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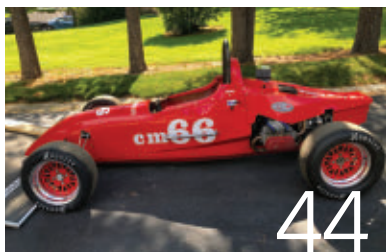
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MARKETING, INC.



MIKE COBB

PRESIDENT & CEO, SCCA INC.

RULES ARE IMPORTANT*, AND SO ARE RULE KEEPERS

I'm potentially skating on thin ice with this storyline, knowing that many of us are weary of rules and mandates at this point. But this is not a political column. It's about our Mission and the role each of us plays in fulfilling it, as we abide by the rules that support our programs.

Having just concluded the 2022 virtual SCCA National Convention, I'll bet you can play back the SCCA Mission which we reviewed in many sessions:

"We exist to fuel a safe, fun, and exciting motorsports experience for auto enthusiasts."

This seems simple, but before we can deliver "fun and exciting," we need to be safe. Safety is foundational to fulfilling our mission. Motorsports carries an inherent element of risk, so we are committed to provide events that are smartly designed, well run, and executed within defined rules that safeguard participants. We execute more than 2,000 events annually across multiple venues and program types and do so under all sorts of conditions. Our track record of safety and event operations leadership as a motorsports sanctioning body is outstanding. It is one of the Club's towering strengths. But we are only as strong as we are consistent in executing behind it. *And our rules are for all of us, including me – your President and CEO.

I was recently provided an opportunity to experience our SCCA Road Racing rules framework and oversight in a competition environment firsthand, and I can share that all involved (except, embarrassingly, this driver) executed their roles flawlessly:

- The corner station team called in a potential transgression timely and accurately
- The Stewards all did their jobs professionally
- The Chief Steward reviewed the situation and made the appropriate call

At this point, you might be thinking to yourself: That's the way it should work – but what role did you play in this scenario?

For context (not an excuse), this was my first road race in two years. And, while it was at a venue I have worked as a Flagger and driven once as a participant, it has been a while.

As I got pulled deeper into the heat of competition, I entered what is defined by SCCA Hall of Famer and professional racer Randy Pobst as the "Vortex of Danger" (see Appendix P of the GCR to learn more about this, if you have not yet seen it). But, if I may add to Mr. Pobst's perspective, I was not caught up in a corner entry or exit vortex with another car; I was just so focused on trying to overtake the car ahead cleanly that I missed the all-important "communication vortex" while on track – the yellow flag being displayed at the corner station. Yes, I passed under yellow. And yes, I was penalized.

The bad news here is that my actions on this day were not consistent with fulfilling our Mission. The good news is that all of the other mechanisms we have in place – the workers, the Stewards, and the Chief Steward – did their respective jobs well and held me accountable. Lesson learned.

Rules are important. So are the rule keepers. We are all held to the same standards, and this driver will not make the same mistake again.

Thank you, workers! 🚦

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- Quick lace system with soft Kevlar eyelets
- Textured rubber outsole for optimum grip
- FIA 8856-2000 Approved
- SFI 3.3/5 Approved
- Available only in the black/white/red color combination.
- Sizes: 39-47 (7-13US)



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Philip Royle



2022 SCCA NATIONAL CONVENTION:

Building on the success of the first virtual SCCA National Convention last year, the 2022 SCCA National Convention broke records in audience engagement and community interaction. Entitled "SCCA Connect 2022," this year's convention was organized to fulfill its purpose of connecting auto enthusiasts through memorable shared experiences.

The event kicked off on Friday, Jan. 21, with the Annual Meeting and Hall of Fame Awards Ceremony. During the Annual Meeting, SCCA President and CEO Mike Cobb presented the preliminary financial results for 2021, with the SCCA Inc. concluding the year both profitable and significantly above budget. Those numbers, though, were preliminary, with independently audited financial results to be presented to the membership later this year.

Interactive town hall meetings then highlighted the weekend, followed by program-specific days through the week that followed, from autocross Monday to road racing Tuesday, and more. Beyond that were sessions about marketing, sanctions, risk management, stewarding, the SCCA Foundation, member and Region services, and more. And, finally, program and department "office hours" were provided for members to ask specific questions.

Beyond these sessions, several outstanding highlights included keynote sessions with McKeel Hagerty of Hagerty Motorsports, John Doonan of IMSA, and Randy Pobst, a

name synonymous with SCCA National Championships and Pro Racing wins.

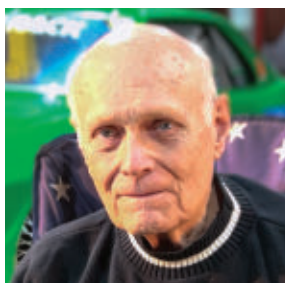
By the time the SCCA National Convention concluded on Jan. 28, some 66 sessions had been held, with all sessions recorded and posted online for later playback through the Whova App. As in 2021, the session videos will also be available via the Member Account Portal on the "My Learning" tab for SCCA members at my.scca.com – where the 2021 SCCA National Convention recordings can also be found.

SCCA HALL OF FAME: CLASS OF 2022

During the 2022 SCCA National Convention, the SCCA inducted five Club members into the SCCA Hall of Fame, recognizing each member's contributions to the Club's history and the world of motorsports. This year's class includes a sports car racing champion across multiple decades, an all-around champion driver and promoter, and a group of members that have contributed to the promotion and growth of the SCCA for decades.

CHARLIE CLARK

In his nearly 50 years as an SCCA member, Charlie Clark has been a road racer, autocrosser, event organizer, mentor, and a leader. As a road racer, Clark has participated in more than 30 SCCA National Championship Runoffs, and as an autocrosser, has never missed a Solo National Championships event. He is a four-time Solo



National Champion, the 1986 Solo Driver of the Year, 1985 Solo Cup recipient, a four-time National Champion of the former Solo I program, the 2013 John McGill Award winner, and a winner of the Dick Berger Perseverance Award. The "Clark" in the Johnson-Clark-Johnson Cup, presented to the season-long ProSolo Super Challenge Points Champion each year, is Charlie Clark – a founder of the ProSolo program. Clark served four terms on the SCCA Board of Directors, was a Solo Nationals event chair, and served on the Club Racing Board.

HOWARD DUNCAN

Howard Duncan's impact on the Club began in his home Region, but for more than 30 years he has been known as the driving force behind the birth and growth of SCCA's National



Solo program. Though serving as SCCA National Staff during most of that period, Duncan was awarded the 2014 Woolf Banarto Award – unprecedented for a member who earned the award primarily for his work as an employee. Under his guidance, the National Solo program moved into the major leagues by developing high-quality, long-term event sites and building an immense volunteer team. This process has helped the Solo National Championship event to grow from 500 entries in the mid-1980s to a record 1,375 entries in 2018. In addition to his impact on SCCA Autocross, he was a strong supporter of the RallyCross program in its early years and for 10 years was one of only a few "100 percenters" at the RallyCross National Championship. He was also one of the originators of the SCCA Hall of Fame itself, along with introducing the Tire Rack Street Survival program to the SCCA.

PAUL PFANNER

Paul Pfanner's contributions to the Club are not difficult to quantify. Though his SCCA career began as a Formula Ford racer in the early 1970s, his longer-lasting contribution came first as the publisher of his local Cal Club Region newsletter, which opened the door for his company, now Racer Media & Marketing, to publish SCCA's *SportsCar* magazine. Under Pfanner's guidance since 1984, *SportsCar* magazine became the Club's most visible marketing piece, covering the Club's activities and highlighting



BENEFITS TO MEMBERSHIP

Being an SCCA member has benefits beyond competing and volunteering – there are financial benefits, too. Through SCCA's Member Benefits program, members are eligible for discounts to numerous companies, with some of the most recent being Dino Luzzi, Tige Boats, Goodyear, EBC Brakes, RaceChick, Snaplock Flooring, Track Facts App, ApexPro, and Blayze Coaching. Click the Member Benefits link on scca.com for more information.

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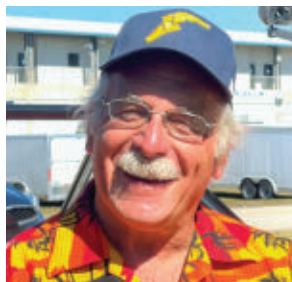
his Muscle Milk brand were instrumental in reviving the Trans Am Championship in 2009 after a three-year hiatus.

MARK WEBER

Mark Weber's SCCA Hall of Fame nomination could have come in two separate roles. As a racer, it's likely that no one has entered more SCCA road races than Weber in his nearly 50-year driving career. It is certain, however, that Weber's 63 – and counting – National Championship Runoffs starts are more than any other driver by a large margin. But Weber

GREG PICKETT

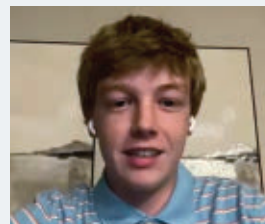
There is longevity, and then there's Greg Pickett. Pickett began his driving career as an SCCA Club Racer, entering his first Trans Am race in 1975 using his A Sedan car. Now, no other driver can claim to have won a Trans Am Championship race in six different decades, with Pickett's first coming in 1978 and carrying through into 2021 as a 73-year-old. Pickett was the 1978 Category II Drivers' Champion and went on to win two championships as a team owner in the American Le Mans Series. A multiple race winner as a driver, Pickett and



might be more well known for his role as a chronicler of SCCA's road racing history, photographing Club and Pro Racing events from 1972 through 2020. He sold his first racing photograph as a high school senior after joining the Club in 1970, and then celebrated the end of his photographic career with a photo on *SportsCar* magazine's cover after shooting the 2020 Runoffs. In addition to *SportsCar*, his photos of SCCA races have appeared in *RACER*, *Autoweek*, *Car and Driver*, and more. 📷



AWARDS



AND THE WINNERS ARE...

(CLOCKWISE from TOP LEFT) Rich Biretta received the Woolf Barnato Award. Kevin Coulter won the David Morrell Memorial Award. Conner Zilisch earned the Jim Fitzgerald Award. Troy Ermish received the President's Cup.

WOOLF BARNATO AWARD:

Rich Biretta, Kansas City Region

DAVID MORRELL MEMORIAL AWARD:

Kevin Coulter, Chicago Region

MEMBER OF EXCELLENCE:

George Laws, Chicago Region

TOM BURKE AWARDS

Small Region: Allegany Highlands Region

Medium Regions: Reno Region

Large Regions: Lone Star Region

Jumbo Regions: Washington DC Region

REGION OF THE YEAR AWARDS

Small Region: Puerto Rico Region

Medium Region: Western Michigan Region

Large Region: Buccaneer Region

Jumbo Region: Central Carolinas

ROAD RACING AWARDS

President's Cup: Troy Ermish, San Francisco Region

Jim Fitzgerald Rookie of the Year Award: Conner Zilisch, Central Carolinas Region

John McGill Award: Frank Schwartz, Detroit Region

Kimberly Cup: Tim Kezman, Milwaukee Region

2021 Mechanic of the Year: Chris Garcia, San Francisco Region

RALLYCROSS AWARDS

Dirty Cup: Stephen Hyatt, Susquehanna Region

Spark Plug Award: John England, Ohio Valley Region

Divisional RallyCross Achievement: Southern Pacific Division

Regional RallyCross Achievement: Ohio Valley Region

ROADRALLY AWARDS

Robert V. Ridges Memorial Award: Bruce Gezon, Philadelphia Region

Arthur J. Gervais National Course Rally of the Year: Milwaukee Region's Roads Scholar, Jim Crittenden, rallymaster

David Teter National Tour Rally of the Year: Milwaukee Region's Roads Scamper, Jim Crittenden, rallymaster

The Best New National Rally Awards: (Tour) Detroit Region's Lazy Daze, Dennis Wiedbusch, rallymaster; (Course) Texas Region's ONTO Fall, Liz Witt, rallymaster

Divisional RoadRally Achievement Award: Central Division

Regional RoadRally Achievement Award: San Diego Region

CONTINGENCY PAYOUTS: WIN CASH AND PRIZES

Don't forget to register for contingency offerings available through my.scca.com. Companies with contingency programs for various SCCA competition include Carbotech, Falken, Ford, G-Loc, Goodyear, Hankook, Hawk, Hoosier, Mazda, Nissan, Pirelli, SCCA Enterprises, Summit Racing Equipment, Toyota/TRD, and more.



Rupert Berrington



Jeff Leewe

THE WINNERS

Mark Hill (BELOW) and Shawn Roberts (LEFT) clinched the RallyCross TripleCross Award in 2021.



Jeff Leewe

TWO EARN RALLYCROSS TRIPLECROSS AWARD

Be it a Regional, National Challenge, or National Championship, winning an SCCA RallyCross event is far from easy. What's even more challenging is laying claim to the RallyCross TripleCross Award, which involves winning

a Regional, National Challenge, and National Championship in a single class during the same competition year.

In 2021, only two drivers accomplished this feat: Kansas Region's Mark Hill driving in Prepared All Wheel Drive,

and Washington DC Region's Shawn Roberts driving in Prepared Rear Wheel Drive.

For Hill, the 2021 TripleCross Award marks his third TripleCross in as many years. Shawn Roberts, meanwhile, clinched his first TripleCross Award in 2020. 📍

19 CLINCH 2021 SOLO TRIAD

The Solo Triad is one of the most difficult awards to earn in SCCA competition. Although the criteria have varied a bit over the years, a Solo Triad Award is earned through a triad of accomplishments. First, a driver must be victorious at the Tire Rack SCCA Solo National Championships; second, they had to win a Tire Rack Solo National Tour in the same class, where at least three other drivers were competing; and third, they had to claim a win at either a second Solo National Tour with at least three drivers competing, or a Tire Rack ProSolo, in the same class (or an equivalent class at a ProSolo), with at least five drivers competing.

There are other details, like in 2021, a trio of events following the Solo Nationals offered competitors three additional chances to secure the award.

Pulling off the feat in 2021:

Charles Krampert, Tennessee Valley Region, A Street

Win-hou "Tony" Chow, Northwestern Ohio Region, B Street

Mark Scroggs, San Francisco Region, C Street

Alex Piehl, Steel Cities Region, D Street

Stephanie Reynoso, Lone Star Region, D Street Ladies

Cindy Duncan, Central Kentucky Region, F Street Ladies

John Azevedo, Chicago Region, G Street

Jennifer Bedell, North Carolina Region, Solo Spec Coupe Ladies

Grant Reeve, New England Region, Super Street R

Michael Carpenter, Utah Region, Street Touring Ultra

Billy Davis, New England Region, Street Touring Roadster

David Whitener, Texas Region, Street Touring Sport

Steve O'Blenes, Cal Club Region, D Street Prepared

Jeff Wong, Arizona Region, E Street Prepared

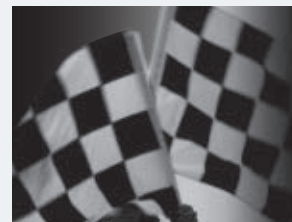
Eric Anderson, Tennessee Region, Super Street Modified

Tracy Lewis, Red Hills Region, C Prepared Ladies

Todd Roberts, Lone Star Region, D Prepared

Patrick Washburn, Milwaukee Region, E Prepared

Jeff Kiesel, Cal Club Region, E Modified 📍



CHECKERED FLAG JOE HUFFAKER SR.

Joe Huffaker Sr., who passed away in February 2022, was one of the most successful racecar constructors, influencing motorsports for more than half a century. Inducted into the SCCA Hall of Fame in 2017, his induction bio tells of an enviably motorsports journey most could only aspire to.

In 1954, Huffaker was contracted to build an Austin-Healey Special, which became a common site in the late 1950s on racetracks in Northern California. In 1959, Huffaker joined British Motor Cars in San Francisco to open a competition department. During this era, BMC Competition Department became one of the largest racecar manufacturers in the United States.

From 1964-'66, Huffaker's attention turned toward Indianapolis 500 competition. He helped build the famous MG Liquid Suspension Specials, for which he received an engineering award for design and development. Huffaker also helped develop safety technology in the form of the deformable fuel cell.

In 1967, Huffaker formed Huffaker Engineering, building numerous SCCA championship-winning racecars, before turning his attention to Trans Am and IMSA in the 1980s. 📍



TIRE RACK, HAGERTY, AND MAZZA RETURN

Many Club partners are back for 2022. Tire Rack will continue as the official tire retailer of the SCCA, as well as the presenting sponsor for the National Solo program and Track Night in America. Hagerty returns as SCCA's official insurance partner and with its involvement with Track Night. And Mazza Vineyards will continue to be the official sparkling wine supplier to SCCA.

SCCA NAMES 2021 SOLO DRIVER AND ROOKIE OF THE YEAR

The Solo Events Board (SEB) has selected a Driver of the Year and Rookie of the Year for 2021 from nominations submitted by SCCA members.

Driver of the Year honors are presented to competitors who demonstrated exceptional skill or overcame major obstacles to produce an outstanding performance at the Tire Rack SCCA Solo National Championships. During the 2021 event, San Francisco Region's Matthew Ellam had a sizable lead in B Modified on day two going into final runs. He could have easily rested on his laurels, but instead pushed himself to find even more time on course in his Omnifab Cheetah. Ellam picked up more than one second on that final run, sealing his fourth SCCA National Championship title



Rupert Berrington

TOP TWO

Matthew Ellam (RIGHT) was presented with the Solo Driver of the Year award, while Jacob Glover (ABOVE) was named the Solo Rookie of the Year.



Rupert Berrington

in BM over the last six years. He also earned the overall PAX crown by a significant margin and claimed Fastest Time of the Day honors for the entire event by more than three seconds.

The Solo Rookie of the Year award recognizes an outstanding performance by a driver with limited competition experience during a first Solo National Championships appearance. Steel Cities Region's Jacob

Glover made his first run at the Solo Nationals in 2021 driving a Chevrolet Corvette Z06 in A Street. That class had 41 competitors, and Glover came home in second, just 0.198sec off the leader. 🏆

TUNE IN TO IMSA

IMSA's 2022 WeatherTech SportsCar Championship season is off to an amazing start, with the Roar Before the 24, the Rolex 24 At Daytona, and Mobil 1 Twelve Hours of Sebring Presented by Advanced Auto Parts already in the books – and that's just the beginning.

The series will be in California for the Acura Grand Prix of Long Beach

(April 8-9) followed by the Hyundai Monterey Sports Car Championship (April 29-May 1). From there, the series travels east to the Mid-Ohio Sports Car Challenge (May 13-15).

With the partnership between SCCA and IMSA, being a part of the action is easy, as SCCA's workers are key to the success of each stop in the series. For more information about how you can work an IMSA race, check with the SCCA Region that's local to each IMSA event.

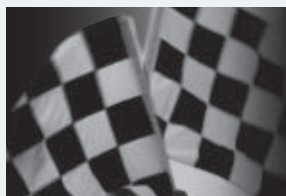
For the events you can't attend, head to IMSA.com and then tune in to IMSA races live on NBC, USA Network or Peacock, or via IMSA Radio on IMSA.com and SiriusXM Radio. 📻



Dave Green

ROARING INTO ACTION

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CHECKERED FLAG LLOYD LORING

JAN. 1928-JAN. 2022

During his near 70-year membership, Lloyd Loring experienced much of what the SCCA has to offer. He held several offices within the South Bend Region, including co-chair of the Region's Solo program. He participated in gymkhanas and RoadRallies, was once named Central Division Rally

Driver of the Year, organized road races, worked tech, and helped in Timing and Scoring.

Serving first at local events and in the CenDiv Solo series, Loring became the first announcer at the Solo National Championships and will always be remembered as "The Voice of Solo."

Loring received many awards, including the prestigious Kelly Cup, and had his legacy recognized with the Lloyd Loring and Jeanne Ruble Achievement Award annually presented at the Great Lakes Division Solo Championships Spring Training weekend.

Loring, who was inducted into the SCCA Hall of Fame in 2021, was 94 years old at the time of his passing. 🏆

CHECKERED FLAG: CAROL COHN

In the last issue, we regrettably misprinted the name of dedicated SCCA member Carol Cohn, who passed away in August 2021. During her 60-year membership with the Club, she was involved in many ways, including as a participant, a Region leader, and as a registrar for amateur and professional racing. We deeply apologize for the error.



SCCA ENDURO SHIFTS FOCUS TO NATIONAL TOUR

GREEN FLAG

SCCA's Enduro National Tour kicks off in late May at Nelson Ledges.



Jeff Loewe

The 2022 SCCA Team Enduro National Championship, scheduled for April 1-2, has been postponed, with the focus of the new Enduro Program shifting to its National Tour events scheduled for the balance of 2022, and a ramp-up to a 2023 National Championship.

While the SCCA believes that the inaugural weekend would have delivered a great event for the teams participating, the timeline of developing a new program for a Championship event was too compressed.

"We absolutely believe in the Club's ability to rise to the occasion and deliver an excellent experience," said Eric Prill, VP of Road Racing, "but we are too

close to the launch event, with a to-do list that is too extensive to ask for a commitment from teams in good faith."

The four 2022 Enduro National Tour dates will serve as pilots leading up to a strengthened program in 2023.

"Team Enduro will continue to focus on fine-tuning its plans," Prill said, stressing the importance of the primary philosophy of the SCCA and commitment to the Enduro program.

A complete schedule of Enduro National Tour events can be found at scca.com/enduro, with the inaugural event taking place May 20-22 at Nelson Ledges Road Course in Ohio. 📍

BROCKMAN, TWOMEY WIN RRDC MARK DONOHUE AWARDS

Spencer Brockman and Scott Twomey were named the 50th and 51st recipients of the RRDC Mark Donohue Award. This award is presented annually by the Road Racing Drivers Club for outstanding performance, competitiveness, and sportsmanship during the SCCA National Championship Runoffs and is voted on by select RRDC members.

Since there was no RRDC members' dinner held in 2021 due to the pandemic, both awards were presented at this year's event at Daytona International Speedway on Jan. 26.

Racing a Swift 014a Mazda at the 2020 Runoffs, Brockman started from the Formula Atlantic pole and, after a spirited 13-lap race, claimed his first Runoffs win by a 2.216sec margin at Road America. Brockman

received his honor from Calvin Stewart, the 2015 Mark Donohue Award winner and award committee chairman.

Twomey's victory, driving from second place on the GT-Lite grid, came at the 2021 Runoffs at Indianapolis Motor Speedway. Twomey earned his first career Runoffs gold medal by claiming the lead from polesitter Chris Bovis in the final turn following a race-long battle.

Every year, the RRDC Mark Donohue trophy is an engraved glass top mounted on a special, racing-experienced wheel, provided by an RRDC member. The wheels for the 2020 and 2021 awards were donated by RRDC member Wayne Taylor.

One of the wheels was from the No. 7 Acura Team Penske ARX-05, driven by Ricky Taylor and Helio Castroneves, the 2020 IMSA



Rupert Berrington



Rupert Berrington

WHAT A DRIVE

The RRDC honored Spencer Brockman (TOP) and Scott Twomey (ABOVE).

WeatherTech DPi champions and race winners that year at Laguna Seca, Mid-Ohio, and twice at Road America.

The other wheel was from the No. 10 Konica Minolta Acura ARX-05, driven to victory by Ricky Taylor, Filipe Albuquerque, Alexander Rossi, and Helio Castroneves at the 2021 Rolex 24 at Daytona and at Mid-Ohio and Laguna Seca. 📍

MEMBERSHIP LEADERS

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MEMBERSHIP REFERRAL LEADERS FOR JANUARY 2022

NAME	REF	REGION
Jeff Sexton	3	Lone Star
Jose de Miguel	2	Puerto Rico
Seth Harris	2	Cal Club
Kevin Line	2	Detroit
Anthony Piselli	2	Washington DC
Avery Tsui	2	Big Island of Hawaii
Chris Windsor	2	Washington DC

155 additional members have at least one referral.

REGION LEADERS

(Category based on 2021 year-end membership)

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

JUMBO REGIONS (800+):

Central Carolinas	3.4%
Atlanta	2.0%
Washington DC	1.8%

LARGE REGIONS (401-799):

Lone Star	3.0%
Kansas City	2.3%
Land O' Lakes	2.0%

MEDIUM REGIONS (200-400):

Oklahoma	5.1%
Northeast Oklahoma	4.9%
Hawaii	4.3%

SMALL REGIONS (<200):

Arizona Border	8.3%
Tennessee Valley	6.2%
West Texas	6.2%

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

VERSTAPPEN, NASCAR, AND THE DEATH OF HONOR

Racing has been the focus my entire adult life. I love it, obviously. The cars, the physics, the competition, the constant striving for the perfect corner, the perfect lap, the challenge, the risk, the emotional control, and the focus created in my brain.

Racing, as I know it, is a sport. An organized sport. Like others we know well – football, golf, soccer, and so on. And, as the amazing ancient quote (600 BC!) in the SCCA Road Racing General Competition Rules (GCR) pointed out: The higher the level of competition, the greater the complexity of the rules that govern it.

The sport of auto racing operates within a set of rules as well, but I submit that those rules are not anywhere near as well defined. That's why I worked with Terry Earwood and the SCCA to create the new Appendix P: Racing Room & Passing Guidelines adopted into the GCR.

Now, I've never been much of a spectator. I almost never watch a race in which I am not driving. I'm only dimly aware of what happens in big pro events like Le Mans, Formula 1, and NASCAR, until I hear of a controversial tangle on track,

especially for a win. At that point, I go to YouTube, hunt for a video, and then play armchair race steward. Such things inspire strong feelings in me, some of which you read right here.

Recent incidents in both NASCAR and F1 have incited feelings of anger, disappointment, and ultimately, a kind of acquiesced depression in me. It's clear that some other sanctioning bodies need our Passing Guidelines, too, to enforce with consistency. Where is the honor and respect? Maybe I have to accept that it's just the way it is. It's show business, after all. But our SCCA Club races are *not* show business.

I like to think that I race hard and fair, but I'm sure that if I ran for some kind of racing public office, my opponent could line up a few folks who would claim indiscretions that I forgot. Or never realized. Such is perspective. We remember our wins much more clearly than whoever we may have offended on the way to the checker.

NAS-cars and sports cars usually have bumpers. This makes it quite easy to shove a competitor out of the way to win, and I've seen this happen in high-profile cases several

times lately. Series seem to strongly dislike changing the results of a race over such incidents, and I rarely see this happen. It was more common to alter results earlier in my career. Seems that if you are going to do it, make sure it's near the end so there's no time for a drive-through penalty or position give-back before the checker (he said, cynically).

In NASCAR, I heard comments, from pit lane and reporters, like: "It was a good move. He really wanted it. He had to do it. That's racing." Sometimes I watch the celebrations on pit lane afterwards and it turns my stomach. Am I just too strict?

At the SCCA National Championship Runoffs, it's a one-race sprint for a National Championship, and sometimes drivers make desperate moves. I'm always sad to see a close race end with contact. We need to be better than that, both the leader and the challenger. Some drivers are just way too comfortable with banging doors – or bumpers. Hey, a little rubbin' is cool I guess, if you're not gaining positions by it. But I hate bodywork damage – I want my car to look good. No contact is the gold standard.



Formula 1 has attracted my attention lately, and there's the rub. Why? Because of risky on-track incidents and crashes, that's why. I must admit it's true, this creates interest. Currently, it's Max Verstappen and Lewis Hamilton. From my perspective, Verstappen is a classic Type A asserting big dog status. I've watched as he dives into The Vortex of Danger, or turns in and hits a *car he can see*. He is consistently making collision course choices that require the other driver to get out of the way to avoid impact. Impressionable race fans the world over watch this and think it's just racing. It is not. It's dangerous and wrong.

So, what's the rub? Well, if it weren't for these incidents, I wouldn't even be paying attention, and probably a lot of others wouldn't either. Such controversy is good for the views and apparently good for the business. It sells tickets, as they say. I believe this is why a lot of this kind of driving is tolerated – and (my inner conspiracy theorist says) even encouraged. Maybe it's even good for the popularity of auto racing as a whole?

Well, it's not good for the sport.

These are the most well-known races and drivers in the world. Verstappen is setting an example that is dragging down the essence of auto sports. All over the world, enthusiasts are watching and learning and making their own choices. There is no honor in running a competitor off the road to maintain a position. No honor = no sport.

At our level of Club and smaller pro series, I believe such driving has the opposite effect. Most budgets are far smaller, there are no spare cars in the trailer, and normal folks have families and businesses they wish to return to on Monday. Reasonable people will not tolerate the risk and the damage.

In the 1990s, I watched as Porsche Club racing grew tremendously, and I believe this was greatly encouraged by very strict rules on contact, what they call the 13/13. Blamed for one incident? Thirteen months of probation. Get another blame assessment in that period and your racing license is gone for 13 months. Yeah, there's controversy, of course, but keeping the racers feeling safe on track keeps more racers coming back.

"From my perspective, Verstappen is a classic Type A asserting big dog status. I've watched as he dives into The Vortex of Danger"

There are no TV and YouTube views earning income for the series.

At all levels, and especially at the top, I encourage racing close and hard, making a great show, because it will trickle down to all of us watching from the outside. These famous series are businesses, with a different goal than our SCCA Club Racing. *Our* bottom line is having a good time with our cars. *Their* bottom line is making money. Do not be lured by shows of professional, dangerous foolishness into thinking that our racing is actually built on driving competitors off the road and last-lap crashes to win.

Auto racing is winning by preparation, brains, and speed, not by late moves and crash passes. Skills, not terrorism. Win with talent, measured aggression, honor, and respect for your competitor. That "determines, no less, the degree of civilization of 'our' society." Thank you, SCCA CGR Foreword and Thales of Miletus, c. 600 BCE. 📍

DEEP DIVE

(ABOVE) Battles in Formula 1, like this duel at Monaco in 2019 between Lewis Hamilton and Max Verstappen, can be epic. But are they the best for motorsports in the long run?

POWER



From SCCA Autocross to Time Trials, HillClimbs, and beyond, Ryan Cheek's motorsports adventure is a powerhouse of a journey she never saw coming | **WORDS** Philip Royle | **IMAGES** Kyle Quattromani

I don't know," Ryan Cheek quips when asked about how her motorsports journey came to be. "I don't think I ever really knew that I liked driving as much as I do." Today, her life is quite different from her childhood. Knee deep in motorsports, Ryan, a relatively new Central Carolinas Region member, is

quite handy at SCCA Autocross, Time Trails, and HillClimbs – the last two of which she's utterly enamored with. She's involved in the sport in other ways, too, like through her initiative to introduce women to cars and motorsports, as well as via her recently official role with SCCA's Time Trials program. But much

like the mountain roads she enjoys driving, getting from where she was to where she is involved curve after thrilling curve, with challenges along the way. Intrigue, sleight of hand, remote schooling, and healthy heap of horsepower – Ryan's journey has it all.

First the intrigue. "My father

always liked cars but wasn't into motorsports – he would always keep his cars super clean," Ryan explains of her childhood where her parents transitioned from relative penny pinchers to business owners with just enough cash to have fun.

"My dad had a Cadillac STS, then he went to a C4 Corvette,

PLAY

GONE RACIN'

Ryan Cheek's obsession has moved from street cars to the track and hills, as she steps into her purpose-built competition Mustang.



and he would take me out and say, 'Let's go get doughnuts,'" she recalls. He wasn't referring to pastries. "We were going to do burnouts and doughnuts in a parking lot. He was kind of a wild guy, and I liked that."

Come driving age, Ryan, born and raised in western North Carolina, cruised the

mountain backroads in her 1989 BMW 325i Sport. "We've got the Blue Ridge Parkway and a bunch of good driving roads that are now popular, so I would go drive – that was my escape," she says.

That car was far from her favorite, and it took years for her to realize how great a driver's

car she had. Regardless, the E30 paved the way for her to become a dyed-in-the-wool BMW fan. So, why are there only Mustangs on these pages? Torque played a role in that.

Following a life adventure, Ryan returned to her parent's house in North Carolina, where she parked her E46 BMW.

"I started dating my now-husband, and he rode with me a handful of times and he was like, we've got to get you somewhere to get all of this out," Ryan laughs. "Apparently, I was a road rager. I liked getting from point A to point B as quickly as possible, and anyone in the way was a problem."

THE WAY UP

(RIGHT) Ryan Cheek couldn't miss the opportunity to participate in the inaugural Pine Mountain HillClimb in May 2021.

Kyle, who she married, is into cars and motorsports, but isn't a driver. Despite that, he knew his tire guy was the president of a local autocross club and, autocross he figured, might be what Ryan needed.

And it was this part of her adventure that came with the aforementioned sleight of hand.

"I was living with my parents, and I had to sneak out because they didn't approve of racing," Ryan chuckles. "They were like, you're going to break your car and wear out your tires."

Soon, Ryan was intensely into the BMW car show scene. From there came an unfortunate – perhaps fortuitous – incident that resulted in her BMW's clear coat peeling. She repainted her car by hand and won a show award, then came disaster.

"I went for a BMW group drive, and I hit a squirrel on the interstate, and it ripped my front bumper off – like, just broke it," she laughs. "Every time I took the car out, bad things happened to it. The last time my expansion tank popped, I'd just lost my job, I was freaking out, and then two months later I found out I was pregnant with my second child, which was 11 years after I had my first child. It was crazy times. I didn't know what to do."

Turns out, Ryan's life was about to change in ways she could never predict.

"It was 2016, the new Mustang had recently come out, my son

"I looked in my mirrors and saw all this smoke, and was like, what do I do?"

RYAN CHEEK

was almost a year old, and I test drove the new 5.0 Mustang," she says. Donned in her BMW shirt, BMW earrings, and BMW jacket, she headed to the Ford dealership determined to hate the car. "Then I drove the Mustang and I freaking loved that car," she laughs. "I was like, this is amazing! I fell in love with it instantly. Torque – I was like, holy crap!"

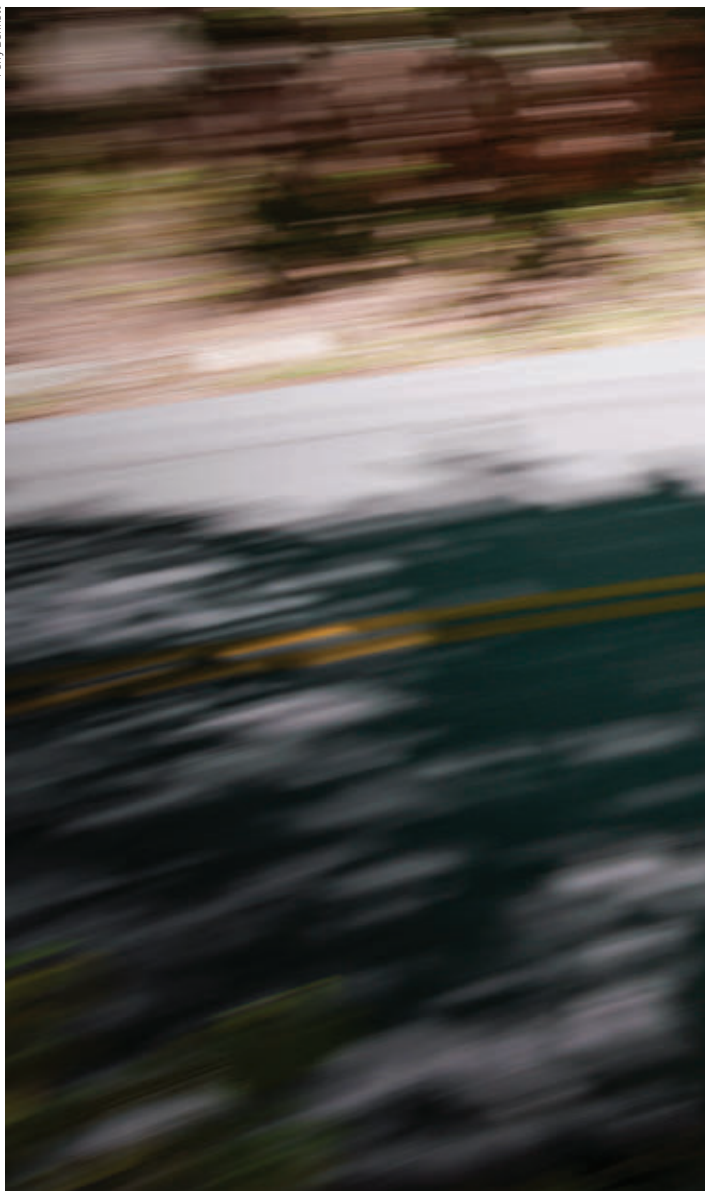
Then things really got rolling.

"In 2018, I was running my social media and was getting a lot of attention," Ryan explains. "I was invited by Michelin to do their Women in Drive course, which is four days in Greenville, S.C. We were able to tour the tire plant – which, I'm a huge tire dork. Walking into a tire warehouse with the smell and everything, it was the best feeling ever.

"I got to meet like 20 other ladies from the automotive community. They were racers, social media people, there were stunt drivers. It was amazing to be around other women who loved cars like I did, because at this point, I didn't have any girl friends who were into cars like I was into cars.

"One of the ladies I met was Katie Ellison, who was an assistant manager at the National Corvette Museum, and

Perry Bennett



Perry Bennett

FAMILY TIME

(LEFT) Ryan relaxes in the paddock alongside her children April and Giovanni and her husband Ryan Quattromani during the 2020 Tire Rack SCCA Time Trials Nationals.



she invited me to her house in Bowling Green, and she said I should do some of the track stuff at NCM Motorsports Park, and I was like, heck yeah!

"I drove out there in my blue Mustang, and that was my very first time on track. It was basically the full course with a little chicane on the straights so you're not getting up to super high speeds. I had a blast."

Ryan returned to NCM for the track's High Performance

Driver Introduction program later that year, and during the lead-follow, a spinning car behind her opened her eyes.

"I looked in my mirror and saw all this smoke, and was like, what do I do? It was a very out of control, scary moment," she says. "It brought the reality that a lot of things can go bad on track. You need to be prepared. You might not be doing anything wrong, but someone else might, and it could involve you.

"I walked away that day thinking that maybe track driving wasn't for me. I didn't think I wanted to get back on track unless I was in a fully caged car, and I didn't foresee that happening for a very long time."

Her next trip to the track came sooner than she thought.

Come 2019, Ryan was determined to do One Lap of America, placing a deposit for the 2020 event. Ryan then attended an Accelerating

Change women's track day at Michelin Raceway Road Atlanta with a few female friends. Her instructor's encouragement added fuel to the fire.

"In addition to that, my dad was diagnosed with ALS in September of 2019," she adds. "This was another push for me to go racing, because you never know when you're going to get sick and not be able to do anything. So, just go for it and follow your dreams."



THUMBS UP

Something positive that came out of the pandemic was that Ryan Cheek's children, April and Giovanni, could travel to tracks like VIR with her thanks to remote learning.

Convinced she would go wheel-to-wheel racing with another sanctioning body, in January 2020, she purchased an S197 Mustang and went to town, outfitting it with a four-point roll bar and go-fast goodies.

"I did one track day with another organization, and the weekend we got back, COVID shut everything down. I was derailed," she explains. On top of that, she'd left the event deflated when she discovered how much time and money it would take to go wheel-to-wheel racing.

"I was like, what am I doing? I'm not rich. My kid's going to have to go to college, and I've got another kid. This is bad," she says. "Then my husband and I had a long talk, and he said

that I had to have motorsports in my life and that I should look around for events."

SCCA's Chasing the Dragon HillClimb registration popped up. "It was one of the only events [during the early days of the pandemic]," she says. "One of my friends, Ted Theodore, had always talked about it. I've had numerous friends who have done it – and now I've got a car with a four-point roll bar in it. So, I reached out to Ted, and he was like, you should absolutely do it."

"I knew I wouldn't do well, but I'd have fun. So, I did it, and it was amazing. It was the best ever!"

There, Ryan met SCCA's Senior Director of Rally/Solo and Experiential Programs, Heyward Wagner. "He saw

I was having a good time, and he was like, you should do SCCA's Time Trials Nationals, which was at the National Corvette Museum and NCM Motorsports Park – a track I'd already driven," she says.

Ryan followed her participation at the 2020 Time Trials Nationals Powered by Hagerty with the Time Trials National Tour at Road Atlanta, and then VIR in 2021.

"One thing about 2020 is that the kids were doing remote learning, which they could do in the truck, so they were always there with me at the track – that was really cool," beams Ryan. "They thought it was the coolest that mom's a racecar driver. They made me feel really good.

"I knew I wouldn't do well, but I'd have fun. So, I did it, and it was amazing. It was the best ever!"

RYAN CHEEK

"From autocross to the track, my son's been around it. A lot of ladies help prep their husband's cars, and my son goes up to them and says, 'I like your racecar.' They chuckle and say it's their husband's car, and it blows his mind that not every mom is a racecar driver."

Ryan's deeply into Time Trials – to the point that she recently accepted the role as the Time Trials Administrative Assistant, where she aids in the registration process, obtaining

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Time Trials licenses, and other matters key to the success of the program. Essentially, if you have a question or concern prior to your Time Trials National Tour weekend, Ryan will likely be the one to assist. Still, her life isn't all about Time Trials.

"As much as I love my Time Trials, I adore hill climbs," she admits. "When they talked about the inaugural 2021 Pine Mountain HillClimb, I just

had to do it," she says. There was, however, a problem.

"Remember that One Lap deposit I put down in 2019? The 2020 event got cancelled, so they kept everyone on the roster," she explains. "I got the call from Brock Yates, Jr., and he's like, do you want to do the One Lap. I'm like, yeah, I do! Then SCCA talked about Pine Mountain, and I'm like crud, what am I going to do?"

"The kids were doing remote learning...so they were always there with me at the track"
RYAN CHEEK

"I didn't have any real plans for One Lap and getting to do an inaugural hill climb – that's huge," Ryan exclaims. Soon thereafter, she cancelled her One Lap ticket and headed for the hill climb.

Beyond Time Trials and HillClimbs, Ryan has passion for other initiatives.

"When I was at VIR for the Time Trials National Tour, so was Scott Lloyd, who founded Racing for ALS," she explains. "His brother David was diagnosed around 2017, and David's doing well, although he's wheelchair bound. But Racing for ALS is an amazing program, with all of their funding going to ALS TDI [Therapy



HANDS ON

Buying her S197 Mustang was step one – step two involved ample wrenching (LEFT and BELOW) to ensure the car was safe and fast. (BOTTOM) April and Giovanni look on as Mom competes at NCM Motorsports Park during the 2021 Tire Rack Time Trials Nationals.



Development Institute] and their search for a cure and treatment.

"At the 2021 VIR Time Trials National Tour, we had just finished the weekend, and I went to Scott to tell him I liked what he was doing, and I broke down and cried telling him about my father, who passed away in 2020 from ALS.

"That's how I got affiliated with Racing for ALS. We did a charity race at VIR later in

2021 and raised more than \$100,000, which went 100 percent to ALS TDI."

Ryan has every intention of competing in as many SCCA Time Trials and HillClimbs as possible this year, which includes the Time Trials National Tour at Sebring International Raceway on April 1-3. Her addiction has come to the point that when SCCA offered her the position as the Time Trials Administrative Assistant, she insisted that she needed her weekends free in order to participate – something that's especially important now that she's introduced her daughter to autocross and is also kicking off "Project Ovadrive," where Ryan plans to introduce women to the automotive world through an outreach program via her local autocross group.

"I'm also hoping my local SCCA Region can do the Street Survival program again. Exposing kids to the culture is the number one thing we can do," she adds.

For Ryan, what began with tire-shredding doughnuts and a reluctant Mustang test drive has transitioned into SCCA Time Trials, HillClimbs, motorsports fund raising, educational programs, a career, and now a magazine cover feature. "I'm pretty sure I'm at the peak right now," she laughs. "I'm hoping it keeps going up, but if this is as good as it gets, I'm fine with that." Then she adds, "I can't believe the support I found in SCCA. I'm lovin' it!" 🍷

THE 60-DAY CIVIC



Stephen Young

A rushed autocross build and a healthy dose of competitive ego leads to an eye-opening 2021 Tire Rack Solo National Championships for Rob Krider. Will he be back? Oh, yeah!

WORDS Rob Krider | MAIN IMAGE Perry Bennett

UNEXPECTED JOURNEY

Rob Krider's journey to the 2021 Tire Rack Solo National Championships began with a second-place finish at a Solo National Tour (ABOVE). And while he made it to Nationals (MAIN), the result was unexpected.



I was autocrossing my 2019 Ford Fiesta ST in H Street, driving on three wheels, winning weekends, and feeling pretty darn good about myself. Coming into the 2021 SCCA Autocross season, I had successfully developed the car with some fancy racing bits, took top PAX at an event with the Fresno chapter of SCCA's San Francisco Region, and was undefeated in the car. Full of confidence – and,

admittedly, oodles of arrogance – I signed up for the 2021 Tire Rack Solo National Tour in Las Vegas and arrived with a fresh set of Yokohama Advan A052s and my co-driver, Stephen Young. We ran hard, partied harder, and when the results posted, the unthinkable happened: I finished second.

Some people would say earning a second-place trophy at an SCCA Solo National Tour

is a success – but not for me. For better or worse, I try to model my racing life after the great Ricky Bobby, so in my mind, second place is first loser.

I had grandiose plans for myself and the Fiesta – we were supposed to go to Nebraska in September 2021 and win a Solo National Championship. How could I win a National Championship if I finished second at a National Tour?

To quote another fantastic movie: Inconceivable!

Like any good racer, I took zero percent of the blame. It certainly couldn't have been my driving. It couldn't have been that Stephen and I partied like rock stars on Saturday night. That logic is ridiculous. It was obviously the car's fault, and it had to go. So, one single loss and I totally bailed on the car. Adios Fiesta.





SHOCKING RESULTS

Adjustable MCS dampers were installed in the rear of the Civic (LEFT and BELOW). Meanwhile, multiple stock springs were tested prior to installation (MIDDLE ROW).



WEIGHT WATCHERS

In an attempt to find speed, the stock lug nuts (ABOVE, LEFT) were swapped for lightweight units (ABOVE, RIGHT).

MY CIVIC DUTY

What was going to be the H Street car to have at the 2021 Tire Rack SCCA Solo National Championships come September? Looking through the Solo Rules, I found a glaring change in the 2021 edition. Inside Appendix A, under Automobile Classes, Street Classes, H Street, it said "Honda Civic – All 1975-2015." This was

very strange – normally, baseline Hondas are classed in H Street while the sportier, racier versions are classed in G Street. Was this a typo? Because the way it was written, the juiced up ninth-gen Honda Civic Si with the 2.4L K24, six speed, and diff was classed in H Street. Mistake or not, opportunity was knocking, and I was going to answer.

Coincidentally, my brother, Randy Krider – a devout Honda nerd – was shopping for a ninth-gen Civic Si so he could get the K24 engine and transmission to swap into his 1989 Honda Civic Si. He found a great deal on a salvaged title 2015 Civic Si and was about to dig in for the motor swap when I made him an offer he couldn't refuse: Let me borrow the Civic and develop it for the Solo Nationals, and when I'm done, I'll give the car back with all of the competition upgrades.

The issue was time. I had just 60 days to get it done. No problem – I can sleep when I'm dead.

My wife was the only voice of reason at my house. "You don't have enough time to do this project the right way," I seem to recall her saying. I told her not to worry about it. "I got this!"

BUILT FOR SUCCESS

During my first drive in the Civic Si, I knew the Honda was the car to have. It had great power and revved through the sky. On top of that, it felt proper

to be back in a Honda. I'm very comfortable with Hondas as I spent years road racing Acura Integras. Working on a Honda is extremely simple – all you need is a 10mm socket.

Back at my shop, Double Nickel Nine Motorsports, I began to take stock. The good news was the car already had a free-flowing exhaust behind the catalytic converter. But there was bad news: The car had aftermarket lowering springs (illegal for H Street), an oversized throttle body (illegal for H Street), and a bunch of alternate Honda badges. There goes my first wad of cash.

I had a pretty good concept of what the front-wheel-drive Honda needed to be a successful autocrosser: great dual-adjustable rear shocks, an insanely fat rear swaybar, sticky brake pads, light wheels, and wide 200 treadwear tires.

The wheels and tires were easy. I called Tire Rack and ordered some 7.5-inch wide Enkei RPF1 wheels and a set of Yokohama Advan A052s. For the shocks, I asked Motion Control Suspension to build a custom set of their 2WNR (two way non-remote) rear shocks. The engineers at MCS ensured the shocks would be class legal and even rushed the order for me.

Carbotech brakes had autocross pads (AX6s) on the shelf to fit the Civic Si, and I replaced the rotors with brand-new stock Honda

Rob Krider Images



SPEED

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GETTING THERE
(LEFT) Following a cross-country drive, the Civic was washed clean of unwanted weight from road grime. (BELOW) A last minute tire test might have been more fruitful had the autocross surface better matched that of the Tire Rack Solo National Championships.



Rob Krider Images

GOING TOO FAR
(ABOVE) You know you have a problem when you find yourself weighing wiper blades at the auto parts store.



units (and then turned them to their minimum recommended thickness to reduce rotating mass). Progress Technology had a large adjustable rear swaybar with adjustable end-links for sale, so I added that to the cart. And, to keep my butt in the seat during hard cornering, I ordered a seven-point harness from Autopower. Adding in the

K&N drop-in air filter, my debit card was warm to the touch. In all, I had 60 days to decide on a car, get the parts delivered, install them, find a local event to test the setup, and then drive 1,622 miles to Nebraska for the Solo National Championships. After that, all that would be left to do was win the championship. At the time, that seemed like the easiest part.

WEIGHING MY OPTIONS
Waiting for the shocks to arrive, I dove into extreme Street class autocross nerdism. I read the Street class rules like a defense attorney reads the Penal Code. I wanted to find every possible advantage. Therein, I ordered super lightweight lug nuts from Skunk2 Racing, found some wheel spacers that fit the Civic to widen the front

track to the maximum amount allowed by the rules – and then I went totally crazy. First, I used a small scale to weigh different aftermarket wiper blades (yes, I really did this), and I drained the windshield wiper fluid tank until it was bone dry, as well as planned to remove the license plates from the car at events. Next, I called I/O Port Racing Supplies and



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switched from a full-face helmet to a lighter open-face one.

A sane person could argue that the mere ounces reduced via wiper blades and license plate removal would be less than if I chose not to eat at McDonald's on my road trip from California to Nebraska for the 2021 Solo Nationals. The person making that argument (my wife) would be absolutely correct – but McDonald's tastes so darn good.

Bordering on the crazy department, I ordered a few sets of stock springs from people selling their OEM parts online, and then tested the variance between each spring, picking the stiffest and installing them based on corner weight data. I then installed Honda alignment bolts and used Smart Camber and Smart Strings to precisely set the camber and toe.

Impatiently waiting for parts to arrive was not keeping me



Randy Krider

from overthinking my entire build. At one point, I decided that I needed to perform my own tire test, so I ordered another set of Enkies from Tire Rack and two sets of Falken Azenis RT660s, which were wider than my Yokohama Advan A052s. The ongoing debate in my head was whether stickier but skinnier Yokohamas would be better than the Falken Azenis RT660s. Only one way to find out.

On the concrete of Crows Landing, I took the slapped together H Street Civic and I tried two different sizes of the Falkens (255s and 245s) and one size of the Yoks (235s). With lots of pyrometer data, air pressure data, alignment changes, rear swaybar and rear shock adjustments, and more than 30 runs on the same course, I was able to get the two brands of tires within hundredths of a second of each other with the nod going to the narrower Yokohama Advan A052.

That weekend, I ran a local autocross event and – good news – I won!

Things were looking good, and I was ready for the 2021 Solo National Championships.

DELUSIONS OF GRANDEUR

My trip to Nebraska for the Solo Nationals would involve going Rocky IV on this thing: back to

basics. I would use the space in the trunk and backseat to fit four wheels and tires and, in the right front seat, I had a foldable e-bike for paddock travel. I grabbed my new helmet and a small pop-tent to store my gear in at the track, then I filled the tank and headed straight to McDonald's to order a sausage McMuffin with egg and a McCafe Latte before hitting the road.

After two days of McFood, I arrived in Lincoln in time for the Sept. 6-10, 2021, Tire Rack Solo National Championships. The event site is, for lack of a better word, epic. Over the course of the week, more than 1,100 autocross fanatics would battle on this massive concrete airport arena, with 42 of those being in H Street with me.

But, while this was going to be the largest autocross class I'd ever competed in, I wasn't worried because I had a secret:



Rob Krider



Rob Krider

I was in an over-dog car and I'm the world's best driver.

Well, it turns out I was completely delusional on all accounts.

AT LEAST I HAD FUN

The format for the Solo National Championships is two days of competition spread over two different courses with three laps each day, and then add the best lap from each day to make your total time for the event. The results after the first day of competition showed that SCCA had clearly *not* goofed when they classed the ninth-gen Civic Si in H Street.

My dreams of a 60-day build resulting in an SCCA National Championship title was not only arrogant, but also offensive to those who put in the dedication and hard work to get to the pointy end of the field. And, after that first day of

competition, the results dealt me a dose of reality: I was 18th.

During those first runs, I lost control of the car (way too much oversteer in the setup) and plowed over cones like I was driving a cone magnet. To make up for it, I proceeded to over-drive even harder.

Back at the hotel prepping for day two, I felt the world crushing down on me. It wasn't like there was some single make or model that was dominating the class. I wasn't being beaten by one particular vehicle – I was being beaten by better drivers in nearly every other type of car. And, to add insult to injury, I couldn't even keep pace with a Ford Fiesta ST – the car I had abandoned just 60 days prior.

Reviewing my video that night, I could see what shock and swaybar changes I needed to make to move up in the standings. The trophies went to

REALITY STRIKES

(FAR LEFT) Photos of author Rob Krider not hitting cones or spinning at the 2021 Solo National Championships are few and far between. (FAR LEFT, BOTTOM) Despite his best efforts, Rob's mid-event adjustments still left him trailing the competition. (LEFT, BOTTOM) Even in grid, Rob couldn't escape mocking stares from H Street Ford Fiestas. (LEFT, TOP) After all of this work, the real winner was the author's brother, Randy.

12th place, but I was a long way from that. Then I thought back to Las Vegas and how disappointed I was with second place. I would have loved to be in second place at Nationals going into day two.

Back at Lincoln Airpark for day two, I put my changes into place, hammered on the gas, went like hell, and by the third cone on my first run I spun the car.

For my second run, I made more changes to the rear shocks, and I cleaned things up, moving from 18th to 15th. Then on my third run, I went for broke to get 12th place and ran over two cones, solidifying my finishing position at 15th of 42.

My head hung low. The trip was a bust.

PLANNING MY RETURN

OK, it wasn't really a bust, and the truth soon hit me like all of those orange cones I'd just plowed over. Yes, reality stung, especially considering that not scoring a trophy at the Solo Nationals had never even entered my mind. But what I learned at the Solo Nationals – besides the obvious fact that there are a ton of drivers way better at autocross than me – is that the Solo Nationals is not a sum-of-parts game.

Autocross is not a paper exercise where you just purchase the best parts. You can't just buy the "it" car and put on the "it" shocks and use the "it" tires and win the Solo National Championships. It's not that easy. The drivers who come

away with a championship jacket are talented and totally dedicated to the sport. They have their cars dialed in for the surface in Lincoln, and they put down clean, fast laps when it matters. On top of that, they can handle the pressure of the big show without over driving when things go wrong. (I'm assuming they also don't attempt to build a car in 60 days assuming they found some loophole in the rules.)

Possibly the worst part of all of this was that my wife was right. She told me I didn't have enough time to do this right, and I refused to listen. I'm Ricky Bobby, baby – I'm here to win!

Am I down and out? Heck no! Will I be back? For sure! The Solo Nationals was an unforgettable experience that I loved, despite how bad I did. The event was amazing, and the competition was eye opening in the best ways possible. I learned an enormous amount and can't wait to plan my return – although maybe next time I should give myself 70 days to develop a brand-new car. 🚗

About the author: A championship-winning road racer and enthusiastic autocrosser, Rob Krider's mantra is "Race Anything, Win Everything." He's the author of the novel Cadet Blues, available on Amazon, as well as the proud owner of a third-place trophy from the 2020 RallyCross National Championship – another event he intended to win.

GOING INTERNATIONAL

With a 5,000-mile commute to road race with the Chicago Region, David Palfenier's dedication to the sport is undeniable

WORDS SportsCar staff | **IMAGES** Philip Royle

Think you live far from a racetrack? David Palfenier has you beat. Working a 9am to 5pm in São Paulo, Brazil, this Chicago Region member flies to the States four times a year to go road racing with the SCCA – something he's been doing for more than eight years now. From the physical to the mental, complications abound, but David has struggled through and learned how to maximize his time and his focus behind the wheel. Sure, there have been rough patches, but those only make his commitment to the sport that much more breathtaking.

We had the opportunity for a Q&A with David prior to the 2021 SCCA Runoffs at Indianapolis Motor Speedway, where he was racing an ND Miata with an NB drivetrain in STL. Unfortunately, electrical gremlins got the better of his race day, but based on our conversation, we have no doubt it will not dampen his racing spirit.

Is it true you've been racing in SCCA for more than eight years from Brazil?

Yeah, I know, pretty crazy! Not the Brazil connection per se, because I grew up there – my parents were Baptist missionaries in North Brazil, where I lived until coming back

to the USA for college. So, it's not that strange I'd end up moving back to Brazil at some point. But it *is* weird to live there and race here.

How did any of this come to pass?

I'm a "late bloomer" racer – I'd never sat in a racecar or even a go-kart until I was 47 and didn't get my Regional SCCA license until age 53. That was back in 2009. At that time, I was working and living in Naperville, Ill., so Chicago Region was the natural place to start racing more seriously. While there, in 2012, I got an unexpected and very attractive opportunity to move back to Brazil and run a large multinational headquartered in São Paulo. Everything was good about the move except for it cutting off my fledgling racing "career." As you know, once you get the racing bug, you'll do pretty much anything to keep racing – which is what I did. I managed to get the right to compete in SCCA written into my contract, which is how I was able to protect at least four events per year in my schedule.

THE JOURNEY

(RIGHT) David Palfenier's commute to the racetrack begins in Brazil.







So many questions come to mind. Let's start with the obvious one: Why not just race in Brazil?

Yes, many people have asked me this question. There is both a practical and an emotional answer to that.

Practically speaking, amateur racing in Brazil – especially in those days – was quite limited and very expensive. Basically, you were going to be either in Formula 3, which in those days was the last rung into F1, or you were going to run in a sponsored series by Porsche or Mercedes. Decidedly not entry-level racing.

In addition, costs were between three to 10 times what my Spec Miata program was costing, even after figuring in airfare costs. Plus, you don't own anything – those are all leased racecars.

Paraphrasing, one thing we don't appreciate as much as we should is how easy SCCA

makes racing for us amateurs. We take it for granted, but truthfully, we have a rare privilege compared to most countries.

Emotionally speaking, beyond the racing itself, we enjoy a special camaraderie and make great friends in SCCA. In my case, extremely so. I've had the privilege of meeting and racing with Harley Kaplan of KRS Racing, who's become one of my very best friends and is an extraordinarily knowledgeable and capable team owner. And, since he's so busy and I'm all thumbs with a wrench, we've met and been able to entrust our program to guys like Justin Wylde at SectorTec in the early days, and now Ben Cook of Metric Iron, who've been our crew chiefs and take such professional care and development of our cars, as well as so many other racing buddies that we run into (figuratively hopefully) pretty much every weekend.

You cannot put a price on

this – there is no substitute. Again, an SCCA privilege we take too lightly, in my opinion.

Logistically, how does your racing work?

There are two answers to that. First, for myself, I've done it wrong, and I've done it less wrong. "All wrong" is getting on a plane in São Paulo on a Friday night, landing at O'Hare at 5:30 a.m. on Saturday, hustling through customs to jump into a rental car with the hope of being on the grid for the first session at 8:30 a.m. Then, on Sunday, after the feature race, sprint back to O'Hare in time to drop off the rental and get to the flight to be able to be at my desk on Monday morning at 10 a.m.

This was my approach during the first three years, including the last year in Spec Miata and then my beginning in STL.

What's wrong about that is you are in no condition to be in a

racecar when you're the CEO of a company with a million things still on your mind. You come rushing into a racecar and put your fellow competitors at risk because you cannot have the appropriate level of focus for the speeds you are trying to drive. One time I actually rear-ended my racing partner Aaron Kaplan's street car pulling into our pit area. I was that flustered and pressured. And, by 2014, I was involved in so much contact – always the other guy's fault, of course – that Harley suggested I quit.

In fact, we qualified for, but declined to enter, the Runoffs at Laguna Seca in 2014, one of my bucket-list tracks, because I was so dangerous to myself and others. As my friend, he wanted my first priority to be my own life.

All of this was an important realization. Since then, as a condition he placed on continuing to lead my racing effort, I've changed several things.



"It's still not...the best way to approach a race weekend, but it's 'less wrong'"

DAVID PALFENIER

It's still not, and never will be, the best way to approach a race weekend, but it's "less wrong."

I arrive the day before the test day, which I now buy 100 percent of the time. That means I've had two nights at my destination and have done four to five on-track sessions at speed before I'm in a competitive setting.

I'm happy to say, the results have been really good – it's been more than three years now without a serious incident, and only one in the last five years. A marked change.

Additionally, I continue to set personal or actual track records each year. It really makes a difference.

In fact, I would say all of us

who race realize how important focus is. I might be the extreme of a bad example, but all of us will be safer and faster if we are in the moment 100 percent, and physically at our best.

Then there's my car – that's where Ben comes in. He trailers the car back to his shop in Hinkley after every race weekend, performs a full nut-and-bolt and so much more between events, and is there for me at the next track, many times as my entrant, getting there ahead of me. He has mine and Aaron's trailers aligned and sets up our paddock area, plus gives me a car ready to race when I arrive.

I do enjoy the whole arrival aspect, including paddock setup and everything, but he makes sure that's a luxury and not a necessity. Without his and Harley's help between races, this wouldn't work at all. I'm very privileged and thankful for his enabling support.

GETTING THERE

(CLOCKWISE from FAR LEFT) On track during qualifying at the 2021 National Championship Runoffs at Indianapolis Motor Speedway, David Palfenier's MX-5 showed great potential. With the help of his crew, David's pre-race prep is quick and efficient. Unfortunately, David didn't start the 2021 Runoffs STL race due to electrical gremlins that came to light when rain began to fall.

You've been doing this crazy commute for a while. Any chance of backing off any time soon?

Crazy as it sounds – especially to those who have seen my data – I still dream of winning an SCCA National Championship. And, as long as we continue to get faster each year, I'm going to keep trying.

In truth, I have everything I need except for my own personal performance – pretty sure I'm the weak link in my program. So, I've told Harley that I'm going to keep at this until I start going slower than the prior year. Then we move to something more gentlemanly, but both of us will be doing something in racecars for a long time.

I have a benchmark, too, which is always helpful: Danny Steyn, three-time STL champion. We're pretty different guys in that he's been racing something and everything since he was a kid, and I can only dream of his driving experience and acumen. But he said something on one of the forums after his SCCA National Championship win at VIR in 2019 that I'm not sure everyone took seriously, but it sure got my attention.

People were suggesting Danny had an unfair car advantage since he spun during the race and still won, including beating two former National Champions. His answer was provocative, and I buy into it, 100 percent:

Who else put in the work he did? Danny races two cars every race weekend, one of which is Spec Miata, where you're wheel to wheel anywhere on the grid. He starts his season in January and if there's nothing else in the winter, he's off to Norway or wherever to go ice racing. How many of the competitors went to VIR three times before the Runoffs? How many people hired track-expert coaches? How many hours were spent on the simulator? How many bought all of the test days, knew their setup before setting foot into Runoffs week, got their bodies right and their minds clean, and on and on? Danny got the most out of his car every lap, every corner, because of his preparation.

That's what it's going to take for me: more dedication. I'm going to need a lot more seat time. To that end, I'm building myself a Spec E46 here in Brazil for track days – no Mazdas in Brazil, unfortunately.

In T3, those cars run about what STL times are and, although they get their lap times in different ways than our cars, it's a good way for me to get similar seat time between races without having to fly back to the USA each time.

Good luck! You are in a very competitive class.

Yes, STL has become one of the largest non-spec classes in SCCA, and between great drivers and great racing, this is an awesome challenge. 🍀

It is the perfect evening. You and yours are walking back from the restaurant at dusk on a soft summer night. Somewhere there's music playing. You feel relaxed for the first time in a long time – you are so glad you finally took a vacation. Your breathing is deep, your footsteps feel light, and your shoulders are beginning to unwind.

A shadowy figure suddenly steps out of a dark walkway with a weapon. An injection of adrenaline courses through your body like an electrical current. You notice that your assailant's hand is shaking – and now so are you. A dry, salty taste forms at the back of your mouth. If you had to speak, you're not sure you could.

After the encounter, a police investigation might not begin by them asking you questions. Instead, they might hand you a tablet and ask for you to write down everything you can recall.

We all want to come off like Cool Hand Luke, but there is something about the near-death experience that clouds our memory. Crime victims often draw a blank. Our minds remain fixated on that weapon. Gulp.

Luckily, this situation probably won't happen to you. But since you are an SCCA member, there's a very good chance you put yourself in high-adrenaline situations on the track quite often – and the post-event investigation should follow a similar path.

After every on-track session your engineer or crew person,

THE MAGIC MOMENT

Solitary post-session debriefs are an invaluable racing tool that need to happen the moment that window net drops

WORDS Jim Kearney
Kearney Driver Development, kearneykdd.com
MAIN IMAGE Philip Royle





ACT NOW

Once your on-track session has wrapped, drop that window net and put your thoughts to paper before chatting with anyone.

HEAD DOWN

Tim Paul jots down his thoughts immediately following a successful SCCA Pro Racing-sanctioned FRP race.



Jim Kearney

sort of like the police, patiently await your recollection. How was it? Did you like it better? Was the car trying to hurt you? If so, how, and where? Hopefully, not every session presents the peril of a mugging, but the motorsports experience can be harrowing, nonetheless.

Being good at recall does not come easily. Sometimes it is like we fell down a flight of stairs and are being asked to recount which steps we hit on the way to the bottom. Luckily, we can train ourselves to be better at providing feedback, although it takes commitment.

A TRACK MAP AND A PEN

Our memories are notoriously elastic, so you need to download your brain post-session before you think too much. Before you dive into the data and video, you need to set your impressions into a solid form.

“It must be part of your routine to immediately go to an environment where you will be left alone”

A plethora of data systems are on the market, but the simplest and cheapest one functions almost like a magic wand. A pen and a simple track map will greatly increase your understanding of what happened out there.

Like getting through a fast bend, it takes commitment – it must be part of your routine to immediately go to an environment where you will be left alone with a track map or debrief sheet for five or 10 minutes and to put your thoughts on paper. Ideally, you will then talk with your driver coach before plunging into the data with your engineer.

Even if you are a lone ranger Club racer (as most of us are), the

track map will still help you. The key is to capture the thoughts and images while they're hot on your mind. Your brain cools down a lot faster than your body.

TIME IS OF THE ESSENCE

What's the worst question you can ask a race driver right after a session? Any question. And, I mean, *any* question at all.

To best aid recall and understanding, you must honor the “Magic Moment.” Getting out of the car right after a session, it is difficult not to engage with others. Crew members want to help – your team, friends, and family are all excited, and they want you to succeed. But, as you step out of the car, you are the only one who can capture this moment.

Look at it this way: Your session is not yet over, and your job is not complete. If you talk with someone before you head to your map and notes,

you will find the thoughts very difficult to access. Thoughts evaporate quickly – like a dream you remembered perfectly when your eyes opened, but only fragments remained five minutes later. And, when those memories are gone, they're gone.

If you're the racer's crew, tell the driver to do their homework for five or 10 minutes after each session. If you're a driver and someone comes to chat, raise an index finger and say, “Give me a minute.” It's the racetrack – there's plenty to keep them busy while they wait.

LAW SCHOOL FLASHBACK: YOUR LYING EYES

Dean Burton Laub sat on an elevated platform before beginning the next class of Evidence, his giant stone head scanning the room of second-year students at the Dickinson School of Law. All heads were bowed with the same thought: Please don't

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A QUICK STUDY

Be it studying his detailed notes prior to an on-track session (FAR LEFT), reviewing quick notes before heading on track, (TOP LEFT) or writing detailed notes during post-race impound (BOTTOM LEFT), Nathan Byrd knows the importance of the process.

call on me. The dean ran the law school as a very tight ship. He was firm and tough, but not gratuitously brutal. Nobody failed to pay attention in the dean's classroom. He scared the crap out of all of us.

It was shocking then, when prior to his arrival one morning, a scuffle broke out toward the front of his classroom. Shouting, pushing, and shoving was followed by others jumping up to restrain arguing students. Oh god, what if the dean comes in on this?

The dean did arrive for class shortly after the melee had subsided, and we all felt a bullet had been dodged. It turned out, however, that he had staged the fight. He proceeded to ask students about what they saw, and there was an incredible variance in what had been witnessed. Supposedly intelligent and alert observers disagreed on critically important dynamics, such as who started the fracas, who initiated physical contact, and what was said by the participants.

Clearly, the excitement had colored many memories. The dean had made his point: Eyewitness testimony is not sacrosanct. So, why is it relevant here? A lot happens on the racetrack, most of it in stressful conditions. If you casually rely on your long-term memory, you could be fooling yourself. To freeze the frame, you need to write down your impressions, and I mean right now.

WHAT YOU NEED

1. A track map and a pen, stashed somewhere that you can retreat to alone, immediately after you get out of the racecar. Jumping into a tow vehicle or rental car gets you out of sight.

2. A track map is simply any rough outline of the racetrack upon which you can make notes. Track websites often have maps, or you can head to speedsecrets.com, where Ross Bentley provides wonderful (and free) track maps.

3. To be left alone. You only need five to 10 minutes, but it must be uninterrupted time immediately following your session.

WHAT YOU DO

1. Don't worry about any special vocabulary. Start at "start/finish" and drive a lap in your head, moving the pen along the track outline and note what pops into your mind about what you and/or the car is doing.

2. Go with your gut – write, don't think. You may be uncertain about a turn-in point, a brake point, or the best line – whatever. Make a quick note with an abbreviation and move on. Go around the track until you can't think of anything more; there's no need to write a novel. The more you do it, the better you will get at it. If you commit to doing this drill every single time, your brain will get the message that you want to remember these dynamics, and the recall process gets easier.

3. Suspend judgment. At this point, you should be concerned with recalling *what* happened, not *why*. This is not about playing engineer – that comes later.

4. Lay down your cards. The track map is not an IQ test. It is critical that the driver be able to write without fear of feeling stupid. If the driver feels something is happening, it needs to be addressed. The driver needs to believe that they are being heard. Many debriefs are clouded by a driver guessing at what he thinks the crew chief wants to hear.

5. Put a date and time on the map. Take a break, get something to drink, change clothes, and stop thinking about it. Then go back to your track map notes when you begin to plan for the next session. What parts of the track are bothering you the most? Can you make some specific plans as to what you want to do better in the next session? Make a short list of the top three things you want to achieve.

There is a reason we cherish old photos. Otherwise, we'd forget what people dear to us looked like – but unless we make notes, we forget their names. A mental snapshot of your last session is like a photo. You are preserving what your brain saw from the cockpit. The faintest ink is better than the strongest memory. How might it differ from your in-car camera? That is an intriguing question for another time. 📍

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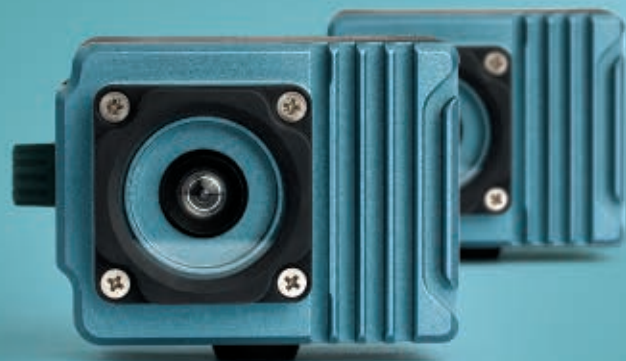
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BUILDING A DREAM

What began as a dream Solo Vee C Mod project has turned into an eight-year battle of determination that we all can learn from. But for Larry Metz, the exciting portion of this journey has only just begun

WORDS SportsCar staff | **MAIN IMAGE** Philip Royle

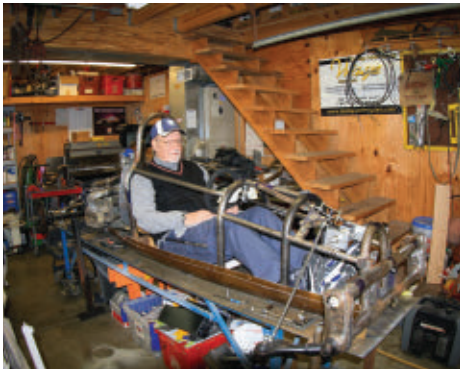
Larry Metz's first autocross came in 1965, although it took a few years before he was able to compete on a regular basis. His initial experiences came in street cars, but in seeking speed, his journey soon took a different turn. Now, he's spent more than 38 years owning, in one form or another, Solo Formula Vees, with one Vee build in particular taking him through a journey that may have led others to throw in the towel. Larry, though, won't give up.

For Larry, Vee purchases were often used cars that simply needed developing, although a basket case was brought in from time to time. Employed in a career of social services – vocational rehabilitation counselor – the family income was such that resources were very limited, so strong first-class equipment was not possible. But through the years, there was a dream that someday he would build a completely new Formula Vee for C Modified.

"Upon retirement, the idea of building a totally new car grew into more than just a hidden dream," Larry, now a 51-year member of the SCCA, explains how the project began. Getting settled into the new "being your own boss in retirement," Larry assembled a budget.

DETERMINATION

(LEFT) Larry Metz has spent eight years building his dream autocross car.



Courtesy Larry Metz



Larry Metz

SQUARE ONE

Three frames sat in Stephen Dunlap's shop (BOTTOM), with one of them being ideal for the Solo build Larry Metz had in mind. Early development of the Vee involved ensuring the chassis would fit Larry's needs (TOP LEFT) and that the sculpted body was worthy of his dream build (TOP RIGHT).



Larry Metz

Having 38-plus years of experience with Solo Vees, it seemed to Larry to be the most practical type of autocross car to build – he also wanted to prove that a well-executed Solo Vee could still be competitive on the National level in C Mod, as Vees were gaining the reputation as a car whose time had passed in the 1990s. And, with that, he dove in.

"I heard of Stephen Dunlap, having met him several years earlier when visiting local Indianapolis engine builder Norm Mooney," Larry says of his dream Solo Vee project that began in 2014. "Steve had been a Club racer for years and had modeled some Formula

Vees after the leading cars in road racing at that time."

With a trip to the east side of Indianapolis, not too far from Larry's home, Larry found that Steve had a nicely equipped garage behind his house where he was wrenching on Vees and Formula Firsts, and he had even designed a chassis that could do double duty.

"His initial production involved three frames, ultimately building one purchased by Doug Boles, the president of Indianapolis Motor Speedway," Larry says. "Steve also had experience with IndyCars and was on the pole-winning team one year."

Of those three frames, one

was still available, so the two struck a verbal deal that Steve would build the third chassis as a Solo Vee, meaning it would be built with the wheelbase of a Formula Vee, but it would have, among other things, Formula First updates.

The product was to be a rolling chassis; the transmission provided by Larry with the motor and body painting to be obtained by Larry. "It was to be a rather basic, less expensive build," Larry admits.

But as the build proceeded, additional items were requested, and more funding was needed. "Suspension pieces were to be nickel plated for appearance, rear brakes were to be disc rather

than drum, and the used tranny needed some adjustments," Larry explains of the upgrades that began piling up.

The original plan involved the Solo Vee to be ready in six months, which meant before the calendar flipped to 2015.

"An interesting concept developed in the building process," Larry notes. "When choosing qualified people to do the work, experience is important, but those with the most experience are older people who might have medical issues that could delay the work."

Not long after the build began, Steve reported that he would need to have back surgery, which wasn't anticipated to be a problem, as this wasn't his first back-surgery rodeo.

In the early building process, it was also discovered that the Vee's pedals and frame bars would need to be reworked to better fit Larry. Meanwhile, Larry had asked his longtime engine builder Norm Mooney to consider building the motor, but medical issues meant that couldn't happen. Further research led to Veetech's Jim Wallschlaeger out of Wisconsin, and another deal was struck.

"I was on the phone nearly weekly with Jim and was learning a lot about engine building and looking forward to receiving the motor," Larry says. "But delays soon began, and then, sadly, Jim passed away."

The engine search transitioned to Noble Engines, with Chris Cox at the helm, and two months later, the Solo Vee build was back on.



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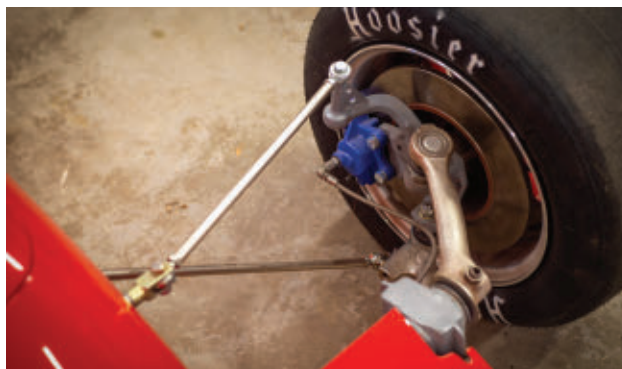
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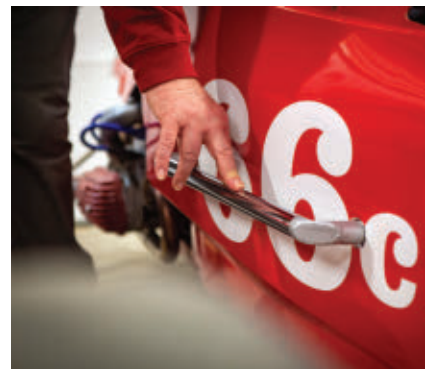


FIT AND FINISH

(RIGHT) Packaging disc brakes under 13-inch wheels proved problematic, although not without a solution. (FAR RIGHT) Dubbed "Faucet Bars," these will aid egress. (BELOW) Finally at Larry's house, the new Solo Vee is nearly ready for its inaugural autocross test run.



Philip Royle



Other issues arose, like the Roxanne header not fitting under the bodywork, but one rather significant delay came with the wheels. Hunting for four-lug wheels, Larry ordered a set of Kodiaks built to spec. Using disc brakes and 13x6-inch wheels, caliper fitment would be tricky and, in this case, Kodiak even requested second measurements to ensure all went well. Well, one set of replacement wheels later, plus a little grinding on

the calipers, and everything fit. Then a set of seven-inch-wide wheels were also ordered.

Next came the paint. "Steve had recommended a body shop in nearby Acton, Ind., as they had painted some other cars for him, so I arranged to go with them, as Steve helped me transport the body pieces down to their shop," Larry recounts. "Again, we faced some delays, as the chief painter had an accident and broke his leg. As

it turned out, it was only about a two-week delay – and wow, we got a really great paint job."

Now the fall of 2016, the car finally appeared to be coming together, and Larry was anxious to get some testing in before winter struck. There was a major effort to get the newly painted body on the car and transport it to Larry's home garage, but that day saw body-mounting complications, so it was 10 p.m. before Steve and

Larry finally loaded the car onto the trailer and, upon getting the car home, there were many small details that needed buttoning up. "Seat belts needed to be mounted, the battery needed to be charged, and more," Larry recalls. "It was determined that just too many details needed to be finished before the car could be tested, so the test got pushed back."

Then life happened, and a nine-month-long property



Philip Royle

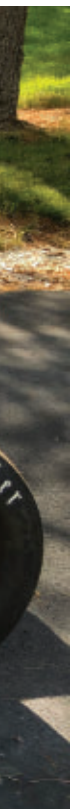


Philip Royle

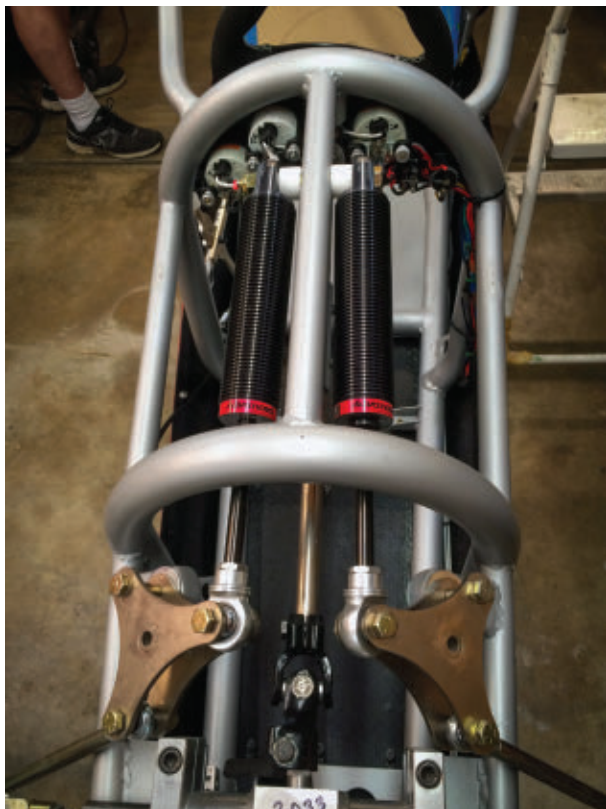
UNDER COVER

(TOP LEFT) Fitting the header beneath the bodywork was not as straightforward as it should have been.

(BOTTOM LEFT) Ample time was spent on the suspension components, ensuring everything was done right.



Larry Metz



Larry Metz

sale and move occurred, along with home improvements and other non-Vee projects.

"Back to the car, and with the help of Bob Monday, we set out on a renewed project of completing as many details as we could to get the car ready for testing," Larry says, adding that he believes this was either 2018 or 2019. "But after several days of working on issues, we finally admitted way too much work needed to be done in time to get it out for

testing – we did get the engine running but were unable to solve a brake line leaking problem."

The following summer, Larry invited Indianapolis Region's Bruce Faucet to inspect the Vee. "As a result of that inspection, we were advised that the rollbar needed to be taller," Larry says. "We developed a long list of issues that needed to be addressed. As well as a taller rollbar, we needed a lock-out for reverse."

Larry also discovered that while he could get in the car, egress was problematic.

Several other issues had also been identified earlier in the building process, but in the rush to make the initial test date, those items had not been tackled.

"I developed a list of about 10 issues that needed to be addressed before we could try to test the car," Larry explains, adding that some of those issues were beyond his technical abilities. "Bruce Domeck and his shop in Louisville was chosen to see how much he could accomplish," Larry continues. "Bruce had been a fellow competitor with a Solo Vee in the past and has been a Solo National Champion two or three times."

With the help of friend Bob Monday, the car was transported to Louisville to button up key issues, the most notable of which being external frame bars to serve as handles for the driver to get out of the car. "We are calling them 'Faucet Bars,' as this solution was suggested by Bruce Faucet

when he and Bruce Domeck did some extensive development work over a weekend to solve the problem," Larry says.

A few months later, the car was back home.

Harnesses were ordered, although the supply-chain issues of 2020 and 2021 meant this was a three-week process. In 2021, Larry sprained his ankle, adding a nearly three-month

delay to the test-day process.

Then winter arrived once more.

Larry's Solo Vee is still awaiting its first trip to the Solo course, but he's as determined as ever. And, through it all, he's learned a tip or two about building a competition car.

"It's good to develop completion goals," he says, "although it appears that most often, the project is going to take a lot longer than initially expected. Because of that, it would be good to modify deadlines and goals along the way when delays are experienced. And have monthly progress evaluations."

"It's also advisable to develop – and follow – a budget," he says. "That will keep you on track, but it would be wise to have some backup resources to cover unexpected additional expenses. In my case, I was lucky enough to find some other resources, otherwise I would have to stop in the middle." Those alternate resources, it should be noted, involved selling a Zink.

Larry also recommends written contracts over verbal agreements, but that's a whole other story.

"In spite of the many experiences and delays, I have greatly enjoyed the experience," Larry concludes. Now, he says, the goal is to get the car into contention for a C Modified trophy at the 2022 Tire Rack Solo National Championships. The car, he knows, is capable – and Larry is not giving up. 📍

MOVING FAST

Spec Miata racer and Mazda Shootout winner Connor Zilisch heads to the Idemitsu Mazda MX-5 Cup

WORDS James Heine

MAIN IMAGE Ignite Media



It's been an incredible two years for Connor Zilisch. The Central Carolinas Region teenager and high-school sophomore – he's 15 – has been karting since age 4 and, in the past few years, has established himself as a racer to be reckoned with. This fact was driven home late last year when he clinched a racing career-changing \$110,000 scholarship from Mazda to compete in the 2022 Idemitsu Mazda MX-5 Cup presented by BFGoodrich Tires series.

Prior 2021, a determined Connor had accumulated seven national karting titles, a European karting championship, and a world title – the 2020 FIA Karting Academy Trophy, which took him to Europe to compete against three dozen of the world's best young racers – an SCCA Runoffs podium, and now he's well into living out his dream of racing professionally by competing in this year's Mazda MX-5 Cup series.

"I have always enjoyed the

competition in racing," Connor admits. "It is unlike any other sport I have done. The adrenaline rushes that you get in a race are like no other, and I have always loved battling it out with my competitors in fun, clean races."

Last year, in his inaugural season in cars, Connor won the Spec Miata Hoosier Super Tour race at VIR, set a track record and sat on the pole at the VIR TA2 race on Sept. 25, qualified third and finished third in his Panic Motorsports/Late Apex



Jay Bonveant

Storage Spec Miata at the SCCA Runoffs at Indy (which led to him receiving SCCA's Jim Fitzgerald Rookie of the Year Award), and then capped off the year by claiming the Mazda MX-5 Cup Shootout Scholarship at Sebring.

LIVING A DREAM

Connor Zilisch (LEFT) was flying high in 2021, earning a Spec Miata podium finish during the National Championship Runoffs at Indianapolis Motor Speedway (BOTTOM LEFT). That led to an invitation to compete for the Mazda MX-5 Cup Scholarships, which in turn resulted in a \$110,000 prize and a solid performance at the 2022 MX-5 Cup opening round at Daytona International Speedway (RIGHT, 72).

the Runoffs and then through telephone conversations after he won the Mazda MX-5 Shootout. In conversation, whether in person, via e-mail, or on the telephone, Connor is polite, thoughtful, and direct in his answers.

"I thought it was really good for my first Runoffs," he notes about his Indy experience. "Honestly, finishing third out of 90-plus in my first time running, it was very good for me, and I'm satisfied with it. I thought Indy was such a cool track."

Connor is equally positive about his experience competing for the Mazda MX-5 Cup Scholarships in late 2021. Organized by Mazda Motorsports, the event brought together a dozen young drivers who vied for three scholarships valued at \$260,000, to be applied to the 2022 Idemitsu Mazda MX-5 Cup presented by BFGoodrich. A panel of six motorsports professionals judged the 12 drivers, not only on lap times, but also on the ability to create lasting partnerships, understand and apply data analysis, and overall improvement.

To prepare for the Shootout, Connor spent time on iRacing, trying to learn the car and the track, something that translated well when he got to Sebring, allowing him to gain an idea of the markers and how the MX-5 Cup car would feel.

"Going into it, I wasn't expecting much," he admits. "I went in with a positive attitude, telling myself it would be a win



Jay Bonvechio

no matter what happened.

I was fortunate enough to win the \$110,000 scholarship, which is going to allow me to race MX-5 Cup this year."

During the doubleheader season-opening weekend of the 2022 MX-5 Cup season at Daytona International Speedway on Jan. 27-30, Connor scored impressive fourth- and seventh-place finishes, instantly putting him fourth in the points.

Although his near-term plans have been solidified by his scholarship win, his long-term plans remain "very blurry, since I am only 15," Connor notes.

Independent of the MX-5 Cup, 2022 will include Spec Miata as time, budget, opportunity, and school allow, Connor says. "If I could have a dream, I definitely know what I want. On track, I hope to become a professional racing driver in either NASCAR or IMSA. Off track, I want to get my engineering degree in college."

He also is aware that success in motorsports extends beyond on-track performance.

"It is way more than just going out and winning races, although that helps," he says. "You need to make yourself a marketable person that sponsors find attractive. In most cases, funding from your family doesn't last forever. I was told this later than I would have hoped, and I am now trying to inform as many young kids as I can, to teach them what it takes to make it in the sport."

To that end, his family has sacrificed a lot to enable him to race, Connor adds, and for that, he is incredibly thankful.

His closing thoughts?

"If I could give a few words of advice to a young person looking to get a start in motorsports, I would tell them to focus on getting as much time in the seat as possible," he says. "This means going out to your local track and doing as many laps as you possibly can. Practice makes perfect, and you should always practice how you're going to race. Being in the seat nearly every week has helped make me the driver I am today." 🏁

"I have enjoyed every moment of it," Connor says. "I learned about the SCCA four years ago when my brother [Bradley] started racing Spec Miata. Little did I know then that four years later I would be racing in Spec Miata also."

Essentially, he adds, he inherited his Spec Miata seat when his brother went off to college and no longer had time to race.

We first chatted with Connor at the 2021 Runoffs after his Thursday qualifying effort. We caught up with him again after



The pages that follow contain a special advertising section where companies highlight products designed to keep drivers safe during competition. But for a “motorsports safety guide,” exactly what items should that encompass? This was the question posed to me by *SportsCar*’s sales staff in the early production of this issue, and I have to admit, I scratched my head – in my mind, nearly *everything* in motorsports is safety related.

PLAYING IT SAFE

Safety in motorsports doesn’t end with your racing gloves. In fact, when it comes to automotive competition, nearly everything is safety related

WORDS Philip Royle | IMAGE Gavin Baker

Think about it. While brakes decrease your lap time, they’re also vital to safety. I learned this valuable lesson during the 2016 National Championship Runoffs when I drastically overheated the brakes due to insufficient ducting on my racecar and had to grab the emergency brake during a mid-race caution lap, so I didn’t rear-end the car in front.

Grip tape is also more important than you think. Probably a decade ago, we installed a fire suppression system in a magazine project car and, to check the fire system’s coverage, I suited up and pulled the handle. I waited for a few seconds, unstrapped myself, and attempted to exit the racecar. The problem was that the car’s floor was now slick, and my racing shoes offered no traction – I was left scrambling. From this experience, I adjusted the positioning of the fire-suppression nozzles in the racecar to not aim anywhere near the pedals.

In an interview with Max Papis from Max Papis Innovations several years back, Papis explained to me how a good racing steering wheel is vital to a driver’s safety. “There is a myth in the sport where people think that the steering

wheel should not deform,” Papis said. “If you look back at history, all good products absorb load on impact. If that didn’t deform, something else would deform in your body.”

HMS Motorsport is also keen on safety, with just about every item the company sells falling into my “everything in motorsports is safety related” category. HMS is big on education, too. To that end, I recommend clicking the “Technology” link on hmsmotorsport.com. Some of the categories on this portion of the HMS website are brand specific, but others are solid primers you should consider while outfitting your competition vehicle. “To explain why two-inch webbing is more effective than three-inch webbing, one needs to look at the shape of the human body,” reads the HMS website under the “2-Inch Webbing” link. That short-but-concise description notes that capturing the pelvis during an incident is key to minimizing injuries across the entire body, and that narrower, lower harnesses are more adept at this task.

So, when you’re prepping for your next event, take a moment to consider the safety aspect of every single item you own. Gloves, helmets, head and neck restraints, and racing suits are obviously safety related, but just as important is nearly *everything* else. 🍌

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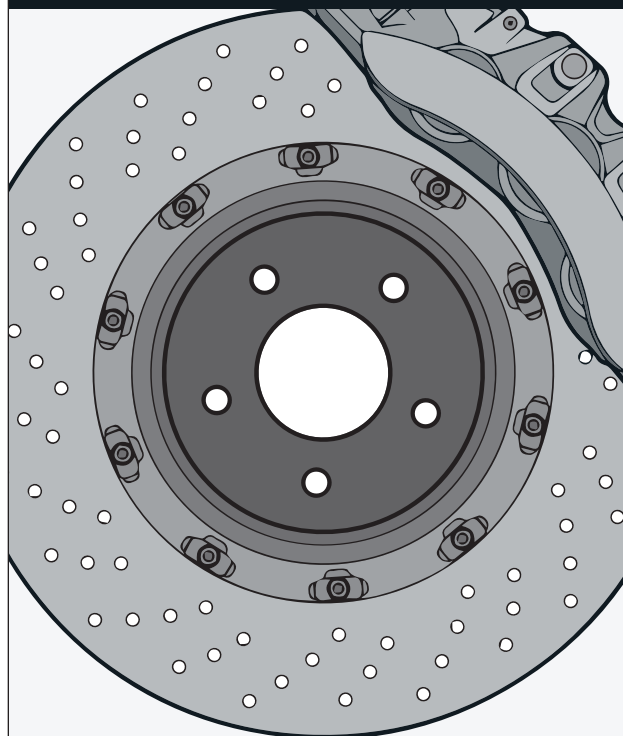
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GOING THE DISTANCE

Central Carolina Region's Betsy Speed and Milwaukee Region's Mike Beaumia collect a pair of well-deserved SCCA Worker of the Year Awards | **WORDS** Jim Kearney | **IMAGES** Philip Royle

Betsy Speed is a classic example of the core enthusiast that holds the Club together. Since the early 1970s, the Central Carolinas Region member has been one of the folks backstage who make the SCCA Road Racing show a reality.

Despite her memorable last name, Betsy had no background in racing. That, however, changed when a college friend asked her to check out his new car. Tom Speed, who would later become her husband, was overjoyed to become the owner of an MGB.

"We weren't even dating then, but he insisted that I go for a ride," she says. "The fact that it had no top, no passenger seat, and that it was snowing didn't seem important."

And so began her long ride with the Club.

Tom began to crew for a driver racing a similar car, and Betsy went along to a race at Mid-Ohio. Needing to be fully engaged in anything she does, she found the crewing experience to be a bit on the boring side. At the second race, at Indianapolis Raceway Park, she found her way into Timing and Scoring, which back then was the wonderful world of watches – that turned out to be a great fit for her.

"After graduation, we got married and Tom bought a Triumph TR4 to race," she says. Tom raced for years, competing at the Runoffs seven times and scoring a podium in GT-4 in 1992 at Road Atlanta. Meanwhile, Betsy was looking for things to do.



"The pit crew thing was OK – I've pulled motors and changed tires," she says, "but Friday evenings were open times for Timing and Scoring, so around 1975 or so, I began to help out at Registration on Friday night and Saturday morning. Then I'd move back over to Timing and Scoring."

She found that she really enjoyed herself at Registration. "You got to meet more people, and I liked that," Betsy recalls. "It was often quite busy, but it was a different kind of focus than I found at Timing and Scoring. And it was always interesting – you never knew what situations might come up."

At Registration, there is always the pressure of the line. "I'm always thinking of ways that we can move folks through quickly," she says. She notes that, in the past, they

"We are always looking for someone who smiles. It matters that they like to interact with people"
BETSY SPEED

may have had as many as 10 people working Registration at a large race, whereas now they frequently have but two or three.

"I remember years ago sitting at home with my kids and stapling folders for every single driver – it was awful," she laughs.

Betsy notes that they are always in need of new recruits. "We are always looking for someone who smiles. It matters that they like to interact with people. And they need to be detail oriented and able to handle some time pressure without getting upset. They don't need to be computer experts – we

can teach them what they need to deal with at the keyboard."

As with many of the specialties, Registration begins the day early. "We are there at 7 a.m., open for business, and we usually stay open until noon or 1 p.m. Of course, the Chief Registrar is going to be available all day for when things come up, but the others have the rest of the day off," she points out.

Betsy has a go-to phrase for her workers for the driver or crew with off-the-wall demands: You need to see the Chief. "Most folks are great to work with, and they understand that we are trying to do everything we can," she says.

Betsy has been to about 10 National Championship Runoffs, and when she goes, she's there for the duration, often 10 or 11 days.

"The workdays are longer, maybe 7 a.m. to 5 p.m., but it's a great opportunity to catch up with old friends," she says. "You aren't often bored at the Runoffs because you have a flow of people all day long – someone is always coming into the track."

The 2021 Runoffs at Indy was particularly memorable to her as she was presented with the Worker of the Year Award for her exceptional work in Registration. "I was really thrilled and pleased to receive this wonderful award from my peers. It is very special to me," she says. "Our Club has such a wonderful feel to it – I'm so grateful to all of my extended family."

RECOGNITION

Betsy Speed (LEFT, with SCCA's Deanna Flanagan, left) and Mike Beaumia (RIGHT) were presented with Worker of the Year Awards at the 2021 National Championship Runoffs.

"I can't say enough about how much I was helped, and by so many people, as I've made this journey"

MIKE BEAUMIA

BRATS, CHOCOLATE, AND STEWARDING

It is hard to think of Milwaukee Region's Mike Beaumia as the "organization man," for he marches to the beat of his own drum. But when you look at what he has done, it's all about helping the SCCA function fairly and successfully in an impressive variety of ways.

Mike's racing story began in college when his roommate, Billy Scott, swapped drag racing for road racing. Mike crewed for him in a series of racecars ranging from a Formula Ford to Super Vee to a VW Scirocco.

Mike began road racing in 1980 when he campaigned an air-cooled VW Beetle. "I originally drag raced a 1957 VW Beetle," he explains. "I had calculated that I had a total of 10 minutes of track time in an entire drag racing season. In one road racing event, I would get one and a half to two hours of track time."

From 1980 to '85, he ran a homebuilt CSR called a Schneck. "It had a Rabbit motor, made 185hp, and at the dip at Road Atlanta during the Runoffs I was going 166mph," he recalls.

The gang of friends who built this car decided at a 1982 New Year's Eve party they could easily build a Formula Vee, and the

Schnecke FV was conceived. It went from an idea to reality very quickly, running in the June Sprints later that same year.

Formula Vee was the class Mike settled into, alternately campaigning a Lazer, a Citation Xtc41, and the Schneck, which he used to qualify as high as sixth at the 1996 Runoffs at Mid-Ohio.

Mike would make the drive down from his home in Appleton, Wis., to the Chicago area for winter Formula Vee parties put on by Bob and Pat Lybarger or George and Mary Ann Kendall. "Around 2005, Mary Ann mentioned that they needed help at registration, and I offered to help out," he says. "I liked doing it, it was fun to meet a lot of people. I'd help out mostly on Friday nights and eventually I got a National license for Registration, all the while continuing to race."

In 2008, he received a letter asking if he would be interested in applying for the Steward's program. He didn't have to be asked twice.

Mike successfully completed the Stewards in Training (SIT) program in one season and was impressed by the intensity of the training regime. "I started in the spring of 2008 with a three-day session in Milwaukee," he says. "It seemed like an endless series of 'what if' questions were being posed. And, during the year, you were expected to work every specialty to gain an understanding of the issues that might come up and how things



were handled there. It was a serious learning experience."

A memory that stands out loud and clear is his initiation into the communication end of Flagging and Communications. "I went into their room at Blackhawk to observe and perhaps take some notes. The next thing I knew I was on the radio dealing with real situations, as Trudy Sutton told me that the SIT's had to communicate on the radio. I was a bit taken aback at first, but this experience really helped me later on."

Mike also remembers Mike Smith telling him that they weren't going to sign him off just for standing around. "They pushed me hard – there was no time to worry," Mike recalls. "I can't say enough about how much I was helped, and by so many people, as I've made this journey."

Being a Steward is not a cake walk. "It can be very challenging, and you make decisions quickly," he explains.

Mike's work as a Steward was recognized during the 2021 National Championship Runoffs when he was presented with the SCCA Steward Worker of the Year Award.

Mike notes that the Club is always on the lookout for new

Stewards. The role, he says, requires the applicant be a level-headed problem solver with a friendly countenance. It's also crucial that they can be counted on to be there and are committed to putting in the time it takes.

Mike is a lot of things, but to many he is a bratwurst provider. "The brat thing started in 1980 or '81 when I was at Road Atlanta for the Runoffs and people really liked my brats. I keep them warm in beer and onions. It grew a bit each year, and for several years beginning at Mid-Ohio, I was putting out over 200 brats, along with a few dozen chicken breasts for the first Sunday of the Runoffs lunch for the FV group."

More recently, though, he's become known as the "Chocolate Steward." "Going to Sonoma for the Runoffs [in 2018], I checked a cooler as my second piece of luggage with the airline. It had over \$500 in chocolate in it – I spread it around to as many workers as I could."

What else does he go a bit overboard on? "Well, I have 25 VWs at home and a dozen FV chassis," he admits. But whether it's chocolate, brats, racing VWs, or as a Steward, the Club is undoubtedly better off with Mike involved. 🍫

**FULL SPEED**

(MAIN) B-Spec has grown in leaps and bounds. (BELOW RIGHT) John LaRue, the CRB's new chairman, recently finished fourth at the Runoffs.

LOOKING AHEAD

The future of the SCCA Road Racing program holds much more than you may think | **WORDS** John LaRue, Chairman, Club Racing Board | **IMAGES** Jeff Loewe

Greetings. As a first matter of business, allow me to briefly introduce myself. I am John LaRue, and I have been a member of the SCCA since 1993, when I jumped into my first Formula Ford at a Waterford Hills driver's school. Since then, I have participated in FF and Formula Continental on a regular basis and have served on the old FF Ad Hoc Committee, Formula/Sports Racer Advisory Committee (FSRAC), and most recently the Club Racing Board (CRB). I have a long history in motorsports which runs from my early days in karting to managing a team that nearly won the Indianapolis 500.

I was recently asked to assume the reins of the CRB as chairman from a dear friend of mine, Peter Keane. Peter's knowledge of all things racing is remarkable, and it is with his continued assistance and presence on the CRB that I agreed to accept the appointment.

As a member of the CRB, I have primarily focused on matters concerning my area of knowledge – that being formula car classes and the FSRAC. As chairman, however, I thought it would be appropriate to get

my feet wet by sitting in on meetings of the other Advisory Committees; my first random choice was the B-Spec Advisory Committee (BSAC). While I was aware that B-Spec was looking at some changes to the Balance of Performance (BOP) of the various cars, I was unaware how contentious this would prove to be.

To bring transparency to this process, data from which the BOP changes will be made was shared during the recent SCCA National Convention, and four new members have been added to the BSAC, namely Kent Carter, Todd Parrott, Frank Schwartz, and Matt Wolfe. These members bring with them different points of view and ideas which we anticipate will help to maintain the upward trajectory of B-Spec and diversity in competitive marques. Bear in mind that we are in a constant state of improvement.

Like some of you, there was a time when I became frustrated with the decisions being made within SCCA Road Racing. With that, I decided that instead of complaining, I should become involved. What I quickly came



to realize was that the majority of people making the decisions were doing what they truly believed was in the best interest of the SCCA, the classes and, most importantly, the competitors. Keep in mind that most of these volunteers have full time jobs, family commitments, as well as wanting to compete. This is not IMSA, which has untold resources and full-time professionals – it is *our* organization and one which, because of its people, constantly improves. I encourage each of you to consider becoming involved to help make it even better. 📍

POWERED BY SKIP BARBER

Career building from a Skip Barber Racing School/SRO America pro racing foundation.

No question that natural ability separated teenager Kenton Koch from the kart-racing pack of others gripped by the hope of a professional motorsports career. But natural ability, alone, has never been enough.

Koch, now an in-demand GT driver and headliner in SRO America's highly-competitive GT4 America series, is one of an ever-expanding cast of motor racing characters who sharpened his natural talent on his rapid run down the Skip Barber Racing School/SRO Motorsports Group career path.

"I got my start karting with Skip Barber [in 2010], and certainly wouldn't be where I am today without the Karting Shootout that provided my first scholarship," says Koch. Second in the 2011 SBRS Champions Shootout, he moved up with Skip Barber support through the Mazda Ladder System, winning a pair of Mazdaspeed Challenge championships in 2012 and '13.

"Kenton is one of many who learned racecraft in the Skip Barber Racing School and Series," says SBRS Chief Marketing Officer Dan DeMonte. "He's one of a great number of drivers, young and old, whose success is proof of the SBRS and newly embraced SRO series and team concept."

After serving as a Barber instructor himself for several years, Koch's pro career took off, a testament to his commitment to the Barber approach. He would score several good rides in IMSA and SRO, and collected a class win in the prestigious Rolex 24 At Daytona.

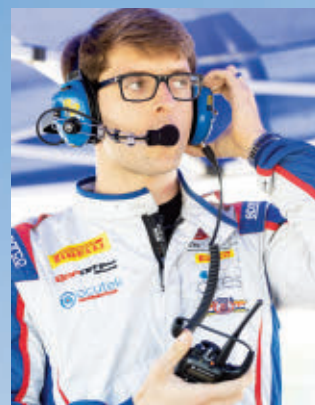
In 2019, Koch and wife Dani put together an SRO GT4 America team with one of his coaching students, Bryan Putt (also an SBRS grad). In just its second season, 2021, the pair claimed runner-up finishes in both the Pro-Am Teams' and Drivers' championships.

For Koch and many like him, the first step was the SBRS Karting Scholarship. Today, SBRS provides a suite of programs that offer many options, from first laps on a skid pad and race track all the way through pro driver licensing.

Depending on your career horizons, either the historic Formula Car Race Series or the rapidly expanding SBRS "Arrive and Drive" SRO TC HPD Championship Team is where you'll gain experience in competition on iconic U.S. tracks that host other top-tier pro races.

The ongoing coaching and data collection is itself difference making, but there is much more value here: These series are where you'll meet people, build your network of motorsport contacts, and receive the vital social media and sponsorship training necessary in today's racing world.

Koch skillfully leveraged the network he built during his Skip Barber years, for which he is quick to give credit: "I wouldn't be where I am today without Skip Barber and SRO." —Steve Nickless



Richard S. James



(TOP) Kenton Koch has forged a career as an in-demand GT driver. (ABOVE) The seeds were sown when his younger self went the Skip Barber Racing School route. (BELOW) At the wheel of BSPORT's Aston Martin in SRO GT4 America.



Richard S. James



For more information,
head to skipbarber.com



BACK TO NORMAL
(LEFT) ProSolo action returns this year, welcoming competitors back to normality. (BELOW) 2022 marks the beginning of a time-based points series for the Tire Rack Solo National Tour.

NORMAL IS GOOD

Recovering from a rough 2020 and '21, the 2022 ProSolo season looks to set things straight, with hints of an exciting 2023

WORDS Paul Brown | **MAIN IMAGE** Perry Bennett

Following two ProSolo seasons that were anything but normal, there's good reason to believe that 2022 will be a return to what we'd all like to see – competition as usual. The SCCA has a full schedule already slated (admittedly skewed a bit toward the east due to site availability) and the points series is back. All in all, anyone who participated in ProSolo in 2018 or '19 will find 2022 to be quite familiar, though with fewer timing system adventures.

That's not to say nothing has changed. The ProSolo Index, for example, has continued its evolution, and low participation numbers in STS forced its move into the S5 class.

As always, entry levels are analyzed, and the entire class structure gets a careful examination. No classes made the cut to graduate out of the Indexed world this time around, but FSP did get moved from S1 to S5. While this does combine vehicles with DOT competition tires into a class that formerly only included "real" street tires with 200 treadwear ratings, the current crop of street tires has such a wide range of temperature and surface preferences that this does not appear to present any sort of weird competitive dynamic. It does remove a lower-power group of cars

from a higher-power class, though, which should help reduce course dependencies.

The points series itself was the topic of debate over the winter. Counting two events plus the Tire Rack ProSolo Finale in Lincoln, Neb. (scheduled this year for Sept. 2-4), toward the championship has been the traditional requirement for year-end championships. There was a question as to whether to count the best two of just the first three events or continue the recent approach of counting the best two events no matter how many a competitor enters.

An early posting of a draft of the 2022 rules resulted in considerable debate with plenty of feedback. Therein, competitors are now free to run as many events as they can attend, and the series will count the best two of those.

Some thought that with the limited number of western ProSolo events this might favor easterners in this year's ProSolo championship, and there are certainly some scenarios where that would be the case. On the other hand, if the more restrictive rule resulted in some top competitors not attending events, it actually could have the opposite effect, with more easily available points in eastern events.



Philip Royle

In my opinion, it doesn't make that much difference as far as class championships go – fast drivers will tend to qualify for the ProSolo Finale either way, and finishing position there tends to determine championships. The effect on Challenge points is no doubt greater.

While 2022 will be familiar, 2023 may see more major changes. The current plan is to have a draft of those plans available for discussion by the time everyone gathers in Lincoln this September. Without revealing details, I do believe the proposed changes will be quite popular.

On a different topic, the Tire Rack Solo National Tour will add a points competition this year. The National Tour is still a series of individual events, with the Tire Rack Solo National Championships remaining an individual event, but for those who can compete in three regular-season events plus the Solo Nationals, there will be trophies and bragging rights available.

At the time of this writing, there was no word on autocross contingency programs, so check scca.com for new information.

And finally, if you've got a super-double-secret-ProSolo site somewhere out west, let the world know. 📍

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**SCHOOL'S IN**

The Tire Rack Street Survival program involves many educational elements for teen drivers, with some SCCA Regions including wet cornering (LEFT) and visibility from a semi truck (BELOW) as part of the program.



MAKING A DIFFERENCE

SCCA Foundation needs your help ensuring the success of the Street Survival teen driving program

WORDS Jim Weidenbaum, SCCA Foundation | **IMAGES** Dennis Wood

Here in the Texas Hill Country, one often hears how “blessed” we are, or “bless his heart” (which means pretty much the opposite). We are, indeed, blessed in the SCCA, surrounded by people who are typically generous, enthusiastic, and self-motivated, with a propensity for taking action. Yet, I had been a member of SCCA for more than 20 years before I ever thought about applying my racing experience “blessing” toward a greater good – in other words, volunteering at a Tire Rack Street Survival program for teen drivers.

Many SCCA racers coach at track days, as it's generally satisfying to help adults gain driving proficiency on track and at speed in fun, fast cars. Coaching performance driving aligns with a racer's sense of “going faster,” but we can apply those same car control fundamentals taught at a track day to help address the number one killer of American teens: auto accidents.

Your support of the Street Survival program helps prepare young drivers when they face a future driving emergency. Street Survival events are also a terrific

way to pull road racers, autocrossers, and rally racers together – something that is increasingly challenging for SCCA Regions. Moreover, hosting a Tire Rack Street Survival event is a great way to approach a new site owner for future autocross use. In other words, begin with an altruistic motive, while looking ahead as part of the Region's site acquisition strategy.

No one can predict how COVID will evolve, but we're hopeful 2022 will be a year with a rebound in Street Survival events. Despite pandemic restrictions, which shut down Street Survival for half the year, SCCA still held 14 schools and served 384 teens in 2021.

For those teens signing up for a class this year, there's now an online minor waiver. Anyone who has worked a Street Survival event has likely faced a wide-eyed teenager at registration without a signed minor waiver – the online minor waiver process removes both a stress point and barrier to participation.

SCCA Foundation is a longtime supporter of Tire Rack's Street Survival program, with

the Foundation funding the monthly stipend for Street Survival Coordinator Scott Dobler, who is available to assist SCCA Regions in hosting a school for the first time. During the pause in teaching due to COVID, Dobler, along with other members of the SCCA Foundation and the BMWCCA Foundation, updated the classroom materials to improve engagement with today's teens. The Foundation also helps bring in instructors and volunteers from neighboring Regions when there is need to support a new school.

Needless to say, it takes money to run this outstanding teen driver education program, and if it weren't for SCCA Foundation's financial assistance, many SCCA Regions would be unable to host a Street Survival class. While right-seat coaching isn't for everybody, many of you reading this are blessed with being able to make a financial donation to the SCCA Foundation to support Street Survival and other deserving programs. To make a donation, or for more information on the SCCA Foundation and Street Survival, please visit [SCCAFoundation.com](https://www.scca.org/foundation) and [StreetSurvival.org](https://www.street-survival.org). 📍

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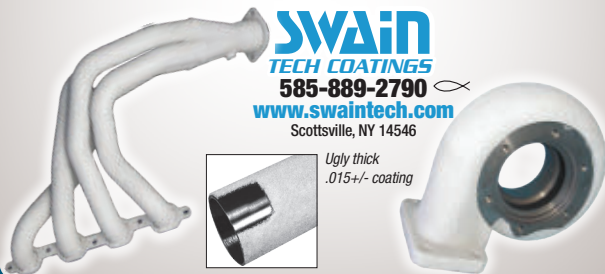
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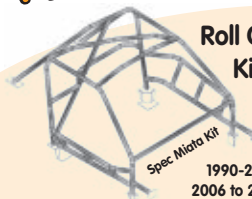
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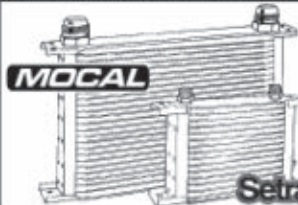
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CALENDAR

SPORTS CAR CLUB OF AMERICA MARCH / APRIL 2022

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MEMBER BENEFITS

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

/// Race Louvers

Race Louvers, which takes hood venting to a whole new level, offers SCCA members a 10-percent discount on their products.



S&W Race Cars is offering a one-time use 10 percent discount on any S&W made parts.



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Shirts101 offers SCCA members 10-percent off any order of \$50 or more at [sccagear.com](https://www.sccagear.com).



SCCA members receive a 15-percent discount on **RaceDeck's** DIY modular garage flooring that transforms your garage in just hours.

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

PRO RACING



TRANS AM [gotransam.com](https://www.gotransam.com)
Feb 24-27 Sebring International Raceway
 Dyson (TA); Matos (TA2); Mars (SGT); Griffin (GT)
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 Music City Grand Prix, Tenn. (TA2 only)
Sep 7-11 Watkins Glen International, N.Y.
Oct 6-9 VIRginia International Raceway, Va.
Nov. 4-6 Circuit of the Americas, Texas

TRANS AM WEST COAST C'SHIP

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



FORMULA 4
[f4us championship.com](https://www.f4us championship.com)
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



SCCA PRO RACING

WHAT Trans Am Series
WHEN April 22-24, 2022
WHERE Monterey, Calif.

Trans Am heads for WeatherTech Raceway Laguna Seca in April, where racers will vie for National and West Coast championships.



SCCA PRO RACING

WHAT Formula Regional Americas
WHEN April 8-10, 2022
WHERE Avondale, La.

The opening weekend for the SCCA Pro Racing-sanctioned FRA Americas series takes place at NOLA Motorsports Park, mere miles from New Orleans.



FORMULA REGIONAL AMERICAS

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



F1600, F2000, AND ATLANTIC CHAMPIONSHIP SERIES

[formularacepromotions.com](https://www.formularacepromotions.com)
Mar 24-27 Road Atlanta, Ga. (Atlantics only)
Apr 1-3 Carolina Motorsports Park, N.C.
Apr 29-May 1 Mid Ohio Sports Car Course, Ohio
May 20-22 Barber Motorsports Park, Ala.
Jun 3-5 Pittsburgh International Race Complex, Pa.
Jul 8-10 Autobahn Country Club, Ill.
Jul 30-31 Road America, Wis. (Atlantics only)
Aug 19-21 Summit Point Motorsports Park, W. Va.
Oct 14-16 Pittsburgh International Race Complex, Pa.



RADICAL CUP

[radicalsportscars.com](https://www.radicalsportscars.com)
Apr 28-May 1 Barber Motorsports Park, Ala.
Jun 9-12 Road America, Wis.
Jul 7-10 Watkins Glen International, N.Y.
Aug 12-14 Utah Motorsports Campus, Utah
Sep 16-18 Circuit of the Americas, Texas
Oct 28-30 Sonoma Raceway, Calif.



Date Track/Region



HOOSIER SUPER TOUR

[scca.com/supertour](https://www.scca.com/supertour)
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.
Jul 17-19 Road America, Wis.



U.S. MAJORS

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

NORTHEAST CONFERENCE

Apr 8-10 VIRginia International Raceway, Va. (Super Tour)
Apr 29-May 1 Pittsburgh International Race Complex, Pa. (Super Tour)
May 28-29 Pocono Raceway, Pa.
Jun 3-5 Watkins Glen International, N.Y. (Super Tour)
Jul 8-9 Thompson Speedway Motorsports Park, Conn.
Jul 16-17 New Jersey Motorsports Park, N.J.

NORTHERN CONFERENCE

Apr 30-May 1 Blackhawk Farms Raceway, Ill.
Jun 11-12 Mid-Ohio Sports Car Course, Ohio
Jun 17-19 Road America, Wis. (Super Tour)
Jul 9-10 Road America, Wis.
Jul 23-24 Gingerman Raceway, Mich.
Aug 20-21 Grattan Raceway, Mich.

SOUTHEAST CONFERENCE

Apr 8-10 VIRginia International Raceway, Va. (Super Tour)
May 28-29 Carolina Motorsports Park, S.C.
Jul 2-3 Roebing Road, Ga.

MID-STATES CONFERENCE

Apr 2-3 World Wide Technology Raceway, Ill.
Apr 23-24 Hallett Motor Racing Circuit, Okla. (Super Tour)
May 21-22 Heartland Motorsports Park, Kan.
May 28-29 Pueblo Motorsports Park, Colo.
Jun 4-5 Ozarks International Raceway, Mo.
Jul 2-3 High Plains Raceway, Colo.
Aug. 20-21 High Plains Raceway, Colo.

SOUTHERN CONFERENCE

Apr 23-24 Hallett Motor racing Circuit, Okla. (Super Tour)
May 14-15 Eagles Canyon Raceway, Texas
May 28-29 MSR Houston, Texas (triple Majors)
Sep 3-4 MSR Houston, Texas (triple Majors)

WESTERN CONFERENCE

Apr 9-10 Ridge Motorsports Park, Wash.
May 14-15 Portland International Raceway, Ore. (Super Tour)
May 28-29 Pacific Raceways, Wash.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

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

ENDURO NATIONAL TOUR

May 20-22 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

REGIONAL/DIVISIONAL

NORTHEAST [nediv.org](https://www.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
Jul 22-24 Summit Point Raceway/ Washington DC
Aug 5-7 New Hampshire Motor Speedway/ New England
Aug 18-21 New Jersey Motorsports Park/ South Jersey

Chris Clark

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 sedivraci.com

Apr 9-10 Homestead-Miami Speedway/
Florida

Apr 23-24 Roebeling Road/Buccaneer

May 6-8 # Daytona International
Speedway/Central Florida

May 7-8 VIRginia International Raceway/
North Carolina

May 14-15 Palm Beach Int'l 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 24-25 # Daytona International
Speedway/Central Florida

Oct 8-9 Homestead-Miami Speedway/
Florida

Oct 14-16 Sebring International Raceway/
Central Florida

Oct 22-23 Roebeling Road/Buccaneer

Nov 4-6 # Michelin Raceway Road

Atlanta/Atlanta
Nov 5-6 Palm Beach Int'l Raceway/Florida

Nov 25-27 Sebring Int'l Raceway/Florida

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

Jun 24-26 Blackhawk Farms Raceway/
Milwaukee

Jul 1-3 Brainerd Int'l Raceway/Land
O'Lakes

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

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 = Time Attack

TE = Track Event

TS = Track Sprint

TT = Time Trial

v = Vintage

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

SOUTHWEST sowdivscca.org

May 27-30 # MSR Houston/Houston

Sep 2-5 # MSR Houston/Houston

Nov 12-13 MSR Cresson/Texas

ROCKY MOUNTAIN coloradoscca.org

Apr 29-May 1 La Junta Raceway,

Continental Divide

Oct 15-16 La Junta Raceway/
Continental Divide

NORTHERN PACIFIC norpac-scca.org

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 8-10 IndeMotorsports Ranch/Arizona

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

Apr 21-22 Thompson Speedway

Motorsports Park/New England

Jun 11-12 Pittsburgh International Race

Complex/Steel Cities

Jul 1 Watkins Glen International/
Finger Lakes

SOUTHEAST sedivraci.com

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,

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Kaizen Autosport Racing School

(919) 741-7151 kaizenautosport.com

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

AREA 13: JEFF ZURSCHMEIDE



Mark Weber

SCCA ROAD RACING

WHAT Hoosier Super Tour
WHEN April 23-24, 2022
WHERE Jennings, Okla.
 Hallett Motor Racing Circuit will host a mid-April stop on the Hoosier Super Tour as racers jockey for points on their way to the Runoffs.

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springmountainmotorsports.com

Thompson Speedway Motorsports Park
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Waterford Hills Road Racing Inc.
 (248) 623-0070 waterfordhills.com

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

NORTHEAST nediv.org

Apr 9-10 TT Dominion Raceway & Entertainment/Washington DC

Apr 29-May 1 TT Summit Point Raceway/Washington DC

May 14 TT/TS Bader Field/South Jersey

May 21 TT Thompson Speedway Motorsports Park/New England

May 21-22 TT Dominion Raceway & Entertainment/Washington DC

Jun 3-4 New Jersey Motorsports Park/South Jersey

Jun 11-12 Pittsburgh International Race Complex/Steel Cities

Jun 24-26 HC Pagoda HillClimb, Reading, Pa./Blue Mountain

Jun 25-26 TT Dominion Raceway & Entertainment/Washington DC

Aug 19-20 TT/TE New Jersey Motorsports Park/South Jersey

Sep 3-4 TS Summit Point Raceway/Steel Cities

Sep 17 TT Thompson Speedway Motorsports Park/New England

Oct 8 TS Bader Field/South Jersey

GREAT LAKES greatlakes-scca.org

Apr 23-24 TT Nelson Ledges Road Course/Neohio

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

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

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

Apr 29-May 1 HC Clifton Ariz./Arizona

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

TIME TRIALS NATIONAL TOUR

Apr 22-24 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

Atlanta Motorsports Park, Ga. Apr 13, Jun 8, Jul 6, Aug 24, Sep 21

Auto Club Speedway, Calif. May 14, Jun 18, Sep 10, Nov 12

Blackhawk Farms Raceway, Ill. May 10, Jun 8, Jul 13, Aug 10, Sep 14

Brainerd International Raceway, Minn. May 27*, Sep 2*

Carolina Motorsports Park, S.C. May 19, Jun 23, Oct 6

Charlotte Motor Speedway, N.C. Apr 26, Jun 2, Jul 7, Aug 3

Dakota County Technical College, Minn. May 6*, Jun 3*, Jun 24, Jul 22*, Aug 11*, Sep 16

Daytona International Speedway, Fla. May 5, May 6, Aug 4, Aug 5

Dominion Raceway, Va. May 4, Jun 2, Jun 30, Aug 4, Oct 6

Eagles Canyon Raceway, Texas May 10, Sep 13

GingerMan Raceway, Mich. May 19, Jun 16, Aug 11, Sep 15

Harris Hill Raceway, Texas Apr 13, May 4, Jun 8, Sep 14, Oct 12, Nov 2

Heartland Motorsports Park, Kan. Apr 28, May 20, Jun 16, Jul 21, Aug 18, Sep 20, Oct 13

High Plains Raceway, Colo. Jun 22, Aug 24

Lime Rock Park, Conn. Jun 8, Jun 9, Aug 11, Sep 16

Memphis International Raceway, Tenn. TBD

Michelin Raceway Road Atlanta, Ga. May 5, May 19*, Jun 21, Jul 22

MotorSport Ranch, Texas Apr 12, Jun 7, Oct 11

Nashville Superspeedway, Tenn. Apr 27, Jul 28

Nelson Ledges Road Course, Ohio May 20, Jun 22, Jul 13, Aug 10

New Hampshire Motor Speedway, N.H. May 12, Aug 4

New Jersey Motorsports Park, N.J. Apr 27, May 25, Jun 22, Jul 20, Aug 17, Sep 21

NOLA Motorsports Park, La. Apr 7, Oct 13

Palm Beach International Raceway, Fla. Apr 12, May 24, Sep 13, Oct 11, Nov 15

Palmer Motorsports Park, Mass. Jun 16, Sep 8

Pikes Peak International Raceway, Colo. Jul 29, Sep 15

Pittsburgh International Race Complex, Pa. Apr 26, May 10, Jun 1, Jun 29, Jul 27, Aug 26, Sep 20, Oct 12

Pocono Raceway, Pa. Apr 21, May 17, Jun 14, Jul 7, Aug 10, Sep 15

Portland International Raceway, Ore. Apr 15, May 3, May 27, Jul 5, Aug 2

Ridge Motorsports Park, Wash. Apr 28, May 26, Jun 14, Jul 12, Aug 8, Sep 20

Sebring International Raceway, Fla. Apr 1, Jun 16, Oct 27

Thompson Speedway Motorsports Park, Conn. Apr 19, May 5, May 24, Jun 30, Jul 11, Jul 26, Aug 9, Aug 30, Sep 22, Oct 12

Thunderhill Raceway Park, Calif. Apr 21, May 12, Jun 9, Aug 25, Sep 29

VIRginia International Raceway, Va. Aug 18, Sep 1

*tentative

STREET SURVIVAL SCHOOLS

NORTHEAST nediv.org

Apr 23-24 Saratoga Auto Museum/Mohawk Hudson

MIDWEST midiv.org

May 1 Des Moines Area Community College/Des Moines Valley

Check streetsurvival.org for a complete schedule

SOLO

TIRE RACK® SCCA SOLO NATIONAL TOUR

Mar 31-Apr 3 Las Vegas Motor Speedway, Nev.

Apr 7-10 FedEx Field, Md.

Apr 21-24 NASA Crows Landing Airport, Calif.

May 5-8 Naval Air Station Chase Field, Texas

May 26-30 Lincoln Airpark, Neb.

Jun 9-12 Grissom Aeroplex, Ind.

Jun 16-19 Seneca Army Depot, N.Y.

Jun 30-Jul 3 Bristol Motor Speedway, Tenn.

Jul 7-10 Hampton Mills Old Lumber Yard, Wash.

Oct 13-16 zMax Dragway, N.C.

Dec 1-4 Spence Field, Ga.

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 6-10 Lincoln Airpark, Neb.

TIRE RACK® SCCA PROSOLO.

Apr 7-10 Auto Club Speedway, Calif.

Apr 28-May 1 Crows Landing Airport, Calif.

May 5-8 zMax Dragway, N.C.

May 19-22 New Meadowslands Sports Complex, N.J.

May 25-28 Lincoln Airpark, Neb.

Jun 28-Jul 1 Bristol Motor Speedway, Tenn.

Jul 14-17 Hampton Mills Old Lumber Yard, Wash.

Jul 21-24 Toledo Express Airport, Ohio

Aug 4-7 Oscoda-Wurthsmith Airport, Mich.

Sep 1-4 Finale, Lincoln Airpark, Neb.

CAM CHALLENGE

Aug 11-14 Grissom Aeroplex, Ind.

STARTING LINE SCHOOLS

Apr 23-24 Alaska Raceway Park, Palmer, Ala.

Check scca.com/pages/starting-line for more events

REGIONAL

NORTHEAST nediv.org

Apr 3 New Meadowslands Sports Complex/Northern New Jersey

Apr 10 NYCB Live at Nassau Veterans Memorial Coliseum/New York

Apr 16 New Meadowslands Sports Complex/Northern New Jersey

Apr 24 Centre County Public Safety Center/Central Pennsylvania

Apr 24 Bader Field/South Jersey

Apr 30 Greensburg-Jeannette Regional Airport/Allegheny Highlands

Apr 30-May 1 New Meadowslands Sports Complex/Northern New Jersey

May 1 Centre County Public Safety Center/Central Pennsylvania

May 14 New Meadowslands Sports Complex/Northern New Jersey

May 15 Bader Field/South Jersey

May 21 Greensburg-Jeannette Regional Airport/Allegheny Highlands

May 22 Centre County Public Safety Center/Central Pennsylvania

Jun 3-5 Mid-State Regional Airport/Central Pennsylvania

Jun 4-5 Greensburg-Jeannette Regional Airport/Allegheny Highlands

Jun 12 Bader Field/South Jersey

Jun 12 Greensburg-Jeannette Regional Airport/Allegheny Highlands

Jun 24-26 Mid-State Regional Airport/Central Pennsylvania

Jun 26 Greensburg-Jeannette Regional Airport/Allegheny Highlands

Jul 3 Bader Field/South Jersey

Jul 8-10 Mid-State Regional Airport/Central Pennsylvania

Jul 30-31 NYCB Live at Nassau Veterans Memorial Coliseum/New York

Aug 6-7 Mid-State Regional Airport/Central Pennsylvania

Aug 14 Centre County Public Safety Center/Central Pennsylvania

Aug 14 Bader Field/South Jersey

Aug 14 NYCB Live at Nassau Veterans Memorial Coliseum/New York

Sep 18 Bader Field/South Jersey

Sep 18 Centre County Public Safety Center/Central Pennsylvania

Sep 18 NYCB Live at Nassau Veterans Memorial Coliseum/New York

Sep 24 Greensburg-Jeannette Regional Airport/Allegheny Highlands

Oct 7-9 Mid-State Regional Airport/Central Pennsylvania

Oct 9 Bader Field/South Jersey

Oct 15 Greensburg-Jeannette Regional Airport/Allegheny Highlands

Oct 30 NYCB Live at Nassau Veterans Memorial Coliseum/New York

Nov 6 Bader Field/South Jersey

SOUTHEAST sedivacing.com

Apr 10 Dade County High School/Chattanooga

Apr 16-17 Salem Civic Center/Blue Ridge

Apr 23 Atlanta Motor Speedway/Atlanta

Apr 29-30 Roebeling Road/Buccaneer

May 1 Atlanta Motor Speedway/Atlanta

May 14-15 Augusta County Government Center/Blue Ridge

May 14-15 Hutchinson Island Paddock/Buccaneer

May 15 Atlanta Motor Speedway

Jun 11 Atlanta Motor Speedway/Atlanta

Jun 11-12 Hutchinson Island Paddock/Buccaneer

Jun 26 Atlanta Motor Speedway/Atlanta

Jul 9-10 Hutchinson Island Paddock/Buccaneer

Aug 21 Atlanta Motor Speedway/Atlanta

Sep 3-4 Hutchinson Island Paddock/Buccaneer

Sep 18 Atlanta Motor Speedway/Atlanta

Sep 30-Oct 1 Roebeling Road/Buccaneer

Oct 22-23 Atlanta Motor Speedway/Atlanta

Oct 28-29 Roebeling Road/Buccaneer

Nov 12-13 Hutchinson Island Paddock/Buccaneer

GREAT LAKES greatlakes-scca.org

Apr 23-24 Walesboro Commins Test Site/Columbus Sports Car Club

Apr 30-May 1 Mid-American Air Center/Southern Indiana

May 1 Grissom Aeroplex/Indianapolis

BE THERE.



Part competition. Part party. All fun.

NCM Motorsports Park | May 12-15, 2022

SCCA
Sports Car Club of America®

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

TIRE RACK
com



HAWK
PERFORMANCE

HAGERTY

May 14-15 Mid-American Air Center/
Southern Indiana
May 14-15 Walesboro Commins Test Site/
Columbus Sports Car Club
May 19-22 Mid-American Air Center/
Southern Indiana
May 21-22 Grissom Aeroplex/Indianapolis
Jun 4-5 Walesboro Commins Test Site/
Columbus Sports Car Club
Jun 11-12 Mid-American Air Center/
Southern Indiana
Jun 18-19 Grissom Aeroplex/Indianapolis
Jun 25-26 Mid-American Air Center/
Southern Indiana
Jul 9-10 Mid-American Air Center/
Southern Indiana
Jul 9-10 Grissom Aeroplex/Indianapolis
Jul 16-17 Walesboro Commins Test Site/
Columbus Sports Car Club
July 17 Mid-American Air Center/Southern
Indiana
Aug 14 Mid-American Air Center/Southern
Indiana
Aug 20-21 Mid-American Air Center/
Southern Indiana
Aug 20-21 Walesboro Commins Test Site/
Columbus Sports Car Club
Aug 20-21 Grissom Aeroplex/Indianapolis
Sep 16-18 Walesboro Commins Test Site/
Columbus Sports Car Club
Sep 17-18 Mid-American Air Center/
Southern Indiana
Sep 24-25 Grissom Aeroplex/Indianapolis
Sep 25 Mid-American Air Center/Southern
Indiana
Oct 2 Mid-American Air Center/Southern
Indiana
Oct 8-9 Walesboro Commins Test Site/
Columbus Sports Car Club
Oct 9 Mid-American Air Center/Southern
Indiana
Oct 22-23 Walesboro Commins Test Site/
Columbus Sports Car Club
Nov 5-6 Walesboro Commins Test
Site/Columbus Sports Car Club

MIDWEST midiv.org

Apr 9 Columbus Air Force/Mississippi
Apr 9-10 Stuttgart Municipal Airport/
Arkansas
Apr 10 Crowder College/Ozark Mountain
Apr 16 St. Charles Family Arena/St. Louis
May 1 Crowder College/Ozark Mountain
May 8 School - St. Charles Family Arena/
St. Louis
May 14-15 Stuttgart Municipal Airport/
Arkansas
May 21 World Wide Technology Raceway/
St. Louis
Jun 11-12 Stuttgart Municipal Airport/
Arkansas
Jun 18-19 Columbus Air Force/Mississippi
Jun 26 St. Charles Family Arena/St. Louis
Jul 16-17 Stuttgart Municipal Airport/
Arkansas
Aug 6-7 War Memorial Stadium/Arkansas
Aug 13 St. Charles Family Arena/St. Louis
Aug 13 Columbus Air Force/Mississippi
Aug 27-28 Stuttgart Municipal Airport/
Arkansas
Aug 28 St. Charles Family Arena/St. Louis
Sep 24-25 Stuttgart Municipal Airport/
Arkansas
Sep 25 St. Charles Family Arena/St. Louis
Oct 8-9 Columbus Air Force/Mississippi
Oct 23 St. Charles Family Arena/St. Louis
Nov 13 St. Charles Family Arena/St. Louis
Dec 3 War Memorial Stadium/Arkansas

SOUTHWEST sowdivscca.org

Apr 3 Lone Star Park/Texas
May 15 NOLA Motorsports Park/Delta
Jun 4 NOLA Motorsports Park/Delta
Aug 7 Lone Star Park/Texas
Aug 14 Eagles Canyon Raceway/Texas
Sep 11 Lone Star Park/Texas
Oct 2 Lone Star Park/Texas



Philip Royle

SCCA AUTOCROSS

WHAT Tire Rack ProSolo Series

WHEN April-May 2022

WHERE California

The Tire Rack ProSolo Series heads to California in April and May, with competitors threading through cones at two major events.

ROCKY MOUNTAIN coloradoscca.org

Apr 16 Colorado Air and Space Port/
Colorado
May 15 Colorado Air and Space Port/Colorado
May 28-30 Rigby Middle School/Eastern
Idaho
Jun 4-5 Evo school, Colorado Air and
Space Port/Colorado
Jun 11-12 Rigby Middle School/Eastern
Idaho
Jun 18-19 Rigby Middle School/Eastern
Idaho
Jul 2-3 Bonneville High School/Eastern
Idaho
Jul 2-3 Colorado Air and Space Port/
Colorado
Jul 16-17 Rigby Middle School/Eastern
Idaho
Aug 7 Colorado Air and Space Port/Colorado
Aug 27 Colorado Air and Space Port/
Colorado
Aug 27-28 Bonneville High School/Eastern
Idaho
Sep 18 Colorado Air and Space Port/
Colorado
Sep 24 Colorado Air and
Space Port/Colorado

NORTHERN PACIFIC norpaccca.org

Apr 9-10 Bremerton National Airport AKA
Bremerton Raceway/Northwest
Apr 16-17 Alaska Raceway Park/Arctic
Alaska
Apr 23-24 Thunderhill Raceway Park/San
Francisco
Apr 22-24 Fresno Fairgrounds/San Francisco
Apr 24 Alaska Raceway Park/Arctic Alaska
Apr 30 Regional Public Safety Training
Center/Reno
May 7-8 Portland International Raceway/
Oregon
May 27-30 Winnemucca Municipal
Airport/Snake River
May 28-29 Chugiak High School/Arctic
Alaska
May 28-29 Hampton Mills/Oregon
May 29 Bremerton National Airport AKA
Bremerton Raceway/Northwest
Jun 3-5 Fresno Fairgrounds/San Francisco
Jun 5 Menard Memorial Sports Center/
Arctic Alaska
Jun 18-19 Crows Landing/San Francisco
Jun 25-26 Hampton Mills/Oregon
Jul 17 Alaska Raceway Park/Arctic Alaska
Jul 23-24 Crows Landing/San Francisco
Aug 6-7 Hampton Mills/Oregon
Aug 20-21 Crows Landing/San Francisco
Sep 17-18 Alaska Raceway Park/Arctic
Alaska
Sep 17-18 Portland International Raceway/
Oregon
Oct 8-9 Portland International Raceway/
Oregon
Oct 8-9 Crows Landing/San Francisco
Nov 12-13 Crows Landing/San Francisco

SOUTHERN PACIFIC

Apr 8-10 Viejas Casino/San Diego
Apr 10 Aloha Stadium/Hawaii
Apr 17 Vidinha Stadium/Hawaii
Apr 17 Las Vegas Motor Speedway/Las
Vegas
Apr 22-23 Lake Elsinore Diamond
Stadium/San Diego
Apr 23 Arizona Motorsports Park/Phoenix
AZ Solo
Apr 24 Musselman Honda Circuit/Arizona
Border
Apr 24 Police Pursuit Track at Maui
Motorsports Park/Hawaii
May 13-15 Viejas Casino/San Diego
May 14-15 Auto Club Speedway/Cal Club
May 14-15 Lake Elsinore Diamond
Stadium/San Diego
May 22 Police Pursuit Track at Maui
Motorsports Park/Hawaii
Jun 3-5 Lake Elsinore Diamond Stadium/
San Diego
Jun 10-12 Viejas Casino/San Diego
Jun 11-12 Auto Club Speedway/Cal Club
Jun 12 Las Vegas Motor Speedway/Las
Vegas
Jun 26 Police Pursuit track at Maui
Motorsports Park/Hawaii
Jul 9-10 Auto Club Speedway/Cal Club
Jul 24 Police Pursuit Track at Maui
Motorsports Park/Hawaii
Aug 28 Police Pursuit Track at Maui
Motorsports Park/Hawaii
Sep 10-11 Auto Club Speedway/Cal Club
Sep 25 Police Pursuit Track at Maui
Motorsports Park/Hawaii
Sep 30-Oct 2 Lake Elsinore Diamond
Stadium/San Diego
Oct 8-9 Auto Club Speedway/Cal Club
Oct 21-23 Lake Elsinore Diamond
Stadium/San Diego
Oct 23 Police Pursuit Track at Maui
Motorsports Park/Hawaii
Nov 12-13 Auto Club Speedway/Cal Club
Nov 18-20 Lake Elsinore Diamond
Stadium/San Diego
Dec 2-4 Lake Elsinore Diamond Stadium/
San Diego
Dec 10-11 Auto Club Speedway/Cal Club

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

ROADRALLY

NATIONAL/DIVISIONAL

Apr 29-30 NC Days Inn, Pittsburgh, Pa./
Steel Cities
Sep 3 N Comfort Inn, Collinsville, Ill./St
Louis
Sep 10 NGTA One Factory Square,
Southington, Conn./New England
Sep 17 NT Ramada by Wyndham Richland
Center/Milwaukee
Sep 18 NC Ramada by Wyndham Richland
Center/Milwaukee
Nov 4-6 USRRRC, Whitmore
Lake, Mich./Detroit Region

Complete 2022 schedule
to be announced

REGIONAL/DIVISIONAL

NORTHEAST nediv.org

Apr 9 Honey Dew Donuts/New England
Apr 29-30 Days Inn, Pittsburgh, Pa./Steel
Cities
May 1 DC Days Inn, Pittsburgh, Pa./Steel
Cities
Aug 6 New Hampshire Motor
Speedway/New England

GREAT LAKES greatlakes-scca.org

Apr 16 T Aubree's Pizzeria/Detroit
Sep 10 Quality Inn/Detroit

MIDWEST midiv.org

Sep 2 Comfort Inn, Collinsville, Ill./St Louis

CENTRAL cendiv-scca.org

Apr 3 Hometown USA Community Park/
Milwaukee
May 14 Grandma Mary's Cafe/Milwaukee
Jun 4 Country Inn and Suites - Middleton/
Milwaukee
Jun 5 Country Inn and Suites - Middleton/
Milwaukee
Oct 22 DT Nagawaukee
Shopping Center/Milwaukee

SOUTHERN PACIFIC

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 event to be announced

REGIONAL

CENTRAL cendiv-scca.org

Jun 11-12 Southern Iowa Speedway/Iowa
Aug 13-14 Southern Iowa Speedway/Iowa

SOUTHEAST sedivacing.com

Apr 30 St. Lucie County Fairgrounds/
Central Florida
May 21 Florida International Rally and
Motorsport Park/Central Florida
Jun 18 Florida International Rally and
Motorsport Park/Central Florida
Jul 16 St. Lucie County Fairgrounds/Central
Florida
Aug 13 Florida International Rally and
Motorsport Park/Central Florida
Sep 10 Florida International Rally and
Motorsport Park/Central Florida
Oct 8 St. Lucie County Fairgrounds/
Central Florida
Nov 12 St. Lucie County
Fairgrounds/Central Florida

GREAT LAKES greatlakes-scca.org

Jul 2-3 I-96 Speedway/Detroit
Sep 17-18 I-96 Speedway/Detroit

ROCKY MOUNTAIN coloradoscca.org

Apr 9-10 Yellowstone Drag
Strip/Yellowstone

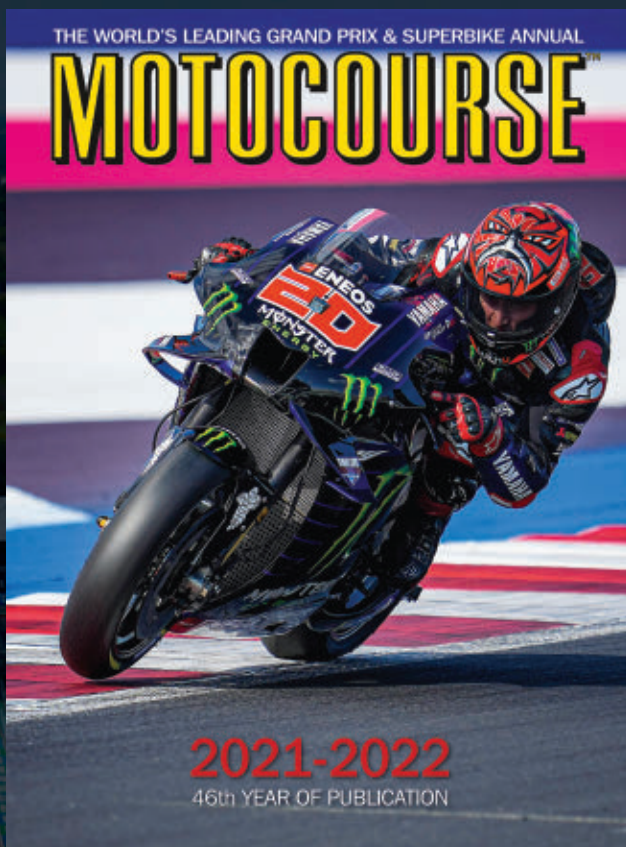
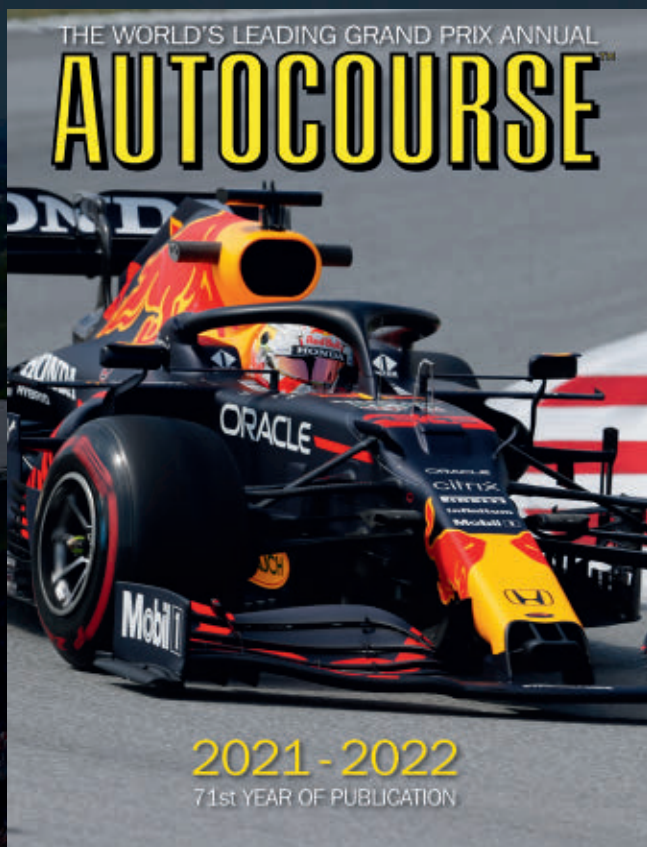
SOUTHERN PACIFIC

Apr 16 Motoland Mx/Arizona Border
May 14-15 Antelope Valley Fairgrounds/
Cal Club
Jul 16-17 Antelope Valley Fairgrounds/
Cal Club
Oct 22-23 Antelope Valley Fairgrounds/
Cal Club
Nov 19-20 Antelope Valley Fairgrounds/
Cal Club
Dec 17-18 Antelope Valley
Fairgrounds/Cal Club

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

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MARCH/APRIL 2022 ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-70 YEARS

70-YEAR MEMBERS

Joseph C. Donahue	3/1/52	Detroit
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65-YEAR MEMBERS

George E. Chapman	3/1/57	Land O'Lakes
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60-YEAR MEMBERS

Kyle E. Breedlove	3/1/62	Fort Wayne
Martin H. Dodenhoff	3/1/62	Neohio
Mike Edgerton	3/1/62	Western Ohio
Richard Eisenmann	3/1/62	Milwaukee
Tom Flaherty	3/1/62	New England
Bonnie Gladish	4/1/62	Chicago
Karl Goering	4/1/62	Detroit
Daniel E. Peterson	3/1/62	Land O'Lakes
Frank E. Riemann	4/1/62	Chicago
Zan Smith	4/1/62	Continental Divide
Allen J. Sutton	4/1/62	Chicago
Glen Wilhelm	4/1/62	Northwest

55-YEAR MEMBERS

Robert W. Cowie	3/1/67	Cincinnati
Dr. Bill Coykendall	4/1/67	Finger Lakes
Meredydd R. Francke	4/1/67	Buccaneer
Anthony Freston	3/1/67	Chicago
Ed E. Gaines	4/1/67	San Francisco
William Hartman	4/1/67	San Francisco
Lyle Kreps	4/1/67	Des Moines Valley
Gerald Lieberg	4/1/67	New England
E.B. Lunken	3/31/67	Cincinnati
Peter Olivola	4/1/67	Atlanta
Tom Palmer	4/1/67	Finger Lakes
Fred Parkhill	4/1/67	NE Oklahoma
Bruce G. Powers	4/1/67	Cal Club
Michael Rand	3/1/67	New England
Eugene L. Rolfe	4/1/67	Las Vegas
Wayne Scheible	3/31/67	Finger Lakes
Thomas J. Schultz	4/1/67	Milwaukee

50-YEAR MEMBERS

Kathleen Barnes	4/1/72	New England
Lionel Bohrer	3/1/72	Northwest
Tom Bootz	3/1/72	Southern Indiana
Jack C. Brock	3/1/72	Houston
Gary L. Brosch	3/1/72	Central Florida
Christopher J. Bucknam	3/1/72	Finger Lakes
Marc Bushman	3/1/72	Chicago
Robert S. Coonrad Jr.	4/1/72	Florida
Thomas A. Dvorak	3/1/72	St Louis
Keith R. Feldott	4/1/72	Chicago
John F. Frana	4/1/72	Blackhawk Valley
Robert B. Franklin Jr.	3/1/72	Atlanta
Stuart M. French	3/1/72	Northern NJ
Thomas J. Galuardi	3/1/72	New England
Marvin L. Gray	3/1/72	Neohio
Ted Haines	4/1/72	St Louis
James Hollowell	3/1/72	Washington DC
David N. Huff	4/1/72	Steel Cities
George W. Laws Jr.	4/1/72	Chicago
Stephen M. Lewis	3/1/72	New England
Steve Limbert	3/1/72	Susquehanna
Timothy C. Marschner	3/1/72	New England
Clifford L. McCandless	4/1/72	Mahoning Valley
Kathy L. McLeod	3/1/72	Washington DC
Craig S. Pearce	3/1/72	Central Florida
Claude C. Saffer	4/1/72	Washington DC
Tom Stephani	3/1/72	Chicago
John W. Tures Jr.	3/1/72	New York
Lyn A. Wechsler	4/1/72	Finger Lakes
Ron L. Whitston	3/1/72	Milwaukee
Richard F. Worley	4/1/72	Colorado
Susan J. Zimmerman	3/1/72	Susquehanna

45-YEAR MEMBERS

Michael Robert Alfred	4/1/77	Cal Club
Fletcher C. Belt	3/1/77	Blackhawk Valley
Dan Cole	3/1/77	Tennessee
Lewis Giesy	4/1/77	Finger Lakes
Wilma Giesy	4/1/77	Finger Lakes
Marilee Hamilton	4/1/77	Cincinnati
Michael B. Hamilton	4/1/77	Cincinnati
Wanda Helser	3/1/77	Blackhawk Valley
Wally Hunt	3/1/77	Washington DC
Lawrence G. Jacobsen	4/1/77	Detroit
Barney Buck Jones	3/1/77	San Francisco
Brian Taddeo Jovino	4/1/77	San Francisco
James Krueger	4/1/77	Milwaukee
Judy M. Krueger	4/1/77	Milwaukee
Nora D. Linerud	4/1/77	San Francisco
Sammy K. McSpadden	3/1/77	Lone Star
James F. Meyers	3/1/77	Old Dominion
W.B. Meyers	4/1/77	Chicago
Thomas N. Moore	4/1/77	New England
Noel Poduje	3/1/77	New England
Debbie Schreiner	3/1/77	NE Oklahoma
Mickey D. Schreiner	3/1/77	NE Oklahoma
Anthony J. Stegman	3/1/77	Wichita
Allen Stueben	3/1/77	Big Island of Hawaii
Scott M. Taylor	4/1/77	Northwest
Michael G. Thompson	4/1/77	Land O'Lakes
Andrew J. Toth	4/1/77	Ohio Valley
Dennis Troemel	3/1/77	Milwaukee
Peter A. Zarcades	4/1/77	San Diego

40-YEAR MEMBERS

Gregory B. Abbott	3/5/82	Cal Club
Michele Albert	3/16/82	Steel Cities
Robert L. Albert	3/16/82	Steel Cities
Joanne G. Allen-Walker	4/29/82	San Francisco
John D. Atchison	4/20/82	Eastern Idaho
Robert C. Austin	3/16/82	Northern NJ
Catherine M. Balkunow	3/5/82	Northern NJ
Leonard S. Baptiste	3/30/82	Central Florida
Michael Berchak	4/11/82	Ohio Valley
Charlene L. Bettinger	3/16/82	Wichita
Clinton O. Chichester III	3/31/82	New England
Arlene Chrt	3/16/82	Chicago
Gary Corsiglia	4/22/82	Cal Club
Kevin Ellis	3/5/82	Colorado
John H. Firmment	3/30/82	Detroit
Douglas O. Fisher	3/1/82	New England
Thomas Morrison Fowler	3/24/82	Atlanta
David W. Frieder	3/10/82	Western New York
J. Ron Gentry	3/8/82	North Carolina
Cynthia A. Gilbert	4/8/82	Great River
Melvin C. Goldsmith	3/31/82	Arizona
Brooks Greer	4/8/82	Ohio Valley
Richard W. Grunenwald	4/8/82	Ohio Valley
Daniel L. Guterma	3/1/82	NE Oklahoma
Bob Harris	3/25/82	Wichita
Kenneth Harwood	3/24/82	Washington DC
Marilyn Harwood	3/24/82	Washington DC
Barry W. Hauf	3/1/82	St Louis
Linda Henson	4/13/82	Kansas City
Scott Alan Holman	3/24/82	Washington DC
John Howe	3/1/82	Milwaukee
Kenneth James Hurd	4/20/82	Mohawk Hudson
Russell Jaslow	3/30/82	Finger Lakes
Phil Kelley	4/30/82	Glen
Brian R. Kelm	3/16/82	South Carolina
Kathy Kelm	3/16/82	South Carolina
Robert J. Kingston	4/26/82	Philadelphia
Debbi Laitenberger	3/4/82	Finger Lakes
Kenneth Leighton	4/26/82	Central Carolinas
William H. Lemmond III	3/19/82	Central Carolinas

Fredrick McConnell II	3/19/82	Kentucky
Jerrel C. Meitzler	4/22/82	Neohio
Kathryn K. Meitzler	4/22/82	Neohio
James F. Miller	4/8/82	Detroit
Danny Moon	3/4/82	Western Michigan
Barbara E. Morrisey	3/1/82	Western Ohio
John D. Mott	3/24/82	Central Carolinas
Charles J. Mulligan	3/30/82	Oregon
Jim Murphy	4/30/82	Atlanta
Ryland Owen	3/1/82	Central Carolinas
Tony Pandjiris	3/2/82	Florida
Tommy Pulliam	3/19/82	Atlanta
Chuck Rauck	4/20/82	Ohio Valley
Jim Rogaski	3/4/82	San Francisco
Linda Rogaski	3/4/82	San Francisco
Kevin J. Royce	3/25/82	Detroit
Chuck Sample	3/1/82	Fort Wayne
Jeanette Sample	3/1/82	Fort Wayne
Judy A. Schoonmaker	4/22/82	Central Carolinas
Claudia Ruth Schwartz	4/22/82	Colorado
George Sells	3/31/82	Central Carolinas
Alan R. Sheidler	4/26/82	Northwestern Ohio
Daniel W. Shields	3/17/82	Central Florida
Jerry R. Stewart	4/20/82	Ohio Valley
Steve Strickland	3/30/82	Blue Ridge
Cheryl J. Thygeson	4/26/82	San Francisco
Gary Wellborn	4/26/82	San Diego
Carl H. Wieman	3/30/82	Des Moines Valley
James Wood	4/1/82	Nebraska
E.J. Yockey	4/20/82	Eastern Idaho
Peter J. Zekert	3/19/82	St Louis

35-YEAR MEMBERS

Duane Ablamis	3/5/87	San Francisco
Gerald William Alaimo Jr.	4/2/87	Finger Lakes
Patricia Amaturo	4/24/87	South Jersey
Walt Anderson	3/12/87	Cincinnati
David R. Auerbach	3/18/87	New England
Tony Ave	4/22/87	Central Carolinas
Colin Alden Bach	3/5/87	San Francisco
G.P. Bailey	4/22/87	Colorado
Kent S. Bain	4/24/87	New England
Joanne K. Bartz	4/29/87	Milwaukee
Ronald M. Benson	3/31/87	Blackhawk Valley
Robert Birky	4/2/87	Atlanta
Rosanna Birky	4/2/87	Atlanta
Ben Bradley	3/23/87	Oregon
Steven Bresee	3/12/87	San Francisco
Thomas Brown	3/12/87	Glen
Andy Brumbaugh	3/4/87	South Carolina
Candy Brumbaugh	3/4/87	Atlanta
Kevin Brumbaugh	3/4/87	Atlanta
Chris B. Campbell	4/28/87	Oklahoma
Francis M. Celona	3/31/87	Finger Lakes
Billie J. Chambers	4/29/87	Rio Grande
Edward E. Cheek	3/31/87	Blackhawk Valley
Geoffrey L. Clarkson	4/22/87	New England
James D. Cook	4/14/87	Central Florida
Eugene C. Copeland	4/2/87	Alabama
Carl D. Cress III	3/25/87	Blue Ridge
Sydnia B. Czarnecki	4/2/87	New England
Steve Dunkmann	3/12/87	Milwaukee
Jim Evans	3/13/87	New England
Nancy Feineigle	4/28/87	Ohio Valley
Kenneth J. Fenske	4/24/87	Milwaukee
Denny Fosdick	3/31/87	Cal Club
Ted Garrod	3/18/87	Central Florida
Leo Gioski	4/21/87	Oregon
Frederick T. Haas III	3/24/87	Central Florida
Larry Hartman	4/28/87	Atlanta
John S. Hayes	3/17/87	San Diego
Daniel R. Helman	3/17/87	Houston

Georgina Hendrick	3/18/87	New England
Joseph L. Hennies	4/24/87	Cincinnati
Geoff Herald	3/4/87	Steel Cities
Robert Hofmann	3/3/87	Detroit
Jeffrey Ingebrigtsen	4/27/87	Land O'Lakes
Sandra I. Jackson	3/18/87	Florida
Kurt A. Janish	4/27/87	Texas
Daniel H. Jones	3/12/87	Washington DC
J. Michael Jones	4/24/87	Atlanta
Rolayne D. Kasmer	3/24/87	Mahoning Valley
O.L. Kinney	4/21/87	Kansas City
Bryan Kinser	4/2/87	Chicago
Peter L. Krause	4/24/87	North Carolina
Andrea Lacis	4/24/87	Blackhawk Valley
Edmund K. Lacis	4/24/87	Blackhawk Valley
Boyd Lear	3/31/87	Colorado
Deborah Lecuyer	3/9/87	Blackhawk Valley
Robert T. MacDonald	4/3/87	Neohio
Paul Marino	4/24/87	Cal Club
Valerie K. McCammon	4/24/87	Fort Wayne
Vivian Merideth	3/31/87	Central Florida
David Muramoto	4/28/87	Colorado
Philip Muren	4/3/87	Neohio
Jim Nash	3/13/87	Land O'Lakes
Daniel D. Olson	3/17/87	Oregon
James D. Oswald	3/31/87	Blue Mountain
Tammy L. Oswald	3/31/87	Blue Mountain
Mary Jo Ours	4/28/87	Western Michigan
Marie Parks	4/6/87	San Francisco
Charles A. Passut	4/24/87	Blue Ridge
Marguerite Piazza	4/28/87	Philadelphia
William Pichardo	4/24/87	Colorado
Kathy Prather	3/25/87	Kansas
Eric D. Purcell	4/21/87	Oregon
Janis K. Purl	3/27/87	Continental Divide
Rudy Revak	4/9/87	Houston
James H. Richardson	3/3/87	Mid South
Robert R. Roland Sr.	4/21/87	Central Carolinas
Bob Shafer	3/16/87	Central Florida
Christopher C. Sharpe	4/22/87	Lone Star
William M. Smith III	4/21/87	Washington DC
Rich Stadther	4/21/87	Land O'Lakes
Erik Strelnieks	3/16/87	Lone Star
Dale L. Strimple	4/22/87	Ohio Valley
Robert Z. Symonds	3/12/87	South Bend
Dean A. Taylor	4/10/87	San Francisco
Laura Taylor	4/29/87	Chicago
Gary W. Thomason	4/15/87	San Diego
Randy E. Thompson	4/10/87	Washington DC
Vincenzo Votto	4/29/87	Philadelphia
Cindy Wessel	4/15/87	Milwaukee
William R. Weston	4/27/87	Florida
Rita J. Wilhelm	4/14/87	Chicago
Chet Williams	4/2/87	Glen
Robert R. Wood II	4/22/87	San Francisco
Grant Woods	4/21/87	Cal Club
Lincoln C. Young	4/10/87	New England

30-YEAR MEMBERS

Perry Aidelbaum	4/27/92	Northern NJ
Warren Akeung	3/6/92	Northwest
Kevin P. Alenius	4/8/92	Milwaukee
Steve Ashcraft	3/13/92	Phoenix AZ Solo
John S. Bachofner	4/9/92	Oregon
Joel R. Belser	4/27/92	New York
Susan P.V. Bennett	4/7/92	Detroit
John Brandberg	4/9/92	Land O'Lakes
Gary Breeback	3/10/92	Washington DC
Meredith Brown	3/6/92	Rio Grande
Michael Ryan Cantu	4/21/92	San Francisco
Jerry Chadwell	4/21/92	S West Virginia
Kim Chan	3/13/92	San Diego

Jeff Christianson	4/23/92	Iowa
Brigit Corsiglia	3/30/92	Cal Club
Kerry Darrenkamp	4/27/92	Indianapolis
Beth Domoracki	4/13/92	Ohio Valley
Mark A. Eaton	4/15/92	Central Florida
Walter Floretta	3/31/92	St Louis
Dale Lee Gogel	4/27/92	Philadelphia
Donald R. Green	3/5/92	Cal Club
Daniel L. Heydlauff	3/17/92	Continental Divide
Charles A. Hilmer	3/26/92	South Bend
William D. Hughes	4/16/92	Western Ohio
Joanna James	4/21/92	Cal Club
Robert D. Janssen	4/6/92	Rio Grande
Elizabeth Johnstone	4/27/92	Ozark Mountain
Dwight David Kelly	4/21/92	Atlanta
Erik Kukuk	3/26/92	Detroit
Steve Ladoniczki	3/13/92	Central Florida
Jack Lazanski	3/6/92	New England
Todd Lorino	4/15/92	Milwaukee
Robert Jones Lovill III	4/8/92	North Carolina
H. Neil Lund	4/21/92	Central Florida
Kathy Lund	4/21/92	Central Florida
Frank Madeka	3/13/92	Chicago
Tom A. Mann	3/5/92	Western New York
Jack M. McAfee	4/9/92	Cal Club
John R. McMullen	3/10/92	N Ohio Valley
Leland Miller	4/21/92	Central Florida
J. Scott Moller	4/8/92	Finger Lakes
Steven Munsell	3/17/92	Saginaw Valley
Brian Mushnick	3/17/92	New England
David J. Pyrcce	4/21/92	Detroit
Christopher A. Raglin	3/31/92	Atlanta
Cheryl Rankin	4/15/92	San Francisco
Denny Renfrow	3/19/92	San Francisco
Tamra Renfrow	3/19/92	San Francisco
Michael Rose	3/25/92	Cal Club
Jeffrey Sander	3/13/92	Oregon
Victor Sedlacko	3/24/92	Northern NJ
Chris Shenefield	4/21/92	NEern Pennsylvania
Rebecca Lynn Shippert	3/27/92	Cal Club
Rick Smale	3/19/92	Northwest
Erik Smith	4/6/92	Detroit
Mark R. Smith	4/8/92	Cal Club
Sharon Smith	4/6/92	Detroit
Ted M. Smith	4/8/92	Lone Star
J. Lewis Spencer	4/9/92	Texas
April L.K. Spoerl	4/10/92	Washington DC
Laura Stich	4/13/92	San Francisco
Gary L. Swanson	3/12/92	Neohio
John Taliaferro	3/31/92	Ozark Mountain
Linda Taliaferro	3/31/92	Ozark Mountain
Paul R. Taylor	3/26/92	Colorado
David Theen	3/17/92	Central Florida
Gloria Theen	3/17/92	Central Florida
William C. Wagner Jr.	3/20/92	Central Illinois
Daniel W. Wieman	3/4/92	Des Moines Valley
John R. Williamson	4/8/92	Finger Lakes
Edward A. York	4/16/92	Great River
Paul Zahornasky	4/15/92	New England

25-YEAR MEMBERS

John Baldwin Jr.	4/3/97	Delta
Richard S. Baldwin	4/3/97	Delta
Jeffrey Bartz	4/22/97	Milwaukee
Bill Baten	4/3/97	Indianapolis
Eric Bauer	3/18/97	Cal Club
Lisa Berry	3/13/97	Cal Club
Joan F. Bolt	3/13/97	Western Michigan
Henry Botkin	4/2/97	San Diego
Kurt Bretinger	3/20/97	Buccaneer
Michael E. Bromirski	3/4/97	Mohawk Hudson
Mike Bronson	3/18/97	Des Moines Valley

Orville Arch Bruce	4/15/97	Blackhawk Valley
Karla Bynum	4/10/97	San Francisco
Rick Bynum	4/10/97	San Francisco
Jennifer Carr	3/17/97	Ozark Mountain
Douglas G. Cohee	3/19/97	Central Florida
Sam C. Collier II	4/17/97	Florida
Sue Decker	3/12/97	Washington DC
David S. Dewhurst	3/12/97	Milwaukee
Shane Doles	4/17/97	Middle Georgia
Christopher Etridge	4/23/97	Washington DC
Robby Foley	4/24/97	Northern NJ
Shawn M. Folkles	3/13/97	Chicago
Trey Forrest III	3/20/97	Atlanta
Nancy L. Frisk	4/8/97	Washington DC
Scott A. Giles	3/9/97	Northwestern Ohio
Christine Grice	3/13/97	Cal Club
Eric Griesinger	3/13/97	Chicago
Marilyn Gudsruk	3/4/97	New England
David J. Gushwa	3/11/97	South Bend
Sue Hallman	4/22/97	Atlanta
Michell Renee' Hemus	3/19/97	San Francisco
Buddy Hendricks	4/3/97	Central Florida
Kimberlee Hendricks	4/3/97	Central Florida
Marilyn Hendricks	4/3/97	Central Florida
Chris Howell	4/24/97	Cincinnati
Cynthia J. Kempton	3/6/97	Detroit
Kenneth Robert Killam	4/10/97	Oregon
Kevin E. Kipta	3/6/97	Buccaneer
Sam J. Kranovich	4/24/97	Des Moines Valley
Gary D. Krasche	3/6/97	Chicago
Yaron Krispin	4/22/97	Detroit
Jeff LaVoy	4/2/97	Detroit
Denise M. Lewis	4/8/97	Reno
Ronald D. Lewis	4/8/97	Reno
David H. Livingston Jr.	3/26/97	Tennessee
Sylvia V. Luetjen	4/1/97	New England
Maureen Masters	3/17/97	New England
Tex Melotti	4/24/97	Neohio
Russell R. Meyers	4/8/97	Chicago
Joe Moch	3/13/97	Western Michigan
Christopher S. Mosley	4/23/97	Northern NJ
Michael A. Noska	4/8/97	Washington DC
Eric C. O'Brien	3/4/97	San Francisco
Tere Pulliam	4/17/97	Atlanta
William Radtke	4/24/97	Central Florida
Bettye Raglin	4/9/97	Chicago
Graham Rankin	3/26/97	San Francisco
Carl William Richter III	3/6/97	Florida
Chad G. Riley	4/23/97	Northwestern Ohio
Justin Lee Ritchie	3/13/97	Central Carolinas
David Rock	4/23/97	Detroit
Robert Russom	4/2/97	Alabama
Richard J. Sanford III	4/16/97	South Carolina
L. Santangelo-Mosley	4/23/97	Northern NJ
Adam C. Schoonmaker	3/25/97	Central Carolinas
John R. Schultz	3/18/97	Snake River
Domenico Seddio	3/20/97	New York
Larry Slone	3/19/97	NE Oklahoma
J.M. Spellman	4/23/97	Indianapolis
Karl Spoerl	3/11/97	Washington DC
Russell D. Stalvey	4/2/97	Buccaneer
Lawrence R. Steckel	3/18/97	Steel Cities
Telo Stewart	3/5/97	San Francisco
Susan Taylor	4/17/97	New England
Janet V. Toland	4/10/97	Washington DC
Lindy T. Toland	4/10/97	Washington DC
Jeannette L. Udworthy	3/19/97	Mohawk Hudson
Tom Van Wie	4/3/97	Cal Club
Susan Wehrle	3/19/97	Arizona
Marty Williams	3/5/97	Cal Club
Joanie Woods	3/26/97	Cal Club

NEW PRODUCTS



WILWOOD HI-TEMP 570 DOT 5.1 BRAKE FLUID

Wilwood's newly released DOT 5.1 Hi-Temp 570 racing brake fluid is a lower viscosity fluid than the DOT 3 formula that allows modern ABS, stability control, and brake-based, limited-slip systems to react faster. For non-ABS cars, the new lower viscosity makes bleeding and flushing brakes quicker and easier. Features a dry boiling point of 570 degrees. **\$15.42** and up wilwood.com



DEI FORMED SENSOR COVERS

Design Engineering's Formed Sensor Covers feature a split-top design for easy installation. The silver covers are offered in 25mm and 32mm sizes to fit a variety of sensors, wire connectors, and plugs. DEI also offers the 25mm and 32mm sizes sold in one kit, allowing them to be nested together to fully cover sensors near engine manifolds, turbos, and other heat sources. **\$21.95** and up designengineering.com

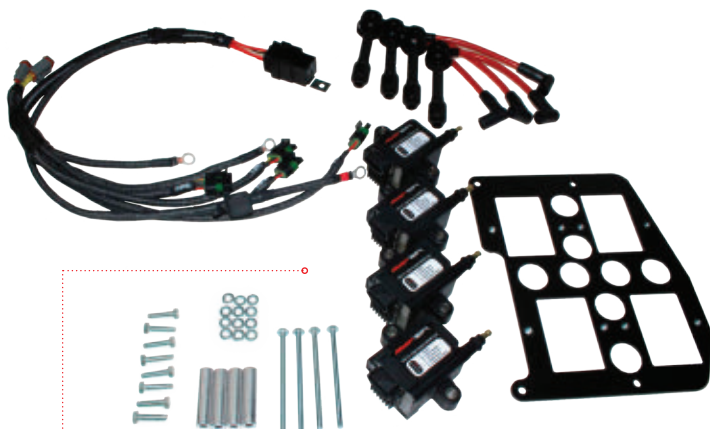


BRANDMOTION TRANSPARENT TRAILER REAR VISION SYSTEM

Brandmotion's Transparent Trailer Rear Vision System replaces your stock rearview mirror with an HD video screen, offering a view of what's behind your trailer. The system works with trailers up to 65-feet long, with a camera installed on the rear of the trailer and hard wired to the tow vehicle using quick disconnect weatherproof connectors. **\$599.95** brandmotion.com

TOP GEAR

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AMP EFI/DIYAUTOTUNE.COM MAXSPARK IGNITION KIT

Designed to offer plug-and-play ignition upgrade for small cars producing big power, the MaxSpark ignition kits will first be available for the 1990-'05 Mazda Miata and include a plug-and-play harness with TXL high-temp automotive-grade wire and multipoint grounding, and are designed to improve reliability by moving ignition system high-current demands onto a new dedicated relay. **\$749** diyaudetune.com



MAC'S MONKEY FACE

The Mac's Monkey Face is a drop-in trailer stake pocket multi-mount designed to receive all Mac's tie-down end fittings. Slide the Monkey Face into the stake pocket and secure it with the included linchpin. The Monkey Face is laser cut from 0.375-inch steel and welded to a 0.1875-inch thick steel tube, with a 10,000-pound minimum breaking strength. **\$69.95** macscustomtiedowns.com

REKUDO TESLA MODEL 3 ANTI-ROLL BAR SET

The Rekudo front and rear anti-roll bar set for the 2017-'21 Tesla Model 3 is suitable for street driving, autocross, and track days. The 32mm front and 22mm rear bars reduce body roll and stiffen up the suspension. The high durometer polyurethane bushings also improve the performance of the bars since they don't flex as much as the factory rubber bushings. **\$463** holley.com



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



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Harris Hill Raceway
Heartland Motorsports Park
High Plains Raceway
Lime Rock Park
Michelin Raceway Road Atlanta
MotorSport Ranch

Nashville Superspeedway
Nelson Ledges Road Course
New Hampshire Motor Speedway
New Jersey Motorsports Park
NOLA Motorsports Park
Palm Beach International Raceway
Palmer Motorsports Park
Pikes Peak International Raceway
Pittsburgh International Race Complex
Pocono Raceway
Portland International Raceway
Ridge Motorsports Park
Sebring International Raceway
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Virginia International Raceway

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Jeff Leewe

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

THERE'S FUN IN LEARNING

When it comes to autocross, it seems my level of competitiveness decreases exponentially as the power grows. For instance, I began autocrossing in the late 1990s in a four-cylinder Pontiac Fiero and didn't completely embarrass myself. I then purchased a Miata and learned to drive faster without hitting too many cones. I've even done OK in a comparatively potent XSB MX-5. But recently, I borrowed the fastest accelerating vehicle I've ever attempted to autocross, and to say I looked like a rookie would be an embarrassment to every rookie ever. Fun was the last thing I was having.

I don't know how many cones I clipped, but I can guarantee it was more than the number of apexes I hit. Every slalom was sloppy, and each corner was a hot mess. Worse yet, I left the event feeling incredibly down on myself.

I got home, looked at my personal competition car sitting in my garage, and contemplated selling it. I was done with motorsports. I'm obviously no good.

The week after that autocross, still blue, I edited the article that can be found elsewhere in this issue, entitled *The 60-Day Civic*. There, Rob Krider – a longtime SCCA member who has vast experience behind the wheel of a variety of competition vehicles, spanning autocross, RallyCross, and road racing – told his personal tale of woe from the 2021 Tire Rack SCCA Solo National Championships. Not to ruin the punchline, but things didn't go as planned. Still, he'll be back.

Then it hit me: We all have bad days in motorsports. The trick is picking yourself up again.

For my part, I returned to the garage where my SCCA Road Racing car sat in pieces (I'm halfway through a much-needed overhaul), and I concocted a plan to complete the build and begin *autocrossing* it. Yes, I will road race, too, but I want to make sure the new iteration of the build is dual purpose. Will it be fast and competitive at both? It doesn't matter, because what I saw with my own eyes during my unsuccessful autocross is that I need seat time more than anything.

It's easy to fall out of practice in motorsports, and especially with the pandemic, I'm covered in all kinds of rust. Luckily, the solution in the SCCA is a blast: Get out there and drive.

More seat time is in my future, but so is the knowledge that I'm going to have a bad day behind the wheel every now and then – and that's alright. Because with those unfortunate days arise opportunities to learn, and what I learned is that I need to drive more – and I can't think of anything more fun than that.

AND FINALLY...

I'm making another change. This issue marks the 197th issue of *SportsCar* I have worked on, and the 175th as editor. Math indicates that I've been on staff with Racer Media & Marketing, the company that publishes *SportsCar* on behalf of the SCCA, since 2004, although I remember my first day like it was yesterday.

From magazine redesigns to global pandemics, it's been a wild ride, but it's also a chapter that's coming to a close for me. Still, I'm not going far – in fact, I'm all but changing seats, stepping into the marketing and communications department at SCCA.

Looking at *SportsCar's* archive dating back to 1944, it has been my honor to be a part of that history, and I can't wait for the next issue to arrive in my mailbox. 🍷

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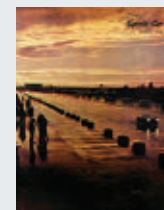
FROM THE ARCHIVES

10 YEARS AGO... MARCH 2012



- This special issue of *SportsCar* was built as an introduction to the Club for new members. From volunteering to autocross, Club Racing, RallyCross, RoadRally, and beyond, the issue became a go-to reference. Later, this concept was transformed into a "mini mag" that Regions could distribute at events.

60 YEARS AGO... MARCH 1962



- A report from the 1962 SCCA National Convention told of some 650 Club members attending the event. There, Roger Penske was awarded the Kimberly Cup for most improved driver.
- Entertaining coverage was presented from the third annual Nebraska Region Ice Gymkhana.

75 YEARS AGO... MARCH/APRIL 1947



- Rules for the Sports Car High Speed Trial were published. The event involved self-reporting one's time for a 15-mile, high-speed run on the Pennsylvania Turnpike between the Tuscarora Mountain Tunnel and Sideline Hill Tunnel. By the July/August issue, the event had been cancelled for legal reasons.

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Live streaming will also be available via Trans Am's Facebook and YouTube pages.

Can't watch live? No problem. All race coverage is available on demand on all the same platforms. Plus new for 2022, Big Machine Vodka Spiked Coolers and Franklin Road are presenting Trans Am's prime time race coverage on CBS Sports Network.

Check your local listings for more details.

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March 17-20	SpeedTour @ Charlotte Motor Speedway 🏆
March 24-27	SpeedTour @ Michelin Raceway Road Atlanta 🏆
April 9-10	Thunderhill Raceway* 🏆
April 22-24	SpeedFest @ WeatherTech Laguna Seca 🏆 🏆
April 30-May	Mission Foods SpeedTour @ Sonoma Raceway 🏆 🏆
May 27-30	SpeedTour @ Lime Rock Park 🏆
June 10-12	SpeedTour @ The Ridge Motorsports Park* 🏆
June 23-26	SpeedTour @ Mid-Ohio Sports car Course 🏆
July 1-3	Road America (with NASCAR) 🏆
July 15-17	SpeedTour @ Portland International Raceway* 🏆
Aug. 6-7	Big Machine Music City GP (TA2 with IndyCar) 🏆
Sept. 9-11	SpeedTour @ Watkins Glen International 🏆
Oct. 6-9	Mission Foods SpeedTour @ VIR 🏆
Oct. 14-16	SpeedTour @ Utah Motorsports Campus* 🏆
Nov. 4-6	Mission Foods SpeedTour @ Circuit of The Americas 🏆 🏆

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* Livestream / television coverage not available.

A photograph of several race cars on a track. In the foreground, a white race car with blue and red stripes and the number 48 is visible. Behind it, a silver Porsche Carrera GT and a blue and red race car are also visible. Above the cars, a large white bridge structure spans the track, featuring the text "Never stop driving" in a bold, sans-serif font. The sky is clear and blue.

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