

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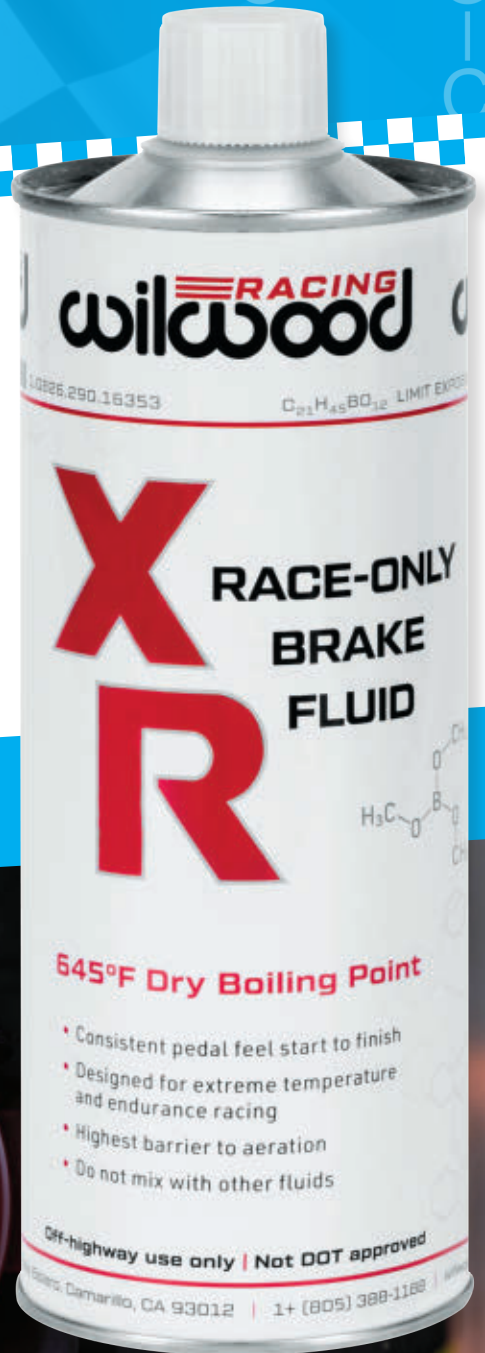
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## TOP CONTENDERS

(RIGHT) Expect to see a Pontiac Solstice win F Prepared in 2021, with Alex Jones claiming his first National Championship. (BELOW) Jennifer Bedell has two Solo Spec Coupe Ladies titles already. Come September, we feel her collection will expand to three. (BOTTOM) Todd Roberts missed out on the D Prepared title by 0.068sec in 2019. We don't anticipate that happening again this year.



Rupert Berrington



Rupert Berrington

Andrew McKee and Mark Mauro Jr. giving **Fred Zust** and his Lotus a good chase.

We've picked Mark Madarash a lot in C Prepared over the past few years, and that would not be a bad choice this year. We're going out on a limb here and picking **Robert Lewis** in the still-developing, four-cylinder, turbo tube-frame Mustang over his co-driver Tommy Pulliam.

CPL usually has a class, so look for **Tracy Lewis** to extend her string of wins, now in the new car.

**Todd Roberts** coned away the 2019 D Prepared win. It seems unlikely that will happen twice in a row.

If DPL has a class, **Deanne Caraballo** is likely to win it in the Komush Starlet.

**Patrick Washburn**

Perry Bennett



**"Wes Hughson was quick [in Texas]...but we're looking for Alex Jones in his Solstice to once again outrun him"**

should repeat his convincing win in E Prepared.

We don't see a lot of F Prepared entries through the year, but this is usually a

large class when September rolls around. Wes Hughson was quick in an S2000 at the Beeville, Texas, Champ Tour, but we're looking for **Alex Jones** in his Solstice to once again outrun him.

A Modified had only four entries in 2019, though there is at least one serious new car in development. No matter how good your engineering is (we're looking



at you Jonathan Clements), an A Mod car is going to take at least *some* tuning, so we feel **David O'Maley** will back up his 2019 title.

**Matthew Ellam** should repeat in B Modified no matter who else shows up, though Zach Moore, (and Jason Frank if he fits in the Moore car) will keep him honest.

Until his A Mod car is finished

(and assuming he can get time off work), we'll pick **Jonathan Clements** to win C Modified over father, Eric, with Ben Martinez keeping them honest.

With many of his rivals off to other classes, **Mark Huffman** could have an unusually easy win in D Modified.

It has been over a decade since we picked anyone other than **Jeff Kiesel** to win

E Modified. Some day that may change, but not today. The Stalkers are working to catch up, but they are not there yet. Kiesel is a moving target anyway.

On that theme, **Shawn Kiesel** should take EML.

At the risk of sounding like a broken record, **Zak Kiesel** seems to have F Modified figured out.

**Andie Wolfe** should

take FML, whether in the Doofwagon or a borrowed ride.

That leaves us with Kart Modified. **Larry MacLeod** has tinkered with another class, but it sounds like he's likely to build a new motor for the kart and return to try to stay ahead of Dan Wendel.

She's been busy this year, but we hope to see **Dana Gill** back in KML. 📍



# INCREASING VELOCITY

Taylor Hagler swapped horses for Hyundais, with her early days of SCCA racing helping land her a pro ride with Bryan Herta Autosport in the Veloster N TCR

WORDS Steve Nickless | IMAGES Hyundai/Motorsport Images

The gift certificate to the Skip Barber Racing School her dad had given her older sister, Crystal, sat unused for nearly four years. Come 2015, then-19-year-old Taylor Hagler just had to put it to good use. After three days and hot laps around Michelin Raceway Road Atlanta in a school car, Taylor's life direction changed, from the equine – she was by then an experienced show horse rider – to the high-tech mechanical sport of auto racing.

Just five seasons later, Taylor has become an important cog in the Bryan Herta Autosport (BHA) Hyundai Veloster N assault on the 2021 IMSA Michelin Pilot Challenge's TCR-class championship, teamed in the No. 77 Hyundai with the vastly experienced 2019 series champion Michael Lewis.

You'll be able to find a video on RACER.com documenting the young Texan's rapid rise from racing school to her joining the highly regarded factory supported BHA team, and given the keys to the 350hp turbocharged 2.0L Veloster N TCR. But there's more to the story.

"My dad had always been super interested in motorsports," Taylor explains when asked about her family. "When I was about 5 or 6, he introduced me to NASCAR and I started watching NASCAR races with him. I wanted to do karting when



I was little, but I kind of got away from that and went into showing horses instead. We didn't have the finances to do both, so I kind of just put racing off.

"But after about four years, that gift certificate Dad gave my older sister Crystal was still laying around. So, I decided to give it a try and ended up really liking it."

Taylor completed the three-day racing school, went back for the two-day advanced course in 2016, then took a year off. But from 2017 forward, her career progression has been meteoric.

"We purchased a track car, and I did a few track days with it at the very end of 2017. I didn't do a lot of SCCA racing the next year, just because most of them were out of state. But I do remember my first Spec Miata race at Circuit of the Americas – such a huge field and they were all super fierce competitors, and it was really great. Couldn't even tell you where I finished, probably somewhere toward the back, but it was a great experience," she says.

Her pace and multiple podium finishes in local races led to her being invited by X-Factor Racing team owner Chris Haldeman to drive for his team in its pro racing return in 2019. An immediate front runner, she entered the IMSA Michelin Pilot Challenge TCR series in 2020 and earned an invitation to the Honda Performance Academy.

Her route to the BHA Veloster cockpit in 2021 started at Mid-Ohio Sports Car Course last fall. "I ended up getting pole, then the podium [in the race], and I think that kind of put me on BHA's radar," Taylor says. "My manager, Blake Clements, had two drivers racing for BHA at the time, and Bryan [Herta] sought me out through Blake."

Taylor has settled in quickly. "I really love the entire BHA team. Great engineer, and the entire crew is phenomenal – we have one of the best crews out there. The Veloster is a really great car. I have a lot of confidence in it. It really likes to carve through the corners, and a lot of the tracks we go to are 'cornering tracks,' which is where this car excels."

Her record so far in the Hyundai Veloster N TCR in 2021: A fourth, third, second, and third, respectively, in the first four races.

You can find more on the Hyundai Veloster N TCR, the BHA team, and beyond in the RACER.com video, though



## FAST TIMES

As Taylor Hagler slides behind the wheel of the BHA Hyundai Veloster N TCR car (ABOVE), she does so partnered with past series champ Michael Lewis (TOP LEFT). On track (RIGHT), Hagler enjoys pushing the Veloster N through the twisty portions of the tracks.



count on Taylor working off script. “Well, I think everyone has learned I’m not a script person,” Taylor laughs. “If I have to memorize something, I end up falling all over my words, and I can’t read scripts – it’ll basically be one giant surprise for me.”

The planned presence of her parents, Scott and Dawn, in the video will undoubtedly be a highlight, as Dad Scott has always been a race fan, but has never raced.

“No, my mom would never let him,” Taylor says.

So how did she end up letting *you* try it? “That’s a really good question – I honestly don’t know the answer,” Taylor says. “She would prefer that I just go back to horses. But it’s too late for that at this point.”

Too late indeed. Having earned her place on Bryan Herta Autosport’s potent 2021 Hyundai team, there’s no going back for Taylor Hagler. 🍷







# A RADICAL STEP

Jordan Missig blazes a slightly unexpected trail into the tough SCCA Pro Racing FR Americas series, and finds solid success | WORDS Steve Nickless | MAIN IMAGE Gavin Baker

The most logical step from karting into the SCCA Pro Racing-sanctioned FR Americas Powered by Honda single-seater pro series would seem to be through the also SCCA Pro Racing-sanctioned F4 U.S. Championship. Jordan Missig, though, a full-time FR Americas front-runner this season after a productive first foray in 2020, is showing there is another equally valid path. The 23-year-old Illinoisan's route took him a different way through another growing-in-popularity series also holding SCCA Pro Racing sanction: Blue Marble Radical Cup North America.

Missig, from the Joliet, Ill., suburb Channahon, was a latecomer (by today's measure) to karting but was almost immediately quick in an ultra-competitive karting series run at the nearby Autobahn Country Club.

Autobahn is the spectacular racing complex that opened in 2004, run as a country club but now hosting not only multiple outside events but also its own series for karts, Spec Miatas, GTs, and Radical Cup cars.

"I started in karts in 2016 and dominated the Margay series there at the track in 2017; and that's kind of why I wanted to

start making that transition and getting into racing cars," he says. "I wanted to jump into a Radical starting in 2017, but my dad didn't let me."

Instead, Missig's dad pushed him to transition into Autobahn's Spec Miata series. There was good competition, but after winning his second race, he wanted more. "The Miata was fun to drive and everything, but I wanted a bigger challenge – I wanted to go a little bit faster," Jordan recalls. "So, that's when my dad allowed me to step into the Radical and do a couple of laps. I came to grips with

it quickly, then really started putting the time in, practicing, and getting faster every day."

Both the Autobahn Member Racing (AMR) series where Jordan started and the SCCA Pro Racing-sanctioned Blue Marble series feature three classes, 1340, 1500, and Platinum – the latter real beasts, featuring either 360hp Ford EcoBoost or in-house (RPE)-designed 2.7-liter 431hp V-8s.

"But in the Autobahn series, almost everybody runs a 1340," Jordan explains, "which is the lower end of the Radicals' classification. The 1340 class features Radical SR3s

## THE NEXT STEP

Jordan Missig (LEFT) has gone from karts to Spec Miatas to Radicals (BOTTOM RIGHT) to the SCCA Pro Racing-sanctioned FR Americas Championship (TOP RIGHT) where, at the time of this writing, he was top five in the points.

equipped with a 198hp RPE Suzuki Hayabusa powertrain."

Popular enough to warrant its own series on the country club track, its proprietary Radical Cup Championship can trace its roots to the on-site presence of one of the most successful Radical dealers in the U.S., Francesco D'Avola's Illinois Team Stradale. Jordan credits D'Avola not only for the huge support he provided as he moved into the SCCA Pro Racing Radical series concurrent with his 2018-'19 AMR championship efforts, but with connecting him to the Newman/Wachs team for whom he drives in FR Americas.

Jordan ran just two SCCA Radical Cup pro weekends in 2018 but earned a pair of podium finishes in the five races at Watkins Glen and Laguna Seca.

Moving into a more powerful 1500 SR3 in 2019, he enjoyed a dream season, finishing second in the 1500 class championship with 10 poles, seven wins, and 13 podium finishes in the 18 races.

"After the Radical season was done and I had finished second in the championship, I thought, 'You know, I can do another season of Radical and probably win the championship – but why would I stick there for another season when I could challenge myself somewhere else?'"

Team Stradale has a technical connection with the venerable Mundelein, Ill.-based Newman/Wachs Racing which

fields numerous cars in both the multiple Road to Indy and the FR Americas series. On that basis, Jordan tested one of NWR's USF2000 cars, but "found out that the budget was going to be a lot – especially for our beginner year."

He then took a close-up look at FR Americas, its 303hp turbo Honda engine is the step up from the Radical Suzuki's to represent the challenge Jordan sought.

"We weighed all the options – our budget, the skill level, the tracks, and what the series was like," Jordan explains. "We thought, for being in my first year in open-wheel racing, comparing the two numbers, the FR Americas series could be one where I could potentially go win and potentially be a contender for the championship."

The plan, however, hit a speedbump when Jordan discovered the complexity of competition in FR Americas. Jordan was not a regular front runner in his first FR Americas season, but he did finish 10th in the championship, notching a podium at VIR. That first year also set the stage for the late-March 2021 FR Americas season opener at Road Atlanta, where he collected consecutive finishes of fourth, third, and second.

While the 2020 FR Americas season helped, Jordan also credits his Radical experience

Courtesy Jordan Missig



"I came to grips with it quickly, then really started putting the time in, practicing" — JORDAN MISSIG

Courtesy Jordan Missig



with his pace this season.

"I would probably compare [the Radical 1340] to an F4 or even a USF2000," he says. "The Radical produces a lot more downforce than an F4 or FR car, and the faster 1500 Radical allows you to keep very steady with your hands through the corner – that applies well to the FR cars."

Given both the Radical Cup's and Formula Regional America's strict weekend quota on tires, how do the tires on the two different cars compare?

"Well, obviously, they're made by the same company, Hankook," he points out. "So, the consistency and durability are

very similar – you can get your fastest laps [in both] in five to nine laps, and the fall-off is very consistent between the two. Now, because the FR Americas car produces a lot more horsepower, you're going to burn up the rears a lot faster; but the tire management skill you learn in Radical Cup definitely helps with moving into FR Americas."

With college now completed, Jordan has added select races in the IMSA-sanctioned Lamborghini Super Trofeo series to his goal of scoring the 2021 SCCA Pro Racing FR Americas title. All of that comes in addition to his full-time job as an instructor at the Autobahn Country Club (also his biggest sponsor).

Will Jordan succeed in FR Americas in 2021? You could say his track record thus far indicates success is hardly a radical idea. 🍷





# THE CORE OF THE MATTER

PitFit's motorsports fitness expert Jim Leo explains the importance of a driver's core, with three easy ways to shape it up and stay focused

WORDS Jim Leo, President,  
PitFit Training, Inc.

MAIN IMAGE Cottonbro

Every driver is aware of the gravitational forces felt on the body when piloting a racecar. These forces are defined as acceleration that a mass experiences at a given moment. No matter the type of g-force (front to back, side to side, or top to bottom), everyone who has raced would agree that these invisible loads are immensely real. Yet, while you can't see these forces, they're something everyone should take very seriously.

Put simply, g-forces feel like someone is pushing upon the driver's body in the opposite direction of where the car wants to go, with the amount of force varying depending on the speed and grip of the car. For example, IndyCar and Formula 1 racers commonly experience three to four lateral Gs during high-speed corners, while Top Fuel Dragsters achieve five Gs at launch and the same level of negative Gs when the shoots deploy.

Yes, it's unlikely that most SCCA Club racers will achieve these levels of g-forces, but it's still important to properly prepare – and here's why...

#### MORE SECURE

One area of the body that should be a target of every driver is "the core," also known as the abs. While there isn't any peer-approved scientific research showing the precise stress on the driver's core while racing, there

are similarities we can draw to other research. To that end, my research for this article relies on experts in the field of trauma and human performance in the sport of auto racing.

Dr. Terry Trammel is considered one of the top motorsports medical care experts in the world and is responsible for many of the safety innovations used at racetracks today. He is also a good friend of the PitFit team.

When discussing the role of core strength in racing, Dr. Trammel feels that when the driver is heavily secured in a molded seat, such as found in IndyCar and Formula 1, there is less stress on the driver's core from g-forces, simply due to the fact that they are almost "as one" with the cockpit. However, in lower-tier series where there is often less emphasis on precise seat fit, the role of training the core becomes more important.

According to Dr. Trammel, the less restrained the driver is in the car, the greater the opportunity for postural compromise. Because of the lack of strength in the driver's core, work done by the muscles in the upper extremities like the shoulders, arms, and wrists increases. As these muscles are critical for the precise steering movement necessary for optimal performance, it's only a matter of time before inconsistent application of racing skills becomes an issue. Missing

**"No matter the type of g-force...everyone who has raced would agree that these invisible loads are immensely real"**

braking points, improper entry into corners, and delayed reaction to changes on the track can be a direct result of muscle fatigue.

Dr. Trammel helped perform an experiment with a group of middle-aged drivers in regular road sedans in which they drove a set number of laps with basic passenger-car restraints around a private track. They then replaced the restraints with proper racecar safety belts. Dr. Trammel's findings: "The group performed far better while better secured, and commented they felt more focused on the track because they were not distracted by constantly changing posture."

#### QUICK RECOVERY

Dr. Tim Pohlman is a trauma specialist at IU Health in Indianapolis. He was, in fact, the physician who treated IndyCar driver James Hinchcliffe after his near-fatal accident during practice for the 2015 Indy 500.

In this crash, Hinchcliffe was impaled by a piece of suspension that severed his femoral artery. Losing a massive volume of blood, Dr. Pohlman describes losing Hinchcliffe's pulse upon arrival at the hospital. Through heroic effort,

the popular Canadian driver not only survived, but also went on to win the pole for the 2016 Indy 500 one year after cheating death. Dr. Pohlman credited Hinchcliffe's fitness for his unbelievably quick recovery from the accident, especially his core area where the suspension pierced.

#### BURNING CALORIES

Dr. David Ferguson is a professor at Michigan State University and has completed numerous research studies in the field of racing driver human performance. He also authored the book *The Science of Motorsport*. Here is what he had to say:

"The scientific literature has consistently demonstrated that race car drivers compete at heart rates ranging from 150 to 180 beats per minute for the entirety of the race. From this, it can be extrapolated drivers will burn 1,500 to 2,000 calories per race. The caloric consumption fuels the working skeletal muscle to pilot the racecar. While drivers use their muscles to steer and work the foot pedals, the majority of muscle contraction is isometric to hold the body and neck in the race seat. Thus, it is crucial for drivers to have strong core muscles that are fatigue resistant. If these muscles are weak, the driver will 'slump' in the seat and driving performance will be compromised."





## THREE SIMPLE EXERCISES

There are many exercises the PitFit team uses when training the core with our racing clients. Here are a few that perhaps are not quite as common to most drivers that are very effective.

**RKC Plank:** Set up in a normal plank position on your elbows and toes with elbows roughly below the shoulders, feet together (LEFT, TOP). In this position, squeeze your glutes tightly, tense your abs, drive your heels back, engage your quads, and make a fist with both hands. Hold this position while breathing in gently through the nose and out through the mouth. Start with 10-second sets and add time. When form becomes compromised, stop and rest.

**Palloff Press:** Secure a band to an object at approximately chest height (LEFT, MIDDLE). Standing sideways to the attachment, step away so there is tension on the band. Holding the band in both hands at the chest, slowly extend the hands until the arms are straight. Slowly return the hands to the starting position. There should be enough resistance so the core is tight throughout the movement, but not so much tension that you can't keep your hands in line with the starting point on the chest. Start with 5 to 10 reps, adding 5 reps at a time.

**Band Resisted Deadbug:** Set up by securing a band approximately at knee height (LEFT, BOTTOM). Lie flat on your back, grabbing one side of the band in each hand. Make sure there is tension in the band, hold it in both hands and extend the arms directly over the shoulders. Bend the knees and lift your feet off the ground so hips and knees are flexed at a 90-degree angle and your back remains in contact with the ground. Extend one leg as far as possible without the lower back losing contact with the ground. Return the leg to the starting position and repeat with the opposite leg. Do as many reps as possible until your lower back loses contact with the ground, or you are too fatigued to continue.

## SO, WHAT IS THE CORE?

When discussing the core, many often refer to the area around the stomach, or abs. It's also assumed that the appearance of a muscular midsection indicates a great core derived from exercises like crunches and sit-ups. The core, however, is actually much more complex in its structure and functionality.

Your core is a complex of muscles, extending far beyond your abs or the so-called "six-pack." Many of these muscles are hidden beneath the exterior musculature people typically train. Major muscles included are the pelvic floor muscles, transverse abdominus, multifidus, external and internal obliques, rectus abdominus, erector spinae, and diaphragm. Minor core muscles include latissimus dorsi, gluteus maximus, and trapezius.

Combined, these muscles

**"Many of these muscles are hidden beneath the exterior musculature people typically train"**

act to stabilize your spine for, literally, every activity you do. This includes running, throwing, kicking, crawling – any movement we perform. But why is this important for a racecar driver? There are three main components to talk about.

### 1. Postural stability/Energy

**Efficiency:** Maintaining a strong core allows the driver to stay in the preferred position needed to drive because the posture of the driver can change for the worst as they encounter multi-directional g-forces. Once the optimal position is compromised, it's likely the comfort level decreases, and energy requirement increases.

In a perfect situation, all energy is used efficiently in a manner that decreases the muscular and cardiovascular fatigue of the driver, thus allowing for greater concentration and focus. We use a famous quote from legendary Green Bay Packer coach Vince Lombardi, "Fatigue makes cowards of us all." In other words, the athlete who experiences less fatigue than the opponent is better prepared to perform at their maximum.

### 2. Reaction/Decision Making:

Because the core is essentially stabilizing the spine, it provides a firm structure for the quickness of the driver when responding to on-track activity. This includes steering, acceleration, and braking. The faster the driver can react from a motor skill standpoint to what input they are receiving on track, the more likely they will avoid making

mistakes such as braking points, avoiding other cars, steering precisely where and when they want to, and several other scenarios that may transpire.

**3. Safety:** As mentioned earlier, physically fit athletes tend to recover from many injuries more efficiently and quicker than those who are not fit. While this has been shown to be true overall for those with increased cardiovascular and muscular conditioning throughout the entire body, in the case of James Hinchcliffe, it was his incredible recovery in the specific area of the core that most impressed his attending physician.

Depending on the level of secureness in the car, maintaining as much strength in the core as possible could inevitably reduce the risk of an injury being more severe than it might have been. 📍



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# ADVANCING QUICKLY

Despite initial tough luck, Trevor Russell is making a determined run at an F4 title, as well as proving himself in Formula F | **WORDS** James Heine | **MAIN IMAGE** Gavin Baker

We caught up with the Arizona Border Region's Trevor Russell the day after the SCCA Pro Racing-sanctioned F4 U.S. Championship Powered by Honda tripleheader weekend May 13-17 at Road America. The 16-year-old, home-schooled, soon-to-be high-school junior and his parents, Mark and Laura, were on their way home to Tucson, Ariz., from Elkhart Lake, Wis., with Trevor's Ligier JS F4 in tow. The trio had stopped outside Des Moines, Iowa, for fuel and a break, and to take our post-weekend telephone call.

Trevor initially came to our attention during Lone Star Region's Hoosier Super Tour at the Circuit of the Americas Feb. 6-7 where, in Formula F, he recorded a first and a fourth against tough competition. From there, he was off to Atlanta Region's Hoosier Super Tour at Michelin Raceway Road Atlanta on March 19-21, followed by the inaugural three-race round of the 2021 F4 U.S. Championship a week later.

Our first question to the young Formula F and Team Crosslink F4 racer: How was your weekend at Road America?

"Overall," he replied, "the weekend went very well, although," he added, "it was not without some ups and downs."

"For the first race, I qualified eighth and finished fifth. Unfortunately, the race was cut pretty short, with three safety cars. We ran only about

25 percent of the race. For the second race, I started out eighth, but we forgot to lower the tire pressures after scaling the car, and that caused the tires to overheat massively, and I dropped back to 12th."

And Race 3, where he started 11th and moved up to eighth in the first two laps?

"I had some pretty bad luck. I was following a car in the last corner, and they got loose, which caused me to lift abruptly, and the car behind me rear-ended me and pushed me into the car in front, which just basically created a chain effect of all three of us bumping each other."

In spite all that, and in spite of an equally rough start to his F4 career at Road Atlanta on March 27-28, where, because of an incident at the start of Race 1, he found himself sidelined during the first two rounds of the 2021 championship, he remains positive about his chances of success.

"A driver two cars in front of me stalled at the start, and the grid split to go around him," Trevor recalls. "I was blind to these events and, unfortunately, I rear-ended him. This put me out [for both races] on Saturday, but we had the car ready to go for Sunday [the third race of the weekend]. I started 27th, at the back of the grid, and driving in the rain – on rain tires, which I'd never done – I worked my way through the field to P13."

There were two safety cars during the race, which slowed his progress, Trevor adds, "but I still passed one to two cars per lap. My lap times would have put me in the P6 to P8 range."

Sadly, he notes, his Formula F weekend a week earlier followed a similar arc after he qualified fourth. "During the Saturday race, I was one of four Formula F's battling for the lead. We came upon an F500, and in the process of passing, I got pushed off the track and hit a tire wall, which ended the weekend."

Still, he adds, he "was pleased he had the speed of the top drivers."

Yet, it hasn't been all bad luck for Trevor – far from it. Last August, he recorded a first and a third at Colorado Region's Last Chance Majors at High Plains Raceway. In July 2020, he claimed a pair of Regional wins at the Freedom Sprints at the same track. Then, in November, he claimed an SVRA National FF championship at the Circuit of the Americas. More recently, he dialed in a solid SCCA Pro Racing-sanctioned FRP F1600 weekend on May 1-2 at Mid-Ohio.

Even though he is from a family that relishes motorsports competition, compared to many of his contemporaries, Trevor is a latecomer, starting not at age 5 or 6 in a kart, but rather, in 2018 at age 13 in a Spec Miata at the Inde Motorsports Ranch (IMR) in Wilcox, Ariz., where his family maintains a membership.

"I owe a lot to my parents, who have helped me tremendously," Trevor says. "They gave me the opportunity to get into cars at an early age."

The Miata, in which he recorded numerous IMR wins, was followed in short order by a Subaru BRZ, and since last year, by a Ford-powered Van Diemen RF98K – and now, of course, the Ligier.

"I was very impressed with Trevor when I began coaching him," observes Andy Lee of Andy Lee Racing Services. "At the time, he had next to zero experience, but he was still able to execute complicated driving techniques in a matter of a few laps. In my experience, most drivers starting out taking multiple days to grasp the same concepts."

Yes, compared to his peers, Trevor is starting late, Lee adds, "But I'm confident he can close the gap and have success in this sport."

"But, whatever your starting point, make sure you're in a vehicle that emphasizes momentum driving," Trevor notes when asked about his advice to other young drivers. "And then stay in that car – or kart – longer than you really want. It will teach you how to get around the track quicker, which will make you way faster when you move into higher horsepower cars."

What of his introduction to F4, and what has he



learned there? "It's been very challenging, but also a very good series to run," Trevor says. "I've had some tough weekends. It's a very competitive series, and it will help me improve and move forward. The car is very fast in the corners – it doesn't have as much aero as an F3 car or a USF2000 car, but it results in some very good racing because of all the drafting and passing which happens."

Near the end of our conversation, the topic turned to school and home-schooling, which in Trevor's case began last year with the advent of the pandemic but has continued and has proven an asset for his busy racing schedule. "I can actually do school while we're on the road," he explains, adding that his long-term goal is an engineering degree.

In the more immediate future, though, Trevor plans to contest Formula X at the 2021 National Championship Runoffs at Indianapolis Motor Speedway, most likely in an older USF2000 car.

"I want people to realize how much I appreciate being a part of the racing community," he says when asked what else is important to him that we haven't touched on. "I have met so many good people at Inde Motorsports Ranch, and now, with our travel and racing at SCCA events, I'm meeting even more great people." 🍷

#### MOVING UP

Trevor Russell has been splitting time between the F4 U.S. Championship (ABOVE) and Formula F SCCA Road Racing (TOP LEFT).





**ON TRACK**

(LEFT) Spec Miata compliance is a serious topic, and one the CRB is tackling. (BELOW) New Formula F Honda parts availability is progressing.

## BEHIND THE SCENES

From Runoffs tech plans to Spec Miata and Formula F details, the Club Racing Board is working to keep racing smooth and fair

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

There's often more to SCCA Road Racing than meets the eye – like everything that goes on behind the scenes. Case in point, since the 2018 SCCA National Championship Runoffs at Sonoma Raceway in Northern California, the Club Racing Board (CRB) has been participating in quarterly conference calls with the Runoffs Technical Team. The primary objective of these calls is to strengthen the working relationship between CRB, Tech Team, and SCCA staff, get a feel for what is happening on the race weekends in the tech shed, and discuss and clarify the intent of any rules that could potentially be rewritten to eliminate confusion down the road. But it doesn't end there.

The secondary objective of these calls is to provide an opportunity for the CRB and Advisory Committees to submit suggestions for the Runoffs Tech plan. The CRB and committees are not informed of what is actually in the plan, but our input is welcomed. The participants on the call are Gary D'Abate, Allen Davis, Bill Etherington, Allen Garside, David Kettler, Rick Harris, Scott Schmidt, and the chairman of the CRB (which is me).

Yet this isn't the only thing that's going on in the background.

### A RELUCTOR ISSUE

During the 2021 Hoosier Super Tour at VIR, a couple of Spec Miatas were found to be noncompliant due to the variable camshaft reluctor wheel being repositioned.

As stated by Sam Henry, the CRB's liaison to the Spec Miata Advisory Committee (SMAC), "I have been associated with the CRB/SMAC for many years, and this may be one of the most passionate topics to come through the letter system."

The reluctor wheel is part of the VVT cam system that indicates cam position to the ECU. Remembering that Spec Miata has an allowed crank trigger wheel that is indexable, some members report that the movement of the VVT reluctor wheel is needed in order to make the ECU function as designed as it relates to cam crank correlation.

"The SMAC continues to investigate the need for the reluctor wheel to be moved and have engaged Mazda [Motorsports] to assist in understanding the tolerances and relation of the reluctor wheel and the rest of the engine. The current rule does not allow for moving of the reluctor wheel. The official SCCA Camshaft Profile Data Sheet indicates the correct position of the reluctor wheel and can be found in the May 2021 *Fastrack*."



For the latest information, keep an eye on *Fastrack* at [scca.com/fastrack](https://scca.com/fastrack).

### FF HONDA PARTS MOVE FORWARD

In May, the SCCA announced plans to provide affordable parts and engines for Formula F Hondas. As many have learned, Honda Performance Development (HPD) ended production of its bespoke parts for the class. SCCA commenced negotiations with HPD and Doug Learned of Fast Forward Racing Components. Since then, Fast Forward has taken delivery of the remaining HPD inventory, which consists of more than 20 unique part numbers, and is making those available to competitors.

Doug and Doug Jr. will soon begin production of parts that are out of supply or production for the class. New parts that are not of identical design and manufacture will be submitted to the CRB for evaluation. SCCA has also committed to the existing engines in FF for the next five years.

As a side note, I would like to thank John LaRue and Sam Henry for contributing to this month's column. In addition, the CRB would like to encourage members to send any ideas to improve the SCCA Road Racing program to [crbscca.com](mailto:crbscca.com). 📍

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**ON TIME**  
(LEFT) Steve Gaddy (driver) and Chris Bean (navigator) carve their way through the Laurel Run rally, which took place along many adventurous Pennsylvania roads (BELOW).



## HAUL AND RUN

Steel Cities Region's Steel Haul and Laurel Run RoadRallies return to the action after a brief hiatus | **WORDS** Rick Beattie | **IMAGES** James Heine

SCCA's Steel Cities Region has been involved in motorsports activities since the mid-1950s. Its two National RoadRally events began a bit later, with the Steel Haul Course Rally beginning in the mid-1960s and the Laurel Run National Tour Rally in the early 2000s. On April 25-26 of this year, Chuck Larouere and I reactivated those two events after a year of being unable to stage them, having to postpone them twice.

This year's events began a few miles east of Allegheny County, Pa., with Larouere's Steel Haul running through places like Homer City, Shelocta, and Apollo, before the return to Murrys ville, Pa.

The Steel Haul has run in the Region since the 1960s with time off in the 1980s and '90s. Larouere served as rallymaster for the first time for the event in the late '80s – he's been rallymaster every year since.

The Route Instructions were deceptively simple and the Absence-of-the-Sign rule, where you would determine which way to go if the sign wasn't there, was often encountered, becoming many times the toughest part of the event.

Of the 12 teams, Bruce Gezon and Bob

Morseburg were first overall and first in Class E with 110 points. On 13 of the legs, they scored zero points. First in Class L were Jeanne English and Karl Broberg with 315 points. Class S winners were Jessica and J Toney with 209 points.

Although Class E's Steve Gaddy commented that "I will not miss the Traditional Checkpoint System," some contestants did say they liked the traditional checkpoint system.

Of the 14 National Course and Tour events this year, the Steel Haul was the only one listed using the Traditional Checkpoint System.

Rarely does it happen, but this year contestants saw fog instead of the ridge 10 miles or so from the route.

The instructions were written in 12 square boxes per page depicting the route in tulip diagrams with mileages, CASTs, CZT (car zero time), and sign text.

As this was my first try of the Richta App (with a great deal of help from Jim Crittenden), it was used almost entirely as a replacement for the Traditional Method – and it worked great for

the event. We didn't locate or use additional opportunities that the app allows, but it had many benefits.

We only placed the crew twice to work Observation Controls and were able to place the other checkpoints wherever we wanted.

During the event, contestants received their score as they passed the checkpoint. At each rest break, they could look at everyone's score and have time to talk with many of the other teams.

Gaddy liked the event including the "really pretty route instructions." Gaddy and Chris Bean won, finishing first in Class E with just 7.9 points.

Griff Jones with Chris Haka ran both the Course and Tour events in Class S. Jones worked on the early testing of the app. For each of them, it was their first Course (Trap) rally, and they did enjoy it; "A fun time for sure," he noted.

Jones added that he "thought the Laurel Run was exceptional" and the course, scenery, control locations, and clear route instructions "made for a very enjoyable event."

Gaddy, meanwhile, added: "These events are always on my calendar." 📍

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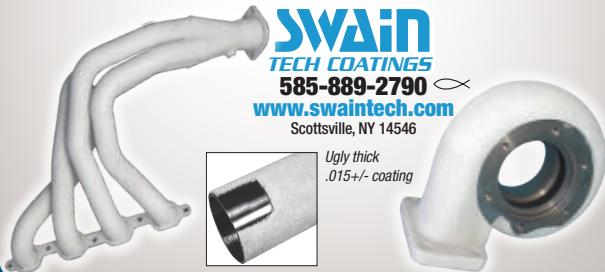
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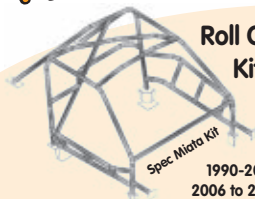
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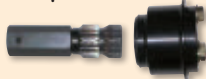
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**Mar 26-28** Michelin Raceway Road Atlanta, Fla.  
*Said (TA); Futrelle (TA2); Brummond (SGT); Merck (GT)*  
**Apr 30-May 2** WeatherTech Raceway Laguna Seca, Calif.  
*Drissi (TA); Matos (TA2); Joiner (XGT); Oakes (SGT);*  
**May 28-31** Lime Rock Park, Conn.  
*Dyson (TA); Skeen (TA2); Joiner (XGT); Phillips (SGT); Di Pippo (GT)*  
**Jun 25-27** Mid-Ohio Sports Car Course  
*Dyson (TA); Matos (TA2); Joiner (XGT); Oakes (SGT)*  
**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.  
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**May 15-16** Thunderhill Raceway Park, Calif.  
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**Jun 12-13** The Ridge Motorsports Park, Wash.  
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**Sep 10-12** Autobahn Country Club, Ill.  
(F1600, F2000, Atlantic)  
**Oct 15-17** Pittsburgh International Raceway, Pa. (F1600, F2000, Atlantic)



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**Sep 25-26** Watkins Glen/Finger Lakes  
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**Oct 30-31** Nelson Ledges Road Course/Mahoning Valley

#### SOUTHEAST [sediv racing.com](http://sediv racing.com)

**Jul 24-25** Road Atlanta/Atlanta  
**Aug 6-8** Daytona Int'l Speedway/Central Florida  
**Aug 14-15** Roebing 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** Roebing Road/Southeast Div



Seth DeBoes





# SCCA HAPPENINGS

**GREAT LAKES** [greatlakes-scca.org](http://greatlakes-scca.org)  
**Jul 30 TE** Mid-Ohio Sports Car Course/  
 Cincinnati  
**Aug 28-29 TT** Putnam Park Road  
 Course/Indianapolis  
**Sep 3 TE** Mid-Ohio Sports Car Course/  
 Ohio Valley  
**Oct 15 TE** Mid-Ohio Sports  
 Car Course/Ohio Valley

**CENTRAL** [cendiv-scca.org](http://cendiv-scca.org)  
**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](http://midiv.org)  
**Jul 24-25 TA** Hallett Motor Racing  
 Circuit/Oklahoma  
**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

**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)  
**Jul 27 TT** Eagles Canyon Raceway/Texas  
**Aug 21 TT** MotorSport Ranch/Texas  
**Sep 19 TT** Eagles Canyon Raceway/  
 Texas  
**Nov 20 TT** Eagles Canyon Raceway/  
 Texas  
**Dec 4 TT** Eagles Canyon Raceway/Texas

**ROCKY MOUNTAIN** [coloradoscca.org](http://coloradoscca.org)  
**Jul 24-25** Pueblo Motorsports Park/  
 Continental Divide  
**Aug 21-22 TA** High Plains Raceway/  
 Continental Divide  
**Sep 25 TA** Pikes Peak Int'l Raceway/  
 Continental Divide  
**Oct 16-17** LaJunta Raceway/  
 Continental Divide

**NORTHERN PACIFIC** [norpacscca.org](http://norpacscca.org)  
**Sep 11 TA** Thunderhill Raceway Park/Reno  
**Sep 19 TE** Portland Int'l  
 Raceway/Oregon

**SOUTHERN PACIFIC**  
**Sep 11-12 TE** Buttonwillow Raceway  
 Park/Cal Club  
**Oct 30-31 TE** Buttonwillow  
 Raceway Park/Cal Club

**TIME TRIALS NATIONAL TOUR**  
**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.**  
 Jul 14, Aug 11, Sep 15  
**Auto Club Speedway, Calif.**  
 Sep 25, Nov 13  
**Blackhawk Farms Raceway, Ill.**  
 Aug 10, Sep 1  
**Carolina Motorsports Park, S.C.**  
 Sep 1, Oct 6  
**Charlotte Motor Speedway, N.C.**  
 Sep 24  
**Dakota County Technical College,**  
**Minn.** Jul 21, Aug 18, Sep 24  
**Daytona Int'l Speedway, Fla** Aug 6  
**Dominion Raceway, Va.** Aug 12, Sep 16  
**Eagles Canyon Raceway, Texas** Oct 12  
**GingerMan Raceway, Mich.**  
 Jul 16, Aug 12, Sep 16  
**Harris Hill Raceway, Texas**  
 Sep 15, Oct 13



## SCCA ROAD RACING

**WHAT** U.S. Majors Tour  
**WHEN** Aug. 21 -22, 2021  
**WHERE** Deer Trail, Colo.  
 Racers looking to qualify for the  
 National Championship Runoffs will  
 get a chance at High Plains Raceway  
 during the August U.S. Majors Tour.

**Heartland Motorsports Park, Kan.**  
 Aug 19, Sep 14, Oct 14  
**Lime Rock Park, Conn.** Sep 20, Sep 21  
**Memphis International Raceway,**  
**Tenn.** Sep 21, Nov 6  
**Michelin Raceway Road Atlanta, Ga.**  
 Jul 23  
**MotorSport Ranch, Texas** Sep 14  
**Nelson Ledges Road Course, Ohio**  
 Jul 20, Aug 17  
**New Hampshire Motor Speedway,**  
**N.H.** Aug 5  
**New Jersey Motorsports Park, N.J.**  
 Jul 14, Aug 25, Sep 22  
**NOLA Motorsports Park, La.** Oct 21  
**Palm Beach International Raceway,**  
**Fla.** Aug 24, Oct 26  
**Palmer Motorsports Park, Mass.**  
 Jul 21, Sep 9  
**Pikes Peak International Raceway,**  
**Colo.** Jul 28, Sep 21  
**Pittsburgh International**  
**Race Complex, Pa.**  
 Aug 3, Aug 27, Sep 9, Sep 23  
**Pocono Raceway, Pa.**  
 Jul 27, Aug 17, Sep 13  
**Portland International Raceway, Ore.**  
 Aug 6  
**Ridge Motorsports Park, Wash.**  
 Aug 11, Sep 21  
**Sebring International Raceway, Fla.**  
 Oct 7  
**Thompson Speedway Motorsports**  
**Park, Conn.** Jul 29, Aug 16,  
 Aug 31, Sep 16, Oct 5  
**Thunderhill Raceway Park, Calif.**  
 Aug 26, Sep 23

**STREET SURVIVAL SCHOOLS**  
**Sep 18** Fowler Proving Ground/Detroit

## SOLO

**TIRE RACK® SCCA SOLO**  
**CHAMPIONSHIP TOUR**  
 2022 schedule to be announced

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

**TIRE RACK® SCCA PROSOLO**  
**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**  
**Aug 6-8** Grissom Aeroplex, Ind.  
**STARTING LINE SCHOOLS**  
 Schedule to be announced

## REGIONAL

**NORTHEAST** [nediv.org](http://nediv.org)  
**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** Bader Field/South Jersey  
**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 8** SUNY Broome Community  
 College/Southern New York  
**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 12** Warminster Community Park/  
 Philadelphia  
**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** SUNY Broome Community  
 College/Southern New York  
**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 2-3** Air Force Research Laboratory/  
 Central New York  
**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 16-17** Saratoga Auto Museum/  
 Mohawk Hudson  
**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** [sedivrracing.com](http://sedivrracing.com)  
**Jul 17** Darlington Raceway/South  
 Carolina  
**Jul 18** Dade County High School/  
 Chattanooga  
**Jul 30-Aug 1** Danville Regional Airport/  
 Blue Ridge  
**Jul 30-Aug 2** Five Flags Speedway/  
 Gulf Coast  
**Aug 7** Hutchinson Island Paddock/  
 Buccaneer  
**Aug 21** Fernandina Beach Municipal  
 Airport/Buccaneer  
**Aug 21-22** Atlanta Motor Speedway/  
 Atlanta  
**Sep 11** Hutchinson Island Paddock/  
 Buccaneer  
**Sep 12** Fernandina Beach Municipal  
 Airport/Buccaneer  
**Sep 18** Atlanta Motor Speedway/Atlanta  
**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  
**Dec 11** Hutchinson Island  
 Paddock/Buccaneer

**CENTRAL** [cendiv-scca.org](http://cendiv-scca.org)  
**Jul 16-18** Route 66 Raceway/Chicago  
**Jul 24-26** Minnesota College/Land  
 O'Lakes  
**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** Milwaukee Area Technical  
 College – Oak Creek Campus/Milwaukee  
**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



## AUTOCROSS

**WHAT** Solo National Championships  
**WHEN** Sept. 6-10, 2021  
**WHERE** Lincoln, Neb.

Following the cancellation in 2020,  
 the Solo National Championships  
 returns this year, with more than  
 1,000 drivers expected to register.

# GAME ON.



**SCCA**  
Sports Car Club of America.

ROAD RACING | TIME TRIALS | TRACK EVENTS **SOLO** RALLYCROSS | ROADRALLY



HAGERTY



## ANNIVERSARIES

## SCCA MEMBERS CELEBRATING 25-70 YEARS

## 70-YEAR MEMBERS

Charles Patterson	8/1/51	Steel Cities
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## 65-YEAR MEMBERS

Leonard Janke	8/1/56	Nebraska
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## 60-YEAR MEMBERS

Frank Grimaldi	7/1/61	New England
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## 55-YEAR MEMBERS

William Greenberg	7/1/66	New England
Walter Koopman	8/1/66	South Jersey
Ronald Polimeni	7/1/66	Susquehanna

## 50-YEAR MEMBERS

Ron Bartell	8/1/71	New England
Raul DeCardenas	8/15/71	Central Florida
John Foellmer	7/1/71	Washington DC
Thomas Ingerson	7/1/71	Central Florida
Gordon Medenica	7/1/71	New England
Larry Metz	8/1/71	Columbus Sports Car Club
Harold Weiner	8/1/71	New York

## 45-YEAR MEMBERS

Michael Allison	7/1/76	Atlanta
Joseph Aquilante	8/1/76	Philadelphia
Darol Burgess	7/1/76	Las Vegas
Jack Burns	7/1/76	Northwestern Ohio
Richard Civiello	8/1/76	New England
James Conlin	8/1/76	Ohio Valley
Blair Dupont	7/1/76	New England
Lee Feineigle	8/1/76	Ohio Valley
Samuel Fouse	8/1/76	North Carolina
Dave Kutney	7/1/76	Cincinnati
Howard Mahony Jr.	7/1/76	Washington DC
Hugh Maloney	8/1/76	NE Pennsylvania
Sharon McBride	8/1/76	Oklahoma
Kenneth Patterson	7/1/76	Des Moines Valley
Mary Patterson	7/1/76	Des Moines Valley
Wilson Wright Jr.	8/1/76	New England

## 40-YEAR MEMBERS

David Bowman	7/1/81	Land O'Lakes
Harry Cadell	7/1/81	Northwest
Paul Condi Jr.	7/1/81	Southern Indiana
Jerry Dannies	7/1/81	Delta
John Dinkel	7/1/81	Cal Club
Richard Fedler	8/1/81	Milwaukee
J.J. Gaines	8/1/81	Oregon
W. Griffin	8/1/81	Central Florida
James Healy MD	7/1/81	New England
James Jandrisevits	8/9/81	Atlanta
J. Jerele	8/1/81	Ohio Valley
Steve Johnstone	7/1/81	Ozark Mountain
Wendell Karr-Ake	8/11/81	NE Oklahoma
Pamela Kewley	8/1/81	Blackhawk Valley
Patrick Malloy	7/1/81	Neohio
John Maloney	7/1/81	NE Pennsylvania
Terry Ozment	8/1/81	Chicago
Henry Payne	8/1/81	Central Carolinas
William Pemberton	7/1/81	Nebraska
Jack Randall	8/1/81	Land O'Lakes
Jerry Randall	8/1/81	Land O'Lakes
Karen Randall	8/1/81	Land O'Lakes
Stephen Scannell	8/1/81	Detroit
Bud Scott	8/1/81	Buccaneer
Martin Stanley	7/1/81	Oregon
Mike Zickuhr	7/1/81	South Bend

## 35-YEAR MEMBERS

Brewster Ames	8/22/86	New England
William Banner	7/25/86	Milwaukee
Claude Bonanni	7/24/86	Central Florida
Craig Bucher	8/18/86	Susquehanna
Karen Carson	7/22/86	Land O'Lakes
Lewis Cooper Jr.	7/18/86	Central Florida
Bob Crepin	8/22/86	St Louis
Robroy Crow	7/2/86	Northwestern Ohio
Larry Diemer	8/28/86	Detroit
Elaine Elliott	7/22/86	Western New York
H. English	8/13/86	New England
Alice Fatherree	7/28/86	Washington DC
Greg Fordahl	7/30/86	Northwest
Jodi Fordahl	7/30/86	Northwest
W. Furr	7/10/86	Central Carolinas
Terrence Garrett	7/15/86	Indianapolis
Clifford Golub	8/18/86	New York

Mark Goughnour	7/17/86	Chicago
Julie Hammons	7/14/86	Land O'Lakes
David Hatch	7/25/86	Milwaukee
Pam Henderson	8/26/86	Florida
Rick Henderson	8/26/86	Florida
Ronald Henriksen	7/22/86	Houston
Joseph Iannuzzo	7/30/86	NE Pennsylvania
Ronald Inge	7/15/86	Florida
Edward Jakubos Jr.	8/15/86	Glen
Glenn Jividen Jr. DDS	7/28/86	Western Ohio
Glen Johnson	7/23/86	Chicago
Sherman Johnston	7/23/86	Oregon
Sheryl Kemper	8/15/86	Northwest
Walter Kiffer	7/23/86	Las Vegas
James Kimbrough	7/28/86	Lone Star
Arnold Kuhns	7/22/86	Cal Club
F. Lalli	8/13/86	Central Florida
Richard Lantz	8/12/86	St Louis
Alke Legg	7/29/86	Washington DC
Christine Liebich	7/15/86	Milwaukee
Carol Lipperini	7/15/86	NE Pennsylvania
James MacMahon	8/13/86	New England
George Marino	8/12/86	Central Florida
Lance Martin	7/23/86	Arkansas
Kim Mathias	7/23/86	Ohio Valley
Richard Miller	8/26/86	Eastern Tennessee
Kris Miserendino	8/29/86	Cal Club
Mike Miserendino	8/29/86	Cal Club
Stacey Molleker	7/30/86	Northwest
Lynn Niemeyer	7/25/86	Cincinnati
William Niemeyer Jr.	7/15/86	Cincinnati
Diane O'Connor	7/23/86	NE New Jersey
Jim Oster	8/19/86	Arizona
Michael Outen Sr.	8/14/86	Central Carolinas
Christopher Pettigrew	7/22/86	New England
Carol Phillips	7/17/86	Cal Club
Les Phillips	7/17/86	Cal Club
Gregory Plush	7/28/86	Washington DC
Douglas Rauco	8/15/86	Philadelphia
Pamela Richardson	7/30/86	Washington DC
Lynne Rothney-Kozlak	8/14/86	New England
Rick Ruckman	8/19/86	Steel Cities
Cynthia Rummel	7/22/86	New England
Michael Scharf	7/7/86	St Louis
Sandy Shamlian	7/22/86	Washington DC
Dennis Sideri	7/23/86	Ohio Valley
Steve Snyder	8/8/86	Texas
Michael Studnicki	7/23/86	Detroit
John Taylor	7/22/86	Blackhawk Valley
James Whitton	7/29/86	Cal Club
Jack Willes	8/1/86	Cal Club
Ruth Williams	7/11/86	Mid South
Brett Willis	7/22/86	San Diego
W. Wycoff	7/22/86	Colorado
James Zientara	7/17/86	Milwaukee

## 30-YEAR MEMBERS

Mark Allen	7/30/91	Atlanta
Michael Ashbaugh	7/8/91	Nebraska
Michael Bashem	8/20/91	Chicago
Jason Benagh	8/22/91	New England
Jeffrey Benagh	8/7/91	New England
William Binns	7/17/91	South Carolina
Ross Bollinger	8/1/91	South Bend
J. Canitano	8/22/91	Central Florida
Tom Carney	7/17/91	San Francisco
Robert Chalberg	7/6/91	Chicago
Mark Chambers	8/28/91	Ohio Valley
Carol Cimino	8/15/91	NE New Jersey
Arthur Coy	7/9/91	Cal Club
Penelope Coy	7/9/91	Cal Club
Jay Culbertson	8/7/91	Oregon
Leslie Culbertson	8/7/91	Oregon
Blair Deffenbaugh	8/14/91	North Carolina
Patricia Deffenbaugh	8/14/91	North Carolina
Chris Dryden	7/31/91	Central Carolinas
Paul Durr	8/28/91	Las Vegas
Jon Eikenberg	7/30/91	Susquehanna
Timothy Elliott	7/30/91	Milwaukee
Boris Elpiner	8/15/91	San Francisco
Donald Erickson	8/13/91	San Francisco
William Farr	7/8/91	South Bend
Shelia Gallagher	8/15/91	Ohio Valley
Keith Goldin	8/28/91	Central Florida
David Grudzinski	7/8/91	Detroit

Jim Heckman	7/19/91	Ohio Valley
Richard Heer	8/7/91	San Francisco
William Henning	7/6/91	Washington DC
Gertrud Horst	7/8/91	Northwest
Milton Horst	7/8/91	Northwest
Kevin Imig	7/9/91	Milwaukee
Nancy Johnson	7/9/91	Kansas City
Robert Kacsur	7/17/91	Central Florida
Katherine Lapham	7/5/91	New York
Pamela Lentz	8/15/91	Washington DC
Claudine Lienau	7/30/91	Milwaukee
Marcia Lusted	7/25/91	New England
Don Manley	7/30/91	New England
Thomas Mcleod	8/22/91	Washington DC
Leanne Morales	7/19/91	Texas
Brad Morris	8/8/91	Mahoning Valley
Harold Musler II	7/25/91	Susquehanna
Jim Ocuto	7/22/91	Central New York
Larry Oliver	8/29/91	Washington DC
Angie Rogers	7/16/91	South Bend
Nancy Rouse	8/28/91	South Jersey
Steve Roux	7/17/91	New England
Janean Ruegsegger	7/24/91	Colorado
Michael Sabocheck	7/30/91	Philadelphia
Marty Schiratti	8/28/91	Lake Superior
Thor Schroeder	7/17/91	New England
William Sekella	7/25/91	Blue Mountain
R. Shaw	8/28/91	Des Moines Valley
Leah Street	7/30/91	Colorado
Robert Swinehart	8/8/91	Finger Lakes
Don Tevini	7/8/91	Arizona
James Thornton Jr.	8/20/91	Texas
Louis Vannicola III	8/13/91	Philadelphia
Ian Wood	8/28/91	Northwest
David Zitzlsperger	7/30/91	Nebraska

## 25-YEAR MEMBERS

Doris Bax	8/27/96	Cincinnati
Joanne Berman	8/21/96	Florida
Mary Broring	8/21/96	Washington DC
Janet Bruce	7/29/96	Blackhawk Valley
Russell Burkhard	8/6/96	Mohawk Hudson
Marsha Burkett	8/14/96	South Texas Border
Alessio Caruso	7/18/96	Mahoning Valley
Debbie Crepin	8/5/96	St Louis
Domenic Crugnale	8/28/96	New England
Hal Denham	8/6/96	New England
Raymond Dona	8/15/96	New England
Jake Engstrom	7/17/96	Central Florida
Marilyn Freeman	8/6/96	New England
Andrew Furlong	8/6/96	Mohawk Hudson
Patrick Gallagher	8/28/96	Ohio Valley
Tracey Gauper	8/29/96	Milwaukee
Kim Grant	7/17/96	Atlanta
Keven Greene	8/15/96	San Francisco
David Harriman	7/16/96	San Francisco
Chris Hartwig	8/14/96	Milwaukee
Del Lewis	8/14/96	St Louis
Leslie Littel	7/25/96	Detroit
James Lowe	7/18/96	Houston
Christian Magerhans	8/6/96	New York
Wayne Menaker	8/20/96	Florida
Douglas Miller	7/15/96	North Carolina
Brian Morrison	8/13/96	Chicago
Stephen Phillips	7/18/96	Indianapolis
Gary Polakoski	7/31/96	NE Pennsylvania
Michael Ray	7/23/96	Detroit
Jan Riley	8/27/96	New England
James Rogerson	7/23/96	Houston
Lawrence Ross	8/28/96	San Francisco
Scott Sachtjen	8/15/96	San Francisco
Patrick Salerno	7/31/96	New England
Joshua Saurino	8/5/96	NE Oklahoma
Herman Sibum	7/23/96	NE Pennsylvania
John Sterner	8/15/96	Chicago
Tammy Vandermeay	7/9/96	Chicago
Kevin Vincent	8/19/96	Steel Cities
Jason Wilhoite	8/20/96	Las Vegas
Jennifer Wise	8/5/96	Ohio Valley
Andrea Wolfe	8/23/96	Southern Illinois
Lonnie Worthington	8/6/96	Kansas
Marla Worthington	8/6/96	Kansas
Thomas Wright	8/14/96	Eastern Idaho
Christopher Yearwood	8/12/96	Red Hills

**GREAT LAKES** [greatlakes-scca.org](https://www.scca.com/greatlakes)

**Jul 17-18** Kil-Kare Raceway/Western Ohio  
**Jul 17-18** Allen County War Memorial Coliseum/Fort Wayne  
**Jul 11** Blue Grass Stockyards Regional Market Place/Central Kentucky  
**Jul 18** Fortress/Ohio Valley  
**Jul 24-25** University of Kentucky – Orange Lot/Central Kentucky  
**Jul 24-25** Grissom Aeroplex/Indianapolis  
**Aug 1** Fortress/Ohio Valley  
**Aug 1** Walesboro Cummins Test Site/Columbus Sports Car Club  
**Aug 7-8** Kil-Kare Raceway/Western Ohio  
**Aug 13-15** Grissom Aeroplex/South Bend  
**Aug 14-15** Owens Community College Center for Emergency Preparedness/Northwestern Ohio  
**Aug 15** Walesboro Cummins Test Site/Columbus Sports Car Club  
**Aug 22** Mid-American Air center/Southern Indiana  
**Aug 28-29** Toledo Express Airport/Northwestern Ohio  
**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** Toledo Express Airport/Northwestern Ohio  
**Sep 18-19** Walesboro Cummins Test Site/Columbus Sports Car Club  
**Sep 19** Jack Barstow Airport/Saginaw Valley  
**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  
**Oct 2-3** Owens Community College Center for Emergency Preparedness/Northwestern Ohio  
**Oct 2-3** Kil-Kare Raceway/Western Ohio  
**Oct 3** Mid-American Air center/Southern Indiana  
**Oct 9-10** Grissom Aeroplex/Indianapolis  
**Oct 10** Jack Barstow Airport/Saginaw Valley  
**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](https://www.midiv.org)  
**Jul 17-18** Davis Field Muskogee Airport/Northeast Oklahoma  
**Jul 18** Liberty Bowl Memorial Stadium/Mid South  
**Jul 24-25** Lincoln Airpark/Nebraska  
**Jul 25** Crowder College/Ozark Mountain  
**Jul 31-Aug 1** Metropolitan Community College Blue River Campus/Kansas City  
**Aug 7-8** Columbus Air Force Base/Mississippi  
**Aug 14** Liberty Bowl Memorial Stadium/Mid South  
**Aug 15** St. Charles Family Arena/St. Louis  
**Aug 21-22** Crowder College/Ozark  
**Aug 21-22** Metropolitan Community College Blue River Campus/Kansas City  
**Aug 28-29** Remington Park/Oklahoma

**Sep 18-19** Metropolitan Community College Blue River Campus/Kansas City  
**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 17** Crowder College/Ozark Mountain  
**Oct 23-24** Metropolitan Community College Blue River Campus/Kansas City  
**Oct 24** St. Charles Family Arena/St. Louis  
**Oct 30** Liberty Bowl Memorial Stadium/Mid South  
**Nov 20** Liberty Bowl Memorial Stadium/Mid South

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

**Jul 18** Ike Hamilton Expo Center/Red River  
**Jul 24-25** Westgate Mall/West Texas  
**Jul 25** Lone Star Park/Texas  
**Aug 8** Eagles Canyon Raceway/Texas  
**Aug 22** Lone Star Park/Texas  
**Aug 28-29** Westgate Mall/West Texas  
**Sep 25-26** Westgate Mall/West Texas  
**Oct 23-24** Westgate Mall/West Texas

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

**Jul 17-18** Yellowstone Drag Strip/Yellowstone  
**Jul 18** Colorado Air and Space Port/Colorado  
**Jul 31-Aug 1** Rigby Middle School/Eastern Idaho  
**Aug 7** Colorado Air and Space Port/Colorado  
**Aug 14-15** Al Beboo Shrine/Yellowstone  
**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  
**Sep 26** SUNY Broome Community College/Southern New York  
**Oct 2-3** Pine Ridge Mall/Eastern Idaho

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

**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 21** Regional Public Safety Training Center/Reno  
**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**

**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](https://www.scca.com/solo)

**ROADRALLY****NATIONAL/DIVISIONAL**

**Jul 30-Aug 1** USRRR, 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

**REGIONAL/DIVISIONAL**

**NORTHEAST** [nediv.org](https://www.nediv.org)  
**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** [cendiv-scca.org](https://www.cendiv-scca.org)

**Aug 21** Monte Deer Trace Kohler Shopping Center/Milwaukee  
**Sep 17-19** Best Western Plus Sparta Trail Lodge/Land O'Lakes  
**GREAT LAKES** [greatlakes-scca.org](https://www.greatlakes-scca.org)  
**Jul 25** Dairy Queen, Owensboro, Ky./Southern Indiana  
**Aug 7** Comfort Inn, Chelsea, Mich./Detroit  
**Aug 8** George Rogers Clark Parking Lot/Southern Indiana  
**Aug 8** Comfort Inn, Chelsea, Mich./Detroit  
**Sep 11** Qualify Inn, Saint Ignace, Mich./Detroit  
**Sep 18** Jack's Kitchen/Indianapolis  
**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

**SOUTHERN PACIFIC**

**Aug 6** Bank of America – Mission Hills, Calif./Cal Club  
**Sep 3** Bank of America – Mission Hills, Calif./Cal Club  
**Oct 1** Bank of America – Mission Hills, Calif./Cal Club  
**Nov 5** Bank of America – Mission Hills, Calif./Cal Club  
**Dec 3** Bank of America – Mission Hills, Calif./Cal Club

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

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

**Aug TBD** Thunderhill Raceway Park/San Francisco  
**Sep 3-5** Byron Motorsports Park/Milwaukee

**DIRTFISH NATIONAL C'SHIP**

**Oct 15-17, 2021** Ross County Fairgrounds, Ohio

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

**Jul 17-18** Medina RallyCross/Finger Lakes  
**Aug 7-8** Medina RallyCross/Finger Lakes  
**Aug 21** Pennsylvania Farm Show Complex & Expo Center/Susquehanna  
**Aug 28-29** Summit Point Raceway/Washington DC  
**Aug 28-29** Medina RallyCross/Finger Lakes  
**Sep 11-12** Butler County Fairgrounds/Iowa  
**Sep 25** Pennsylvania Farm Show Complex & Expo Center/Susquehanna  
**Sep 25-26** Medina RallyCross/Finger Lakes  
**Oct 9-10** Medina RallyCross/Finger Lakes  
**Oct 23** Pennsylvania Farm Show Complex & Expo Center/Susquehanna  
**Oct 23-24** Medina RallyCross/Finger Lakes  
**Oct 23-24** Summit Point Raceway/Washington DC  
**Nov 14** Summit Point Raceway/Washington DC

**SOUTHEAST** [sedivacing.com](https://www.sedivacing.com)

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

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

**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](https://www.midiv.org)

**Jul 18** Nebraska City Rally Bowl/Nebraska  
**Jul 18** Sandy Bottom/Wichita  
**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

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

**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

**Find more events near you at**  
[www.scca.com/rallycross](https://www.scca.com/rallycross)



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### LIFELINE ZERO 360 FIRE SUPPRESSION SYSTEM

Lifeline Zero 360 Fire Suppression Systems use 3M Novec 1230 fire suppressant that is non-conductive, efficient, and able to reach areas not in the direct path of the nozzles, all without damaging electronic components or leaving residue. Available with a manual pull cable, automatic activation, of both, plus comes in five- and 10-pound bottles. [lifeline-fire.com](http://lifeline-fire.com)



### TRACKWING VACUUM MOUNT SYSTEM

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Jeff Loewer

## PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

# THE REAL VALUE

One of my favorite issues of *SportsCar* each year is this one. OK, the National Championship issue at the end of the year is awesome, and the SCCA Pro Racing wrap-up is fantastic, too. And, come to think of it, the issues in between also uncover incredible stories about the membership (if I do say so myself), but this mid-year, event-packed issue is special because it captures the very essence of why the SCCA exists.

From the WeatherTech June Sprints to the Tire Rack Time Trials Nationals Powered by Hagerty to the newly created (and sold out) Pine Mountain HillClimb, the events featured in this issue truly outdid themselves. But while assembling the issue, a video from earlier this year crept into my head.

MotorsportReg is pretty much the de facto event registration website, with many SCCA Regions utilizing its services. About two years ago, Hagerty, largely known for its collector car insurance services, acquired it, so it made sense that McKeel Hagerty, CEO of Hagerty, would take part in the keynote address for MotorsportReg's 2021 tech session video series.

At the time of Hagerty's acquisition of MotorsportReg, the question became: Why would Hagerty, a classic car insurance provider, purchase an automotive event registration website?

In the keynote, McKeel explained that he was at a leadership conference four years ago where the presenter expounded on the societal benefits of vehicle autonomy, and he told McKeel that it was going to put Hagerty out of business. McKeel was left speechless.

"I have so much confidence in a future world where people still can own cars and still enjoy them on public roads or on racetracks or on closed courses – but I didn't have a response," McKeel said of the encounter.

Some 18 months later, his team had constructed a multifaceted response that would ultimately pivot McKeel's entire company.

"We developed this idea that we were going to create a company whose purpose was to save driving and car culture for future generations," McKeel revealed. "The mission then became: How do we build an organization big enough to fulfill that purpose?"

None of that is to say that vehicle autonomy is at odds with automotive enthusiasm.

Rather, McKeel's vision is to save the fun.

"First, we need to celebrate the good parts of it – we need to be good stewards of the road, good stewards of the environment in ways that are appropriate," he explained. "We need to think about stewardship and partnership first, celebration first, rather than just hoping that somebody out there might save it. Because it's not going to save itself – we're going to have to actually work together on it."

Among other things, this means Hagerty's involvement with MotorsportReg, partnering with companies like SCCA to build enthusiast events, and becoming SCCA's official insurance partner.

But here's the part of the video that kept dancing through my mind while producing this issue: "It isn't just that we own this thing, [and] we stash it away in a garage," McKeel said of the cars we own. "It's not a piece of art that hangs privately on our walls someplace. They're at their best when they're enjoyed in public. If you're driving down the road, it's somebody giving you the thumbs up."

As McKeel's thought concluded, it reminded me of why SCCA members do what we do, and why this issue of the magazine is so special to me: "The idea of gathering people together in public, going on tours, going on rallies, doing racing, getting together for some sort of time trial-like event, that's the exciting part for me. That's the part that really makes it valuable." 🍷



Jay Bonvillian

### ON A MISSION

As the 2019 SCCA Runoffs Grand Marshal, McKeel Hagerty, CEO of Hagerty, was given the enviable task of waving the green flag for the STL field. So why is a classic car insurance company involved with the SCCA? The story is quite inspiring.

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A group of four race cars are shown on a racetrack. In the foreground on the left is a white car with blue and red stripes, bearing the number 48 and 'ST4'. In the center is a silver Porsche Carrera GT. To its right is a blue and red race car. In the background is another blue and white race car. Above the cars, a white bridge structure spans the track, featuring the slogan 'Never stop driving' in large black letters. The sky is clear blue.

Never stop driving

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