

SPORTSCAR

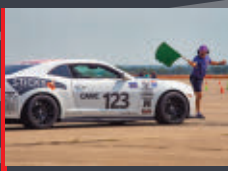


DRIVEN TO WIN

The 2021 SCCA Pro Racing season burned red hot as championship battles came down to the wire



ON THE EDGE
Racers battle at Road Atlanta for the 2021 ARRC



ADDING UP
The new SCCA Solo National Tour points race

GET THERE
Qualifying for the 2022 SCCA Runoffs



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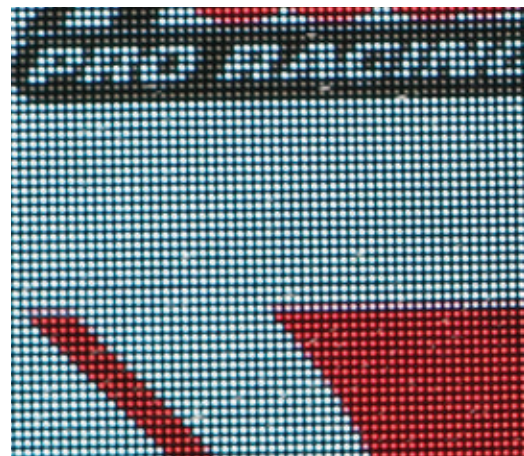
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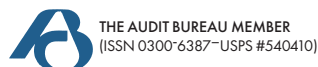
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(ISSN 0300-6387-USPS #540410)



COVER ILLUSTRATION Paul Laguffe
(based on images by Chris Clark and Gavin Baker)



22

BEING THE BEST

Launching his own racing career in the 1950s, by the mid-1960s, SCCA racer Bob Bondurant found himself competing internationally on Carroll Shelby's Ford Cobra team at Le Mans before racing in Formula One for teams like Ferrari and SCCA legend Dan Gurney. Bondurant then founded the Bob Bondurant School of High Performance Driving, which has been responsible for launching an uncountable number of racing careers. For this and more, Bondurant was inducted into the SCCA Hall of Fame in 2014. Then on Nov. 12, 2021, the racing community was saddened to hear of his passing.

DATE March 8, 2014

LOCATION Charlotte, N.C.

WHAT Bob Bondurant playfully teases his wife Pat during his SCCA Hall of Fame induction ceremony

PHOTOGRAPHER Michael Duval





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MIKE COBB

PRESIDENT & CEO, SCCA INC.

ROLLING INTO 2022 WITH SCCA PRO!

With this headline, I'm sure many of you already have your cell phones or tablets open, ready to share some "passionate feedback" with me on the topic of SCCA Pro Racing. Before you do – and because you will find many pages in this edition of *SportsCar* focused on the 2022 SCCA Pro Racing season ahead of us – I want to take this opportunity to address a few important questions that I've heard over recent months tied to the future of SCCA Pro Racing.

RECENT HISTORY

SCCA Pro Racing has been part of the SCCA family since 1963, with many years of solid performance. However, across the last several years, the business unit has not performed to our expectations. We undertook significant action in early 2020 (while under pandemic lockdown) to chart a different course for SCCA Pro going forward. The pivot in early 2020 built upon our longstanding partnership with Parella Motorsports Holdings (PMH) via a vis Trans Am, and we engaged PMH as the promoter for 2021 FR Americas Championship and F4 U.S. Championship. Under this approach, FR and F4 races were added to PMH's national Speed Tour weekends, making both series more viable, visible, and attractive to many new teams and participants. Speaking of visibility, the largest ever F4 U.S. field ran with the 2021 U.S. Grand Prix weekend at COTA – the largest motorsports weekend in North America, in recent history.

THE FUTURE

Rolling into 2022, we are building on the successful SCCA and PMH partnership, further reducing the Club's financial liability and maintaining the ability to provide operations, sporting regulations, and sanction support as appropriate for events we choose to support. Let me provide additional clarity through five key FAQs:

- **Did we sell SCCA Pro Racing?** No. We still own SCCA Pro, the business, and its associated trademarks. We simply entered into an extended licensing agreement with the SCCA Pro Racing mark. Note: we already licensed the Trans Am mark to PMH and had extended promoter rights to PMH in support of FR Americas and F4 U.S.
- **Will SCCA Pro Racing continue to lose money?** No. We believe the new business model will return small but consistent, positive annual net revenue to the Club.
- **Aren't we supporting a competitor by partnering with PMH?** No. Many members already run with SVRA, Trans Am, FR, and F4 along with the SCCA, and this will continue. As it relates to Trans Am, FR, F4, and any other series that carries the SCCA Pro Racing mark, the more cars that run under the Pro banner in partnership with PMH, the greater the SCCA benefits.
- **Do I still get VIP credit for working SCCA Pro races?** Yes.

As we roll into 2022, we have improved our collective future with SCCA Pro Racing. The Pro future is based on an already successful partnership. It allows us to meet existing contractual obligations to the FIA, ACCUS, and existing SCCA Pro partners while providing a consistent and positive income stream for the Club. Most importantly, while we will do everything in our power to make the SCCA PRO and PMH partnership work going forward, this improved business model allows us to focus on our core DNA as a Club: amateur motorsports. We can do this while also having access and visibility to some of the most exciting motorsport events and venues in North America. Let's roll! 🏁

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BRIAN BIELANSKI LAUNCHES "INSIDE THE SCCA" PODCAST

Longtime SCCA member and broadcaster Brian Bielanski recently launched the weekly "Inside the SCCA" podcast and has already interviewed a variety of SCCA staffers and Hall of Fame members. Find the "Inside the SCCA" podcast on any podcast application, or by searching for The RacingWire.



Jonathan Velasquez

2022 TIME TRIALS NATIONAL TOUR NEARS

The 2022 season is going to be an exciting one for Time Trials fans as the Tire Rack Time Trials National Tour Powered by Hagerty returns with eight weekends, plus the annual Tire Rack Time Trials Nationals Powered by Hagerty at NCM Motorsports Park.

New for 2022 is where the season begins, which will be Carolina Motorsports Park. Thompson Speedway Motorsports Park then makes its return to the schedule

with a date in early July that coincides with a long Independence Day weekend. New Jersey Motorsports Park is back on the schedule with a stop slated for early August. Another change of note concerns the West Coast visit to Buttonwillow Raceway Park, which now takes place in October.

Of note, are several combo weekends. For example, Global Time Attack will share a weekend on track with the Time Trials National Tour

at New Jersey Motorsports Park, while the events at Pittsburgh International Race Complex, Michelin Raceway Road Atlanta, and Buttonwillow Raceway Park will share the circuit with Summit Racing Equipment SCCA Road Racing action, with some of these events also including either track day lapping sessions, a Road Rally, an autocross, or sometimes a combination of the three.

Head to timetrials.scca.com for more information. 📍

2022 TIME TRIALS NATIONAL TOUR SCHEDULE

DATE	VENUE
March 26-27	Carolina Motorsports Park, S.C.
April 23-24	Eagles Canyon Raceway, Texas
May 12-15	Time Trials Nationals at NCM Motorsports Park, Ky.
July 1-2	Thompson Speedway Motorsports Park, Conn.
July 16-17	GingerMan Raceway, Mich.
Aug. 6-7	New Jersey Motorsports Park, N.J.
Aug. 27-28	Pittsburgh International Race Complex, Pa.
Oct. 29-30	Buttonwillow Raceway Park, Calif.
Nov. 5-6	Michelin Raceway Road Atlanta, Ga.





SCCA CONTINGENCY GOES FULLY DIGITAL

SCCA contingency registration and claims are now digital for all competition programs in 2022, including SCCA Road Racing. So, what's the biggest change? Competitors will be required to take a photo of the left, right, and front of their car at the event – no need for a tech official's signature. Contingency information can be found at my.scca.com.

Philip Royle

Jay Benvenuto

BACK TO TEXAS

The Super Tour returns to Circuit of the Americas in early February.



2022 HOOSIER SUPER TOUR IS ALREADY HERE

The 2022 Hoosier Racing Tire SCCA Super Tour has already begun, with 10 competition weekends for a total of 20 races from January through June. Seven of the scheduled stops will be three-day events and, of course, it all leads to the 2022 SCCA National Championship Runoffs, held Sept. 24-Oct. 2 at VIRginia International Raceway where Summit Racing Equipment SCCA Road Racing national champions will be crowned.

For the latest information, go to scca.com/supertour. 📍

2022 HOOSIER SUPER TOUR SCHEDULE

DATE	VENUE
Jan 14-16	Sebring International Raceway; Fla.
Feb 5-6	Circuit of the Americas, Texas
Feb 18-20	Buttonwillow Raceway Park, Calif.
Mar 11-13	Michelin Raceway Road Atlanta, Ga.
Apr 8-10	VIRginia International Raceway, Va.
Apr 23-24	Hallett Motor Racing Circuit, Okla.
Apr 29-May 1	Pittsburgh International Race Complex, Pa.
May 14-15	Portland International Raceway, Ore.
Jun 3-5	Watkins Glen International, N.Y.
Jun 17-19	June Sprints at Road America, Wis.

DIGITAL MEMBERSHIP AND ANNUAL WAIVER CARDS AVAILABLE

SCCA Members can now keep their membership cards on their phones and sign the annual waiver digitally. Both can be found at my.scca.com, the same location members can go to renew their annual SCCA membership and more online.

Digital membership cards are now accepted at all SCCA events as proof of

membership and contain the same look and information as the plastic cards. But the biggest change is to the annual waiver. While previous versions required a wet signature and paper mailed to the SCCA office, the new process holds the same legality and takes less than five minutes to complete.

The digital waiver and membership cards are good



for both adults and minors, although parents will be required to sign for their children. Also, digital cards and waivers will not be required.

Click the "Online Store" link at my.scca.com, or e-mail membership@scca.com. 📍

ANYTHING GOES

Be it a supercar or a hot hatch, there's a place to compete in SCCA's Time Trials National Tour.

TRANS AM TOP YOUNG GUN AWARD

A new program for young drivers in Trans Am's TA2 class will offer a \$20,000 cash award package in 2022. The Peter Gregg Foundation Young Gun Award consists of a \$20,000 cash prize for the top points-earning TA2 driver who is younger than 25 years old and has participated in a minimum of three national Trans Am races.



Chris Clark



D.E. Baer

OH, IT'S ON

The Enduro National Tour begins in 2022, hitting tracks from coast to coast.

SCCA INTRODUCES ENDURO NATIONAL TOUR

The SCCA Enduro Program is continuing development by adding a four-event SCCA Enduro National Tour to complement the inaugural SCCA Endurance Team National Championship at Sebring International Raceway, which takes place March 31-April 2.

Each of the tracks in the series were selected to introduce the program to a wide audience in cooperation with each of the host track's local SCCA Regions. The Tours will utilize consistent SCCA staff to lead the event and identify challenges as the program develops. Events will include two races per weekend, with each approximately eight hours in length.

More information on the Enduro National Tour, as well as the Enduro Nationals and Enduro ruleset, can be found at scca.com/enduro.

2022 NATIONAL ENDURO SCHEDULE

DATE	VENUE
Mar 31-Apr 2	Enduro Nationals at Sebring International Raceway, Fla.
May 21-22	Nelson Ledges Road Course, Ohio
Aug 6-7	Virginia International Raceway, Va.
Nov 19-20	Buttonwillow Raceway Park, Calif.
Dec 10-11	MSR Houston, Texas



Jason Isley

2022 SOLO TOUR AND PROSOLO SCHEDULES

LAUNCHING INTO THE SEASON

The ProSolo Series heads to Auto Club Speedway in April 2022.

The Tire Rack Solo National Tour and Tire Rack ProSolo schedules for 2022 have been posted, with the National Tour being packed with a dozen events from March to December. Meanwhile, the ProSolo returns with 11 dates spanning March to August.

Of note, is that the 49th Tire Rack Solo Nationals Championship will take place Sept. 6-9 at Lincoln Airpark in Nebraska, with the ProSolo Championship Finale on Sept. 2-4 at the same location.

As always, schedules are subject to change.

2022 SOLO NATIONAL TOUR SCHEDULE

DATE	VENUE
Mar 11-13	South Georgia Motorsports Park, Ga.
Apr 1-3	Las Vegas Speedway, Nev.
Apr 8-10	FedEx Field, Md.
Apr 22-24	Crows Landing Naval Airfield, Calif. (tentative)
May 6-8	Chase Airfield, Texas
May 29-30	Lincoln Airpark, Neb.
Jun 10-12	Grisson Aeroplex, Ind.
Jun 17-19	Seneca Army Depot, N.Y.
Jul 2-3	Bristol Speedway, Tenn.
Jul 8-10	Hampton Mills, Wash.
Sep 6-9	Tire Rack Solo National Championships at Lincoln Airpark, Neb.
Oct 14-16	zMAX Dragway, N.C.
Dec 2-4	Spence Field, Ga.

2022 PROSOLO SERIES

DATE	VENUE
Feb 18-20	Starke, FL; Florida International Rally & Motorsports Park, Fla.*
Mar 18-20	Chase Field, Texas**
Apr 8-10	Auto Club Speedway, Calif.
Apr 29-May 1	Crows Landing Naval Airfield, Calif.**
May 6-8	zMax Dragway, N.C.
May 20-22	MetLife Stadium, N.J.
May 26-28	Lincoln Airpark, Neb.
Jun 29-Jul 1	Bristol Speedway, Tenn.
Jul 15-17	Hampton Mills, Wash.
Jul 22-24	Express Airport, Ohio
Aug 5-7	Oscoda-Wurtsmith Airport, Mich.
Sep 2-4	Finale at Lincoln Airpark, Neb.

* special event
** tentative

SCCA BOD ELECTION RESULTS

The SCCA Board of Directors (BoD) election results conducted in five of SCCA's geographic Areas in late 2021 are in. Three new board members were selected, and two incumbents rejoin the Board for another three-year term.

K.J. Christopher will become Area 7 Director, Clay Turner claims the Area 8 Director position, and Peter Schneider

ran unopposed in Area 1. In Area 5, Peter Jankovskis retains his seat, as does Area 13's Jeff Zurschmeide.

Also, Area 11 Director Jason Isley resigned his position following a move to a different SCCA Area, so per SCCA Bylaws, the BoD selected 17-year-member Dale Shoemaker to complete the current term.

2022 SCCA BOARD OF DIRECTORS

AREA	DIRECTOR
Area 1	Peter Schneider
Area 2	Jack Burrows
Area 3	Lyn Hodges Watts
Area 4	Dayle Frame
Area 5	Peter Jankovskis
Area 6	Chris Albin
Area 7	K.J. Christopher
Area 8	Clay Turner
Area 9	Charlie Davis
Area 10	Charles Dobbs
Area 11	Dale Shoemaker
Area 12	Steve Strickland
Area 13	Jeff Zurschmeide



D.E. Baer

ENDURO RULES GET THE GREEN FLAG

The SCCA Board of Directors has approved the ruleset for the inaugural 2022 Enduro Nationals and Enduro National Tour. Safety regulations largely mirror the existing GCR, but the allowed performance modifications are quite unique. Check them out at scca.com/enduro by clicking the "Rules" tab.

SOLO JUNIOR DRIVER PROGRAM UPDATE

After careful consideration, the SCCA has decided to disband the Junior Driver Program (JDP) and the Junior Kart classes in the autocross program over safety concerns.

The JDP Assessment Committee was named on July 2, 2020, following multiple similar incidents that called into question the safety of the program. Ultimately, the JDP Assessment Committee advised the SCCA Board of

Directors that, even with its proposed changes, there are only a handful of SCCA Regions across the country that would be able to safely host JDP karts.

"The committee explored many options for keeping the JDP program alive because we know the importance of family participation in our Club," Bob Davis, SEB Chairman, said. "Unfortunately, one thing became clear – there were not adequate, reliable ways to

overcome inherent safety issues in the program and no one was willing to put children in harm's way in an effort to do so." 🚫



Rupert Berrington

JUNIOR DRIVERS

Sadly, Junior Driver Program safety concerns were too difficult to overcome.



Philip Royce

BY THE CLOCK

Points will make for an interesting 2022 Solo National Tour.

NEW FOR 2022: SOLO NAT'L TOUR POINTS RACE

The 2022 Tire Rack SCCA Solo National Tour (formerly Championship Tour) will feature a year-long points championship for each class. Competitors will score points in each National Tour event throughout the season, with three of the best-scoring events counting toward the individual season total. Drivers must attend the Tire Rack SCCA Solo National Championships event to be eligible for the year-end trophies; however, results at Solo Nationals will not count in the points chase and instead will be used as a tiebreaker.

Points will be awarded on a performance-based scale, utilizing a formula that the Great Lakes Division has used with great success, rewarding not just finishing position but also relative finish as compared to the class leader. The points formula is:

$100 - 900 \times ((\text{Entrant's Time} - \text{Class Winning Time}) / (\text{Class Winning Time}))$

"It is still possible to attend just one event a year, and we encourage those who want to, to continue to do so," Rick Myers, SCCA's Director of Solo, said. "But this is a new opportunity for those who want to run for a season-long championship to do so." 🚫

IMSA'S 2022 SEASON IS UPON US

IMSA has unveiled its 2022 season, with 13 race weekends spanning from January to October. The action is coming up fast, as the series kickoff with the famed Roar Before the Rolex 24 is slated to take place on Jan. 21-23, followed by the Rolex 24 on Jan. 27-30, both at Daytona International Speedway.

With the Mobil 112 Hours of Sebring coming in March, the series then begins its West Coast swing, which includes stops on the Long Beach Street Circuit and at WeatherTech Raceway

Laguna Seca, before heading east for Mid-Ohio, Belle Isle, Watkins Glen, and more.

The series then celebrates its season finale at Michelin Raceway Road Atlanta with the Motul Petit Le Mans on Sept. 28-Oct. 1.

IMSA's and SCCA's partnership makes it easier than ever for SCCA workers to take part in many of these race weekends, with workers encouraged to contact local SCCA Regions for more information. 🚫

2022 IMSA SCHEDULE	
DATE	NAME; VENUE
Jan 21-23	Road Before the Rolex 24; Daytona International Speedway, Fla.
Jan 27-30	Rolex 24 at Daytona; Daytona International Speedway, Fla.
Mar 16-19	Mobil 1 12 Hours of Sebring; Sebring International Raceway, Fla.
Apr 8-9	Acura Grand Prix of Long Beach; Long Beach Street Circuit, Calif.
Apr 29-May 1	Hyundai Monterey Sports Car Championship; WeatherTech Raceway Laguna Seca, Calif.
May 13-15	Mid-Ohio Sports Car Challenge; Mid-Ohio Sports Car Course, Ohio
Jun 3-4	Chevrolet Detroit Grand Prix; Raceway at Belle Isle Park, Mich.
Jun 23-26	Sahlen's Six Hours of the Glen; Watkins Glen International, N.Y.
Jul 1-3	SportsCar Grand Prix; Canadian Tire Motorsport Park, Ont.
Jul 15-16	Northeast Grand Prix; Lime Rock Park, Conn.
Aug 5-7	IMSA Sportscar Weekend; Road America, Wis.
Aug 26-28	Michelin GT Challenge; VIRginia International Raceway, Va.
Sept 28-Oct 1	Motul Petit Le Mans; Michelin Raceway Road Atlanta, Ga.



Dave Green



LATE
broking

PMH AND SCCA PRO RACING SIGN 25-YEAR AGREEMENT

SCCA and Parella Motorsports Holdings (PMH) have announced a 25-year partnership, where PMH will assume the promotional, operational, staffing, and commercial aspects of SCCA Pro Racing starting in 2022. Sanction and sporting oversight of the F4 U.S. and FR Americas and FIA International events will stay with SCCA Pro Racing.



Garvin Baker

FIRST THINGS FIRST

Racers heading to the 2022 Runoffs at VIR will have a few more performance requirements to hurdle first.



Richard S. James

RUNOFFS QUALIFICATION

SCCA's Road Racing department has announced qualifying criteria for those seeking an invitation to the 2022 SCCA Runoffs taking place Sept. 24-Oct. 2 at VIRginia International Raceway.

One of the largest changes for 2022 involves the return of performance requirements. Beyond the usual finish/participation benchmarks for the U.S. Majors Tour Path, 2+2 Path, and Pro Path, those receiving an invite to the 2022 Runoffs must place in the top half of a car class's Hoosier Super Tour Points

Championship, or do the same in any of the six different U.S. Majors Tour Conference Points Championships. For classes with 20 or fewer participants, Runoffs invitations will be offered to those finishing in the top 10 of the class.

An additional item of note is the special Canadian Resident Provision added to last year's qualification criteria has been removed for 2022.

While finish/participation criteria contained within the U.S. Majors Tour Path, 2+2 Path, and Pro Path remain much the same as 2021, there has been

an update to the Regional and Divisional races counted within the 2+2 Path. Any Regional or Divisional events occurring after the 2021 Runoffs and two weeks prior to the start of the 2022 Runoffs now counts toward qualification benchmarks.

Please note that participation at Enduros cannot be used to qualify for the 2022 Runoffs.

For specific details regarding 2022 SCCA Runoffs qualification, head to scca.com/runoffs and click the "Qualification Criteria" link under "Drivers/Teams." 📍

SCCA HALL OF FAME CLASS OF 2022

The 2022 class of the SCCA Hall of Fame will include a sports car racing champion across multiple decades, an all-around champion driver and promoter, and a group of members who have contributed to the promotion and growth of the SCCA for decades.

Charlie Clark, Howard Duncan, Paul Pfanner, Greg Pickett, and Mark Weber comprise the 2022 class and are slated to officially join the SCCA Hall of Fame during a virtual induction on Jan. 21, 2022, the opening day of the 2022 SCCA National Convention.

You will be able to read

more about these distinguished Club members in the March/April 2022 issue of *SportsCar*, as we dive into their contributions and accomplishments. 📍



THE FIVE

This year, five will be inducted into the SCCA Hall of Fame.

SCCA'S HOWARD DUNCAN STEPS INTO NEW ROLE, LEADING TO PROSOLO GREENLIGHT FUND

Howard Duncan, who has been part of the SCCA Solo Department for more than 30 years, announced his retirement from "full-time" SCCA employment during the 2021 Tire Rack Solo Nationals.

While his list of accomplishments and service to the Solo community is long and worthy of many honors, Duncan isn't quite done yet. To assist with a smooth transition for new leadership taking the reins, Duncan will remain on staff in a part-time role serving as Senior Advisor to Solo through the fall of

2023. During that year, Duncan will celebrate the 50th running of Solo Nationals and serve as Grand Marshal at that momentous milestone event.

In addition, the SCCA Foundation has created the Howard Duncan ProSolo Greenlight Fund, which will be used to provide free ProSolo entries to select SCCA members who are attending their first ProSolo, thus removing a cost barrier to bringing new members into ProSolo. Initial funding of \$7,500 for this new program was generously provided by Brian Connors. 📍



Michael Duval

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STAFF ADDITIONS TO FOCUS ON FUTURE FOR SCCA'S SOLO PROGRAM

SCCA's Solo Program has added two National staff personnel to the Solo Department. Longtime SCCA employee Rick Myers, will now serve as Director of Solo, and longtime SCCA member Brian Mason has been named National Solo Series Manager.



Rupert Barrington



Chris Clark

TRANS AM POISED FOR 2022 SEASON

The SCCA Pro Racing-sanctioned Trans Am Series presented by Pirelli is one of the longest-running championships in motorsports and will celebrate its 55th season with a diverse 12-race 2022 national schedule that will include multiple road courses, a roval, and a street circuit.

Trans Am's 2022 roster of races will be staged at legendary venues across the United States as part of SpeedTour, IndyCar Series, and

NASCAR events. The national program has grown for 2022 to include the "roval" circuit at Charlotte Motor Speedway and the historic Sonoma Raceway, which hosted the Trans Am Pro/Am and Western championships in 2021.

Meanwhile, the Trans Am Series presented by Pirelli Western Championship returns for its sixth season in 2022, visiting seven tracks.

For more info, visit GoTransAm.com. 📍

2022 TRANS AM NATIONAL SCHEDULE

DATE	VENUE
Feb 24-27	Sebring Int'l Raceway, Fla.
Mar 17-20	Charlotte Motor Speedway, N.C.
Mar 24-27	Michelin Raceway Road Atlanta, Ga.
Apr 22-24	WeatherTech Raceway Laguna Seca, Calif.
Apr 30-May 1	Sonoma Raceway, Calif.
May 27-30	Lime Rock Park, Conn.
Jun 23-26	Mid-Ohio Sports Car Course, Ohio
Jul 1-3	Road America, Wis.
Aug 6-7	Big Machine Music City Grand Prix, Tenn. (TA2 only)
Sep 7-11	Watkins Glen Int'l, N.Y.
Oct 6-9	Virginia Int'l Raceway, Va.
Nov 4-6	Circuit of the Americas, Texas

2022 TRANS AM WESTERN C'SHIP

DATE	VENUE
Apr 9-10	Thunderhill Raceway, Calif.
Apr 22-24	WeatherTech Raceway Laguna Seca, Calif.
Apr 30-May 1	Sonoma Raceway, Calif.
Jun 10-12	The Ridge Motorsports Park, Wash.
Jul 15-17	Portland International Raceway, Ore.
Oct 14-16	Utah Motorsports Campus, Utah
Nov 4-6	Circuit of the Americas, Texas

MEMBERSHIP LEADERS

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

MEMBERSHIP REFERRAL LEADERS FOR NOVEMBER 2021

NAME	REF	REGION
Jose De Miguel	21	Puerto Rico
Gayle Jardine	12	Cal Club
Warren Leach	7	San Diego
Carol Deborde	5	Reno
Scott Rettich	5	Ohio Valley
Karen McCoy	4	Oregon
David Melton	4	Kentucky
Carl Somerton	4	Snake River

1,660 additional members have at least one referral.

REGION LEADERS

(Category based on 2020 year-end membership)

REGION	GROWTH
--------	--------

JUMBO REGIONS (800+):

Texas	18.4
Central Carolinas	17.7%
Washington DC	13.9%

LARGE REGIONS (401-799):

Lone Star	20.4%
Susquehanna	15.8%
Buccaneer	15.3%

MEDIUM REGIONS (200-400):

Tennessee	37.7%
Reno	29.5%
Western Michigan	24.8%

SMALL REGIONS (<200):

Allegheny Highlands	189.3%
Puerto Rico	125.4%
West Texas	48.4%

SCCA CELEBRATES WOMEN'S HISTORY MONTH

Janet Guthrie, Lyn St James, Danica Patrick – legends in auto racing. But there are so many more women, both past and present, who have made their mark on our sport. Some are household names, while others are well-known in their SCCA Regions, each playing a pivotal role in the development and advancement of women in motorsports.

During this March's Women's History Month, SCCA Women on Track will introduce you to numerous trailblazers, work horses, and speed demons who have left their mark on SCCA or are role models for kids right now.

Follow along as SCCA Women on Track honors the women at your track, behind the wheel, and behind the scenes, and appreciate and thank them for their impact and passion in all areas of the SCCA.



Courtesy: Sydney Nagel

ON TRACK

From amateur to pro racing, women are involved on all levels.

Daily posts will be made on the SCCA Women on Track Facebook Page (facebook.com/SCCAWomenonTrack), and a weekly wrap up will also be available at scca.com/womenontrack. 📍

CHECKERED FLAGS

As the 2021 racing season came to a close, the SCCA lost several notable members. While we would prefer to do a retrospective on each person, their combined influence on the Club and motorsports would fill this entire issue. Instead, we have chosen to respectfully list them on this page, doing our part, if not all too simply, to recognize their impact on the Club: **Bob Bondurant** (1933-'21), **Susan Cohn** (1938-'21), **Robert E. "Bob" Introne Jr.** (1942-'21), **Robin Miller** (1949-'21), and **Howard "Duck" Allen** (1950-'21).



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THE HEAT



IS ON

Drivers in the 2021 Trans Am, FR Americas, and F4 U.S. championships put everything on the line to become SCCA Pro Racing champs. Here's how it went down...

WORDS Steve Nickless & Philip Royle
MAIN IMAGE Chris Clark



With frazzled nerves, off-course excursions, and last-lap battles, racing beats any TV drama. Then add in the chance to call yourself a pro racing champion, and the heat is on. And, rest assured, the 2021 SCCA Pro Racing season was as hot as ever.

When it emerged in the mid-1960s, Trans Am helped define professional sedan-based American motorsports, and to say huge names arose from this series would be an understatement. George Follmer, John Moton, Bob Tullius, Elliott-Forbes Robinson, Wally Dallenbach Jr., Dorsey Schroeder, Tommy Kendall, Scott Sharp, Scott Pruett, and Boris Said have all won Trans Am championships, and it would be no understatement to say that their accomplishments still add an aura of the extraordinary to the series.

For 2021, the Trans Am Series presented by Pirelli saw the multi-class series return, but with notable additions. For one, the newly minted Pro/Am Challenge helped place the pro series within the grasp of the average Club racer, with a Pro/Am-specific event taking place at Charlotte Motor Speedway – which, in turn, set the stage for Trans Am's big show to head to the North Carolina circuit this coming season. Furthermore, the Music City Grand Prix was added to the mix, with the wildly popular

HUMDINGER

(LEFT) Trans Am's TA2 class has become one of the most hotly-contested pro championships around, with big horsepower racecars battling on an equal playing field. (BELOW) Kyffin Simpson reviews data on his way to claiming the 2021 FR Americas title.



Trans Am TA2 class racing through the streets of Nashville as part of the weekend's IndyCar spectacular. It's notable that TA2 has been invited back for 2022.

Trans Am's Western Championship was also on fire, intermingling several stops with the national series. Claiming one Trans Am title is hard enough, but this year, one driver managed to wrap the season with a matching set in the same class, contesting both the national and Western championships.

On the formula car side, the F4 U.S. Championship and FR Americas Championship, both powered by Honda, also witnessed healthy fields bursting with young talent determined to make their names known. Their ambitions are high, and their on-track performances

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Garvin Baker



Chris Clark

ON TOP
(Clockwise, from TOP LEFT) Noel León had reason to celebrate, having claimed two F4 series titles in as many years. Chris Dyson had a spectacular year, clinching the Trans Am TA championship prior to the final race weekend. Rafa Matos returned to the top in Trans Am's TA2 championship battle.



Chris Clark

made it obvious that this series contains the next generation of IndyCar, IMSA, and maybe even Formula One drivers. For 2021, both the F4 U.S. and FR Americas series saw stunning performances for top positions each weekend, with FR Americas coming down to the wire to determine the overall title. And, in F4 U.S., the eventual championship winner was, in fact, battling for

“Both the F4 U.S. and FR Americas series saw stunning performances for top positions each weekend”

his second F4 title, as he had previously won the 2019-'20 NACAM Formula 4 series. Amazingly, the 2022 SCCA Pro Racing season gets underway in about a month,

with Trans Am heading to Florida for its Feb. 24-27 kickoff; F4 U.S. and FR Americas will not be far behind, with April as their starting points. But before these series hit the track again, flip the page and discover the stories behind the pro races that unfolded over the course of the previous 365 days, and learn exactly what it took for these elite drivers to become 2021 SCCA Pro Racing champions. 📍

2022 SCCA PRO RACING SCHEDULES	
TRANS AM CHAMPIONSHIP	
DATE	VENUE
Feb 24-27	Sebring Int'l Raceway, Fla.
Mar 17-20	Charlotte Motor Speedway, N.C.
Mar 24-27	Michelin Raceway Road Atlanta, Ga.
Apr 22-24	WeatherTech Raceway Laguna Seca, Calif.
Apr 30-May 1	Sonoma Raceway, Calif.
May 27-30	Lime Rock Park, Conn.
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Jul 1-3	Road America, Wis.
Aug 6-7	Big Machine Music City Grand Prix, Tenn. (TA2 only)
Sep 7-11	Watkins Glen International, N.Y.
Oct 6-9	Virginia Int'l Raceway, Va.
Nov 4-6	Circuit of The Americas, Texas
TRANS AM WESTERN C'SHIP	
DATE	VENUE
Apr 9-10	Thunderhill Raceway, Calif.
Apr 22-24	WeatherTech Raceway Laguna Seca, Calif.
Apr 30-May 1	Sonoma Raceway, Calif.
Jun 10-12	The Ridge Motorsports Park, Wash.
Jul 15-17	Portland Int'l Raceway, Ore.
Oct 14-16	Utah Motorsports Campus, Utah
Nov 4-6	Circuit of The Americas, Texas
FR AMERICAS CHAMPIONSHIP	
DATE	VENUE
Apr 8-10	NOLA Motorsports Park, La.
May 19-22	Road America, Wis.
Jun 23-26	Mid-Ohio Sports Car Course, Ohio
Jul 29-31	New Jersey Motorsports Park, N.J.
Oct 6-9	Virginia International Raceway, Va.
Nov 3-6	Circuit of The Americas, Texas
F4 U. S. CHAMPIONSHIP	
DATE	VENUE
Apr 8-10	NOLA Motorsports Park, La.
May 19-22	Road America, Wis.
Jun 23-26	Mid-Ohio Sports Car Course, Ohio
Jul 29-31	New Jersey Motorsports Park, N.J.
Oct 6-9	Virginia Int'l Raceway, Va.
Nov 3-6	Circuit of The Americas, Texas



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2021 TRANS AM TA CHAMPION: CHRIS DYSON

WORDS Steve Nickless | IMAGES Chris Clark



Thwarted by a quartet of DNFs, two-race winner Chris Dyson deserved more than his eventual third-place finish in the 2020 SCCA Pro Racing-sanctions Trans Am presented by Pirelli premier TA class championship. That disappointment, though, became the catalyst leading to a brilliant, title-winning 2021 season.

Dyson's Plaid and new-sponsor ALTWELL liveried Ford Mustang, tended by crew

chief Scott Lupke and Steve Dix (who was borrowed from Greg Pickett), scythed through the field in the 2021 season opener at Sebring, running from last to first to claim the lead on the final lap, and followed that up with six midseason wins to lock up the title before the last race. It was a far cry from 2020.

"Highlights? Honestly, there are almost too many highlights to list," upstate New York native Dyson admits. "This year, we

brought it all together. We had [all] the elements – we had speed everywhere, and we'd proven we could win races in previous seasons. But this year, we matched that with unparalleled reliability, and really showcased what we're capable of.

"I was really pleased to see it," he adds. "We've been overdue the last few years, frankly, to get a result like this."

Seven wins, and each one of them special: "Certainly

the Sebring race – having to start from the back [because of a pre-race tire change] and come through the field under green; and then taking the lead on the last lap of the race, beating Ernie Francis Jr. That last lap around Sebring was pretty special," Dyson recalls.

"Winning at Lime Rock, with my entire family there, was just a huge thrill," he says. "The victory at Road America was particularly rewarding, not just because of



the crowd we were racing in front of, but also since it's one of my favorite North American racing venues. We won there with a car that was wayward – I really, really dug deep in the race for that one.

"We were strong and fast everywhere down the stretch," Dyson adds. "Watkins Glen – winning both races up there. Another one of my all-time favorite tracks, a track that I went to a lot as a youngster. [Winning there] was massively significant."

Dyson's record of seven wins from 10 starts (he missed the COTA finale attending to urgent family matters) belie the challenge he faced all

BRINGING IT HOME

Chris Dyson's 2021 Trans Am TA season was spectacular, but a highlight was undoubtedly him sweeping the races near his home, with two victories at Watkins Glen International (LEFT) and one at Lime Rock Park (BOTTOM LEFT).

JOY IN THE TRANS AM EXPERIENCE

2021 Trans Am champion Chris Dyson has become an ardent booster of the "new era" series he has starred in the last four seasons.

"Well, I think you know, the Trans Am series has been on a progressive march forward in the last four years that I've been involved with it," Dyson says. "It's gone from strength to strength, with great venues and a consistent schedule. I mean, we're going back to all the traditional circuits that have hosted Trans Am for decades. There's a built-in fan base. The North American tracks are, I think, the best in the world, and we get to go to the best ones that any series gets to visit."

"I have to give credit to Tony Parella and John Claggett for listening to competitors and trying to build the best program they can for us as competitors. It's been a lot of work," Dyson says.

"It's all about getting people continually more exposed to the Trans Am series. It was resurrected 10 years ago, and they've been putting up a strong effort in the last few years to grow the media footprint. When you look at and hear about the engagement the brand gets on all the media channels, you know it's definitely on the rise."

"As people are getting more exposed to it, teams and drivers are getting more interested in it, and that tends to feed interest and enthusiasm. You're really seeing this with the TA2 class," Dyson continues. "They are the most exciting cars that you can drive, [and] at an extremely good value point. The competition and the racing are phenomenal. The cars are safe."

"[For continued growth], I think it's just positioning the series and getting that brand awareness out there to show that not only are they great cars to race but that the series still has a great brand value and still gets a lot of attention and eyeballs. There's great racing all the way through the field at different ability levels. But certainly, the standard at the sharp end is among the best I've ever raced with."

Off-track, the camaraderie among the drivers, team members, and officials is almost without peer.

"Well, I think that's the nature of the racing, being a single driver formula with a lot of owner/driver participation," the reigning champ explains. "I think that just naturally creates an environment where everyone feels 'invested in the adventure,' shall we say? And there's joy in the experiences as well as just the business of being there."

CELEBRATION

Trans Am, as Chris Dyson knows, is fun.





“It was so much fun. One of the most memorable years of racing I’ll ever have”
CHRIS DYSON

season from two perennial Trans Am archrivals, seven-time Trans Am champ Ernie Francis Jr. and perennial frontrunner Tomy Drissi, as well as the evergreen Boris Said, who made five electrifying starts during the season.

“Ernie, this year, really established himself beyond the Trans Am paddock and is rightly regarded now as one of the great up-and-coming north American talents,” Dyson notes. “And Tomy Drissi – I have to give him credit. He drove really well this year, the whole year. We had good battles everywhere with both of those guys.”

Dyson, a series regular since 2018, clearly relishes driving today’s Trans Am TA cars.

“Well, they’re the ultimate drivers’ cars,” he explains. “You’ve got massive torque, massive horsepower, and a decent amount of downforce, but no driver aids. [They’re] a lot to manage. They’re thrilling cars – the fastest, most powerful [GT] cars in the world. It’s all ‘subdue the beast,’ and as a driver, it’s truly exciting to be sitting on that kind of a rocket ship. And you have to control it – no computers there to save you.”

As in 2020, Englishman Humaid Masaoood ran the second Dyson Racing Mustang, notching an impressive runner-up finish at Laguna Seca, one of only three appearances. IMSA star Andy Lally drove the car at Lime Rock, picking up a podium finish; and veteran Guy Smith earned podium finishes in all three of his runs in the car (Road America and Watkins Glen twice).

“For sure, the team is capable of running a two-car program. Hameed came in and got two podiums on the West Coast despite having been out of the car for more time than he wanted,” Dyson says. “And, when he couldn’t make events, he was generous to let us put guys who could help come in and support our championship run.

“I had to miss COTA,” Dyson explains, “but Matt Brabham came in and won that race in my car. So, I’ve been able to have terrific help from and support for this championship.

“The whole year was just – it was so much fun. One of the most memorable years of racing I’ll ever have.”

Will he be back in 2022 for a fifth season and defend his championship? “Yes, I think we’d like to have two cars on the grid at all the races next year,” Dyson says. “I look forward to underlining the success we had this year.”

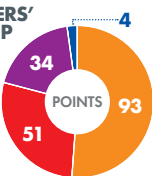
TOP OF THE CHARTS
Road America (LEFT) wrapped an impressive three race winning streak for Chris Dyson (BELOW), as he claimed the checker 8.8sec ahead of his closest competitor.



TA BY THE NUMBERS

MANUFACTURERS’ CHAMPIONSHIP

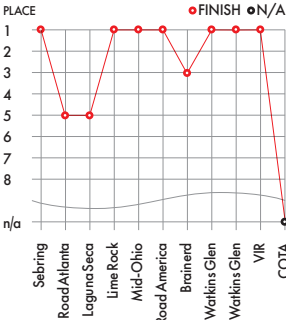
Ford
Chevrolet
Dodge
Cadillac



DRIVERS’ CHAMPIONSHIP (top 5)

Chris Dyson **302** (points)
Tomy Drissi **268**
Ernie Francis Jr. **257**
Ken Thwaits **211**
Amy Ruman **188**

CHRIS DYSON’S ROAD TO VICTORY



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2021 TRANS AM TA2 CHAMPION: RAFA MATOS

WORDS Steve Nickless | IMAGES Chris Clark

Nashville, Round 8 of the 12-round SCCA Pro Racing-sanctioned Trans Am presented by Pirelli TA2 class championship, marked a turning point in the season for Raphael "Rafa" Matos. Embroiled in a points duel with defending TA2 champ Mike

Skeen through the first seven races, Matos would finish off the podium for only the second time during a brutal 2021 season. But finish he did, albeit down in seventh even as minutes ahead, arch-rival Skeen fended off Thomas Merrill to win on the tough, Tennessee street course.

So – a turning point?

"When I look back, I think the hardest and the most important race we finished was Nashville," Matos, the Brazil-born, long-time Florida resident, explains. "Early in the race, I lost my power steering. It was a very, very hot day, and I had to muscle the car

around for 20-something laps. I really thought about stopping because I was fully dehydrated, getting lightheaded, and I started talking to my engineer [Ryan Baldi]. I said, 'I don't think I'm going to be able to finish.' I was completely drained.

"But he kind of coaxed me



CAPPING THE SEASONS

Rafa Matos was a force to be reckoned with at Circuit of the Americas, starting from the pole and then running to a 9.4sec margin of victory.

“A lot of people want to come to Trans Am, especially the young drivers”

RAFA MATOS

Texas finale, with easily a dozen drivers capable of winning each race all season long.

“I think that the hard work [the Trans Am Company] has been putting in the last few years is paying off now,” Matos enthuses. “A lot of people are talking about Trans Am and a lot of people want to come to Trans Am, especially young drivers – the ones who are aiming for NASCAR.”

Matos, winning half the TA2 races en route to the title, teammate Adam Andretti finishing 12th despite missing the first four rounds, and team boss Doug Peterson claiming the Masters title, made a statement for the North Carolina-based Peterson Racing, engineers Baldi and Kevin Allen, crew chief/manager Chris Seibel, and the rest of the 3 Dimensional Services crew.

Matos has driven for Peterson in Trans Am since 2017, leaving for a one-year stint with the new Silver Hare Racing in 2020 as former champ Cameron Lawrence took over his ride in a comeback season, but returning in 2021.

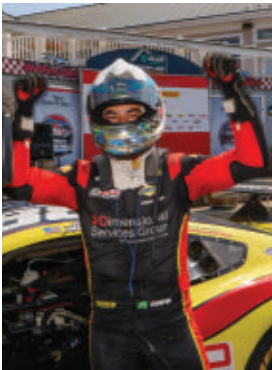
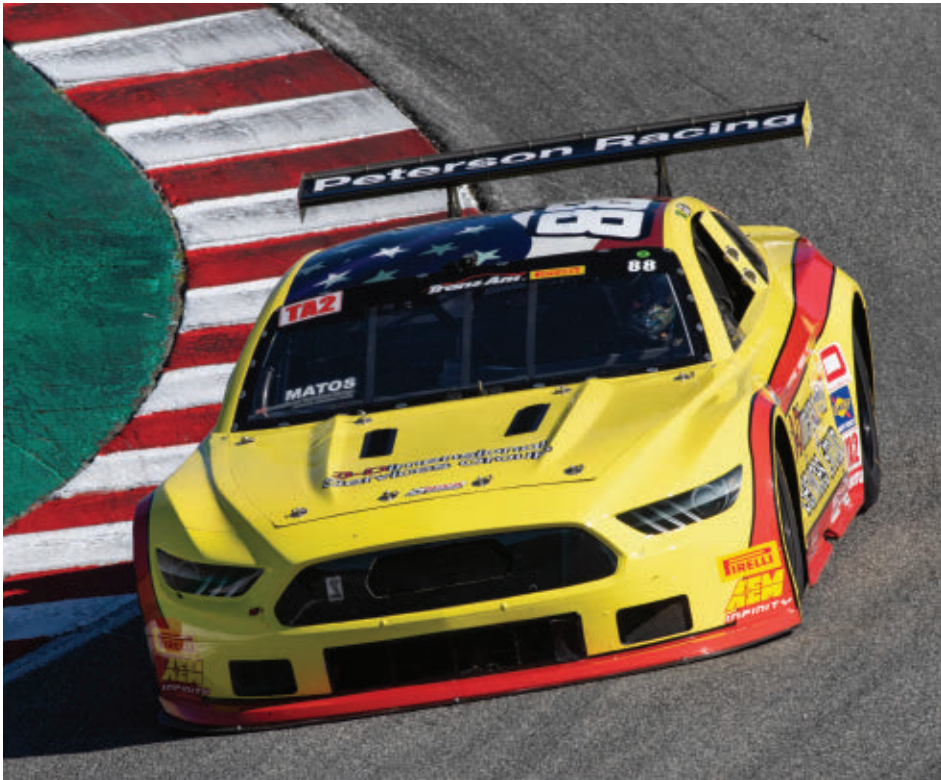
Seemingly destined for greatness in single seaters after starring in the Skip Barber Race Series, Star Mazda series,

along. ‘There’s only 10 laps to go.’ ‘Seven laps to go.’ ‘We gotta finish this one.’ We did. We ended up finishing seventh, incredibly, which gave us 19 points.”

Though he suffered from dehydration for several days, the finish against the odds galvanized Matos and his Doug

Peterson-owned 3 Dimensional Services Ford Mustang team, which would all but completely dominate the remaining races, winning three out of four as Skeen’s challenge faded (involved in a costly crash in the second Watkins Glen race and suffering a rare DNF in the COTA finale).

It was Matos’ second TA2 championship title in his five-year Trans Am career, earned in one of the most competitive, most difficult title races in the Trans Am’s 55-year history. Interest in the TA2 class is exploding – witness a 52-car starting field in the



“We are going to be very well-prepared this race season, even more prepared [than in 2021]”
RAFA MATOS

and Atlantic in the early 2000s, and winning the Indy Lights championship in 2008, his two seasons in IndyCar racing with the small Dragon Racing team were plagued by misfortune.

Disappointed but undeterred, Matos then returned to his

roots – stock car racing in Brazil. Solidly ensconced in Florida by then, married and with a baby daughter, he hated the grind of flying back and forth to South America and so he quickly accepted when Peterson – his sponsor in both Star Mazda and Atlantic – offered a TA2 Camaro ride midway through the 2017 season.

Matos will be back in 2022, aiming for a third TA2 title, with Andretti and boss Peterson as teammates.

“We are going to be very well-prepared this race season, even more prepared [than in 2021],” Matos says. “Adam and I get along very well. He’s a good storyteller and a very quick and talented driver. You couldn’t ask for more from a teammate.”

As TA2 goes from strength to strength, so do its primary protagonists. Having battled heat and heavy steering, surviving to the end in Nashville 2021, two-time champ Matos looks forward to the challenges that come. 🏆

ROAD TO VICTORY

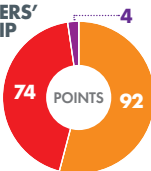
(Clockwise from TOP LEFT) Trans Am’s Round 3 at Laguna Seca was a portent of things to come for Rafa Matos, as it was there that he claimed his first TA2 win of the season. A pair of podium finishes at Watkins Glen set in motion a dominant performance for the remainder of the season. While the Nashville race wasn’t kind to Matos, he notes that weekend as arguably his most important finish of the year.



TA2 BY THE NUMBERS

MANUFACTURERS’ CHAMPIONSHIP

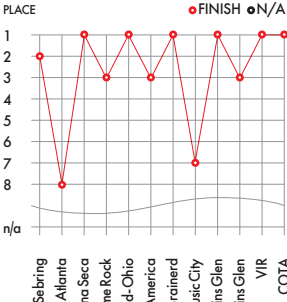
Ford
Chevrolet
Dodge



DRIVERS’ CHAMPIONSHIP (top 5)

Rafa Matos	357 (points)
Mike Skeen	275
Connor Mosack	246
Thomas Merrill	238
Adrian Wlostkowski	191

RAFA MATOS’ ROAD TO VICTORY





MAKE EVERY TANK COUNT.

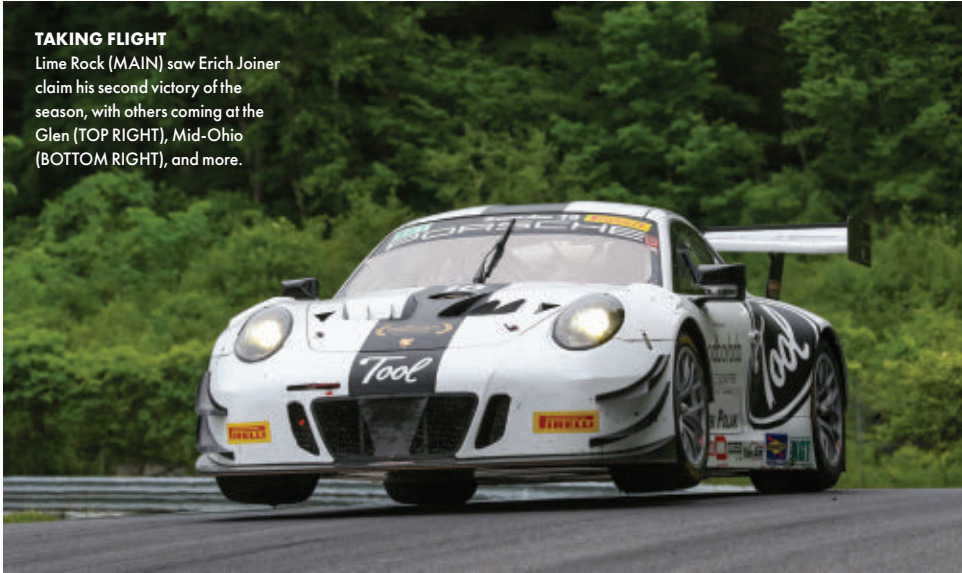


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TAKING FLIGHT

Lime Rock (MAIN) saw Erich Joiner claim his second victory of the season, with others coming at the Glen (TOP RIGHT), Mid-Ohio (BOTTOM RIGHT), and more.



2021 TRANS AM XGT CHAMPION: ERICH JOINER

WORDS Steve Nickless | IMAGES Chris Clark

Filmmaker Erich Joiner's enthusiasm for not only his pair of 2021 XGT class championships but also the SCCA Pro Racing-sanctioned Trans Am presented by Pirelli series bursts through the phone loud and clear. Forgetting now where he first heard about Trans Am's new-for-2020 XGT class, he was intrigued enough to ask friend and factory Porsche driver Patrick Long to help him find a car. Long came through, tracking down from Porsche his own 2016 race-and-championship-winning 991 GT3 R. And, so it began.

"I've driven other Porsches, but this GT3 is amazing," Joiner says. "It took me a little while to get used to it, and a lot of conversation with Patrick about just learning to trust it. But I ended up really enjoying it."

With long-time crew chief Thomas "TJ" Griffith and several members of the Wright Motorsports team, Joiner tested some on the West Coast, then towed to Sebring for the inaugural XGT race in

2020 – which he promptly won, adding two more victories during the coronavirus-marred season.

"It was just a bumpy year for me, my family, my business due to COVID, and we really couldn't get to all the races," Joiner explains. "[In 2021], we decided to make a few more. We missed the first couple [of races] but picked up at Laguna Seca.

Winning all seven races he entered in the national series and three of four West Coast rounds, claiming both the national and Western XGT titles was a surefire enthusiasm builder. But for Joiner, whose production company Tool has a long list of film credits, there was more to it. He greatly enjoyed the fan turnout and interaction at legacy tracks Road America, Mid-Ohio, and Watkins Glen, and he especially enjoyed taking it to some of the more powerful TA2 and even TA cars on occasion.

Indeed, Joiner's Good Boy Bob Coffee Co. Porsche sparred with the TA2 leaders in two combined-class races at Watkins Glen, and he won the Utah West Coast round overall.

"A lot of the memorable races this year were against some of the Trans Am cars," he says. "Obviously, I can't race with Ernie [Francis Jr.] or Chris [Dyson], but there were a lot of guys in the pack of [TA and TA2] cars that we had some great races with this year."

Joiner enjoyed several races in 2021, notably shadowing driver coach Jason Hart, who borrowed Mike Weathers' XGT Corvette for the season finale at COTA, who he passed with a bold move on the last lap following a green-white-checked late race restart.

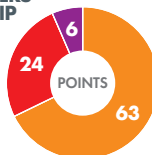
Despite several business interests, Joiner will be back in Trans Am for 2022, but as for whether he'll defend his XGT title or move to another class, he's undecided.

"I'm curious about those TA cars with larger wheels, larger brakes, more horsepower, things like that," Joiner admits. "But what I love about the Porsche is how precise you can be in it, and my heart is with Porsche – my father raced a Speedster when I was born, up and down the East Coast – [we have] a lot of pictures, and I think about that." 📍

XGT BY THE NUMBERS

MANUFACTURERS' CHAMPIONSHIP

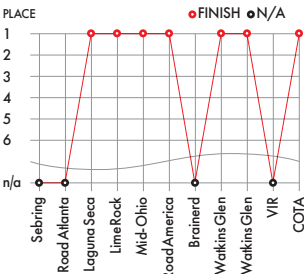
Porsche
Chevrolet
Mercedes-Benz



DRIVERS' CHAMPIONSHIP (top 3)

Erich Joiner **123** (points)
Randy Hale **33**
Mike Weathers **32**

ERICH JOINER'S ROAD TO VICTORY



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THE NEWCOMER

Justin Oakes claimed wins at Sebring (LEFT), Mid-Ohio (ABOVE), and more.



2021 TRANS AM SGT CHAMPION: JUSTIN OAKES

WORDS Steve Nickless | IMAGES Chris Clark

“Where did you come from?” Newly crowned SCCA Pro Racing-sanctioned Trans Am presented by Pirelli SGT-class champion Justin Oakes said he gets that question a lot from folks who’ve watched him, or raced against him, in Trans Am or in a handful of SCCA Hoosier Super Tour races.

At the wheel of a Louis Gigliotti-prepared GSpeed Droneworks Chevrolet Corvette in 2021, just his second summer of racing, the Texan won six of the eight SGT races he entered and finished fifth in his one and only TA2 appearance (in Nashville).

“It’s kind of a surreal situation because we’ve had so much success in such a short period of time in so many different classes,” the Texan laughs. “So, yeah, I get that [question] a lot and it’s really flattering.

“The simple answer is, we kind of came from nowhere,” he admits. “I had no previous racing experience in sports cars. I’m not really a racing fan – or wasn’t. Obviously, I’m becoming more and more a fan now.”

The path to a Trans Am title was sparked by race-driver friends in the Motor Speedway Resort

country club he’d been a member of for two years. COVID locked most of the country down in spring 2020, but MSR Houston’s 2.38-mile, 17-turn private racetrack stayed open and Oakes found he was increasingly competitive.

It was MSR friends, notably GT driver Michael Mills, who pushed him into getting licensed, then into a spec Miata, and in his first ever race – a Hoosier SCCA Super Tour – where he finished fifth.

“I had this kind of natural ability, but I had no experience at all, so literally no race craft. I could drive fast, so I would qualify in the top end, race in the top end, and then I would make a mistake and it was all over,” Oakes recalls.

What changed was meeting driver coach Jason Hart at a WRL race in Daytona. It was the second-ever race for Oakes and Hart was impressed. Afterward, the pair conversed, and the vastly experienced fellow Texan has been his coach ever since.

“I don’t race without him,” Oakes says. “He’s literally taught me everything I know about race craft.”

Still another Texan would be behind his move into – and immediate success

in – Trans Am: Louis Gigliotti, son of Trans Am veteran Lou Gigliotti, proprietor of GSpeed, and a racing Corvette specialist.

“I’m into Corvettes, I have a few, and I met Louis during that first summer,” Oakes says, adding that it was Gigliotti who pitched a Trans Am effort to him last winter.

“I should add that, yes, Gigliotti kicked off my interest, but the thing that really got me to commit to Trans Am was watching Lee Saunders and Adrian Wlostkowski battle in SGT [in 2020],” Oakes explains. “I watched every race on YouTube. Lee was [at the 2021 Sebring season opener] and being able to kind of dice it up with the 2020 champion – well, hell yeah!”

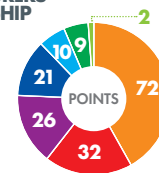
Oakes won that race, and he would win five times more en route to the 2021 SGT title, which he wrapped up early, allowing him to attend the SCCA National Championship Runoffs at Indianapolis, where he competed in Spec Miata and GT-2, finishing on the podium in the latter (in a Corvette, of course).

Vacationing over Thanksgiving with his wife and new baby, Oakes said it was too early to talk about

SGT BY THE NUMBERS

MANUFACTURERS’ CHAMPIONSHIP

Chevrolet
Porsche
Audi
Dodge
Ford
BMW
Aston Martin



DRIVERS’ CHAMPIONSHIP (top 5)

Justin Oakes **220** (points)

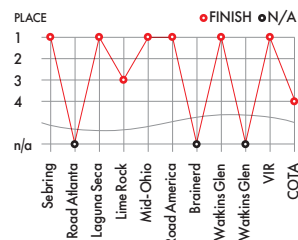
Milton Grant **160**

Carey Grant **151**

Lee Saunders **110**

Michael Phillips **101**

JUSTIN OAKES’ ROAD TO VICTORY



the 2022 season. “We haven’t announced our full plan for 2022 yet, but it has been in the works for a long time and we’re very close. I wish I could tell you all about what we intend to do because it is pretty amazing. It’s going to be a lot of fun.” 🏁

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WINNING GT
A pair of wins was enough for Philip Di Pippo to capture the national Trans Am GT title.

WORDS Philip Royle | IMAGES Chris Clark

2021 TRANS AM GT AND PRO/AM CHAMPIONS

A multitude of classes constitute the SCCA Pro Racing-sanctioned Trans Am Series, with the national series being made up of TA, TA2, XGT, SGT, and GT and, starting in 2021, Pro/Am Challenge variants. Some classes, like the Pro/Am Challenge TA2 class, saw more than a dozen competitors with the overall points battle for second and third coming down to the wire; other classes, meanwhile, might not have been as well subscribed, but that doesn't diminish the accomplishments of those drivers and teams.

For 2021, Trans Am's GT class involved three racers, although it was Philip Di Pippo who clinched the overall title with a pair of wins in his Sasco Sports Ford Mustang. While he found himself without class competition both weekends, he did wind up in the thick of things surrounded by SGT competitors at the Sebring season opener.

In the Pro/Am Challenge TA class, Oscar Teran's season saw only one win, but determination



PRO/AM ROUNDUP

The Pro/Am Challenge crowned four series champs, including Jason Merck in GT (TOP LEFT), Oscar Teran in TA (TOP RIGHT), Natalie Decker in SGT (BOTTOM LEFT), and Sam Mayer in TA2 (BOTTOM RIGHT).

resulted in him collecting more points in his Oscar Teran Racing Ford Mustang than any of his competitors.

Sam Mayer pulled off a triumphant title win in the Pro/Am Challenge TA2 class, scoring nearly three times the points in his M1-SLR/Fields Chevy Camaro as the second-place finisher, despite competing

in fewer races. And, in Pro/Am's GT class, Jason Merck ran his OG Shark/My M/M Technik BMW M3 to an uncontested win.

And, finally, a notable season-long battle came in the Pro/Am Challenge SGT class, where Natalie Decker landed three podium finishes in her NI29 Technologies LLC Audi R8 to take the title. 🏆

GT BY THE NUMBERS

MANUFACTURERS' CHAMPIONSHIP

Ford
Ginetta
BMW
Chevrolet



DRIVERS' CHAMPIONSHIP (top 3)

Philip Di Pippo **30** (points)
Sean Young **18**
Paul Costas **16**

PRO/AM BY THE NUMBERS

TA PRO/AM DRIVERS' C'SHIP (top 3)

Oscar Teran **127** (points)
Jeff Hinkle **34**
Ryan McManus **21**

TA2 PRO/AM DRIVERS' C'SHIP (top 3)

Sam Mayer **149** (points)
Bruce Raymond **59**
Alex Wright **49**

SGT PRO/AM DRIVERS' C'SHIP (top 3)

Natalie Decker **85** (points)
Mark Brummond **71**
Jason Berkeley **19**

GT PRO/AM DRIVERS' C'SHIP

Jason Merck **15** (points)

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TOP OF THE CHARTS

With a solid performance at Laguna Seca, the 2021 TA Western Championship title was earned by Steve Goldman.

2021 TRANS AM WESTERN CHAMPIONS

WORDS Philip Royle | IMAGES Chris Clark

It's no secret that the SCCA Pro Racing-sanctioned Trans Am Series has long been dominated by racetracks far from the West Coast. Despite this (or perhaps because of it), a pent-up demand for "left coast" Trans Am racing led to the creation of the Trans Am West Coast Championship in 2017. Recently renamed the Trans Am presented by Pirelli Western Championship, this offshoot of the Trans Am series saw seven rounds for 2021, with three of those weekends running alongside its big brother national series. In total, nearly 40 racers started Trans Am Western Championship races in 2021, with four racers finishing above the rest.

The Western Championship TA overall winner was Steve Goldman, piloting his LIG Racing Chevrolet Corvette. Admittedly, this was the least subscribed to Western Championship class for 2021, but Goldman still powered

his way to a win, making him the year's class champion.

TA2 in the Western Championship is as hotly contested as TA2's national series, with 29 drivers registered to compete throughout the 2021 season. Carl Rydquist entered the final round of the season having already clinched the title in his RaceCars4Rent/Group Wholesale Ford Mustang, but he still put the hammer down to claim second place at COTA and take the title in style.

The XGT Western Championship was a two-car battle, with Erich Joiner earning the title in his Good Boy Bob Coffee Roaster Porsche 991 GT3R. Of note is that Joiner also won the XGT class in Trans Am's national series.

And, finally, the SGT battle came down to just 13 points, with John Schweitzer ending on top in his Superior Builders Inc. Holden Monaro. 🏆



LEFT COAST RACING

(From BOTTOM to TOP) Erich Joiner claimed the Western XGT title. A tight TA2 battle ended with Carl Rydquist on top. With five podiums, the Western SGT season saw John Schweitzer victorious.

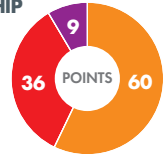
WESTERN C'SHIP BY THE NUMBERS

TA DRIVERS' CHAMPIONSHIP

Steve Goldman **15** (points)

TA2 MANUFACTURERS' CHAMPIONSHIP

Ford
Chevrolet
Dodge



TA2 DRIVERS' CHAMPIONSHIP

Carl Rydquist **204** (points)

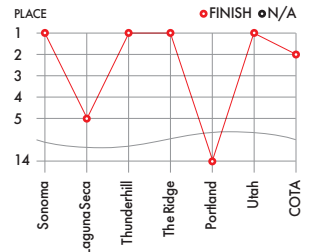
Tim Lynn **147**

Darrell Anderson **146**

Mitch Marvosh **138**

Michele Abbate **123**

TA2 CARL RYDQUIST'S ROAD TO VICTORY



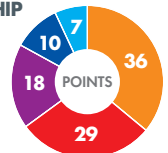
XGT DRIVERS' CHAMPIONSHIP

Erich Joiner **61** (points)

Simon Gregg **18**

SGT MANUFACTURERS' CHAMPIONSHIP

Dodge
Ford
Porsche
Holden
Chevrolet



SGT DRIVERS' CHAMPIONSHIP

John Schweitzer **110** (points)

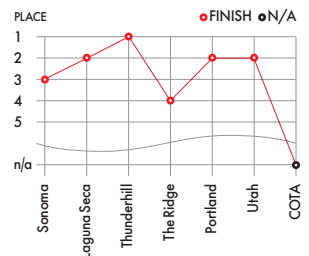
Cindy Lux **97**

Rudy Revak **97**

Dirk Leuenberger **63**

Rob Crocker **50**

SGT JOHN SCHWEITZER'S ROAD TO VICTORY





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Eyes up, look ahead. It's all but the Golden Rule of motorsports. And rightly so, since where you're looking largely determines your path, greatly increasing your chance of success in even the worst of situations. While this method is invoked on track by every racer over the last few years, Kyffin Simpson seemingly took it to a whole new level.

The impressive trophy stating that Simpson is the 2021 series champion of the SCCA Pro Racing-sanctioned Formula Regional Americas Championship Powered by Honda doesn't give many details. It doesn't tell of his seven wins in 18 races, or his triumphant comebacks during two key race weekends. It also doesn't

reveal that his run for the 2021 FR Americas title didn't start in March 2021 when the first green flag flew; rather, his eyes fixated on the target in early 2020.

"I did the first half of the [2020 SCCA Pro Racing F4 U.S. Championship] season, and then I did the second half of Formula Regional," Simpson explains, adding that the move came in

"We decided to get some practice in with Formula Regional through racing, so I'd be ready"
KYFFIN SIMPSON

part because the F4 season wasn't going as planned, and because they knew he would be competing in FR Americas

2021 FR AMERICAS CHAMPION: KYFFIN SIMPSON

WORDS Philip Royle | IMAGES Gavin Baker

come 2021 no matter what. "We decided to get some practice in with Formula Regional through racing, so I'd be ready for 2021."

Under the same TJSPEED Motorsports team banner he raced in F4 U.S. competition, Simpson left F4 behind, jumping full bore into FR Americas in September 2020, eyeing his 2021 run for the FR Americas title

through what was essentially a nine-race test session.

"I had to adjust to a lot, but it was a lot of fun to do, and I quite enjoyed it," Simpson admits of the series swap. "I was quite quick at a couple of tracks [in 2020 in FR Americas], and it helped because I got to learn the race craft with the car and the higher downforce."

ON A ROLL

(LEFT) The final FR Americas race weekend of the 2021 season took place at Circuit of the Americas, with Kyffin Simpson locking up the championship in the first race of the triple header. Despite that, he ran hard in the final two races and closed the season with a pair of victories. (RIGHT) On the grid at Road Atlanta, Simpson had little idea of the season to come. By the weekend's conclusion, though, he had three wins and a solid hold on the points championship.

F4 cars have some aero, but Simpson points out that while the 270hp Ligier FR Americas formula car offers great speed, it's not without its challenges. "With the downforce, it creates a lot more dirty air when you're behind someone, so it's more difficult to pass," he notes.

Time in the more powerful Ligier paid off, as Simpson rocketed into the 2021 FR Americas season with a vengeance, sweeping the opening weekend at Michelin Raceway Road Atlanta with three poles, three wins, and one massive smile.

Competition and winning, it should be noted, are nothing new for Simpson. Currently age 17, he boasts roughly eight years of motorsports experience, with numerous karting accolades to boot. "I won two karting championships in Barbados, and then I won the 2019 SSKC [Sunshine State Karting Challenge] in Juniors," he says, although that's only a fraction of his actual karting success.

Ironically, though, Simpson's life plans didn't initially include motorsports. "Not in the first year [of karting]," he points out. "In the second year, I started watching F1 more and I really liked watching all of the races. I wanted to be an F1 driver from about age 11."

F1, he says, would still be amazing, but his sights are now trained on IndyCar, and to get there, the first hurdle was winning FR Americas; step two is campaigning Indy



Lights in 2022. To that end – and similar to the way he hedged his bets in FR Americas – he split time in 2021 between the FR Americas and Indy Pro 2000.

"[Indy Pro] was good to do to learn the tracks for Indy Lights," Simpson explains of the thought process. "It was an OK season, we had a couple podiums, but we got to learn all of the tracks and oval racing, which is a big thing."

Simpson also spent time participating in the 2021 Honda Performance Development GT3 Academy, wheeling something rather less familiar to him: a sports car. But the actual vehicle was simply a means to an end. "We wanted to do the GT3 Academy to learn all of the things you don't learn in the feeder series, like pit stops, tire management, traffic management, and all of that kind of stuff – it's in GT racing and endurance racing and IndyCar, but it's not so much in feeder series," Simpson says. "We did that to learn fuel saving and everything, and I enjoyed doing it. If I could go back in time, I would do it again, because it taught me a lot of important things."

Back to Simpson's campaign for the 2021 FR Americas Championship, Simpson even



added pre-season testing prior to the series' March launch. "It helped a lot," he says. "I was also working with the same engineer, Tim Neff, as the year before, so we really got to know each other quite a bit.

"It's quite important [to know the team and the engineer]. I worked with Tim for the last three races of the 2020 season, and it was pretty good. We didn't really have great pace, but then we got into winter testing for 2021 and we were...kind of quick. He knew what I liked in a car a little more, and that helped him give me what I needed, so when I got into the [2021 FR Americas] season, I had pretty good cars at every track."

The prep culminated in sweeping the opening 2021 FR Americas weekend at Michelin

Raceway Road Atlanta, followed by a fourth and a pair of wins at Road America. Then came Mid-Ohio, and the foundation of a dream season began to crack.

"We didn't have the greatest car at the beginning of the weekend," Simpson admits. "When the official practice session came around, we were doing a race run to work on race pace – we had high fuel and we really weren't that quick. Then qualifying got rained out, so qualifying went off practice time, and that meant we had to start at the back of the grid for race one.

"Mid-Ohio's a pretty hard track to pass at, so I ended up getting by my teammate, then I made a mistake and hit a curb too much and went off the track."

Even so, his experience in the

series quickly paid off. Knowing the race's fast lap counted as qualifying for the next go-round, his strategy instantly shifted.

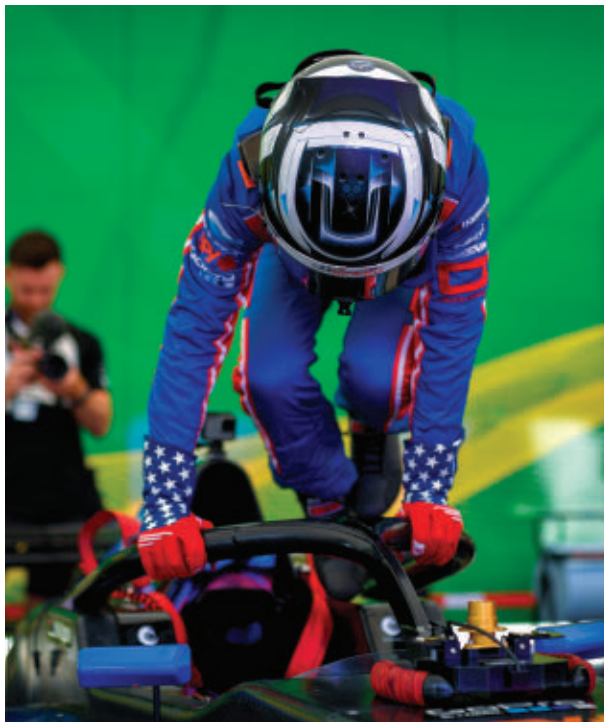
"After I went off track, I went into the pits to make sure the car was OK, and they made sure to give me a gap to the people in front so I could go and set a fast lap," he says. It paid off, and Simpson started P2 in the second race, not only clinching a podium finish but also setting the fastest lap of the race to put him on the pole for the final race of the weekend. That start turned into another podium and more points toward the championship.

"It's something I knew from [2020] in F4, that the times move on to the next race," Simpson says. "We had a little bit of that, as well, at Road America in the

first race when I stalled at the start – I was able to set a quick lap there to set up for the next race."

With an impressive season nearing its end, Simpson found himself in a points showdown with Joshua Car, a racer he'd eyed at the Road America tripleheader as having serious championship potential. Come the Circuit of the Americas season finale, Simpson was the one to beat, although Car stood a genuine chance of upsetting the scales. To clinch the overall title, Car needed podium finishes as well as Simpson to have poor results for the remaining three races. Tensions were undoubtedly high as they gridded for the first standing start of those three races, Simpson on the pole with Car to his right.

"Josh had put on new tires



"He knew his only shot [at the championship] was to pretty much win all three races"
KYFFIN SIMPSON

because he knew his only shot [at the championship] was to pretty much win all three races, and he knew that I couldn't score too many points or he would lose the championship," Simpson recalls. "He was on new tires, and I was on my qualifying tires, and I was trying to hold him behind me until his new tires went away, and then I figured I'd be able to pull away from him. But by about lap four, he went for a pass on me, and on the exit of the corner we made contact and both of us lost our front wings, so we both had to go to the pits."

Despite Simpson's 11th-place finish – his lowest since Mid-Ohio – Car was left with an insurmountable points deficit, placing the championship in Simpson's hands. But for Simpson, the race weekend was far from over.

"I still wanted to close the season out with two more wins," Simpson adds. "I was hoping to close the season with a clean sweep like how the season started, but we had contact, so I wasn't able to get that first win."

With the Drivers' Championship in hand – which, incidentally, helped earn TJSpeed Motorsports the FR Americas 2021 Team Championship – Simpson was also awarded a \$600,000 scholarship from Honda Performance Development and

Honda Motor Company to put toward the 2022 Super Formula series. Simpson's vision, though, is on Indy Lights with TJSpeed for the coming season, so as for that scholarship, "We haven't decided anything on that yet," Simpson says. "I'm just grateful to Honda that I get anything at all."

Considering he's always looking ahead, the question becomes, if 2022 is Indy Lights, what's his eye on for 2023 and beyond, or as he nears the top of the feeder-series ladder, is there a strategy shift? "As of right now, the plan is to start 2022 and see where we are," he says. "Who knows, I could get into IndyCar by 2023, or I could be doing something else. We have no clue right now. It's taking it step by step and seeing where we end up." 🏁

JUMPING IN

(FAR LEFT) Kyffin Simpson managed two clean sweeps in 2021, with the second coming at Brainerd. (Clockwise, from TOP LEFT) Simpson hops into his car during a Mid-Ohio race weekend that had a rocky start. With three wins during the season opener, Simpson spent plenty of time in victory circle. VIR was a bit of a struggle, but victory eventually emerged.



FR BY THE NUMBERS

DRIVERS' CHAMPIONSHIP (top 5)

Kyffin Simpson **314** (points)

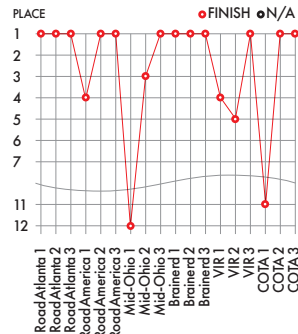
Joshua Car **218**

Ernie Francis Jr. **160**

Varun Chaksey **144**

Jordan Missig **142**

KYFFIN SIMPSON'S ROAD TO VICTORY



TEAM CHAMPIONSHIP (top 5)

TJSpeed MotorSports **529** (pts)

Crosslink Competition **332**

Newman Wachs Racing **277**

Velocity Racing Development **198**

Future Star Racing **160**



WORDS Philip Royle | IMAGES Gavin Baker

2021 F4 U.S. CHAMPION: NOEL LEÓN

His launch was strong, but it was obvious from lap one that this championship wasn't Noel León's for the taking. In fact, come Round 1 of the 2021 SCCA Pro Racing-sanctioned Formula 4 U.S.

Championship Powered by Honda season, everyone could see that this 17-round shootout would absolutely come down to the wire.

The 2021 F4 U.S. season kicked off at Michelin Raceway

Road Atlanta with León comfortably on the pole – that is to say, if 0.49sec can be construed as comfortable. Second-place qualifier Jason Alder, however, managed to take the lead and, following

a nose-to-tail battle, beat León to the checker by 1.7sec. Race two of the tripleheader weekend brought more of the same, this time with Alder taking both the pole and win, though León was cutting



into that margin of victory. By Round 3, it was León on top for both the green and checker, besting Alder by 0.5sec.

"I really like Road Atlanta, especially now that I got my first career F4 U.S. pole here,"

León quipped shortly before the first green flag of the season.

León, it should be said, is no stranger to pole positions in F4 cars. The 17-year-old Monterrey, Mexico, resident contested the 2019-'20 season of the NACAM

RUNNING HARD

(LEFT) Heading into the final weekend of the 2021 F4 U.S. season at Circuit of the Americas, Noel León needed just a handful of points to lock three others out of contention for the Drivers' Championship. Rather than hold back, though, he raced to a pair of second-place finishes, earning the overall title and a trip to the FIA Prize Giving Ceremony in Paris (BELOW).

F4 Championship, scoring more poles than anyone that year. By the time the 2019-'20 NACAM F4 season concluded, León also had seven wins and the overall championship title to his name. From there, his sights shifted to F4 U.S.

With the 2021 F4 U.S. series solidly underway, León and Alder had proven their worth, but by the time the series hit Brainerd for Rounds 10-12, it was apparent that this was a four-driver bout for the championship, with Mac Clark and Nico Christodoulou lurking.

Problems hounded Alder throughout the season, and soon it was Clark pressuring León. Still, exiting Rounds 13-15 at VIR – and despite León's two podium finishes at the Virginia racetrack – León, Clark, Alder, and Christodoulou would enter the final two rounds at Circuit of the Americas with a shot at the championship.

Like León, Christodoulou is an experienced hand at Formula 4. In fact, he raced alongside León in the 2019-'20 NACAM F4 series, finishing second in the points while also competing in the 2020 F4 U.S. series. Regardless, his chances at claiming the 2021 F4 U.S. title were now slim – a disappointing Mid-Ohio tripleheader had cost him dearly in the points. Christodoulou's 141.5 points entering the Austin, Texas, finale left him 34.5 points behind series leader León. With 25 points



"I really like Road Atlanta, especially now that I got my first career F4 U.S. pole here"
NOEL LEÓN

on the line for a win and 18 for second, the COTA doubleheader technically offered him a shot, but it was a long one. Alder, meanwhile, had earned a healthy 151 points in the first 15 rounds, and Clark could all but taste victory with 170.5 points.

The grid for the penultimate round of the 2021 F4 U.S. season saw León and Clark on the front row, with Alder in fourth; a penalty dashed Christodoulou's hopes as he was forced to start from pit lane.

With the championship in his sites, Alder jumped into the lead and handled a race restart well, keeping him up front to the checker. Unfortunately for him, León was next to cross the line.

Come the final race of the season, León's points lead held strong, but Clark was just 17.5



points away, with Alder another half point back. Breathing room was slim. Meanwhile, despite Christodoulou now being out of contention for the title, he was the one on the pole.

As it turns out, Christodoulou landed the race win – his second of the season and a powerful finish to his year – while Alder was forced to settle for sixth. Clark crossed the stripe in third, but it was the back of León's transmission he was looking at as he passed the checker. The championship was León's – his second Formula 4

"There's a lot of talent in the field, so there were a lot of race winners...it wasn't easy to win races"
NOEL LEÓN

championship in as many years.

"The race weekend went just as planned," León said after the final race at COTA. "We had a really conservative weekend. We didn't need to win the race – we were just out to gather points, and that's what we did."

Even so, he admitted the season was a different story.

"It's been a hard year [in F4 U.S. competition]," León confessed. "There's a lot of talent in the field, so there were a lot of race winners – [Jason] Adler, Nico [Christodoulou], Mac [Clark] – it wasn't easy to win races. It was more about consistency."

What's next for León? With the F4 U.S. title, León also earned a scholarship to compete in the SCCA Pro Racing-sanctioned FR Americas Championship Powered by Honda for the 2022 season, so there's a very good chance we'll see him vying for his third FIA title. 🎯

WHAT A RIDE

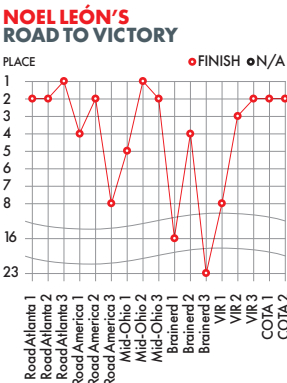
(Clockwise from TOP LEFT) With nine podium finishes, Noel León became a common sight on the 2021 F4 U.S. podium. Sitting on the pole at Mid-Ohio for the first race, León didn't yet know what a rollercoaster the weekend would become, with him scoring a fifth-place finish followed by a win and a second. The 2021 F4 U.S. season kicked off at Road Atlanta, with León earning the first pole of the season.



F4 BY THE NUMBERS

DRIVERS' CHAMPIONSHIP (top 5)

Noel León	212 (points)
Mac Clark	191.5
Jason Alder	184
Nico Christodoulou	174.5
Matt Christensen	94



TEAM CHAMPIONSHIP (top 5)

Velocity Racing Development	381.5 (pts)
Gonella Motorsports	237.5
DEForce Racing	212
Crosslink/Kiwi Motorsport	184
Jay Howard Driver Development	169

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FULL HOUSE

Boasting perfect racing weather and heart-stopping, last-lap battles, the 2021 Gran Turismo East American Road Race of Champions at Michelin Raceway Road Atlanta couldn't have gotten any better

WORDS Paul Brewer | IMAGES Clark McInnis



Seeing the November calendar reminder for reverting to Standard Time has special meaning to SCCA Regional racers – it's time for the Gran Turismo East American Road Race of Champions at Michelin Raceway Road Atlanta. So, on a cool Nov. 5-7, 2021, weekend – and despite COVID

pandemic protocols still being in effect – racers hit a road course that boasted not only perfect conditions for generating horsepower, but also for fantastic side-by-side racing.

Friday morning's brisk temperatures ultimately led to lap records dropping, and for Group 1 – which was a mixture of small-bore production-based cars

from 10 different classes – that meant Danny Steyn was on a tear.

As expected, Steyn grabbed the STL pole in qualifying, but he had a fast pack of cars nipping at his heels. At the green flag, Steyn led the field with third-place qualifier Alan Cross in STL grabbing second overall ahead of Kevin Ruck in EP. Lap four saw Ruck claim the lead and

hold it to the finish with Steyn and Cross trailing, Steyn with a new lap record. The racing in the pack was outstanding, with class leaders frequently swapping leads – you can check out those winners in the results listed elsewhere in this coverage.

Group 2 saw small formula racecars hit the winding 2.54-mile northern Georgia circuit. Based



GREEN FLAG

The weekend's activities kept everyone hopping, especially when Sunday's 90-minute ECR and Atlantic Pro Cup races were combined and run concurrently.

picking off cars to grab second place by lap four. Mucha steadily closed on Stanford but couldn't make a pass. Stanford took the win, set a new GTA lap record, and logged the group's fastest race lap. Think about that: A GTA car outpacing an ASR (and passing tech).

Improved Touring classes made up the fourth race group. David Spillman and William Phee in ITS, however, were the class of the field. Phee qualified second but grabbed the lead on lap one and held on with Spillman nipping at him to the finish.

Race Group 5 saw SRF3 take to the 12-turn circuit. Qualifying was close, with Connor Roberts taking the pole over Thomas Weir by a tenth of a second, although that mattered little as the top five qualifiers were within one second of each other.

The start was beyond interesting – it was terrifying. Several cars tangled at the green flag, with David Brown taking flight, getting hit while air-born, landing upside down, and skidding on his top for 30 yards or so, then flipping back on his wheels. Thomas Weir was also out. A black flag ordered racers into the pits while the carnage was attended to. Fortunately, all drivers were OK.

When the race restarted, Roberts took a lead he never relinquished with Matthew Horst and Jacob Delly completing the podium.

on qualifying times, it appeared Porter Aiken was destined to take the Formula F gold. However, Jonathan Lee, who qualified more than a second behind Aiken, found enough speed, come the race, to make this race a tight one.

Aiken "allowed" Lee to pass on the penultimate lap to set up a re-pass at Turn 10 on the final lap. It worked, with

"Racers hit a road course that boasted not only perfect conditions for generating horsepower, but also for...racing"

Aiken taking the win over Lee by a scant 0.15 seconds.

The big-bore ground pounders hit the track for Group 3,

and they didn't disappoint. In qualifying, Jack Stanford demonstrated that he may have the fastest GTA Chevrolet on the planet. The fly in the ointment for an overall win for Stanford, however, was Jacek Mucha in his ASR, who had a poor qualifying session and started fifth.

At the green, Stanford was in the lead, while Mucha began

EVENT REPORT

FRIDAY FIGHTS

(BELOW) A full field kicked off ARRC racing on Friday, with Kevin Ruck leading the charge in an EP BMW. (TOP, LEFT to RIGHT) William Phee ran to an ITS victory on Friday, although his margin of victory was barely one second. In the same race group, ITB was won by Frank Schwartz in a B-Spec Mini.



Group 6 was the always entertaining Spec Miata event. Danny Steyn returned to the track and took his perennial pole position, but Marc Cefalo wasn't far behind, so spectators were in for a dual.

At the green flag, Steyn grabbed the lead and Cefalo got punted well back in the pack, eventually fighting back to finish fifth. Steyn dominated

the go-round with Chris Halderman and Raiden Nicol completing the podium.

The Group 7 races saw prototypes and formula cars battle. John McAleer stated at the start of the weekend that he was going to go for an overall lap record in his P1 or blow up trying. While he didn't do either, he dominated the group with his overall win and

"The day's Group 1 was the small-bore production classes, and it was suspected it would be a brawl"

margin of victory of more than 33 seconds. The FE2 class had an entertaining dual between Bailey Monette and Scott Rettich, with Bailey grabbing the class

win, although it was Rettich who set a new FE2 lap record.

Group 8 was the Atlantic Pro Cup event with STL, SM, T4, SMSE, and ITT racers. Trevor Degioanni was the class of the APC with a pole three seconds clear of the field. At the green, as expected, Degioanni ran away with the win and lapped everyone at least once. There was good racing in the



RISING TO THE TOP

(LEFT, TOP to BOTTOM) Porter Aiken (21) led the Formula F field to the checker on Friday and Saturday, although the battle was tight, with just 0.15sec separating him from second-place finisher Jonathan Lee (0) on Friday and 0.241sec deciding Saturday's battle. Group 3's green flag brought excitement as Jack Stanford in a GTA car and Jacek Mucha in his ASR fought for the overall win. The weekend's two Spec MX-5 Challenge races saw Matt Fassnacht on the top step both times.



field, with other class winners including Matt Stretch (SM), John McLendon (T4), and Paul Brewer (ITT). The day ended at the Paddock Grill with a social event in the open-air patio for social distancing.

Saturday kicked off a full day of Gran Turismo East ARRC Championship and 2022 SARRC races, as well as a Spec MX-5 Challenge Series presented by Toyo Tires race. And, like Friday, Saturday's temperatures were perfect for some fast racing.

The day's Group 1 was the small-bore production classes, and it was suspected it would be a brawl between Kevin Ruck (EP), Danny Steyn (STL), and Alan Cross (STL). At the green, Ruck grabbed the overall lead with Steyn lagging behind. Steyn pitted on lap three leaving no challenger for Ruck, who pulled a large margin on the field – until the penultimate lap when he dropped out, handing the win to Alan Cross.

Other races were equally great, with the top finishers listed elsewhere in this coverage, but of note was Frank Schwartz setting a new B-Spec lap record.

Race two was for the small formula classes. There, Porter Aiken pulled a cool move in Friday's race to win, setting up a pass for the last lap. Could he make it work again? At the green flag, Aiken took the lead over David Adorno followed by Jonathan Lee. After a full course yellow on lap three, these three

OLD AGE AND TREACHERY...



RACING BUDDIES

Jack Walbran (TOP) and George Bugg (ABOVE) enjoy the battle.

Jack Walbran and George Bugg are buddies racing in the same Formula 500 class and have competed against each other for a while. The fact that Walbran is 80-years old doesn't seem to have slowed his racing, and it certainly hasn't affected his race craft. In fact, he's been running F500 for 40 years.

"I qualified on the pole, but it seems some of these younger guys ran me down," Walbran stated. "Fortunately, a Formula F came by and gave me a draft, so I picked him."

For Bugg: "I qualified second and managed to sneak by Jack somewhere in the middle of the race. I came around on the back straight for the last lap and got lapped by a couple of really fast Formula Fs, so Jack got me."

"It's always an honor to be on the track with Jack, and I'd rather beat him, but if I have to lose to someone, it's Jack. I'm good with that."





SETTING THE PACE

(ABOVE) Danny Steyn (39) was the driver to beat in Spec Miata, although many eyes were on Skyler Cottrell (99).

remained in the same order for a few laps, then they began swapping places. Jonathan Lee led the most laps with Aiken in second and Adorno following. They were pretty much nose to tail the entire race until, once again, Aiken made a pass on the last lap to take the win over Lee and Adorno. George Bugg, meanwhile, avoided the previous day's late pass to take F500.

Race Group 3 was for the big-bore racers. Would Jack Stanford in his blindingly fast GTA Chevy hold off Jacek Mucha in his ASR once more?

At the green, Stanford grabbed the lead with Mucha hot on his tail. Lap two saw them go into turn one side by side with Stanford holding off Mucha. Mucha made the pass on lap four and held it for four laps until he began to slow, letting Stanford back to the point,

where he stayed – opening a 39-second margin of victory.

The Spec MX-5 Challenge Series presented by Toyo Tires Race 1 closed out the morning. Matt Fassnacht took the pole, but the top six were within one second so good racing was both promised and delivered.

Fassnacht led the entire event, but there was action throughout the field. Charles Mactutus steadily worked his way from fifth on the grid to grab second, with Joey Atanasio completing the podium. The margin covering the top three was a half second.

Group 4's IT classes took to the track again, then it was another great battle. It was mostly a two-car ITS battle at the front, with William Phee and David Spillman sparring. Spillman led the first nine laps and Phee took the lead on lap 10,

holding it to the checker. Roger Fugett led ITA until suffering damage on lap six, dropping him back through the field.

Race Group 5 was another SRF3 battle, and it was the Matthew Horst and Connor Roberts show. The race began with a full-course yellow on lap one. At the restart, these two drivers swapped the lead so often it was tough to keep track. But at the stripe, Horst's margin of victory (thanks to a last-lap pass) was just 0.4sec.

Spec Miata entered the track for Group 6, with Danny Steyn on pole with Marc Cefalo sharing the front row. Cefalo grabbed the lead on lap one and held off Steyn until lap four. They raced nose to tail for most of the race, with Todd Buras holding down third.

The feel-good story of the weekend, however, happened

"Skyler [Cottrell] recently lost his racing patriarch grandfather, Ken, so this podium finish was even sweeter"

on the final lap when Skyler Cottrell, competing in only his second ARRC, pulled a pass on previous champion Buras to take third place. Skyler recently lost his racing patriarch grandfather, Ken, so this podium finish was even sweeter. Virtually every Spec Miata racer surrounded Skyler to congratulate him after the race.

Race Group 7 saw prototypes and open wheelers once more – and again, John McAleer was totally dominant. Bailey Monette in FE2 grabbed second overall midway through the race, pushing back P1 racer Garry Crook and fellow FE2



SEEING DOUBLE

Group 7 was filled with both formula cars and sports racers. But be it Friday or Saturday, John McAleer (ABOVE) won P1 and Bailey Monette (TOP) claimed FE2.

racer Scott Rettich. That left McAleer with the P1 win, with Monette taking the FE2 win.

Saturday concluded with a social and dinner to celebrate the Gran Turismo East ARRC winners.

Sunday kicked off with race two of the Spec MX-5 Challenge Series presented by Toyo Tires. There, Charles Mactutus took the pole for Sunday's race, with Matt Fassnacht sharing the front row. Fassnacht grabbed the lead on lap one, gave it back on lap two, but inherited the lead again when Mactutus dropped out on lap 14.

Joey Atanasio moved from starting fifth to take second, but Connor Zilisch had the drive of the day. Zilisch started third, got booted back to 11th in the field on lap one, then battled back to regain the final step on the podium. The margin of victory was a huge one second.

Sunday then concluded with the 90-minute ECR and Atlantic Pro Cup Race 2 event run concurrently. The small APC field podium was Thomas Annunziata, Robert Roland, and Bill Roland. The ECR, meanwhile, was dominated by SRF3 entries, with Connor Roberts making it to the checker first, followed by John McAleer and Jacob Deily. Class winners included Matt Stretch (SM), Ryan Harrison (STL), Roger Fugett (ITB), Francis Selldorff (ITB), and Bill Roland (SMSE).

Atlanta Region managed another great weekend of racing with its Gran Turismo East ARRC Championship event. And, remember, next year when you see that time change noted on your calendar, it's time to head to Michelin Raceway Road Atlanta. 📍

AMERICAN ROAD RACE OF CHAMPIONS

MICHELIN RACEWAY ROAD ATLANTA | Braselton, Ga. | Nov. 5-7, 2021

FRIDAY PODIUM FINISHERS

(Group 1) EP: 1. Kevin Ruck (BMW) 1:35.898; 2. Steve Rose (Mazda); 3. Al Pierce (Mazda); **FP:** 1. Matt Reppert (BMW) 1:39.198; **HP:** 1. Will Perry (Honda) 1:43.286; 2. John Mark Gray (Mini); 3. John Fine (Honda); **STL:** 1. Danny Steyn (Mazda) 1:35.791; 2. Alan Cross (Mazda); 3. Ryan Harrison (Mazda); **STU:** 1. Robert Iverson (Honda) 1:44.721; 2. Michael Reece (Honda); **T3:** 1. Anthony McIntosh (Mazda) 1:40.464; 2. Jared Thomas (Mazda); 3. David Staab (Mazda); **T4:** 1. Robert Spence (Mazda) 1:41.348; 2. John McLendon (Mazda); **BS:** 1. Stephanie Andersen (Mazda) 1:54.797; 2. Josh Schmidt (Mini); **GTL:** (Robert Pharr (Datsun) 1:53.691; **SPU:** 1. Jim Coman (Mazda) 1:41.326; 2. Nick Craig (Mazda).

(Group 2) FF: 1. Porter Aiken (Piper) 1:32.074; 2. Jonathan Lee (Swift); 3. W. David Adorno (Mygale); **CF:** 1. Steve Brooks (Van Diemen) 1:38.318; **F5:** 1. Jack Walbran (Scorpion) 1:39.238; 2. George Bugg (Novakar); 3. F. Russell Strate Jr. (Red Devil); **FV:** 1. Laurin Brallier (Caracal) 1:48.279; 2. Rob Henley (Racers Wage).

(Group 3) GTA: 1. Jack Stanford (Chevrolet) 1:27.277; 2. John Munroe (Chevrolet); **GT1:** 1. Ricky Saunders (Chevrolet) 1:29.073; **GT2:** 1. Denny Lowry (Ford) 1:30.549; 2. Mike Attaway (Chevrolet); **GTX:** 1. Kerong Li (Audi) 1:30.770; **T2:** 1. Raphael Assuncao (Porsche) 1:34.476; 2. Garrett Adams (BMW); **ASR:** 1. Jacek Mucha (Swift) 1:27.854; 2. David McAllister (Caterham).

(Group 4) ITR: 1. Matthew Fritz (BMW) 1:46.179; **ITS:** 1. William Phee (Acura) 1:43.388; 2. David Spillman (Nissan); 3. Rory Osborne (Honda); **ITA:** 1. Mike Conrad (Acura) 1:45.201; 2. Roger Fugett (Acura); 3. Dick Hancock (Mazda); **ITB:** 1. Frank Schwartz (Mini) 1:49.168; 2. John Mark Gray (Mini); 3. Ron Fuller (Datsun); **ITX:** 1. Justin Barbry (Pontiac) 1:44.277; **IT7:** 1. Robert Garrison (Mazda); 1:47.828; 2. Frankie Morales (Mazda); **ITT:** 1. Paul Brewer (Nissan) 1:52.004.

(Group 5) SRF3: 1. Connor Roberts 1:35.749; 2. Matthew Horst; 3. Jacob Deily.

(Group 6) SM: 1. Danny Steyn 1:43.295; 2. Chris Haldeman; 3. Raiden Nicol; **SM-T:** 1. Harley Scuffl 1:46.204; **SMSE:** 1. Colin Stoddard 1:46.504.

(Group 7) P1: 1. John McAleer (Elan) 1:19.786; 2. Garry Cook (Elan); 3. David Bryant (Shannon); **P2:** 1. Matt Strand (Suzuki) 1:29.461; **FA:** 1. Scott Woodruff (Ralt) 1:31.240; **FE2:** 1. Bailey Monette 1:23.724; 2. Scott Rettich; 3. Owen McAllister; **FC:** 1. Richard Matthews (Van Diemen) 1:27.957; 2. Marc Stern (Van Diemen); **FX:** 1. Russ McBride (Star Mazda) 1:33.526; **FS:** 1. Jacek Mucha (Swift) 1:25.504; 2. Robert Wright (Swift).

(Group 8 - APC) STL: 1. Trevor Degioanni (Acura) 1:37.829; **SM:** 1. Matt Stretch 1:44.789; 2. Daniel Williams; 3. Robert Roland; **T4:** 1. John McLendon (Mazda) 1:45.877; **ITT:** 1. Paul Brewer (Nissan) 1:52.218.

SATURDAY PODIUM FINISHERS

(Group 1) EP: Steve Rose (Mazda) 1:39.913; 2. Kevin Ruck (BMW); 3. Al Pierce (Mazda); **FP:** Matt Reppert (BMW) 1:39.784; **HP:** 1. Will Perry (Honda) 1:44.897; 2. John Mark Gray (Mini); 3. John Fine

(Honda); **STL:** 1. Alan Cross (Mazda) 1:37.789; 2. Zsolt Ferenczy (Acura); 3. Chuck Hines (Mazda); **STU:** 1. Robert Iverson (Honda) 1:44.907; 2. Michael Reece (Honda); **T3:** 1. David Staab (Mazda) 1:39.557; 2. Jared Thomas (Mazda); 3. Anthony McIntosh (Mazda); **T4:** 1. Robert Spence (Mazda) 1:43.077; 2. John McLendon (Mazda); 3. Danny Lowry (Mazda); **BS:** 1. Frank Schwartz (Mini) 1:49.135; 2. Josh Schmidt (Mini); 3. Travis Washay (Mini); **SPU:** Nick Craig (Mazda) 1:46.354; 2. Jim Coman (Mazda).

(Group 2) FF: 1. Porter Aiken (Piper) 1:31.443; 2. Jonathan Lee (Swift); 3. E. David Adorno (Mygale); **CF:** 1. Steve Brooks (Van Diemen) 1:37.710; **F5:** 1. George Bugg (Novakar) 1:36.501; 2. F. Russell Strate Jr. (Red Devil); 3. Jack Walbran (Scorpion); **FV:** 1. Laurin Brallier (Caracal) 1:47.777; 2. Rob Henley (Racers Wage).

(Group 3) GTA: 1. Jack Stanford (Chevrolet) 1:27.472; **GT1:** 1. Ricky Sanders (Chevrolet) 1:38.496; **GT2:** 1. Denny Lowry (Ford) 1:29.709; 2. Mike Attaway (Chevrolet); **GTX:** 1. Kerong Li (Audi) 1:31.393; **T2:** 1. Raphael Assuncao (Porsche) 1:34.842; 2. Garrett Adams (BMW); **ASR:** 1. Jacek Mucha (Swift) 1:26.354; 2. David McAllister (Caterham).

(Group 4) ITR: 1. Matthew Fritz (BMW) 1:45.085; **ITS:** 1. William Phee (Acura) 1:42.729; 2. David Spillman (Nissan); 3. Matt Daniel (Nissan); **ITA:** 1. Dick Hancock (Mazda) 1:49.488; 2. Clinton Ritchie II (Honda); 3. Roger Fugett (Acura); **ITB:** 1. Frank Schwartz (Mini) 1:49.296; 2. John Mark Gray (Mini); 3. Francis Selldorff (Mini); **ITT:** 1. Paul Brewer (Nissan) 1:51.709; **IT7:** 1. Robert Garrison (Mazda) 1:47.235; 2. Frankie Morales (Mazda); **ITX:** 1. Justin Barbry (Pontiac) 1:44.689.

(Group 5) SRF3: 1. Matthew Horst 1:34.701; 2. Connor Roberts; 3. Dana Webster.

(Group 6) SM: 1. Danny Steyn 1:43.218; 2. Marc Cefalo; 3. Skyler Cottrell; **SM-T:** 1. Harley Scuffl 1:45.763; **SMSE:** 1. Colin Stoddard 1:45.437.

(Group 7) P1: 1. John McAleer (Elan) 1:20.507; 2. Garry Cook (Elan); 3. David Bryant (Shannon); **P2:** 1. Matthew Strand (Suzuki) 1:29.683; **FE2:** 1. Bailey Monette 1:24.123; 2. Scott Rettich; 3. Owen McAllister; **FC:** 1. Richard Matthews (Van Diemen) 1:27.942; 2. James Belay (Van Diemen); 3. Matthew Guzowski (Van Diemen); **FX:** 1. Russ McBride (Star Mazda) 1:34.438; **FS:** 1. Scott Woodruff (Ralt) 1:30.731; 2. Jacek Mucha (Swift).

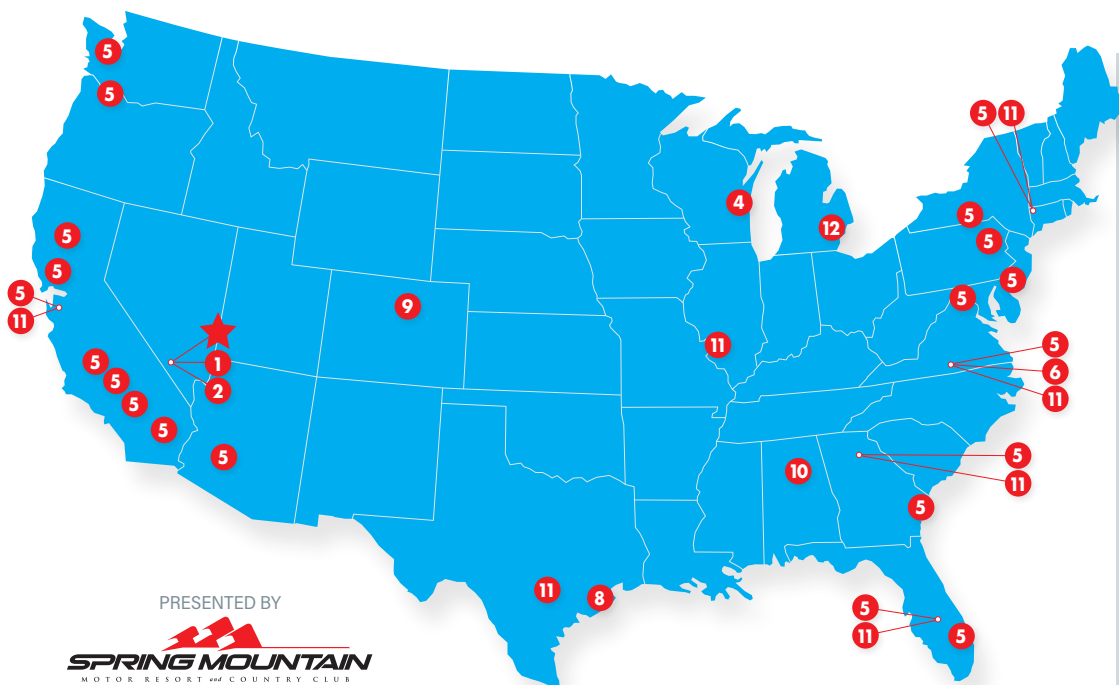
(Group 10) Spec MX-5: 1. Matt Fassnacht 1:38.815; 2. Charles Mactutus; Joey Atanasio.

SUNDAY PODIUM FINISHERS

(Group 8 - APC) SM: 1. Thomas Annunziata 1:44.312; 2. Robert Roland; **SMSE:** 1. Bill Roland.

(Group 9 - ECR) SRF3: 1. Connor Roberts 1:36.016; 2. John McAleer; 3. Jacob Deily; **SM:** Matt Stretch 1:44.674; 2. Kyle Haney; 3. Thomas Annunziata; **SMSE:** 1. Bill Roland 1:47.299; **STL:** Ryan Harrison (Mazda) 1:41.709; **ITA:** 1. Roger Fugett (Acura) 1:49.678; **ITB:** 1. Francis Selldorff (Mini) 1:53.980.

(Group 10) Spec MX-5: 1. Matt Fassnacht 1:39.540; 2. Joey Atanasio; 3. Connor Zilisch.



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3 BERTIL ROOS RACING SCHOOL

Multiple locations

racenow.com | (800) RACENOW

As a pioneer in the industry, the Bertil Roos Racing School has been training students in the art of motor racing for more than a quarter of a century. Graduates of our school can be found at every level of racing, from the hobbyist up to the top levels of professional racing. All programs are arrive and drive – all you need to bring is a positive attitude! Graduates of our programs frequently comment on the unparalleled quality of our instruction, the extensive amount of seat time, and the family atmosphere that is unequaled in the industry.



4 LEVELUP RACING SCHOOL

Elkhart Lake, Wis.

LevelUpRacingSchool.com
(920) 838-6612

Our instructors have pedigrees from the top levels of motorsport including Daytona and Sebring winners, factory drivers, and race team owners. More importantly, they have decades of teaching experience and have been called the best in the world. Schools take place at major racetracks across the U.S. using Spec Miatas. Accredited by SCCA and Midwestern Council of Sports Car Clubs.



5 HOOKED ON DRIVING

Multiple locations, including: Arizona Motorsports Park, Auto Club Speedway, Buttonwillow Raceway, Chuckwalla Valley Raceway, GrandSport Speedway, Harris Hill, Lime Rock Park, MSR Cresson, New Jersey Motorsports Park, Oregon Raceway Park, Palm Beach Int'l Raceway, Pocono Raceway, Portland Int'l Raceway, Ridge Motorsports Park, Roebing Road, Sebring Int'l Raceway, Sonoma Raceway, Summit Point Motorsports Park, Thunderhill Raceway Park, VIRginia Int'l Raceway, Watkins Glen Int'l Raceway, WeatherTech Raceway Laguna Seca, Wild Horse Pass Motorsports Park, and Willow Springs Int'l Raceway.
hookedondriving.com

Hooked On Driving (HOD) is the largest HPDE program in the U.S., with seven regions nationwide. With priorities of safety, fun and learning in this order, HOD provides high quality driver coaching and driving experiences for beginners to advanced drivers, with cooperative on-track protocols, no drama, and extremely loyal customers. HOD has been certified by the Motorsport Safety Foundation.



6 KAIZEN AUTOSPORT

VIRginia International Raceway
kaizenautosport.com/racing-school
(919) 741-7151

Kaizen Autosport offers an array of driving options at VIR, including a full competition racing school, racecar driving experiences for individual and corporate events, track car rentals, individual driver development, and our own race series. Our racing school is an excellent place to obtain your full competition SCCA, SVRA, or NASA racing licenses, or to become a better HPDE track driver. Our four programs include a two-day licensing school, an advanced two-day course for experienced drivers, a driver development program focused on driver coaching, and the VGT race series, offering real-world race experience.

LEXUS PERFORMANCE DRIVING SCHOOL

7 LEXUS PERFORMANCE DRIVING SCHOOL

Multiple locations
LexusPerformanceDrivingSchool.com
(888) 211-8522 or Concierge
LexusPerformanceDrivingSchool.com

Our 2022 season kicks off with three epic tracks: WeatherTech Raceway Laguna Seca, Circuit of the Americas, and Michelin Raceway Road Atlanta – with more on the way later in the year. We're offering two courses designed to suit all skill levels and track experience while introducing the first-ever IS 500 F SPORT Performance. The LPDS Performance Class is a full-day program designed to elevate your driving skills with personalized coaching, while the LPDS Masterclass builds upon those abilities with a more personal, focused approach to elevating your driving skills.



8 MSR HOUSTON

Angleton, Texas
msrhouston.com/schools/competition
(281) 369-0677

Over 13 years, the MSR Houston Competition School has trained hundreds of amateur racers. We teach the fundamentals of race craft with on-track experience so that you leave the school ready to race. Each day of the three-day curriculum mixes interactive instruction with on-track sessions led by our instructors, all competition-licensed active racers. You hone your skills by going wheel to wheel with other drivers in practice races. Graduates are eligible for an SCCA Competition License. MSR Houston is conveniently located only 35 minutes south of downtown Houston. The rate for the three-day school is \$1,750 with your own racecar, or \$3,850 for both the school and rental of either a Gen 2 Spec Racer Ford or Spec Miata. Additionally, Gen 3 Spec Racer Fords are also available for \$4,200 including the school.



9 PETTIFORD'S GO 4 IT RACING SCHOOLS

Louisville, Colo.
go4itservices.com | (303) 666-4113

The school is open seven days a week, year round. It is an SCCA Full Competition License issuing school offering driver coaching, corporate events, transportation, vehicle development, and arrive-and-drive solutions. It operates at multiple tracks and uses championship-winning racecars – or use your own. Since 1985, Pettiford's Go 4 It Racing Schools mission has been to be the best in quality private instruction for cars, motorcycles, trucks, and RVs. It specializes in basic instruction through full competition, utilizing one-on-one instruction and teaching you "the sequence" and strategy that the world's top drivers use, at your own speed.

PORSCHE EXPERIENCE

10 PORSCHE TRACK EXPERIENCE USA

Barber Motorsports Park Leeds, Ala.
porschedriving.com | (770) 290-7000

- The most intensive and comprehensive curriculums available: Participants are exposed to the most refined training methods and technology available. We offer introductory courses up to advanced racing classes.
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11 SKIP BARBER RACING SCHOOL

COTA, WeatherTech Raceway Laguna Seca, VIRginia International Raceway, World Wide Technology Raceway, Lime Rock Park, New Jersey, Road Atlanta, and Sebring
skipbarber.com | (866) 932-1949

With international racing experience, celebrated skill, and the strong belief that competitive racecar driving is teachable, Skip Barber founded his legendary racing school in 1975. Since then, more than 350,000 students have become racers and champions, with graduates making up almost half of the 2020 Indianapolis 500 starting grid. Today, we are the world's largest automotive education and entertainment company, with a diverse program portfolio including driving and racing schools at the finest tracks in America, imaginative OEM programs, and corporate programs that build teamwork and recognize achievement – with go-karting and off-roading coming in 2022. No driving experience rivals the Skip Barber Racing School.



12 WATERFORD HILLS

Clarkston, Mich.
waterfordhills.com
drschool@waterfordhills.com

Looking for an affordable and proven SCCA accredited racing school? The Waterford Hills Road Racing (WHRR) competition driving school is designed for drivers wishing to compete in wheel-to-wheel racing. For more than 60 years, WHRR has been the launching pad for many SCCA National Champions. Offering a strong focus on safety, communication, car control, passing, starts, and more, it is the only SCCA accredited school in SCCA's Great Lakes Division. Upon successful completion of the school, you will have earned your SCCA Novice Permit and may race in hundreds of races across the nation. The school's track is also one of America's most historic.



THE ROAD AHEAD

21-year-old racer Amy Hollowell has worked her way up to FE2, and she's not stopping there | **WORDS & IMAGES** James Heine

I first met Amy Hollowell more than a year ago at the May 2020 SCCA Hoosier Super Tour at World Wide Technology Raceway in St. Louis. The Indianapolis native, Indianapolis Region member, and FE2 racer had just finished third in her race, stepped down from the podium, and completed a debriefing with her crew when I introduced myself.

Now, well over a year after the COVID-19 pandemic began, I finally caught up with her again, first early in August 2021 and then again just before the Labor Day weekend – one day after her 21st birthday.

A racer since age 5, Amy, as is normal these days, began in karts, moved quickly into racing, and then, in 2014 and 2015, established herself

as a double-class national champion (Junior Sprint Lite and Junior Sprint Heavy) in the WKA. In 2019, with the help of Alliance Autosport, she made the move to the SCCA and FE2, where she recorded three podium finishes in the 12 races she entered. In four weekends in 2021 prior to the National Championship Runoffs, her best finishes were a

"[Sabré Cook] helped me get a better feel for the car, since it's still fairly new to me"
AMY HOLLOWELL

second at the Mid-Ohio Majors and fifth at the June Sprints.

"I haven't been at the track as much [in 2021]," she explained, "because of college and because

FINDING SPEED

Relatively new to FE2 (RIGHT), Amy Hollowell (LEFT) is calling upon experts like Sabré Cook and Scott Rettich to hasten her progress – and it seems to be working.

of our budget.” Still, she noted, her season had been going well, and she “has been making a lot of improvements.”

She was also looking forward to the Runoffs. “This is my first Runoffs – I’ve been to the Speedway quite a few times with my family, but I’ve never raced there,” she told me prior to the Sept. 25-Oct. 3, 2021, championship event. “I’m really looking forward to getting to know the track, and I’m really excited about the competition.”

She was introduced to karts and racing by her older brother, Tim, a former USF2000 and Formula BMW racer, and she’s been hooked ever since.

“I’ve been interested in motorsports since I started in karts. Tim raced against Scott Rettich in karts, and we knew Scott had a team – Alliance Autosport – and that he raced with SCCA. When we switched to FE2, we did a couple of arrive-and-drives with Scott before buying our own car.”

Tim, who is a dozen years Amy’s senior, coached her throughout her karting career, and along with her dad, Dave, remains her biggest supporter. Today, along with Scott Rettich, Tim also continues to coach her.

“He has had a fair share of racing experience, and he and Scott give me good feedback when we study and go over data,” Amy said.

“I got to know the family about 15 years ago, but I didn’t know



Jeff Loewie

“She is really smart and very focused. She works hard on her race craft”

SCOTT RETTICH

Amy – She is really smart and very focused,” observed Scott. “She works hard on her race craft and on balancing school and racing which, from experience, I know is not always easy to do.”

As a racer, Amy is conservative and methodical. “She has good pace,” Scott added, “and as someone relatively new to FE2 is making good progress. She continues to improve. And at the Runoffs, I think a top 10 is possible for her, if not a top five.”

A month after this interview, Amy raced to an impressive ninth-place finish at the 2021 Runoffs after qualifying 19th.

Amy added she also gets help and advice from a fellow

racer who’s busy climbing the open-wheel ladder. “Sabré Cook is a good friend, and she’s helped me transition to FE2,” Amy explained. “She’s helped me get a better feel for the car, since it’s still fairly new to me, and she’s helped me with car control tips.”

Sabré’s best advice, according to Amy: Be patient with the car (Amy is racing Sabré’s former FE2 car), and with yourself, and don’t be too hard on yourself.

As to what’s down the road, it’s definitely the SCCA and FE2 while she remains in college and then, hopefully, perhaps the Road to Indy or even the W Series.

“We are looking to continue with SCCA during the summers and during my winter breaks, when I can get weekends off,” Amy concluded. “I’d love to follow in Sabré’s footsteps. I’ve seen that she’s gone from the SCCA to the W Series, and that’s something I definitely want to aim for.” 🎯

A COACH AND MENTOR

In addition to her passion for racing, Amy Hollowell is also passionate about mentoring and coaching young drivers and speaking to girls and young women at STEM events. The former she does on a regular basis when she’s home from school, at her local karting track, New Castle Motorsports Park in New Castle, Ind.; the latter, whenever the opportunity presents itself to speak to girls and young women about careers in science, technology, engineering, and in motorsports.

At New Castle’s karting track, “I help them learn the lines. I help them understand where they need to find some speed,” she said about her coaching efforts. “The best advice I can give is, ‘You’re going to make mistakes. Don’t beat yourself up over them.’ I’ve made plenty of mistakes in my racing career, and I’ve seen a lot of the kids I mentor get harsh on themselves, like I used to do to myself. I want them to know that it’s OK to make mistakes. That’s how you learn.”

And the latter? At STEM events, she finds that a lot of girls have aspirations similar to hers, and that they think it’s “really cool” that she’s a racing driver.

“I tell them it can be intimidating at first, but embrace it, and don’t be afraid to make mistakes because that’s when you learn the most,” she said.

“The best thing I can do to help the next generation is to be a role model and support them,” she added, “I can encourage them and show them I have been succeeding in a male-dominated sport, and they can do the same thing if they put their mind to it and stay confident in themselves.”

DOING WHAT NEEDS TO BE DONE

Workers Carol Deborde and Pat Prevenas were celebrated at the 2021 SCCA National Championship Runoffs for their dedication to the sport | **WORDS** Jim Kearney | **IMAGES** Philip Royle



Carol Deborde is a worker's worker. Her motto could well be, "If you want something done, give it to a busy person." So, while she received the 2021 Worker of the Year Award for Race Administration, she's actually everywhere – a point made ever clearer when you realize that she's a member of both Reno and San Francisco Regions. She also laughed when I asked her if there is a license that she doesn't have. "I don't have a competition license," she quips. While piloting a racecar has never been her thing, she will leave no stone unturned in her efforts to help the show go on.

This award isn't her first major recognition. She received a Worker of the Year Award in 2002 for her work in the paddock after about two or three days of major sorting of paddock sites at Road America, and then having someone enter them into a computer system. She also has licenses in registration, scrutineering, and Timing and Scoring. She also works well when put in cold; at the 2021 Runoffs at Indy when someone came down ill, she borrowed a shirt and helped

"They can always come to me and ask questions or ask for help"
CAROL DEBORDE

with the Victory Circle presentations. At the Runoffs, she will also often work grid on test days. Quite simply: she's everywhere.

It all started when Carol's husband Dave became interested in Solo competition back in 1995. When he moved on to road racing as a worker, he encouraged her to come along with him to a race at Blackhawk Farms. "He told me that I could bring a chair and a book," she recalls. "But at registration when they asked me where I was going, I said grid, as that's where Dave was – and they signed me up to work the grid." Both the chair and the book were forever relegated to the past.

Dave worked for 38 years for United Airlines in a variety of ground support equipment maintenance and engineering management positions and, as a result, they moved around a fair amount.

"In a way, I got to become a new person with each new location," she says. "I've had a varied career from real estate to working for a geologist as he was writing a book on the subject. I think that has helped me in being comfortable interacting with different personalities. Not everyone is naturally outgoing, and you need to be sure the shy ones feel comfortable participating."

Carol says her forte is enjoying the people and treating everyone as family. Her core mission is to help everyone who needs information or assistance, sort of a walking version of the internet at any given event.

"I want people to know that they can always come to me and ask questions or ask for help," she says. Need to find a welder? Ask Carol. Where is a nearby good restaurant? Ask Carol.

She loves working Registration and meeting people as they come into the track, "I'm always pleased to be part of the trophy presentations because the drivers are all so happy to do well after working so hard," she adds.

She's also heavily involved in helping to create the social gathering at the end of the day where folks can just chat with one another. "Dave and I have met so many wonderful people in this Club, people who will step up and do anything they can to help you," she notes. "We know people in just about every state in the country."

Carol is very happy that she and Dave have always functioned as a team and she's proud of his accomplishments in the Club. Dave has actively worked everything from corners to tech to being a steward. He has also campaigned a Datsun 240Z in Solo, as well as a 280Z in GT-2 and an SRF in road racing. When Dave received the second-ever bestowed Member of Excellence Award in 2010, he accepted it on behalf of them both. In 2018, Carol and Dave jointly received the Woolf Barnato Award, which is recognized as SCCA's highest award, presented to members who have made an outstanding, long-term contribution to the Club.

LEADING THE WAY

(LEFT) SCCA's Deanna Flanagan (left) presented Carol Deborde with the 2021 Race Administration Worker of the Year Award. (RIGHT) Pat Prevenas was recognized as the Flagging & Communications Worker of the Year.

"Racing safety has changed for the better over the past 50 years" PAT PREVENAS



Carol is also a strong advocate for the Tire Rack Street Survival program that trains young drivers to drive safely and defensively. With support from both the SCCA Foundation and the BMW Foundation, teen drivers are taught hands-on how to control a car in unpredictable situations.

Both Carol and Dave are retired, but as you might guess, they are not the retiring type. "We both get calls at 4:30 a.m. to come in for our substitute jobs with the local school district," she says. "I am a special needs aide on the bus and Dave is one of the bus drivers. They are so short staffed these days, we just can't say no. But to work on behalf of these kids is very rewarding."

She says she was both surprised and honored to learn of her 2021 Worker of the Year Award at the Runoffs. Out of curiosity, she asked who had nominated her. "The answer blew my mind," she says. It turned out that Dave had written a glowing two-page letter of recommendation on her behalf. "I could think of a number of people who might do that on my behalf, but Dave's name never came to my mind. I was flabbergasted."

A FAMILY TRADITION

It was more than 50 years ago, but Blackhawk Valley Region's Pat Prevenas remembers it like it was yesterday. He grew up in Sheboygan, Wis., a short drive from Road America. Way back in 1965 while in high school, he hitched along with a buddy whose dad worked security at Road America, and they got in for free. There, all the way from Texas, and glistening in the midwestern summer sun, sat Jim Hall's shiny snow-white Chaparral 2B Can-Am car. Pat had already been to two

Indy 500s with his own dad, but he says, "That was when I fell in love with road racing."

Pat joined the SCCA in 1971. "I opted to work Flagging and Communications because I wanted to be close to the action and, for me, driving was financially out of the question."

He recalls that back then, there were a lot of corner workers at every turn. "We had a Corner Captain, a Phone Captain, an Assistant Phone Captain, and more," he says. "There were a lot of very experienced folks to teach you."

"The Corner Captain had a lot more authority back then. I'm not saying that it was better, but it was different. We'd go out to the cars to help them out. We'd sometimes go out on a hot track to pick up debris or clean up oil... racing safety has changed for the better over the past 50 years, and I don't want to dwell on 'the good old days.' I certainly would not want myself, or kids, to have to do the things on track we did back in the '70s. However, I will not deny that it was a lot of fun and an adrenaline rush experiencing those days."

He remembers working his first corner – the last turn at Road America, the launching pad to the long, long straightaway, and a busy spot. "At first, the speed just takes your breath away," he admits. "The cars are going really fast and then braking hard. And you are holding a flag not all that far away."

Pat keeps this memory in mind as he trains new recruits, and is quite proud of the fact that his family has personally stepped up to the task. His wife, Gwen, and his brothers Steve and Dan have manned the flags over the years, with Dan still being involved. His son Chris and his daughter Nikki, along with her husband Randy, have joined the F&C ranks.

"SCCA President Mike Cobb came out to work Turn 8 with us at Road America, and three of my family were on the corner crew," he explains. "He still kids me about that."

Pat says that his children have been coming to the track since they were infants, and he's pleased to see how they handle the demands of working and thinks their years of exposure to the sport have had a very positive impact on them. "I'm very impressed by how calmly they deal with things," he says.

It's not all fun and games. Despite significant progress in safety matters, corner workers occasionally have to confront a serious accident. "We didn't know about PTSD back when I started – we pretty much had to figure out a way to live with it," he explains. "I was lucky in that my wife was working corners as well, and when necessary, I could talk things over with her."

Pat is proud of the fact that the Club has gone to great lengths to make improvements in this area. At the Runoffs, he notes, if there is an impactful incident, an entire corner crew can be replaced while everyone is being debriefed. And, while this is not always available throughout the year, the Club has stepped up to realize the dynamic that is PTSD and works hard to see that no one is alone after a crisis.

Pat says he was surprised and pleased to receive his Worker of the Year award at the 2021 Runoffs. He immediately accused his kids of having something to do with it, but they pled not guilty: He was nominated by a steward.

So, will he eventually hang up his F&C gloves? "No way, I tell people I have to go to the track now just to see my kids." 📍

**HARD AT WORK**

SCCA's Touring road racing category (LEFT) received the bulk of the member letters following the 2021 Runoffs at Indianapolis Motor Speedway (BELOW), with the CRB's Touring Advisory Committee working diligently to sort all of the comments and requests as quickly as possible.



BEHIND THE SCENES

The so-called racing off-season is the busy season for the CRB and Club Racing Advisory Committees. Here's what's been going on...

WORDS Peter Keane, Chairman, Club Racing Board | **IMAGES** Rupert Berrington

As the 2021 National Championship Runoffs at Indianapolis Motor Speedway concluded, the flood of letters to the Club Racing Board's Advisory Committees began. This, it should be noted, is not out of the ordinary, as many write letters regarding the coming competition season. What's also far from unusual is the committees and the CRB tackling additional topics in the off-season that might have been brewing for a while.

For member suggestions coming in via the crbscca.com portal, the Touring committee ended up with the bulk of the letters, requiring numerous non-scheduled conference calls that will continue to the Jan. 1 cutoff date. Therein, the Club Racing Board would like to thank all the advisory committees for their hard work during crunch time, with a "gold star" going to the Touring committee.

Besides the excellent racing at the 2021 Runoffs, another huge bright spot from the event came in the form of assistance for the data collection team provided by students of the Motorsports Engineering Program at IUPUI/Purdue School of Engineering

and Technology. All nine students worked extraordinarily hard to make the data collection program successful, with a big CRB "thanks" going to Paul Morrison for stepping up to take control of the data collection team on the ground, as well as to Glen Thielke for putting the data collection plans together from home. The entire team did an excellent job collecting the data needed to help the Advisory Committees make the correct balance of performance decisions for the coming season.

Post Runoffs, there has been some discussion about the CRB's decision to classify the first-generation TCR cars into the GT-3 class. For several years, the GT Advisory Committee, CRB, and manufacturers have worked to improve GT-3 car counts. While the GT-3 events supported by Mazda Motorsports and the GT-3 car counts have improved, they haven't grown at the levels we anticipated. So, after considerable research, the first generation TCR cars were determined to be a better fit in GT-3 rather than any of the Touring classes. These TCR cars are plentiful, and as the second generation of the TCR cars is

introduced into pro racing, the first-generation cars will become more readily available.

A second change to the SCCA Club Racing program is the decision to move the larger Prototype X cars into the GTX class – this will include the Daytona Prototypes, ALMS Prototypes, and the LMP2/3 cars.

The move to GTX will ensure these cars are placed in run groups with big bore GT. The other advantage to the move is that this will allow the Formula and Sports Racer Advisory Committee to classify lighter prototype cars into PX. There are several light track-day prototype cars competing throughout the country that do not really fit in the current P1 and P2 classes – this change will allow the FSRAC to assess new prototypes for placement in P1 or P2.

Finally, the CRB would like to congratulate the SCCA Staff once more for executing another successful Runoffs. The number of hours that go into planning and running such an event is tremendous.

The CRB would also like to encourage members to send any ideas to improve the SCCA Road Racing program to crbscca.com. 📧



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LAUNCHING INTO A NEW YEAR

(LEFT) Changes are in the works for the ProSolo program, so keep an eye on scca.com and future issues of *SportsCar*.

(BELOW) New street tires are expected to hit the Solo course this year.

CH-CH-CH-CHANGES

With 2022 upon SCCA's National Solo series, it's time to face the changes for the coming year | **WORDS** Paul Brown | **MAIN IMAGE** Rupert Berrington

The last few years have been a wild ride for SCCA autocrossers. Following several years of relatively minor changes to the sport, followed by the "non-year" of 2020 and then ramping back up in 2021, pent-up rules changes are heading down the pipeline for 2022. The docket includes new classes, a new schedule, tire changes, staffing changes, and rules changes.

The big news has to be about the merger of our title sponsor, Tire Rack – the title sponsor for both the Solo National Championships and ProSolo Series – with their main competitor, Discount Tire. Having no inside knowledge of the topic, what I will say is that all the news reports regarding this indicate this should be a good thing for the SCCA. And for autocrossers themselves, it should end the occasional shopping dilemma of either supporting our sponsor or buying tires from "that other" vendor.

Next up: class changes. Granted, class changes are an annual thing, but this year brings the B Street-F Street shakeup. Can F Street be successful as a pony car class in the era of a very successful CAM category? We'll see if the super ponies will do better than the regular ponies. Or will the change gut B Street? Time will tell. But on another front, we've now

got a Super ST class, which *finally* fills out each of the Street categories with a Super variant.

On to the schedule – and, yes, technically every year's National Solo schedule is different. For 2022, there is the expected pairing of ProSolo and newly rebadged Solo National Tours (previously called "Solo Championship Tours"), but there are 11 of each slated before the Tire Rack Solo National Championships and Tire Rack ProSolo Finale in September at Lincoln Airpark in Nebraska. Granted, schedules are subject to change, but that's an ambitious list for each program.

Another twist is the number of sites that will host both series – Beeville is the only site where the National Tour and ProSolo are more than a week apart. Crow's Landing, Lincoln (twice, with Spring Nationals and the Solo National Championships), Bristol, and Packwood are all set up for back-to-back events. There is massive time and effort involved in doing one event – back-to-back events is a major undertaking.

On to tires. With the advent of the 200-treadwear rule, autocrossers embarked on a path of constant tire change. Just about every year has seen more than one viable new entry into the competition, with the nearly inevitable result that as they go faster



Perry Bennett

on course, they wear faster, too. Durability and stick are not absolutely inversely proportional, but there's a close relationship.

Will the new tires entering the market make a difference? We'll find out soon enough.

SCCA staffing changes are inevitable, but this year sees a *big* bump in the annual change graph. SCCA's National Solo Program Senior Manager Howard Duncan's ongoing effort to find a way to retire continues, but it's tough for both him and SCCA, so he's still in the mix. Brian Mason is transitioning into the fold but will need some time to come up to speed, and he's really jumping into the deep end as he will be the face of the SCCA National Office chairing the Solo Nationals.

The traveling Field Staff for the National Solo events is always changing, but there has been a brilliantly successful effort in recent years to expand that pool, so the retirement of Robert Christmas from those duties won't cause the panic it would have in previous years.

And, finally, rules changes. Luckily, changes on the traditional Solo side are relatively minor, but ProSolo will finally see some major movement. How's that for a teaser? Chances are, those announcements will be made soon enough, so keep an eye on scca.com and future issues of *SportsCar*. 🟡

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OPENING MY EYES

New to the SCCA Foundation Board, I head to the Glen for an IMRRC (and race) weekend

WORDS Jim Weidenbaum, SCCA Foundation Board of Directors

I am the newest member of the SCCA Foundation's Board of Directors – so what drew me toward the 501(c)(3) charitable arm of the Club? Initially interested in the Foundation's support of the outstanding Tire Rack Street Survival teen driving program, I soon discovered the Foundation also provides financial support to a variety of worthy programs associated with the SCCA, including VETMotorsports, Formula SAE, Women on Track, and more. These are all terrific programs which your donations to the SCCA Foundation help support, but the program I want to talk about today – rave about, actually – is the International Motor Racing Research Center (IMRRC) at Watkins Glen.

Several years ago, SCCA Foundation entrusted the SCCA Archives to the IMRRC, where its staff has done amazing work preserving the history of the Club. But what does this archive mean for the members? I recently had a friend say his dad won an SCCA National Championship in the early 1980s, but he couldn't recall the class, only that it was a Datsun and loud. Sure enough, that's exactly the type of challenge the IMRRC can undertake. The IMRRC staff consulted the SCCA Archives and found that my friend's dad, Mike Rickman, did indeed win the GT-3 National Championship in 1983 by less than half a second.

The IMRRC has records of most every SCCA road race: Regionals, Nationals, Majors, Super Tours – it's all in dated and sorted boxes in the SCCA Archives. The IMRRC is much more than just a keeper of race results, though; it represents our SCCA community's collective history.



Chris Clark

When I was at the IMRRC, fellow SCCA Foundation Board member Bob Eddy had just made a more than 1,000-mile drive with his SUV jammed with boxes of donated records and memorabilia from the late R. David Jones. These boxes will get organized, cataloged, and stored at the IMRRC – the same treatment as collections from SCCA Regions, Nick Craw, *National Speed Sports News*, and even the Associated Press.

It turns out, future SCCA Archives content is likely stored in our attics, basements, and garages. Collectively, SCCA members have an amazing compilation of racing history sitting in boxes. When your final checkered flag flies, what are your kids going to do with all those boxes of your racing memories? How about curating your own racing history now and sending the best of the lot to the IMRRC to be added to the SCCA Archives collection?

Just as importantly, please make a tax-deductible donation to the SCCA Foundation to support its funding of work on the SCCA Archives at the IMRRC and other worthy Foundation-supported activities.

THE WONDERFUL NORTHEAST

A trip to the IMRRC for a look at the SCCA Archives was eye opening not only for the amount of Club material on file (TOP), but also because of a Trans Am race (ABOVE) taking place not far away at the Glen.

Living thousands of miles away, I hadn't been to Watkins Glen since my rookie year of Formula Vee racing in the early 1980s. My return trip to the Glen coincided with three outstanding motorsports events: the SCCA Pro Racing Trans Am and SVRA Speed Tour weekend; the IMRRC Argetsinger Award presentation to Lyn St. James; and the Watkins Glen Grand Prix Festival. Each activity was outstanding, rich in motorsports history and filled with great people, including Festival Grand Marshall Brian Redman telling colorful stories.

Watching 20,000 smiling people of all ages walking the quaint town of Watkins Glen enjoying vintage street and racecars was a total joy.

We all know that the racing community can bring out the best in people. Bob Eddy and I were standing along the old city street racecourse getting ready for the demonstration laps, when the crowd stood for our National Anthem. Just as the singer got to "gallantly streaming," the PA stopped working. Without missing a beat, the crowd of all ages began singing: "And the rocket's red glare...."

Standing next to Vietnam veteran Bob Eddy, we were overjoyed when at the conclusion of the song, the crowd, along with the two local town police, erupted with whooping and hollering: "USA! USA!"

It might be time for you to make a trip to the Glen next year to visit the SCCA Archives at the IMRRC and run some laps on the original streets of Watkins Glen. 🏁



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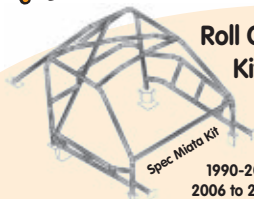


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Jan 20-23 Motorsport Ranch Cresson, Texas

Feb 3-6 Circuit of the Americas, Texas (Super Tour)

May 12-15 Eagles Canyon Raceway, Texas

May 28-29 MSR Houston, Texas (triple Majors)

Sep 3-4 MSR Houston, Texas (triple Majors)

WESTERN CONFERENCE

Jan 14-16 Buttonwillow Raceway Park, Calif.

Feb 18-20 Buttonwillow Raceway Park, Calif. (Super Tour)

Mar 12-13 Willow Springs International Raceway, Calif.

Mar 18-20 Thunderhill Raceway, Calif.

Apr 9-10 Ridge Motorsports Park, Wash.

May 14-15 Portland International Raceway, Ore.

May 28-29 Pacific Raceways, Wash.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Sep 26-Oct 2, 2022 VIRginia International Raceway, Va.

ENDURO NATIONAL TOUR

Mar 31-Apr 2 SCCA Enduro Nationals, Sebring International Raceway, Fla.

May 21-22 Nelson Ledges Road Course, Ohio

Aug. 6-7 VIRginia International Raceway, Va.

Nov 19-20 Buttonwillow Raceway Park, Calif.

Dec 10-11 MSR Houston, Texas

Chris Clark

REGIONAL/DIVISIONAL

NORTHEAST nediv.org

Apr 1-3 Summit Point Raceway/
Washington DC

Apr 22-24 Summit Point Raceway/
Washington DC

Apr 29-May 1 Palmer Motorsports Park/
New England

May 13-15 New Hampshire Motor
Speedway/New England

May 27-29 Nelson Ledges Road Course/
Mahoning Valley

Jun 2-5 New Jersey Motorsports Park/
South Jersey

Jun 17-19 Summit Point Raceway/
Washington DC

Jun 23-25 Lime Rock Park/New England

Jun 30-Jul 3 Watkins Glen International/
Glen

Aug 5-7 New Hampshire Motor
Speedway/New England

Aug 18-21 New Jersey Motorsports Park/
South Jersey

Aug 19-20 Thompson Speedway
Motorsports Park/New England

Aug 26-28 Pittsburgh International Race
Complex/Steel Cities

Sep 2-5 Summit Point Raceway/
Washington DC

Sep 9-11 Palmer Motorsports Park/New
England

Sep 15-18 Watkins Glen International/
Finger Lakes

Oct 7-9 Summit Point Raceway/
Washington DC

Oct 13-15 Thompson Speedway
Motorsports Park/New England

Oct 20-23 # New Jersey
Motorsports Park/South Jersey

SOUTHEAST sedivacing.com

Feb 11-13 # Sebring International
Raceway/Central Florida

Feb 26-27 Roebbling Road/Buccaneer

Feb 26-27 Homestead-Miami Speedway/
Florida

Mar 12-13 VIRginia International
Raceway/North Carolina

Mar 26-27 # Palm Beach International
Raceway/Florida

Apr 9-10 Homestead-Miami Speedway/
Florida

Apr 23-24 Roebbling Road/Buccaneer

Apr 29-May 1 # Daytona International
Speedway/Central Florida

May 7-8 VIRginia International Raceway/
North Carolina

May 14-15 Palm Beach International
Raceway/Florida

May 21-22 # Sebring International
Raceway/Central Florida

Jun 3-5 Sebring International Raceway/
Central Florida

Jun 18-19 Homestead-Miami Speedway/
Florida

Jul 23-24 # Michelin Raceway Road
Atlanta/Atlanta

Aug 6-7 Sebring International Raceway/
Central Florida

Aug 27-28 Barber Motorsports Park/
Tennessee Valley, Alabama

Sep 3-4 Sebring International Raceway/
Central Florida

Sep 17-18 Carolina Motorsports Park/
South Carolina

Sep 24-25 # Daytona International
Speedway/Central Florida

Oct 8-9 Homestead-Miami Speedway/
Florida

Oct 22-23 Roebbling Road/Buccaneer

Oct 28-30 Sebring International
Raceway/Central Florida

Nov 4-6 # Michelin Raceway Road
Atlanta/Atlanta

Nov 5-6 Palm Beach International
Raceway/Florida

Nov 25-27 Sebring International
Raceway/Florida

CALENDAR KEY

All dates/events subject to change

- # = Enduro
- CR = Course Rally
- CT = Club Trial
- HC = Hill Climb
- GTA = Game, Tour, Adventure Rally
- NC = National Course
- NT = National Tour
- CRE = Club Racing Experience
- r = Restricted
- Ro = Runoffs qualifier
- RT = Regional Tour
- SR = Social Rally
- TA = TimeAttack
- TE = Track Event
- TS = TrackSprint
- TT = Time Trial
- v = Vintage

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

GREAT LAKES greatlakes-scca.org

May 14-15 GingerMan Raceway/South
Bend

May 28-29 Waterford Hills/Detroit

Jun 18-19 GingerMan Raceway/Western
Michigan

Jul 9-10 Nelson Ledges Road Course/
Neohio

Jul 30-31 Mid-Ohio Sports Car Course/
Cincinnati

Sep 3-4 Mid-Ohio Sports Car Course/
Ohio Valley

Oct 15-16 Mid-Ohio Sports
Car Course/Ohio Valley

CENTRAL cendiv-scca.org

Apr 8-10 Blackhawk Farms Raceway/
Chicago

May 27-29 Brainerd Int'l Raceway/Land
O'Lakes

Jul 24-26 Blackhawk Farms Raceway/
Milwaukee

Aug 26-28 Road America/Chicago

Sep 2-4 Brainerd Int'l Raceway/Land
O'Lakes

Sep 9-11 Autobahn Circuit Joliet/Chicago

Oct 7-9 Blackhawk Farms
Raceway/Chicago

MIDWEST midiv.org

Jun 4-5 Ozarks International Raceway/
Kansas City

Jul 23-24 World Wide Technology
Raceway/St. Louis

SOUTHWEST sowdivscca.org

May 27-30 # MSR Houston/Houston

Sep 2-5 # MSR Houston/Houston

Nov 4-6 Eagles Canyon Raceway/Texas

ROCKY MOUNTAIN coloradoscca.org

Apr 29-May 1 La Junta Raceway,
Continental Divide

Oct 15-16 La Junta Raceway/
Continental Divide

NORTHERN PACIFIC norpacscca.org

Feb 25-27 Sonoma Raceway/San
Francisco

Mar 25-27 v Portland International
Raceway/Oregon

May 12-15 Laguna Seca/San Francisco

Jun 17-19 Thunderhill Raceway/San
Francisco

Jun 30-Jul 3 Laguna Seca/San Francisco

Jul 21-24 Laguna Seca/San Francisco

Aug 5-7 v Portland International
Raceway/Oregon

Sep 2-4 Sonoma Raceway/San Francisco

Sep 16-18 v Portland International
Raceway/Oregon

Oct 27-30 Thunderhill Raceway
Park/San Francisco

SOUTHERN PACIFIC

Apr 29-May 1 Buttonwillow Raceway
Park/Cal Club

Jun 3-5 Buttonwillow Raceway Park/
Cal Club

Sep 2-4 Buttonwillow Raceway Park/
Cal Club

Oct 28-30 Buttonwillow
Raceway Park/Cal Club

Find more events near you at

www.scca.com/roadracing

REGION DRIVER'S SCHOOLS

NORTHEAST nediv.org

Mar 18-20 Summit Point Raceway/
Washington DC

Apr 21-22 Thompson Speedway
Motorsports Park/New England

Jun 10-12 Pittsburgh International
Race Complex/Steel Cities

SOUTHEAST sedivacing.com

Feb 26-27 Roebbling Road/Buccaneer

May 21-22 Sebring International
Raceway/Central Florida

Aug 20-21 Palm Beach
International Raceway/Florida

GREAT LAKES greatlakes-scca.org

Apr 10 Waterford Hills/Detroit

Apr 23-24 Waterford Hills/Detroit

CENTRAL cendiv-scca.org

Apr 8-10 Blackhawk Farms
Raceway/Chicago

ROCKY MOUNTAIN coloradoscca.org

Apr 29-May 1 La Junta Raceway,
Continental Divide

NORTHERN PACIFIC norpacscca.org

Feb 10-13 Thunderhill Raceway
Park/San Francisco

SCCA ACCREDITED SCHOOLS

FULL COMPETITION LEVEL

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allenbergracingschools.com

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(800) 511-7606 racenow.com

BIR Performance Driving School

(866) 511-7606 birperformance.com

BMW of North America (888) 345-4269

bmwperformancecenter.com

Fast Lane Racing School

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Kaizen Autosport Racing School

(919) 741-7151 kaizenautosport.com

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(281) 369-0677 msrhouston.com

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NOV/DEC 2021 ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-70 YEARS

70-YEAR MEMBERS

Charles R. Hassan	12/1/51	Oregon
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65-YEAR MEMBERS

Edwin K. Kitow Jr	12/1/56	Texas
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60-YEAR MEMBERS

Gerald A. Lustig	11/1/61	N New Jersey
Jerry Pacheco	12/1/61	San Francisco
Kenneth W. Pinkham	11/1/61	New England
C. Kenyon Revis-Wagner	11/1/61	Central Carolinas
Tom White	12/1/61	NE Oklahoma
Jack E. Wilkening	11/1/61	Indiana Northwest

55-YEAR MEMBERS

Linda Dent	12/1/66	Fort Wayne
Henry Jaffe	11/1/66	Chicago
Charles C. Leivo	11/14/66	Mid South
Gary Pitts	11/1/66	San Francisco
Tim Sharp	11/1/66	Cal Club
Gerald L. Wannarka Phd.	11/1/66	Lone Star

50-YEAR MEMBERS

Jerry Bergman	12/1/71	Western New York
Eddie Cadena	12/1/71	Houston
Kenneth P. Capel	11/1/71	New England
Linda E. Fanning	11/1/71	New England
Michael K. Froh	11/1/71	Milwaukee
Ron Glaub	12/1/71	Chicago
John B. Lennes	12/1/71	Land O'Lakes
Tom C. Mankin	12/1/71	Lone Star
Ann M. McHugh	12/1/71	Neohio
W. Richard Pamer	11/1/71	Central Florida
Jerry N. Phillips	11/1/71	St Louis
G. Iushanski	11/1/71	San Francisco
Michael J. Royce	11/1/71	Detroit
Mike Schmid	12/1/71	Land O'Lakes
Art Trier	11/1/71	Central Florida

40-YEAR MEMBERS

Gary A. Brown MD	11/1/81	Oklahoma
Ronald Perry Camacho	11/1/81	Misery Bay
Mike Camicia	11/1/81	San Francisco
Joe Camilleri	12/1/81	Western New York
Gloria J. Carr	12/1/81	Northwestern Ohio
Kathy Daniels	12/1/81	Atlanta
James R. Doughty	11/1/81	Arizona

Richard P. Gumm	11/1/81	Chicago
William Hicks	11/1/81	Finger Lakes
Edward J. Magner	12/1/81	Western Michigan
Robert L. Posner	11/1/81	Northwest
Pearce K. Raeder	11/1/81	Milwaukee
Nancy Reichenbach	11/1/81	Cal Club
Susan Spragg	12/1/81	Des Moines Valley
Thomas W. Stern	11/1/81	Blackhawk Valley
Chris Teague	11/1/81	San Diego
Mark S. Winkelman	11/29/81	Texas
Thomas E. Woodside	11/1/81	Detroit

35-YEAR MEMBERS

Donna R. Andrade	11/25/86	Northwest
Brad L. Baer	12/2/86	St Louis
Patricia A. Baer	12/2/86	St Louis
Brian Blain	12/1/86	Cal Club
Richard Alan Butler	12/2/86	St Louis
Cole J. Dahn	12/8/86	Arizona
Carl C. Dassinger	11/25/86	Central Florida
Robert Warren DeLoatch	12/16/86	Buccaneer
Ina Fletcher	11/25/86	Florida
Daniel V. Grace III	12/16/86	Florida
Julianne A. Grace	12/29/86	New England
Susan W. Green	12/30/86	Blackhawk Valley
Gregory D. Grucella	12/29/86	Mahoning Valley
Stanley E. Hinds	12/8/86	Eastern Tennessee
Robert Eugene Lentz	12/9/86	Washington DC
Scott A. Lewis	11/25/86	Western New York
Jim Linn	12/30/86	Cal Club
James R. Marinangel	12/29/86	Chicago
Bruce A. Miller	12/11/86	San Francisco
John T. Morrison	11/25/86	Florida
Richard Murphy	12/10/86	Central Florida
Gary Musciano	12/17/86	N New Jersey
Lisa B. Noble	12/24/86	Kansas
Rodney A. Perry	11/13/86	Central Florida
Ralph M. Raspa	11/4/86	Steel Cities
Debbie Schmidt	12/30/86	Northwestern Ohio
James John Schubert	11/19/86	Cal Club
Erik Skirmants	12/24/86	Detroit
Jay D. Smith	12/30/86	Philadelphia
Lans Stout	12/15/86	Oregon
Connie Swanson	11/25/86	Central Florida

Jon H. Swanson	11/25/86	Central Florida
Marilyn E. Teague	11/5/86	San Diego
David A. Trzeciak	12/24/86	Lone Star
Ray Wenzel Jr.	11/5/86	New England
Susan Zerlin	12/4/86	Florida

30-YEAR MEMBERS

John G. Anderson	12/17/91	Philadelphia
George Behning	11/26/91	Washington DC
Linda Fullerton Boyer	12/9/91	Glen
Barry D. Brown	12/18/91	Washington DC
David R. Bueno	11/21/91	Neohio
Dennis Chizma	11/13/91	Cal Club
Elisa Dalrymple	11/7/91	Lone Star
Tom Dalrymple	11/7/91	Lone Star
Court Dowis	11/21/91	Atlanta
Robert J.A. Fair III	11/21/91	Cal Club
Mark Gustafson	12/6/91	Central Florida
David Hironaka	11/25/91	Las Vegas
J. Michael Johnson	12/18/91	St Louis
Richard LoDuca	11/25/91	New York
Michael A. Machi	11/13/91	Milwaukee
Jim Mali	11/20/91	San Francisco
Shawn Keith McLaughlin	12/18/91	Atlanta
Daniel W. Mullin	12/17/91	Oregon
Pedro Prado	12/6/91	Central Florida
Vanessa Prado	12/6/91	Central Florida
Marilyn Russell	11/27/91	Fort Wayne
Mark W. Seelbinder	11/11/91	Finger Lakes
John Sherck	12/11/91	San Francisco
Arthur J. Sonen	12/5/91	Hawaii
Craig Spaulding	12/17/91	Texas
Michael Sperber	11/11/91	North Carolina
Steve Thein	12/12/91	San Diego
Ted Visscher	11/25/91	Eastern Tennessee
Kent H. Whiteman	11/7/91	San Francisco

25-YEAR MEMBERS

Joseph Robert Armstrong	11/19/96	North Carolina
Richard D. Deal	12/17/96	Atlanta
Corey Fergus	12/24/96	Ohio Valley
Jim Froula	12/19/96	San Francisco
Bob Gardner	12/12/96	Buccaneer
Marianne Gardner	12/12/96	Buccaneer

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Waterford Hills Road Racing Inc.
(248) 623-0070 [waterfordhills.com](https://www.waterfordhills.com)

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

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

Jun 10-12 Pittsburgh International Race Complex/Steel Cities

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

Jun 25 TT Putnam Park Road Course/Indianapolis

Jul 22 TE GingerMan Raceway/South Bend

Jul 29 TE/TT Mid-Ohio Sports Car Course/Cincinnati

Aug 27 TT GingerMan Raceway/Indianapolis

Sep 2 TE Mid-Ohio Sports Car Course/Ohio Valley

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

Apr 30-May 1 TA La Junta/Continental Divide

May 28-29 TA Pueblo Motorsports Park/Continental Divide

Jul 2-3 TA High Plains Raceway/Colorado

Jul 31 TA Pikes Peak Int'l Raceway/Continental Divide

Aug 20-21 TA High Plains Raceway/Colorado

Oct 15-16 TA La Junta Raceway/Continental Divide

SOUTHERN PACIFIC

Jan 29-30 TT Chuckwalla Valley Raceway/San Diego

Mar 5-6 TT Chuckwalla Valley Raceway/San Diego

Apr 29-May 1 TE Buttonwillow Raceway Park/Cal Club

Apr 30-May 1 TT Chuckwalla Valley Raceway/San Diego

Jun 3-5 TE Buttonwillow Raceway Park/Cal Club

Sep 2-4 TE Buttonwillow Raceway Park/Cal Club



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TIME TRIALS NATIONAL TOUR

Mar 26-27 Carolina Motorsports Park, S.C.
Apr 23-24 Eagles Canyon Raceway, Texas
May 12-15 Time Trials Nationals Powered by Hagerty, NCM Motorsports Park, Ky.
Jul 1-2 Thompson Speedway Motorsports Park, Conn.
Jul 16-17 GingerMan Raceway, Mich.
Aug 6-7 New Jersey Motorsports Park, N.J.
Aug 27-28 Pittsburgh International Race Complex, Pa.
Oct 29-30 Buttonwillow Raceway Park, Calif.
Nov 5-6 Michelin Raceway Road Atlanta, Ga.

TRACK NIGHT IN AMERICA

Check tracknightinamerica.com for a complete schedule

STREET SURVIVAL SCHOOLS

Check streetsurvival.org for a complete schedule

SOLO

TIRE RACK® SCCA SOLO NATIONAL TOUR

Mar 11-13 South Georgia Motorsports Park, Ga.
Apr 1-3 Las Vegas Motor Speedway, Nev.
Apr 8-10 FedEx Field, Md.
Apr 22-24 NASA Crows Landing Airport, Calif.
May 6-8 Naval Air Station Chase Field, Texas
May 29-30 Lincoln Airpark, Neb.
Jun 10-12 Grissom Aeroplex, Ind.
Jun 17-19 Seneca Army Depot, N.Y.
Jul 2-3 Bristol Motor Speedway, Tenn.
Jul 8-10 Hampton Mills Old Lumber Yard, Wash.
Oct 14-16 zMax Dragway, N.C.
Dec 2-4 Allies vs. Axis, TBD, Ga.

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 6-9 Lincoln Airpark, Neb.

TIRE RACK® SCCA PROSOLO

Feb 18-20 Florida International Rally and Motorsports Park, Fla.
Mar 18-20 Naval Air Station Chase Field, Texas
Apr 8-10 Auto Club Speedway, Calif.
Apr 29-May 1 Crows Landing Airport, Calif.
May 6-8 zMax Dragway, N.C.
May 20-22 Met Life Stadium, N.J.
May 26-28 Lincoln Airpark, Neb.
Jun 29-Jul 1 Bristol Motor Speedway, Tenn.
Jul 15-17 Hampton Mills Old Lumber Yard, Wash.



Perry Bennett

SCCA AUTOCROSS

WHAT ProSolo

WHEN Feb. 18-20, 2022

WHERE Starke, Fla.

The Tire Rack ProSolo series launches into 2022 with a trip to Florida International Rally and Motorsports Park.

Jul 22-24 Toledo Express Airport, Ohio
Aug 5-7 Oscoda-Wurthsmith Airport, Mich.
Sep 6-9 Finale, Lincoln Airpark, Neb.

CAM CHALLENGE

2022 schedule to be announced

STARTING LINE SCHOOLS

2022 schedule to be announced

REGIONAL

SOUTHEAST sedivacing.com

Jan 21-24 Five Flags Speedway/Gulf Coast

MIDWEST midiv.org

Feb 19-20 Columbus Air Force/Mississippi

Apr 9 Columbus Air Force/Mississippi
Jun 18-19 Columbus Air Force/Mississippi
Aug 13 Columbus Air Force/Mississippi
Oct 8-9 Columbus Air Force/Mississippi

ROCKY MOUNTAIN coloradoscca.org

Feb 20 Colorado Air and Space Port/Colorado

Apr 16 Colorado Air and Space Port/Colorado

May 15 Colorado Air and Space Port/Colorado

Jun 4-5 Evo school, Colorado Air and Space Port/Colorado

Jul 2-3 Colorado Air and Space Port/Colorado

Aug 7 Colorado Air and Space Port/Colorado

Aug 27 Colorado Air and Space Port/Colorado

Sep 18 Colorado Air and Space Port/Colorado

Sep 24 Colorado Air and Space Port/Colorado

NORTHERN PACIFIC norpaccca.org

Jan 21-23 Fresno Fairgrounds/San Francisco

Feb 4-6 Famoso Raceway/San Francisco

Mar 5-6 Portland International Raceway/Oregon

Apr 1-3 Port of Shelton Inactive Runway, Sanderson Field/Oregon

Apr 22-24 Fresno Fairgrounds/San Francisco

May 28-29 Hampton Mills/Oregon

SOUTHERN PACIFIC

Jan 15-16 Auto Club Speedway/Cal Club
Jan 16 Arizona Motorsports Park/Phoenix AZ

Jan 23 Aloha Stadium/Hawaii

Jan 23 Hilo Drag Strip/Big Island of Hawaii

Jan 30 Sierra Vista Airport/Arizona Border

Feb 6 Aloha Stadium/Hawaii

Feb 25-27 Lake Elsinore Diamond Stadium/San Diego

Mar 6 Aloha Stadium/Hawaii

Mar 18-20 Lake Elsinore Diamond Stadium/San Diego

Apr 8-10 Viejas Casino/San Diego

Apr 10 Aloha Stadium/Hawaii

May 13-15 Viejas Casino/San Diego

Jun 10-12 Viejas Casino/San Diego

Sep 30-Oct 2 Lake Elsinore Diamond Stadium/San Diego

Oct 21-23 Lake Elsinore Diamond Stadium/San Diego

Nov 18-20 Lake Elsinore Diamond Stadium/San Diego

Dec 2-4 Lake Elsinore Diamond Stadium/San Diego

Find more events near you at

www.scca.com/solo

ROADRALLY

NATIONAL/DIVISIONAL

Mar 5 NC Hampton Inn – Tucson/Arizona Border

Mar 6 NT Hampton Inn – Tucson/Arizona Border

Nov 4-6 USRR, Whitmore Lake, Mich./Detroit Region

Complete 2022 schedule

to be announced

REGIONAL/DIVISIONAL

NORTHEAST

Apr 29-30 Days Inn, Pittsburgh, Pa./Steel Cities

May 1 Days Inn, Pittsburgh, Pa./Steel Cities

CENTRAL

Feb 5 Plaza Inn Hotel/Land O'Lakes

Apr 3 Hometown USA Community Park/Milwaukee

Jun 4 Country Inn and Suites – Middleton/Milwaukee

Jun 5 Country Inn and Suites – Middleton/Milwaukee

SOUTHWEST

Jan 15 El Fenix Mexican Restaurant, McKinney, Texas/Texas

SOUTHERN PACIFIC

Feb 4 SR Bank of Americas, Mission Hills, Calif./Cal Club

Mar 4 SR Bank of Americas, Mission Hills, Calif./Cal Club

Apr 1 SR Bank of Americas, Mission Hills, Calif./Cal Club

May 6 SR Bank of Americas, Mission Hills, Calif./Cal Club

Jun 3 SR Bank of Americas, Mission Hills, Calif./Cal Club

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

RALLYCROSS

RALLYCROSS NATIONAL TOUR

2022 schedule to be announced

NATIONAL CHAMPIONSHIP

2022 events to be announced

REGIONAL

CENTRAL cendiv-scca.org

Jan 15-16 Lake Neshonoc/Land O'Lakes

Jan 15-16 Marovec Farm/Iowa Region

Jan 22-23 Lake Neshonoc/Land O'Lakes

Jan 29-30 Lake Neshonoc/Land O'Lakes

Feb 5-6 Lake Neshonoc/Land O'Lakes

Feb 12-13 Marovec Farm/Iowa Region

Feb 12-13 Lake Neshonoc/Land O'Lakes

Feb 19-20 Lake Neshonoc/Land O'Lakes

Feb 26-27 Lake Neshonoc/Land O'Lakes

ROCKY MOUNTAIN coloradoscca.org

Jan 28-30 Wind River Tree Farm/Colorado

Find more events near you at

www.scca.com/rallycross

JAN/FEB 2022 ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS

Joseph Crecca	2/1/62	Northwest
Bob McQueen	1/1/62	Atlanta

55-YEAR MEMBERS

John M. Buffum	1/1/67	New England
Rollin D. Butler	2/1/67	Central Carolinas
Edward J. Forrest Jr.	1/1/67	Atlanta
Jerry W. Hodges	2/1/67	St Louis
Michael A. Landrum	2/1/67	Chicago
Betty K. Martin	1/1/67	Northeast Oklahoma
Timothy R. Ross	1/1/67	Cincinnati
Dick Templeton	1/1/67	San Francisco
David W. Truxal	2/1/67	North Carolina

50-YEAR MEMBERS

Johnnie Crean	2/1/72	Cal Club
William T. Currie	2/1/72	New England
John H. Deonarine Jr.	1/1/72	Philadelphia

David Dill	1/1/72	Western New York
Michael Fischer	1/1/72	Milwaukee
Geoffrey S. French	2/1/72	Nebraska
Gary Kowalski	2/1/72	South Bend
Kent Painter	2/1/72	Colorado
Bob Roberts	2/1/72	Neohio
Frank Sanchez	1/1/72	South Jersey
Bruce Sevier	2/1/72	San Francisco
Gerald E. Strickfaden	2/1/72	Rio Grande
Stanmore B. Townes	2/1/72	San Francisco

45-YEAR MEMBERS

Janet C. Berry	1/1/77	Arkansas
Jarold W. Boettcher	1/7/77	Kansas City
Scott C. Bowman	2/1/77	Des Moines Valley
Craig Carr	1/1/77	Northwestern Ohio
Jan Clark Castelluccio	1/1/77	Indianapolis
Steve Coe	1/1/77	San Diego
Sandra L. Cole	1/1/77	Detroit

Craig R. Colwell	2/1/77	Central Pennsylvania
E. Jeffrey Cox	1/1/77	Central Carolinas
Joanne R. Cox	1/1/77	Central Carolinas
Patricia Craner	2/22/77	Eastern Idaho
Douglas S. Crawford	1/1/77	River Cities
Michael Cummings	2/1/77	San Francisco
Bill Cutrer	1/1/77	Kansas
John P. D'Angelo Jr.	1/1/77	South Carolina
Patty L. Dwyer	2/1/77	San Francisco
Jeanne M. English	2/1/77	Cal Club
Bruce Faucett	1/1/77	Indianapolis
Susan Faucett	1/1/77	Indianapolis
James N. Friedman	2/1/77	New England
Paul E. Gilbert	1/1/77	San Francisco
Paul D. Helberg	1/1/77	San Francisco
Richard Holden	2/1/77	Mid South
Bob Hudson	1/1/77	Atlanta
Gary M. Jablonski	1/1/77	New York

JAN/FEB 2022 ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS (continued)

45-YEAR MEMBERS (continued)

Philip L. Keirn	1/1/77	Fort Wayne
Terry L. Larson	2/1/77	Northwest
Jeffrey Lee Loughhead	1/1/77	Ohio Valley
Kevin M. McKinney	1/1/77	Atlanta
Gary Meeker	1/1/77	San Francisco
Stephen Minnig	1/1/77	Washington DC
J.R. Mitchell	1/1/77	New England
Jeffrey H. Mosher	1/1/77	Blue Ridge
Robert Negron	1/1/77	San Francisco
Edd Ozard	1/1/77	San Francisco
James V. Painter	2/1/77	Central Carolinas
Alan Perry	2/1/77	New England
Michael A. Potocki	2/1/77	Western New York
David Pozzi	1/1/77	San Francisco
Lawrence J. Rehagen	1/1/77	Detroit
Jack M. Sampson	2/1/77	S West Virginia
David Alan Schaller	2/1/77	Texas
Philip L. Schmidt	1/1/77	Northwestern Ohio
Richard A. Skrehot	1/1/77	San Francisco
D. Bruce Turner	1/1/77	Ohio Valley
Richard J. White	1/1/77	Northwest
Jason A. Widich	2/1/77	Steel Cities
Ellen Zitzlsperger	1/4/77	Nebraska

40-YEAR MEMBERS

R. Lawrence Bangert	2/16/82	Northwest
Christy Beeson	1/1/82	Western Ohio
Phillip L. Cloninger	2/16/82	Central Carolinas
Bret C. Davenport	2/17/82	San Francisco
Connie R. Davies	2/22/82	Glen
James Dorfman	1/1/82	Chicago
David A. Dunlap	1/1/82	San Francisco
Christopher Fahan	2/17/82	New England
Michael Floyd	1/1/82	Oregon
Don S. Girven III	1/1/82	Finger Lakes
Sidney H. Goode	1/10/82	Central Carolinas
Sean E. Halloran	1/1/82	S West Virginia
Kimberly Davies Klein	2/22/82	Glen
David Klutensbaker	1/31/82	Buccaneer
Marjorie Lane	2/23/82	Western Ohio
Barbara Leeson	2/17/82	San Francisco
Jeanne A. Loyning	1/1/82	Oregon
Rebecca K.G. Mallory	2/22/82	New England
Richard J. Miller	1/1/82	Pan American
Tara E. Oram	2/1/82	Neohio
Michael P. Puskar	1/1/82	Neohio
Gary L. Quast	2/16/82	Nebraska
Douglas J. Richter	2/15/82	Central Florida
Janet E. Schmuck	1/1/82	Chicago
James R. Snyder	1/1/82	Susquehanna
Gary Paul Sommers	1/1/82	New York
Mark Alan Sullivan	2/16/82	San Francisco
Alan VanDeWeghe	1/1/82	Northern New Jersey
Cory A. Vandeweghe	1/1/82	Northern New Jersey

35-YEAR MEMBERS

Peter Agnell	1/9/87	Texas
Ken Alderson	1/9/87	Neohio
Jane Anderson	2/6/87	Cal Club
Wes Barron	2/24/87	Atlanta
Daniel John Benzer	1/26/87	Lone Star
Gwen Carlson	1/14/87	Indiana Northwest
Michael A. Caron	1/19/87	New England
Les Chaney	2/13/87	Central Carolinas
Andrew D. Clauss	2/4/87	Blue Mountain
Alan Dahl	1/28/87	Northwest
Kim Dean DeBower	1/29/87	Central Florida
Laura Kathryn DeBower	1/29/87	Central Florida
Brian Dodge	2/18/87	Washington DC
Maggie Emery	2/13/87	Glen
Lawrence W. Emery Jr.	2/13/87	Glen

Lauren Fix	2/13/87	Western New York
Mark Forbes	1/16/87	Florida
Robert Fullriede	2/24/87	St Louis
Terry Gilles	1/29/87	Neohio
Lynn M. Girven	1/16/87	Finger Lakes
James J. Goughary Jr.	2/24/87	Florida
Carol A. Halkias	1/27/87	Ohio Valley
Albert Hart	2/18/87	Rio Grande
Kenneth C. Harvey	1/29/87	San Francisco
John Herman	2/12/87	Western Michigan
David Herron	2/4/87	San Francisco
Anna M. Horn	1/26/87	Central Florida
Michael J. Horn	1/26/87	Central Florida
Anna Johnson	2/24/87	Washington DC
David R. Keith	1/16/87	Cal Club
Robert Joseph Kliffel	1/13/87	Detroit
John Lechner	2/27/87	Neohio
Carol Leuty	1/16/87	Northwest
Brian Linn	2/10/87	Cal Club
Cindi Lee Lux	2/20/87	Oregon
William J. Maisey	2/3/87	Old Dominion
Emily Mandile	1/23/87	Washington DC
Joan Smith McHenry	2/18/87	San Francisco
Juanita Gail Miller	1/14/87	Pan American
Mary Lou Miller	2/9/87	Florida
Douglas A. Mockett	2/10/87	Cal Club
Penny Morgan	1/6/87	Milwaukee
Robert B. Mumm	2/9/87	Milwaukee
Thomas W. Paligraf	2/9/87	Florida
David W. Patten	1/16/87	New England
Richard P. Powell	2/27/87	Indianapolis
Thomas M. Proko	1/15/87	Western New York
K. Bryner Raudibaugh	1/13/87	Blue Mountain
Kathie Reisinger	2/10/87	San Francisco
Brian K. Ringwood	2/20/87	Fort Wayne
Douglas Rocco	1/6/87	New England
Janice A. Roller	1/22/87	Detroit
Arlene Sanchez-Schapira	2/20/87	San Francisco
Darryl Saylor	2/9/87	Tennessee
Bob Siska	1/27/87	San Francisco
Sharlene E. Smith	2/10/87	Kansas City
Jack Duane Tippens	2/24/87	Chicago
Douglas A. Valley	2/24/87	New England
Bonnie J. Wannarka	1/30/87	Lone Star
Lyn Hodges Watts	2/24/87	Central Florida
Irene J. Wells	2/4/87	San Francisco
Mark Wilson	2/20/87	Washington DC
Dave Yahn	2/23/87	Milwaukee
Jackie Yahn	2/23/87	Milwaukee
Henry Clay Yeatman III	2/27/87	Chattanooga
Kathy Yerxa	2/24/87	San Francisco
Angelo G. Zucchi	1/29/87	San Francisco

30-YEAR MEMBERS

Lesley Albin	1/28/92	Southern Illinois
Robert L. Allen	2/20/92	Atlanta
Thorleif Barbru	1/9/92	Washington DC
John B. Black	2/7/92	San Francisco
Jerry W. Brock	2/28/92	Atlanta
Michael Allen Burgess	2/21/92	Saginaw Valley
Robert Canepa	2/13/92	San Francisco
Harold K. Corbin	1/22/92	Atlanta
Leanne Corbin	1/24/92	Atlanta
Robert Donald	2/26/92	Chicago
Steve Eckerich	1/28/92	Central Carolinas
Pamela Emery	2/6/92	Glen
William George Emery	2/6/92	Glen
John B. Evans	2/13/92	Arizona
Rick Frank	1/20/92	Houston
Paul Gordon Jr.	2/20/92	Central Florida
Susan L. Gould	1/6/92	New York

Drew W. Horner	1/28/92	Atlanta
Jane Horner	1/28/92	Atlanta
Donald Kahn	1/15/92	New England
Philip E. Kalamaros	2/14/92	South Bend
Bill Ladoniczki	2/27/92	Central Florida
Vicki Lanning	1/28/92	Central Carolinas
Brian E. Levesque	1/30/92	New England
Joseph L. McMullen	2/28/92	Northern Ohio Valley
Jeff Meyer	1/9/92	Great River
John H. Nelson	1/29/92	St Louis
Cecelia A. Papa	1/13/92	Northwest
Chris Pawlak	2/24/92	Detroit
Kenneth J. Porteous	1/29/92	North Carolina
Quinn H. Posner	2/26/92	Northwest
Christopher Prevenas	2/13/92	Blackhawk Valley
Luke Pritchard	2/24/92	St Louis
Janet Roth	2/26/92	Land O'Lakes
William R. Sarra	1/13/92	Cincinnati
Eugene Van Orman	1/24/92	Hawaii
Laura J. Veach	2/24/92	Delta
Ron Ver Mulm	1/31/92	Des Moines Valley
G. Stephen Waybright	2/26/92	Houston
Sydney Yagel	1/16/92	Houston

25-YEAR MEMBERS

Michael Albano	2/6/97	Central Florida
Lynne Allen	2/5/97	Atlanta
George Bigham	2/25/97	Houston
Daniel T. Brown	1/20/97	Texas
Adrienne Burgos	2/11/97	New York
Steve Butzen	1/9/97	Blackhawk Valley
Jeffrey A. Colah	1/2/97	Neohio
Dwayne DeShong	2/27/97	Central Florida
Marion C. Edridge	1/30/97	Florida
Mitch Fagundes	2/27/97	San Francisco
Maria Forbes	2/20/97	Florida
Peter J. Frost	2/6/97	Atlanta
Mark Stephen Gibson	2/12/97	Washington DC
Wayne G. Green	2/11/97	Mohawk Hudson
Michael Grove	1/8/97	Northwestern Ohio
Jane F. Haas	2/21/97	Central Florida
Nathan K. Hamlich	2/25/97	Glen
Chris Heinrich	1/3/97	Oregon
Charlie Johnson	1/28/97	Blackhawk Valley
Stephen K. Jones	2/4/97	Atlanta
Michael J. Lavigne	2/4/97	New England
Tracy B. Lewis	2/13/97	Red Hills
Ken Lin	1/31/97	Philadelphia
Robert Lovenson	1/8/97	Cal Club
James Magero	2/25/97	Central Florida
Ray Mason	1/22/97	Ohio Valley
Dennis McCarthy	2/13/97	New England
Mary Kay Moser	1/28/97	Southern Illinois
James Nelson	2/5/97	St Louis
Mark Nelson	2/13/97	Utah
Kristen Paparella	1/15/97	Cal Club
Maurice L. Polak	2/13/97	San Diego
Jose Luis Pombo	2/25/97	Atlanta
Derek Punch	2/27/97	San Diego
Russell A. Quintal	1/9/97	New England
Brian James Robertson	2/12/97	San Diego
David Sanderlin	2/20/97	Buccaneer
Gilbert F. Sherman	1/23/97	Nebraska
Kevin B. Smith	2/4/97	Oregon
Stacey A. Smith	2/4/97	Oregon
Dana Stadel	2/4/97	Blackhawk Valley
Eric Stemler	1/22/97	Gulf Coast
Gary G. Thomas	1/30/97	Finger Lakes
Kevin Wenzel	2/5/97	Colorado
John Whitting	2/12/97	Cincinnati
Mark Wilsdon	2/26/97	Western Michigan

NEW PRODUCTS



SUMMIT RACING MAGNETIC ORGANIZER TRAYS

Summit Racing magnetic organizer trays will hold all your small parts, fasteners, tools, and more, in place so they won't come up missing when you need them the most. Made of steel, the trays stick to most metal surfaces, with rubber coated magnets to prevent scuffing and scratching. The trays are also black coated to prevent corrosion. **\$39.99** summitracing.com



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Stronger fuel injection drivers power the new MicroSquirt ECU update from AMP EFI/ DIYAutoTune. The unit also features a protected crank input for engines triggering from a coil negative, with new features including some configurability to make it easy to set up for four ignition outputs for use on V-8 engines in wasted spark, or for sequential ignitions in four-cylinder applications, and more. **\$344** diyaautotune.com



HOOKEE RACINGHEART NC MIATA HEADER

The Hooker RacingHeart 1-5/8-inch long-tube header is designed for the 2006-'15 Mazda MX-5 Miata with 2.0L engines. Designed for enthusiasts competing in autocross, track days, road racing, and more, this hand-welded header is made from 18-gauge 304 stainless steel and uses a 3/8-inch-thick flange. The tri-Y design produces max dyno gains of 18hp and 14ft-lb of torque over stock. **\$439.95** holley.com

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Jeff Loewe

PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

BRANDING, MARKETING – AND TIME

My Netflix queue and racecar prep list share a similar trait: they're longer than my free time allows. To that end, I finally began watching *Formula 1: Drive to Survive* on Netflix. The show is greatly reinforcing my previous perception that the higher the level of motorsports, the more stressful it becomes. It also makes me respect the drivers in our annual SCCA Pro Racing season wrap-up issue (this issue) that much more, as well as strengthens my lifelong desire to never race professionally. Sure, I wouldn't turn down a one-off seat in a pro series, but I've never had a desire to build a career behind the wheel. Still, that doesn't mean there aren't lessons weekend warriors can't learn from the pros.

In a seeming non sequitur, approaching the Tire Rack Solo National Championships and National Championship Runoffs, Club racer Fritz Wilke offered me a complimentary copy of his new book, *Branding Speed*.

Similar to *Drive to Survive*, I'm far from the conclusion, but I am deep enough in to recommend it.

Fritz was in Ford's marketing department for more than a decade, working on projects from the Mustang to the Ford GT and more. In his book, Fritz calls upon some of those experiences to help amateur racers in their quest to market their racing endeavors through building a brand image. This, in turn, could increase a racer's ability to attract sponsors, if they so desire.

I've got to admit, beyond not wanting to race professionally,

I also have little interest in obtaining sponsors (which is why SCCA's contingency programs are a blessing). Still, for a multitude of reasons, I agree with the concept of building yourself, or team of friends, as a quality racing brand.

Many authors assume readers have a certain level of knowledge on the topic at hand in order to get the most from their book. Fritz, meanwhile, assumes the reader has a knowledge of amateur motorsports – specifically SCCA Road Racing and autocross – and not branding or marketing, which means every chapter piqued my interest. Furthermore, each chapter begins with personal anecdotes, some from his racing, with others from his childhood or professional life.

Truth be told, one of the reasons I haven't finished *Branding Speed* is because by the time I got to chapter three, I found myself jumping ahead to read each chapter's intro. I'm a sucker for good anecdotes.

Back to this issue of *Sportscar*, some of the SCCA Pro Racing champions we profile have their eyes on IndyCar or F1, while others are already living their pro racing dream. Yet, regardless of where they are in their careers, they're all deeply involved in branding and marketing, be it via a team or as a driver – just like every driver and team in *Drive to Survive*. And, as Fritz notes in his book, smart marketing open doors.

Speaking of doors, I really need to head to the garage to wrench on my racecar some more before the racing season kicks into gear. Or perhaps I'll do that after reading another chapter of *Branding Speed*...or watching more Netflix. 🍷



READ OR WRENCH
My attempts to read a book while working on my racecar have so far been unsuccessful.

FROM THE ARCHIVES

10 YEARS AGO...
JANUARY 2012



- Patrick Long, famed Porsche factory driver who retired from full-time racing in 2021, was profiled for winning the then-SCCA Pro Racing-sanctioned World Challenge GT class for 2011.
- Scott Rettich dominated the 2011 SCCA Pro Racing Pro FE and Pro SRF series, winning both.

60 YEARS AGO...
JANUARY 1962



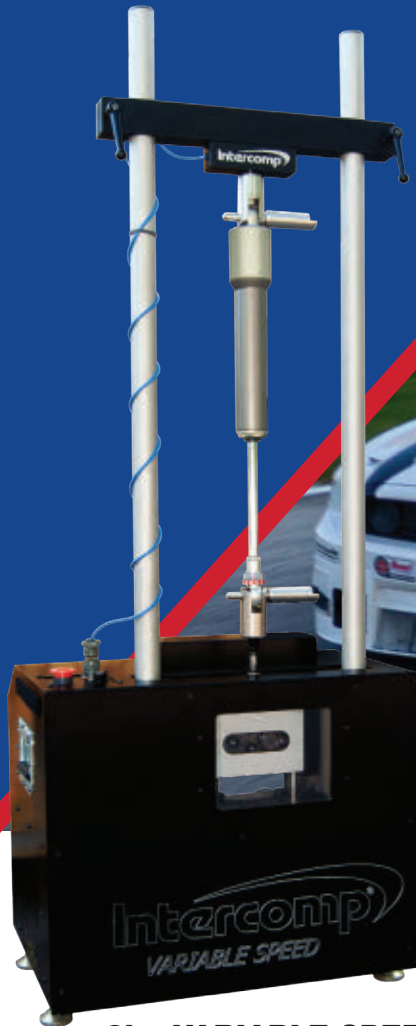
- 1961 Nassau Speed Week saw SCCA racers Roger Penske and Dan Gurney rise to the top, while Phil Hill was recognized with the Martini & Rossi Motor Sportsman Award.
- Effective immediately, all roll cages would be required to include an inspection hole.

75 YEARS AGO...
JAN/FEB 1947



- The SCCA's third annual meeting took place on Jan. 18, 1947, with 37 members present.
- At that meeting, it was voted to officially incorporate the SCCA, and to also have insurance for all Club events.
- SCCA dues were increased from \$3 to \$5 per year.

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