

SPORTSCAR

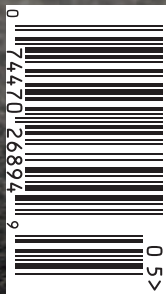


PINS TO CONES

Jason Frank alternates between bowling shoes and driving shoes, finding different challenges wearing each



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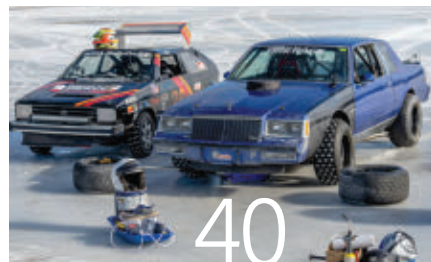
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COVER PHOTOGRAPHY Luke Crigger

HISTORIC SEBRING

When the SCCA Enduro National Championship didn't come to fruition, the Time Trials folks seized the moment, and the date, to put on an event at the famous circuit, along with an SCCA Track Night in America Driven by Tire Rack.

DATE April 3, 2022

LOCATION Sebring International Raceway

WHAT Sheldon Solan drives his 2017 Honda Civic Type R down the pit area, heading for grid during the Tire Rack SCCA Time Trials National Tour Powered by Hagerty. Sheldon finished second in Tuner 3.

PHOTOGRAPHER Philip Royle





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JOIN THE MOVEMENT!

You might recall that in the March/April edition of *SportsCar*, this column focused on our Mission and the role each of us play in fulfilling it – myself included. In this column, I would like to build on this theme further by promoting a “movement” that is taking hold in the road racing side of the SCCA family. A movement that, at its core, is relevant for all of us in the Club, no matter how we exercise our #funwithcars passion.

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

The Green-to-Checker (G2C) movement certainly supports our collective mission, and is a call to all stakeholders from drivers, program leaders, officials, and staff to work collectively to improve the SCCA Road Racing experience and have more green-flag racing.

While conversations in and around this area have been ongoing for some time, the passion to engage fully in this now has been born out of an increase in on-track contact and other incidents which cause session stoppages, particularly at large Hoosier Super Tour events over the last couple of years. Concurrently, we have also received comments through surveys, emails, and at events about the declining quality of driving and reduced green-flag time due to incidents at these events.

We believe there are several potential factors contributing to a decline in on-track experience including (but not limited to) a lack of track time due to COVID, frustration with current political, financial, personal, or world situations, racers participating in events they are not ready for, and more.

To build dialogue on this topic and support this movement, initial communications were sent to all drivers participating in Super Tour events or the National Championship Runoffs since Jan. 1, 2021, sharing many of the concerns, asking the drivers to join the movement and own their personal and collective role in running clean sessions. This prompted significant discussion on social channels, with more than 100 direct email replies offering feedback.

Building on this, an additional communication was sent out in early May that referenced some of the feedback captured, while pointing to some of the short-term efforts being made via the G2C movement in service of maximizing available track time, cleaner racing, and getting cars back into the paddock unscathed after track sessions. {You can read more about the G2C movement at scca.com/g2c}.

A consistent theme in feedback from those engaged in the G2C conversation to date is that “the team” responsible for getting our sessions from Green-to-Checker extends well beyond just the drivers. It also includes officials, corner marshals, safety teams, rules makers, and event organizers. So, whether it’s driving on track; incident response and reporting; investigations, protests, and hearings; driving conduct and penalty rules; or event scheduling – there are a lot of influencing factors, and members can positively impact the G2C movement.

In summary: Each one of us can make a difference and, to make a difference, each of us needs to play a part.

I’m in – who’s with me? 🏁

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2021 KELLY CUP RECIPIENT: ED RUNNION

The Kelly Cup was created in 2016 to annually recognize an SCCA member who has shown extraordinary dedication and contribution to a Regional Solo events program. This year, the award was presented to San Francisco Region's Ed Runnion, a 23-year SCCA member, for his dedication and commitment to the sport.

Rupert Berrington



For the first time since 2010, the SCCA RallyCross National Championship will take place in Colorado, with Pikes Peak International Raceway in Fountain hosting the event on Sept. 23-25.

The last time the RallyCross National Championship took place in Colorado was 2009-'10, when the National Championship was hosted at the U.S. Truck Driving School, just

five miles south of Pikes Peak International Raceway. The Colorado RallyCross Group, a joint venture of the Colorado and Continental Divide Regions, will work to facilitate the event.

"We're incredibly happy to be returning to Colorado for the 2022 SCCA RallyCross National Championship after more than a decade away," said RallyCross Board chairman Kent Hamilton on behalf of the Board. "We

would also like to thank the crew at Colorado RallyCross for their hard work and dedication that will make this year's RallyCross National Championship a can't-miss event.

"Competitors hoping to gain a "home field" advantage should keep an eye on the Colorado RallyCross website, as the group will be hosting events at Pikes Peak International Raceway multiple

times this season in order to build experience with the site and maintain a good competition surface.

While the National Championship event is set, there will not be any RallyCross National Tour events for 2022. The RallyCross Board will spend the remainder of this year preparing for the 2022 RallyCross National Championship title event while

RALLYCROSS NATIONAL CHAMPIONSHIP RETURNS TO COLORADO



Courtesy, Kyffin Simpson

KYFFIN SIMPSON TOURS F1 IN MIAMI

Kyffin Simpson (right), the 2021 Champion driver of Formula Regional Americas Championship powered by Honda (FR Americas) and current Indy Lights competitor, attended the Formula 1 Miami Grand Prix as a guest of Haas F1 Team in an experience coordinated by FR Americas. He was able to meet Haas drivers Mick Schumacher (left) and Kevin Magnussen, as well as team principal Guenther Steiner.

Jeff Loeewe

retooling the RallyCross National Tour program for 2023 and beyond. Suggestions and feedback regarding the National RallyCross program can be emailed to rxb@scca.com. 📧

HEADED WEST

The 2022 RallyCross National Championship will be held at Pikes Peak International Raceway in Fountain, Colo.

QUARTER DAY

After the streets of Detroit, The IMSA WeatherTech SportsCar Championship returns to road courses and at Watkins Glen, endurance racing with the Sahlen's Six Hours of the Glen.

Jake Galstad



TUNE IN TO IMSA

After a series of sprint events, it's back to an endurance race, the Sahlen's Six Hours of the Glen. That six-hour race on Sunday, June 26 at Watkins Glen International has become legendary for battles down to the wire on one of the most demanding road courses in North America. The teams don't get to relax after, either, as they head

straight across the border to Canadian Tire Motorsports Park for the 2h40m Chevrolet Grand Prix on July 3. The GTD PRO and GTD teams meet later in the month at historic Lime Rock Park on July 15-16.

If you want to check out the Six Hours of the Glen from the best seat in the house, IMSA's partnership with SCCA makes it easy. Check

with the local SCCA Region to an event to see where they need help, whether it be Flagging and Communications or other specialties.

And if you can't be there in person, tune in. The last half of the Watkins Glen race will be broadcast on USA Network, with the full event streamed on Peacock. The Canadian race will be carried live on NBC. 📺



CHECKERED FLAG SCOTT RETTICH SEPT. 7, 1984 - APRIL 12, 2022

A seven-time SCCA National Champion and one of the most prolific racers in SCCA Enterprise's spec cars, Scott Rettich passed away on April 12 at the age of 37.

A native of Ohio, Rettich raced a variety of cars, including

Formula Mazda and even GT cars in Grand-Am competition, but it was in Formula Enterprises and Spec Racer Ford that he really made his name. In 2010, he won both the SCCA Spec Racer Ford Pro Series and the Formula Enterprises National Championship at the SCCA National Championship Runoffs at Road America, while also finishing second in the SCCA Pro Racing Formula Enterprises series, and second at the National Championship Runoffs in Spec Racer Ford. In fact, for two years in a row, he won Formula Enterprises while earning a silver medal in Spec Racer Ford. He also won the SCCA Triple Crown in Formula Enterprises in 2010.

While the Spec Racer Ford National Championship eluded him, he won seven titles in Formula Enterprises and Formula Enterprises 2, the last one coming in last year's Runoffs at Indianapolis Motor Speedway. Rettich was also the founder and owner of Alliance Autosport, started in 2011. While its first activity was the 2012 24 Hours of Daytona, Alliance has gone on to become the Customer Service Representative for SCCA Enterprises in the Great Lakes Division. Scott is survived by his wife Rebecca Rettich; his parents, Pat and Don Rettich; and his beloved dogs Bailey and Raven. 🐕



LATE broking

HALL OF FAME NOMINATIONS

The nomination submission deadline for the 2023 SCCA Hall of Fame is June 15. Club members are encouraged to nominate those within the SCCA who have made a significant contribution to the Club or to motorsports in general. Nominations can be submitted to SCCAHoF@scca.com.



Perry Bennett

SCHOLARSHIP
Layne Lindemann (left) and Chelsea Tattershall (below) are two of the Wendi Allen Scholarship winners for 2022.



Perry Bennett

THREE AWARDED WENDI ALLEN SCHOLARSHIPS

For the ninth consecutive year, the Wendi Allen Scholarship Fund has awarded funding to encourage women from SCCA's Solo community to become more successful drivers and contributing members of the Sports Car Club of America (SCCA). Named and established by the family of Wendi Allen, the scholarship honors the multi-time Solo National Champion who loved and supported SCCA's autocross community.

Each of the three award winners receives a \$1,500 scholarship to assist with travel to Tire Rack National Solo events and the Tire Rack SCCA Solo National Championships. Additionally, each receives free entries to any Tire Rack National Solo events throughout the 2022 season.

The 2022 recipients are:

- **Maia Kirk, Cal Club Region:** Kirk watched her husband autocross for four

years before finally getting behind the wheel, where she was immediately hooked. A staple at Southern California events after acquiring a Toyota FR-S in February 2021, she has plans for her rookie appearance at the Tire Rack SCCA Solo National Championships this season. The scholarship will certainly offset the travel costs from the West Coast for Kirk.

- **Layne Lindemann, Atlanta Region:** Lindemann got her autocross start in 2019 after an introduction to the sport from a neighbor. She jumped into the Regional program with full force, and quickly found her way to the Solo National Championships for the first time in 2021 in a Honda Civic Type R, where a pesky cone on the final run kept her from the podium. She plans to use this scholarship opportunity to "push herself to the next level" as a driver.

- **Chelsea Tattershall, Colorado Region:** Tattershall has already begun promoting SCCA autocross to other female drivers after three years behind the wheel herself. Serving as the chief of workers for both the Colorado Region and Continental Divide Region's programs, she's made a commitment to herself to take a step forward as a driver during the 2022 season in a Mazda Miata.

For the fifth consecutive year, Mazda Motorsports has provided funding for one of the annual scholarships in memory of Wendi Allen to a competitor who plans to compete in a Mazda this season. That award was Tattershall's for 2022.

"Mazda Motorsports is very proud to once again support the Wendi Allen Scholarship Fund," said David Cook, Manager, Mazda Motorsports Business Development. "One of our goals

at Mazda Motorsports is to help grassroots motorsports participants, so we're proud that Layne, Maia and Chelsea are joining those ranks. We're pleased to help these three women chase their motorsports passion in the 2022 season."

The other two scholarships awarded for 2022 are funded by the SCCA Foundation. Jeff Jacobs, Chairman of the SCCA Foundation, was introduced to National Solo competition by Mark and Wendi Allen and continues to work in Wendi's memory.

"Wendi Allen not only pushed herself to compete at a high level, she gave generously of her time and business skills to the Club and her Region," Jacobs said. "This year's three awardees exemplify the spirit of competition and leadership that Wendi brought to the SCCA."

"This scholarship program is an important part of our stewardship of the Club for future generations. The number of nominees and the



TIME TRIALS NATIONALS

Just as this issue was headed to press, the Tire Rack SCCA Time Trials Nationals Powered by Hagerly wrapped up at NCM Motorsports Park. Tom O'Gorman set the fastest overall time in a Corvette, and among special awards presented was one for Most Improved to Kathy Morey. Look for the full report in the next issue.



extraordinary stories for each of them may have made the selection process especially tough for the committee, but it is a testament to the growing success of the intentional, welcoming environment we are creating for women competitors, leaders and members."

Previous Wendi Allen Scholarship Fund recipients include Tracey Burckhard, Karen Thomas, Felisha Welninski, Lori Rothmuller, Sarah Tooth, Elisabeth Flannagan, Elizabeth Wildenberg, Jennifer Vance, Cindy Duncan, Haley Oosterhof, Elayne Man, Johanna Foege, Youmna Zalzal, Lexie Murray, Tara Arnette, Jessica Black, Lacie Edens, Samantha Bray, Emily Brown and Amy Wunsch.

"This year, the committee received 45 nominations or applications from across the country," said Tara Johns, Chair of the Wendi Allen Scholarship Fund Committee. "The Women on Track committee is very encouraged to see so many women who have the desire to become more successful drivers, while also contributing to the Club."

"Choosing the best recipients is a challenging task for the committee, and often times the level of contribution to their Region is what makes a difference when choosing between so many quality candidates. If you applied yourself or nominated someone this year who did not get selected, the committee encourages you to submit the nomination again next year."

The SCCA Foundation is accepting donations earmarked for the Wendi Allen Scholarship Fund and for its other initiatives advancing opportunities for women's involvement in the Club. SCCA members can go to their My SCCA membership portal to make a donation. 📍

WOMEN ON TRACK LAUNCHES ROAD RACING SCHOLARSHIP

With an aim to increase the participation of women in all aspects of motorsports competition, the SCCA Women on Track initiative has announced its 2022 SCCA Women on Track Road Racing School Scholarship.

The SCCA Foundation has long awarded scholarships to female autocross competitors, and this effort will help those seeking to get a start in road racing. Two recipients of this year's SCCA Women on Track Road Racing School Scholarship will receive \$1,000 each, with the scholarship helping fund their entry into the sport of road racing. Applicants need to be a member of the SCCA and must be interested in participating in road racing

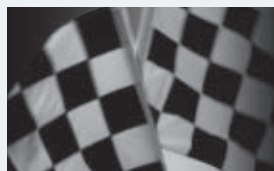
upon graduation from a road racing school. Ideally, recipients should have a race car available to them for their competition school, although loaner race cars specific to this scholarship are available in certain portions of the country.

"Our ongoing goal is to increase the active participation of women and girls in road racing," said Cherie Storms, Chair of SCCA Women on Track's Road Racing Committee. "We do this by promoting opportunities designed to encourage new enthusiasts to enter the sport and enabling their interest with straightforward information required to compete on track or volunteer at events."

"We strive to build women's

belief in their potential and foster an 'I can' attitude toward motorsports by sharing profiles and achievements of current women participating in motorsports through our Facebook page and Web site, and strive to retain current female enthusiasts through recognition of achievements and ensuring the community is an inclusive and safe place for everyone. We support female driver development through mentorship, training and now our first scholarship."

Although the deadline for application has passed, the submissions are being reviewed by the SCCA Women on Track Scholarship Committee. Keep an eye out for information on future scholarships. 📍



CHECKERED FLAG SCOTT D. HARVEY DEC. 12, 1929 - APRIL 27, 2022

Scott D. Harvey, Sr., SCCA Hall of Fame class of 2020, passed away on April 27 at the age of 92. His accomplishments through the years were as varied as they were impressive, but to many, he was known simply as "Mr. Rally." Harvey was one of the first to bring European-style stage rally to the United States, and was the first SCCA Pro Rally champion.

After serving in the Navy during the Korean War, Mr. Harvey earned an engineering degree from UCLA. He then moved to the Detroit

area and went to work for Chrysler. Already an SCCA member, Mr. Harvey convinced Chrysler to loan him a 300D to rally.

He developed the Plymouth Valiant and then the Barracuda with disc brakes and V8 engines. Mr. Harvey found success in road racing, and his Team Starfish finished second in the 1966 Trans-Am Championship with the aforementioned Barracuda.

But Mr. Harvey really became known for his influence on the world of rally. Chrysler backed a three-car team of Plymouth Valiants for a trip to the Monte Carlo Rallye in January 1964. One of the three teams paired Mr. Harvey with fellow SCCA Hall of Famer Gene Henderson.

Originally a Time-Speed-Distance participant, Mr. Harvey's love quickly became performance rally. In 1968, he earned the biggest win of his career at the FIA Shell 4000 Trans-Canada Rally. Working with Henderson,

Mr. Harvey brought European style rally to the Detroit area and created the MONY Rally series across Michigan, Ohio, and New York. That led to the creation of SCCA Pro Rally in 1973, where he became SCCA's first Pro Rally champion with co-driver, and fellow SCCA Hall of Famer, Wayne Zitkus.

Mr. Harvey served as the Chairman and Rallymaster of the Press on Regardless Rally, which included the Connors Flat stage – the first closed course stage in SCCA rally history. In 1972, Mr. Harvey was instrumental in the Press on Regardless Rally becoming a World Championship event on the FIA Rally stage.

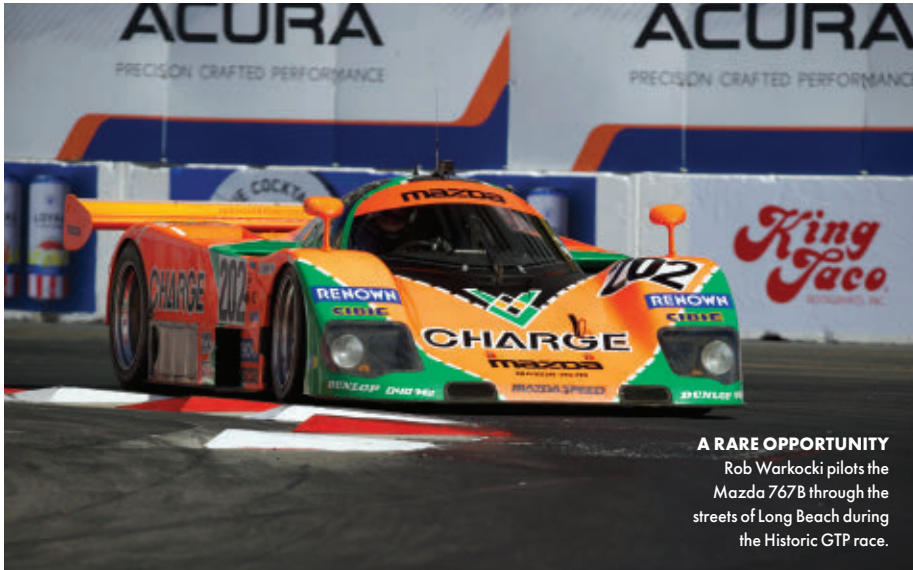
Mr. Harvey was a true pioneer in the United States rally world, so much so that SCCA Hall of Famer John Buffum was quoted calling Harvey and Henderson the "Lewis and Clark of American Rally." 📍



LATE broking

RUNOFFS REGISTRATION OPEN JULY 13

Registration for the SCCA National Championship Runoffs, to be held Sept. 27 - Oct. 2 at scenic VIRginia International Raceway, opens on July 13 at 11 a.m. EDT. The schedule has already been revealed, with qualifying taking place Sept. 27-29 followed by three days of National Championship races. See scca.com/runoffs for more information.



Richard S. James

A RARE OPPORTUNITY
Rob Warkocki pilots the Mazda 767B through the streets of Long Beach during the Historic GTP race.

SCCA RACERS TABBED TO DRIVE HISTORIC GTP MACHINERY

Mazda Motorsports is well-known for supporting its heritage, bringing its historic cars to vintage events regularly. So when the announcement was made that there would be a historic IMSA GTP race at the 2022 Acura Grand Prix of Long Beach – about 30 miles from the Mazda R&D Center where the historic cars live – it was a given that Mazda would bring something special. Who might have imagined, though, that they'd throw a couple of Club racers into 30-year-old prototypes and say, "Have at it!"

"It's just a fun thing. Only Mazda would do something that crazy, right?" said Taz Harvey, recruited to drive the Mazda 787, sister car to the 1991 24 Hours of Le Mans winner. "I mean, it takes pretty crazy company to say, 'Hey, we have a dealer that is also a Club racer, why don't we turn him loose in a \$2 million car?'"

Harvey has raced a variety of Mazdas in SCCA Road Racing, most recently an F Production Miata and a GT-3 RX-7. He has some vintage Mazda racecars as well. He was joined at Long Beach, in addition to former Mazda VP Robert Davis and Mazda pro racer Tom Long, by two-time GT-3 National Champion Rob Warkocki, driving a 767B.

"For a Club racer to receive a phone call to drive a vintage GTP car of any sort, let alone – being a rotary guy – a four rotor, Le Mans history car ... I still can't believe it's even happening. So I understand the magnitude and I understand so many people out there would just give anything to have this chance," Warkocki said.

What's it like to go from a GT-3 RX-7 to a screaming four-rotor prototype? Warkocki had a pretty vivid description.

"There's an extreme violence. But then you hit a

certain point where it transfers over to ... like a symphony, and it all makes sense. And the violence goes away. And you want more, and you grab another gear, and you grab another gear, and you can't believe it's happening. And then it's 'Oh \$&\$@, I've got to stop for a corner,' and then I learned about aerodynamics and really crazy brakes. You jam the brakes on and you knock so much speed off, you almost go through the windshield."

For Harvey, the value – historic and monetary – of the 787 he was driving was present in his mind: "It's a little tough driving it because it's like you're carrying around the Mona Lisa and you don't want to put a mustache on it or anything and make everybody hate you."

Fortunately for Harvey, although the 787 did have a mechanical issue that kept it from the second race on Sunday, all the cars were kept off the wall. 📍

PALM BEACH INTERNATIONAL RACEWAY SHUTS ITS DOORS

Despite a passionate effort by the motorsports community, Palm Beach International Raceway – nee Moroso Motorsports Park – closed its doors in April.

The racecourse has long been a part of the SCCA community. Though the track opened in 1964, it caught fire as an SCCA Pro and Club Racing venue when purchased by Dick Moroso in 1981.

With a name change to Moroso Motorsports Park, the facility hosted the SCCA Pro Racing Trans Am Series opener in 1983, as well as various SCCA Nationals and Regionals. That continued through the closing, including SCCA U.S. Majors Tour events at the track. It was also home to a 24-hour race around new year's called "The Longest Night."

Its place in SCCA history, though, may fall to the fact that it was one of the most frequent hosts of Track night in America Driven by Tire Rack. Thanks to its location and the South Florida weather and lights, PBIR could host Track Night events every month of the year, to the tune of nearly 60 in the first seven years of the program. 📍



Chris Green

LAST LAPS

PBIR hosted many Track Night in America events in recent years.

GIVING BACK

Skip Barber Racing School is providing a motorsports pathway to those who've served.

In summer 2021, word emerged from the Skip Barber Racing School that U.S. Army Staff Sergeant Dustin Burkhalter, a combat veteran wounded and released from service, had joined the expansive SBRS SRO TC America effort.

An intern of sorts, Sgt. Burkhalter would help guide the Barber principals in the needed specialty tools and reworked procedures, pushing him toward a full-time position in motorsports – not the first step, but a major one for SBRS owners Anthony and Dan DeMonte, whose New York family had a rich background in military and public service.

Veterans leaving active military, many of them injured, as well as first responders who served so bravely through the early months of the COVID pandemic, were much on the hearts and minds of the DeMonte SBRS team. Today, counting Burkhalter and police officer-turned-instructor Dan Donza, there are now seven former military, fire, police and EMT personnel on the SBRS employee roster.

Likely, there will soon be more. With “safety and service” core tenets of the DeMonte brothers’ – and SBRS’s – philosophy, additional investments were made, and spring 2022 brought two key announcements: a new SBRS joint effort with Resilience Racing and a charity relationship with the joint US- and Canada-based Operation Motorsport.

The former is a race team designed to highlight the strength of and provide a platform for our nation’s elite military and disabled veterans to compete and excel in amateur motorsports. As put together by a quintet of combat veterans, the Resilience Racing mission of building endurance racing drivers and crewmen will get a boost from the experience of the Skip Barber team.

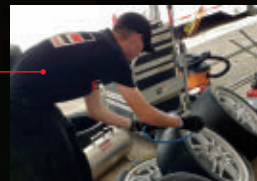
Operation Motorsport is a veteran-led and -operated 501(c)(3) nonprofit also serving veterans, with a focus on engaging ill and injured service men and women and, through motorsports, aiding in their rehab and recovery.

The Skip Barber Racing School will become the U.S. branch of the Operation Motorsport Academy Driver Development Program, as OpMo becomes an official SBRS charity.

“Skip Barber Racing was a natural fit [for us],” says Tiffany Lodder, Executive Director of Operation Motorsports. “I watched how the crew works together in the paddock and the pits. I watched how they treated [Sgt. Burkhalter], who was a new beneficiary.

“The SBRS team gets it,” she continues, “[as] evidenced by how many veterans they currently employ. Everyone wants to give back, and Skip Barber Racing School is making it happen with this partnership.”

Both the Resilience Racing and Operation Motorsports missions “perfectly align with Skip Barber Racing’s position as the gateway to motorsports,” notes SBRS CEO Anthony DeMonte. “And we are deeply honored to provide those who have served with a pathway to a career in motorsports.” —Steve Nickless



Dustin Burkhalter (ABOVE) is now an SBRS employee. (BELOW) Former detective Dan Donza is an instructor.



EX-MILITARY/ FIRST RESPONDERS ON THE SBRS TEAM

Bret Baker

Dustin Burkhalter

Anthony DeMonte

Dan Donza

Kirk Dooley

John Freiburger

Adam Roberts



Dustin Burkhalter’s involvement in its TC America program was one of the catalysts for SBRS’s growing investment in, and employment of, military vets and first responders.



For more information,
head to skipbarber.com



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4-TIME WORLD CHALLENGE CHAMPION
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SCCA MEMBER SINCE 1980

THE RULES MAKE THE RACE

Anarchy! It's anarchy, I tell ya! Without rules, life is chaotic, and so is racing. And it's our way as racers to push the limits of those rules for any advantage to win. "The Unfair Advantage" is the title of the biography of Mark Donohue, legendary Penske racing driver and engineer. But he wasn't talking about cheating, which is going around the rules. He was talking about working

"If you do not race within the rules, then the competition really means nothing. The rules make the race."

hard to find something that no one else had yet figured out, within the rules. Innovation. Cleverness. Creativity. That's competition.

My point is, if you or those around you do not race within the rules, then the competition really means nothing. The rules make the race.

I'm betting you are expecting a lecture about racing clean and fair, and not cheating up your engine to win. Well, no, not this time. I'm not

talking about us racers this time. This time, this one, is for the officials. Not so much the SCCA Road Racing stewards and other race officials, this one's for professional racing officials. I've been inspired once again by Formula 1, and not in a good way.

Did you see how the F1 season ended last year at Abu Dhabi? To reprise, Lewis Hamilton and Max Verstappen, after a very contentious and closely fought contest all year (including a fair amount of contact, which you have read my opinions on here before), brought the battle to a last-race-last-lap conclusion. And one that never should have happened.

In the real race, Hamilton and Mercedes dominated, leading with authority until very late in the race. Having achieved a record-tying seven world championships, it very much appeared that he would set a record for career F1 season titles, moving ahead of the legendary figure of Michael Schumacher. Then came the late-race caution period, and along with it another tragedy, an unseemly determination of the

championship. A determination outside the rules of the series.

The rules of F1 have a very clear process for caution periods, involving a wave-by of lapped cars, and a minimum number of laps after that for those cars to rejoin at the back of the field for a proper restart. The late caution was so close to the end of the race in Abu Dhabi that it would have meant the race would have to finish under yellow. I know that most race series really seem to hate this situation, and I get it, for sure. But, what I personally hate even more is when officials ignore their own rules to create a finish under green, with the goal of a better show for the entertainment of the fans. And here's where we return to the first two paragraphs of this opinion paper.

The rules make the race, and if the rules can change at any moment for the sake of someone's opinion of better entertainment, then the race itself becomes a sham, merely a free-form stage show stripped of real meaning and worth. This is just what happened in Formula 1 at Abu Dhabi. The race



director Michael Masi chose his idea of a good show over the far more virtuous real race, under a written rules structure.

The most heinous part of the decision was that it allowed, no, *forced*, the situation where Verstappen's Red Bull squad could pit, with nothing to lose, for new tires; a huge advantage on a restart. This was a wise strategy, giving them the best possible chance, just in case. But it really was moot, because the rules stated that there must be another lap and there was not time. By the rules, the race was over.

Mercedes and Hamilton also made the correct choice. Leading, they chose to stay out and expected to win in a yellow-flag finish. Which they deserved and would have scored anyway with their superior pace and position at the front of the field. Sorry folks, I know you love a close battle to the finish, but that is just not how this one worked out. Hamilton wins his incredible all-time-record eighth F1 championship as the fastest driver and team at this last event of the season.

No, wait. "This is not an exciting finish," I am imagining Masi saying in

race control, "We can't end like this! Throw the green!" "But Mr. Masi," someone may have pointed out, "our rulebook says there must be another safety car lap after a wave-by. And by the way, sir, we must wave all the cars by, as usual, not just a few. The rules, sir, the rules. The teams are making their strategic choices by our rules, which they expect to be followed by our own officials, whose job it is to enforce and apply those rules. They are depending on it. The rules make the race."

So, Masi decides to do as he pleases and here is Hamilton in the lead, and rival Verstappen right on his tail on brand-new fresh sticky tires, and out comes the green. Hamilton is a sitting duck. Doomed. My heart fell as I watched this unfold. And my anger rose. This is so wrong! Unfair! And, worst of all, you are handing the Formula 1 World Championship to a Vortex of Danger Dive Bomber!

In shock and anger, Mercedes protested, and was denied by the FIA officials deciding on their own actions, interpreting the rules in such a way as to support this "entertainment." Red

"Officials, follow your rules, so your competition stands on a firm foundation. Mean what you say."

Bull celebrated, but for me it seemed so hollow and empty. Hamilton congratulated Verstappen in a very classy move in parc fermé post-race, maybe even expecting he might still win it. As he should have. But, no.

A few days later I see a good friend, also a race director. He says "Did you see that finish in F1? Fabulous how they created the best last lap I've ever seen in F1!" He was thrilled. I was shocked, again. Without a rules structure, this lap meant nothing to me. It was anarchy. At the most critical moment of the whole year.

The moral of this tale? Officials, follow your rules, so your competition stands on a firm foundation. Mean what you say in that rulebook. I do not want our racing to be a professional wrestling silly-show of light-hearted "entertainment." The rules make the race. It's a sport; not an empty, staged, video drama. 📍

UNFAIR ADVANTAGE

Max Verstappen was able to pass Lewis Hamilton to win the race and Formula 1 World Championship in Abu Dhabi because the rule for wave-arounds was applied incorrectly.



PINS TO CONES

A chance introduction to autocross led Jason Frank to National Championships and service within Milwaukee Region, and he has found the mental stimulation of pushing a car to its limits is a far cry from knocking down pins in a bowling alley | **WORDS** Richard S. James | **IMAGES** Luke Crigger

WHY NOT BOTH

Jason Frank and his wife Hilary are splitting their autocross time at the moment between an STX FR-S and a Street Mod Audi.

Jason Frank goes back and forth between two very different sports. In one, the objective is to knock everything down. In the other, it's to keep things standing up. Both require precision and accuracy, but one requires executing that precision

as quickly as possible, whereas time is less of the essence in the other. One can be practiced daily, while opportunities to hone skills in the other are at a premium.

His approach to the two is very different, in large part due to the latter fact. He can hit the bowling

lanes any day; the opportunities to autocross are much harder to come by. A competitive bowler since the age of 6 and into college, he realized at some point that getting to the next level was going to take a lot more effort than he was willing to put in.



"I kind of accepted at that point that, 'Hey, I'm as good as I'm going to be,' and I'm OK with that," says the 44-year-old Milwaukee Region member. "There's just so much time that you could always be practicing with bowling.

That's one thing I liked about autocross...everybody can only go racing on the weekends for the most part; it's not like you can go practice every day of the week. I did some mountain bike racing when I was younger, and there

would be someone who would ride their bike to work every day, and it's like, 'Man, I can't do that.' With autocross and racing, you couldn't go do it every day of the week. You kind of had to get mentally prepared and just go do it."

Jason still bowls competitively. And, when we say competitively, we mean it. But while he grew up watching pro bowlers on TV and dreamed of being like them, before he headed down that road, he had his revelation. It would



be a while after that before he discovered autocross, but the sport, and much of the broader world of SCCA, has consumed him since. It's not only led him to service within the Region, but to his wife, Hilary Anderson Frank. And it's that switch-off-the-brain approach that has helped him to five Solo National Championships.

"I'm by anybody else's stretch of the imagination a very successful bowler. But I'm my

own worst critic at times, too. So, I would say that my mental game for bowling isn't as good as my racing. When I'm racing, I'm not worrying about anything. I just go and do it, and it takes over. I'm not nervous or anything like that. It's just another autocross run, whether it's Nationals or somewhere else," Jason explains.

The architect and resident of Mount Pleasant, Wis., just outside of Milwaukee, started autocrossing in 2004 when

another member of a Honda Prelude club he was in suggested trying it. A Milwaukee Region beginning-of-year intro to autocross-type event set the hook. "Every summer since then has been scheduled around autocross for the most part," he laughs. There have been other things to try, such as track days and RallyCross, but Solo has kept him coming back year after year.

After about two years, he began eyeing National events,

"When I'm racing, I'm not worrying about anything. I just go and do it and it takes over."

JASON FRANK

starting out sharing a car with another driver. They were running STS with Honda Civics, a class that he has found a home in for many years, although the past few seasons have seen him jumping in between some



different classes. "It was a lot of fun running [STS], lots of close competition. Lots of people helping each other out if your car is broken. And, you know, the people are always the big thing that kept us all coming back and challenging each other," he says.

Then he showed up in Lincoln at the Tire Rack SCCA Solo National Championships, and he and his co-driver, Craig Mankiewicz, were fast but being unknowns, some people were

suspicious. While they had their defenders, they were protested. Turns out their car did have some issues: some missing sound deadening material and some missing undercoat. They were disqualified.

Of course, it wasn't a few pounds of missing material that led to them being fast. But there was a secret. They had tried something with the wheels – the STS class allows alternate wheel sizes – that no one had noticed.

A LIFE OF COMPETITION

Jason Frank first found the thrill of competition in bowling; he has since discovered that autocross provides a different kind of stimulation. An architect by trade, he's no stranger to modifying cars for performance and competition (LEFT TOP). Through autocross, he met his wife Hilary (LEFT MIDDLE), who was campaigning a Honda similar to his. Now, they're splitting their time between Jay Bullington's wild Street Mod Audi (LEFT BOTTOM) and their own STX FR-S.

"The reason we were as fast as we were is because we had a different tire setup than everyone else. We had different diameter tires front and rear, different sizes and different diameters," he explains.

They returned in 2007 with a different Honda, but with the same treatment for the wheels and tires. On the entry list, under sponsors, next to their names: "Team Undercoat." Team Undercoat finished first and third, and Frank had his first of many National Championships to come.

"We got protested for some missing undercoat under the car that was kind of insignificant. We made it kind of a running joke, a little bit of a nudge toward our competitors because it was something so minor. But we get along with all those guys," he says.

Jason won his first three championships in Honda Civics and a CRX. Not only are the Hondas good cars for the STS class – he has long been a Honda guy ... remember when we told you that it was a Prelude club member that got him to his first autocross? Then there was a woman from Ohio who had a similar car that he would run into when he started doing more National events, so naturally they became friendly. A question about borrowing rain tires led to more talking, and things progressed.

"It was basically just seeing

each other at National events. Then we really hit it off during a tire manufacturer event," he says. And then Hilary Anderson added Frank to her name, and they've competed together ever since. Jason sold some of his Civics, and they autocrossed in her car for a while. But they've been jumping around in recent years to different cars.

"We moved to an A Street C5 Z06 Corvette, which was a very big difference. From an '89 CRX to a newer Corvette that did everything different. I struggled for like the first half of that year, but I ended up winning the National Championship in that car in the first year. That was a pretty stark difference and probably surprised some people, maybe even myself if I'm being honest," he says.

The most recent National Championship, in 2018, came in Erik Strelneiks' Porsche Boxster in F Prepared – well, part of the championship, anyway, since the car broke on the first day. But Alex Jones let Jason use his Pontiac Solstice the second day. That's five championships, plus a few ProSolo titles, in some very different cars, indicating Jason can drive just about anything well.

The Franks have acquired an STX-prepared FR-S to run this year, and they also occasionally compete in Jay Bullington's Street Mod S4. They had considered Solo Spec Coupe, but with used car prices being



Rupert Berrington

what they are, it was more cost effective to buy the STX car, and perhaps more fun.

"Right after Nationals, we found a good deal on a Nationally prepared STX car. It was cheaper than buying a Solo Spec Coupe, and we raced in Street Touring and like to mess around with car setups a little more. It gives us the ability to do some tuning and things like that for less money," Jason explains.

Jason doesn't just compete, though. For years he's been hands-on in running events and with Region management, all the way to being Milwaukee Region RE in what has turned out to be some challenging times. Currently, he's Vice RE, webmaster and serves on the autocross committee.

"After a couple of years with the Milwaukee Region, I took on some additional roles. I think it



Rupert Berrington

"We moved to an A Street C5 Z06 Corvette, which was a very big difference."

JASON FRANK

SAVORING THE VARIETY

(TOP) Jason Frank's early autocross success came in a variety of Hondas, including the 2015 STS National Championship in a CRX. He then went on to prove he could win in anything, taking the 2017 A Street title in a Corvette (ABOVE).

started off as registration. That moved me into a Solo Chairman role after a couple of years. Then the Milwaukee Region Board, and then finally RE of the Region for several years. So, I kind of progressed up the chain, as you call it, just trying to help out with the Club and make sure we put on good events, which I think we do a pretty good job."

The Regional Executive role wasn't too difficult, he says: "The Region was a fairly well-oiled machine, you know; all the different disciplines of the Region are, so they didn't need a whole lot of hands-on things. Everybody's pretty self-sustaining, which is very helpful. As an RE, I just say I was responsible for kind of herding the cats once a month, and everybody kind of handles their own thing. So that was good, but I definitely got to see

a lot more and understand a lot more things. Our road racing program has been strong for a long time since we have Road America in our backyard. So, it kind of helps to get events going. But we have a good RoadRally program and we started up a RallyCross program."

Jason was involved in getting that RallyCross program going when Dan Kelly, who had run some other RallyCross groups, approached the Region to work something out with sanctioning. The autocrossers loaned out their gear to get RallyCross started. "He kind of ran the events and I ran timing and registration to get the program up and running for the first couple of years. He did quite well with it and then they got their own RallyCross setup," Jason says. Dan also let Jason run his car in the RallyCross

A photograph of several race cars on a track. In the foreground, a white race car with the number 48 and 'ST4' is on the left. To its right is a silver Porsche Carrera GT. Further right is a blue and red race car. In the background, another race car is visible. Above the cars, a white bridge structure features the slogan 'Never stop driving' in large, dark letters. The sky is clear blue.

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events, since Jason was usually towing the trailer full of cones and timing equipment to the site, but Jason discovered that, while RallyCross was fun, the car prep and cleanup was a bit more involved than it is with autocross.

Milwaukee Region's latest challenge has affected the program most dear to Jason, the autocross program. For nearly 40 years, the Region has had the luxury of hosting events in central Milwaukee, first at Milwaukee County Stadium and then at Miller Park, homes of the MLB Brewers. But after a recent repave of its lots, Miller Park decided that the autocrossers were no longer welcome.

"That was pretty devastating to the Region program, that's for sure. We've found some smaller lots in other places, but our biggest challenge was that



"You're kind of making the car dance, and being one with the car was always the exciting part about it for me."

JASON FRANK

PARTNERS

Jason and Hilary Anderson Frank met through autocrossing, got married, and now compete together.

everyone was pretty close to the stadium, and everything else that we've found is an hour-and-a-half away. We're struggling to get people to travel, so we kind of need to reestablish our base of people that were with other clubs that ran farther away from us. It's been tough to pull people away, because they put on good events as well. But we've been working with them," Jason says.

Challenges with the program aside, Jason and Hilary aren't going to let that stop them. Their summers will still be scheduled around the autocross calendar of local and National-level events. The sensations of pushing the car to its limits are addicting.

"I like being on the edge of adhesion, the edge of things going bad. The slip angle and just kind of riding around on this cushion. You're kind of making the car dance, and being one

with the car was always the exciting part about it for me," Jason says, although he adds, what initially drew him in was the ability to do that in a safer environment and not get in trouble. But it's that zen-like car and driver in unity that keeps him coming back. And – you know what's coming next – the people.

"It's probably the cliché-est thing that a whole lot of people say, but if it wasn't for the people who were around and made it a fun time, I don't know how I'd keep doing it. There are plenty of clubs that I've run with in the past and whatever it is, the vibe isn't there or you're not getting along with someone. But if you find the right group of people who are fun to be with, it makes it a lot easier to stay around. I've made lifelong friends because of racing," Jason says. Including the co-driver he married. 🍷

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RIVALRY OR REVELRY?

Jason and Jillian Fichter have found that fun and family can co-exist in Spec Miata as they compete together.

SIBLING RIVALRY

In the paddock, they're a team, but when the helmets go on, things get serious for the brother-and-sister Spec Miata duo of Jason and Jillian Fichter

WORDS & IMAGES Danny Steyn

Being a fairly prolific Spec Miata and STL racer myself, I've noticed a trend: There are very few brother-and-sister teams in SCCA Road Racing. Down south in Florida, however, there's a very noticeable sibling team in the Fichters, Jason and Jillian. These two are consistently professionally turned out, turning heads both on track and in the paddock. It's there, where I was racing Spec Miata alongside them, that I had the honor of chatting with this impressive duo.

Admittedly, I've been very fortunate to spend time with Jason and Jillian in the OPM Autosports hauler, analyzing their race videos and data, and I've been impressed with their genuine desire and discipline to improve their skills. And, since motor racing origins are always interesting, I couldn't help but ask how they got their start.

"I have to be going fast," Jason admits. "Go-karts, dirt bikes, snowmobiles – always flat-out. As a kid, I started with

go-karts, but never raced them, and then I did some track days in a Miata. From there, I skipped the step to normal club racing and jumped straight into professional racing in Pirelli World Challenge and Trans Am."

Jason spent two seasons running in SCCA Pro Racing series, wheeling Mini Coopers, Camaros, and Honda Accords, but that came to an end in 2017 at VIR.

"I was coming up on lapped traffic, went for a pass, and there wasn't enough room," he recalls. "The lapped car probably didn't even know I was there, moved over on me, we made contact, and my car went for a wild ride, end over end a couple of times. Fortunately, I wasn't injured, and I walked away from a wreck that absolutely totaled the car. I think the video clips of that shunt have close to 100,000 views.

"That happened on a Saturday. By Wednesday of the next week, I was testing another car."

Jillian's motorsports path was a little less direct. "I was



MIRRORING IMAGES

Jillian (TOP) and Jason Fichter have nearly matching cars and driver suits, but once they're on track, that's no longer relevant; it's game on.

"I started traveling around the country to support Jason at his races, and I fell in love with the whole environment, the people, the tracks, the cars."

JILLIAN FICHTER

a gymnast and a cheerleader, and racing wasn't on my radar," she admits, "but while injured, I started traveling around the country to support Jason at his races, and I fell in love with the whole environment, the people, the tracks, the cars.

"After his wreck at VIR, Jason took a year off to finish college and get his business started, and

I had started racing Spec Miata with a car that we bought from BSI," Jillian adds. "Jason always said he would never race Spec Miata, but I convinced him to rent a car for the 2019 Sebring SCCA Majors, and he had so much fun that the next weekend he was building his own, and we haven't stopped since."

Recently, Jillian has tried her hand at an STL Miata, too.

Regardless of what Jason may have thought in the past, Spec Miata now has his full attention. "This class of Spec Miata is just the most incredible racing, and it's just so humbling," he says. "There are so many talented drivers in

the field that just breaking into the top 10 at a Hoosier Super Tour is a major achievement."

Anyone visiting the Fichter's paddock on race day will notice their RV, the beautifully appointed hauler and, of course, their incredibly supportive parents, Guy and Traci. But since Jason and Jillian don't run under anyone's tent, I was curious who does all the prep on their cars before the event and at the track.

"When we started, it was only my dad working and prepping our cars, and Jason would take care of any issues at the track, but now we have a mechanic who assists

us – that has taken a big load off Jason's back at the track," Jillian reveals. "And, of course, my coach Andrew Carbonell has been responsible for much of my improvement on the track. He taught me how to use the AiM software and we go over our data and video every session – I can see what I need to work on in the next session."

"There are so many talented drivers in the field that just breaking into the top 10 at a Hoosier Super Tour is a major achievement."

JASON FICHTER



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WORKING TOGETHER

Off track, it's all about sharing data and working toward each other's success. The ultimate goal is getting into MX-5 Cup for Jillian, and back to some form of pro racing for Jason.

About a year ago, I saw both Jason's and Jillian's Spec Miatas tangled together in a Turn 1 incident at Sebring, and sibling rivalry crossed my mind.

"As the older brother, I'm always looking out for my sister Jillian," Jason admits. "Sometimes, when I'm in the heat of the battle and she comes over the radio and says she was in an incident, my mind immediately goes to her safety. I might lose a place or two in this incredibly tight racing pack.

"I hate it when our cars get involved in incidents, and there have been times when both Jillian and I have been in the same incident, and that always sucks, as it means I have two cars to fix."

Jillian agrees, noting that racing alongside her brother is

also awesome for herself and their entire family. Still, there can be moments. "Sometimes the brother-sister rivalry can cause some bickering," she adds. "We don't compete against each other, and we are always both thrilled for the other's success. But if we are on the track next to each other, then the gloves are off and I'm going to do everything I can to get around him."

During the week, Jason manages a Jupiter Auto Body, which handles crash damage, dings, and dents – and, of course, their racecars.

"In the business, I'm fortunately surrounded by good people, and that allows me to go racing on the weekends, but I'm always on the phone between sessions, working with customers," he says.

Jillian, meanwhile, attends Florida Atlantic University, where she's studying political science with a minor in psychology. She also runs her own personal training business on the side. "I want to own my own business, and one thought is possibly starting a gym in West Palm Beach, but I'm not too sure about this. I just want the flexibility to go racing. The entrepreneurial spirit runs deep in our family," she says.

Both Jillian and Jason see professional racing in their future. "My dream is to make it to the Mazda MX-5 Cup in the next year or two, and then hopefully go pro," Jillian reveals. "My progress has been steady – it's my improvement that keeps me coming back. Motorsports is addictive.

"When I tell people that I'm

a racecar driver, they look at me as if I have three heads," she laughs. "No, you are not, you are so tiny, so girly – they just don't know what happens to me when the helmet goes on."

Adds Jason: "I hope to be able to go pro racing in the future – yet racing as a pursuit is such an amazing family undertaking. I mean, where else do you get to fit an entire family and two dogs in a small RV for a weekend, and have a blast no matter the outcome?"

Come to discover, Jillian's and Jason's "sibling rivalry" ends with the checkered flag, making their story an amazing display of what SCCA Club Racing is all about. Knowing that – and now knowing them – I can't wait to run alongside them at the next SCCA Road Racing weekend. 📍

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SCCA road racer David Palfenier reveals his tongue-in-cheek secrets to consistently staying off the podium. Want to win? Perhaps do the opposite

WORDS David Palfenier | MAIN IMAGE Jeff Loewe

SLOW SECRETS

You'd think it would be difficult to select a topic when the team at *SportsCar* asks you to contribute an article that could benefit the average SCCA road racer. But no, quite the contrary – in fact, it came to me immediately. What lies ahead is everything I know about being a successful mid-pack racer, and I think my tips are outstanding, although *SportsCar's* editor insists these are perhaps better examples of what *not* to do. But what does he know?

I regularly find articles that are targeted at racers who are already in contention for the win. I'm sure those talented drivers read those articles, do those things, then win races. Well good for them. What about the rest of us – the average Joes and Janes duking it out in the mid-field?

Now that I think about it, I suppose the editor might be right, although it's not like I don't want to win, it's just that my tried and true "Slow Secrets" are far easier to follow than the tips offered by overachievers looking to spray champagne after every race. So, if you want to go for gold, silver, or bronze during an SCCA Road Racing weekend, consider doing the opposite of what you're about to read.

BETTER THAN MID-PACK

David Palfenier isn't as slow as he claims, having qualified seventh in STL at the 2021 SCCA National Championship Runoffs. But, then again, he did find a way to finish last.



Philip Royle

JUST SUIT UP AND GO

Notes? Setup? Car prep? That's for overachievers. Why do all that when you can just get in the car and race?

SLOW SECRET #1: TIRES OVER COACHES

If you have to choose between hiring a driver coach or buying a fresh set of tires, go for the tires every time. I have definitive data on this to back me up. Without question, stickers are faster than four-cycle competition tires – at least a half second and, in some cases, a full second faster. For me, that's the difference between finishing 12th vs. 15th. That's right, I can gain as many as three positions simply springing for sticker tires, and I've done it many times. Driver coaches may only get you from second to first, which is far less of a return on investment.

You could hire a driver coach, but I figure a coach is only going to be helpful at that particular track. What am I supposed to

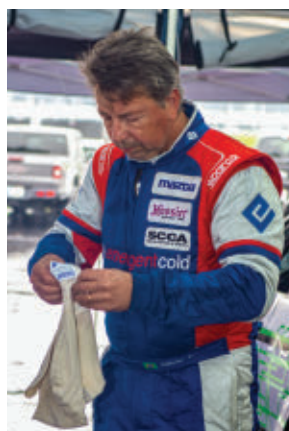
do, hire a coach again at the next track until I learn to apply those driving tricks to all racetracks and then run consistently fast everywhere? Inconceivable.

Since I have definitive proof that stickers are faster *right now*, I'll worry about a driver coach later.

SLOW SECRET #2: TAKE NOTES? THIS IS RACING, NOT SCHOOL

Taking notes and keeping files is what I did in school and what I currently do at work – racing is my fun break.

Supposedly, many of the fast racers have notebooks and Excel files with painstaking notes covering everything they do at each track. Those drivers also claim to refer back to their notes the next time they're at the track so their starting point each weekend keeps improving.



Philip Royle

While this sounds good in theory, I have an approach that's easier and guarantees improved lap times. Here's how I know my system works: I *always* make more progress from Friday to Sunday than the notes-taking racers. In fact, I often improve by as much as two seconds per lap from Friday to Saturday, whereas they only get better by a few tenths.

Here's what I do: I have a base setup that I put on the racecar regardless of which track I'm at – it's a consistent starting point every time. Then I begin dialing in the car, making adjustments after each session. Sometimes I even avoid being lapped.

SLOW SECRET #3: LESS TRACK TIME IS BETTER

Running in more than one class during a weekend or running in other series, or karts, or simulators – or all of that stuff – is confusing. Besides, you're never going to win any of those anyway.

Here's a case study to prove my point. There's this Spec Miata racer named Voytek Burdzy who's really fast – he holds a bunch of track records, but he does the craziest thing: He enters his Spec Miata in STL, too, which is a way faster



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COMPETITION AWARDS

Regional Rookie Driver of the Year: Pepo Besosa, GPR

Regional Series Driver of the Year: Jacek Mucha, FLA

Rookie Divisional Driver of the Year: Jose Osiris Pena, FLA

SEDIV Driver of the Year All Series: Danny Steyn, FLA

Majors Driver of the Year: Preston Pardus, CFR

Jim Fitzgerald Award for the Best Winning Drive at the SIC: John Schimenti, CFR



SERVICE AWARDS

Reuter Award Winner: Tom Lyttle, ATL

SEDIV Race Worker of the Year: Gary D'Abate, ATL

Jacque Holland Award: The Bertock Clan, NCR

Bryan Webb Award: Herb Shipp, CFR

Director's Award: Jeff Cox, TNN

True Sportsman Award: Steve Bertock, NCR

SCCA Registration Worker of the Year: Betsy Speed, CCR



2021 SEDIV SCCA RUNOFFS CHAMPIONS

B Spec: David Daughtery, CCR; **FC:** Simon Sikes, ATL

FF: Jonathan Kotyk, BUC; **P1:** Lee Alexander, TNN

SM: Preston Pardus, CFR; **STL:** Danny Steyn, FLA

ENDURANCE CHAMPIONSHIP RACING SERIES

ITA: 1. Vance James, CCR; **ITB:** 1. Bradley Ross, CCR

ITR: 1. Dean Baumgardner, NCR; **ITS:** 1. Christian Braumlich, CCR

SM: 1. Antonio Abrom, ATL; **SM:** 2. Matt Fielding-Russell, NCR

SM: 3. Matthew Payne, TNN; **SM:** 4. Christian Blevins, ATL

SMSE: 1. Ken Steagall, TNN; **SMSE:** 2. Dennis Mathias, NCR



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



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

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Puerto Rico Region: Jose de Miguel

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Tennessee Region: Christine Johnstonn

Tennessee Valley Region: Mark Rothermel

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Divisional Time Trials Administrator: Shane Findlan

RallyCross Steward: Leon Drake

Divisional Road Rally Steward: Bob Ricker

COMPETITION SERIES AWARDS South Atlantic Road Race (SARRC)

1st ASR: Jacek Mucha, FLA

1st B-Spec: Isaac Davila, CFR

1st CF: Steve Robertson, ATL

1st EP: Grason Upchurch Jr, CCR

1st F500: Scott Barksdale, BUC

1st FA: Robin Bonanno, CFR

1st FC: Paul Douglas, ATL

1st FE2: Alastair McEwan, NCR

1st FF: Jonathan Lee, FLA

1st FP: Les Chaney, CCR

1st FS: Jacek Mucha, FLA

1st FV: Sandy Thalheimer, FLA

1st FX: Court Dows, ATL

1st GT1: Ricky Sanders, ATL

1st GT2: Danny Lowry, SCR

1st GT3: Richard Smith, FLA

1st GTA: Jack Stanford, ATL

1st GTL: David Blain, NCR

1st HP: Will Perry, CHT

1st IT7: Neil Guedner, NCR

1st IT7R: Stan Hinds, ETR

1st ITA: Don Squire, ATL

1st ITB: John Mark Gray, ATL

1st ITC: Miki Moerwald, CFR

1st ITO: Jack Goldey, CFR

1st ITR: Steve Saney, FLA

1st ITS: Jeff Giordano, NCR

1st P1: Garry Crook, GUC

1st P2: Craig Farr, FLA

1st SM: Charles Mactutus, SCR

1st SMSE: Zackary Barfield, FLA

1st SMSET: Gary Nettles, CFR

1st SMT: Matthew Van Vurst, CFR

1st SPO: Mark Davis, SCR

1st SPU: Andrew Lott, FLA

1st SRF: Adam Wright, FLA

1st SRF3: Connor Roberts, ATL

1st STL: Chuck Hines, NCR

1st STU: Carlos Ramirez, CFR

1st T1: Chip Bozeman, BUC

1st T3: Selin L Rollan, CFR

1st T4: Chip Bailey, BUC

**Trophy only. Did not attend SIC*

2nd B-Spec: Blair Deffenbaugh, NCR

2nd EP: Al Pierce, CCR

2nd F500: George Bugg, TVR

2nd FA: Denver Liabnow, CFR

2nd FC: Kenneth Weld, CFR

2nd FE2: Randal Timothy Sink, NCR

2nd FF: John Schimenti, CFR

2nd FP: Steven Layfield, BRR

2nd FS: William Wald, CFR

2nd FV: Mike Schiffer, CFR

2nd FX: Sterling Hamilton, CCR

2nd GT1: Paige M Alexander, ATL

2nd GT2: Charles M Smellie, CFR

2nd GT3: Bill McGavic, CFR

2nd GTA: Jared Hinch, ETR

2nd HP: John Mark Gray, ATL

2nd IT7: Martin Reiter, NCR

2nd IT7R: Shaun Hinds, ETR

2nd ITA: Bryan Eiroa, FLA

2nd ITB: Bradley Ross, CCR

2nd ITC: Scott Larson, CFR

2nd ITR: Mary Ronie, CFR

2nd ITS: William Phee, ATL

2nd P2: Sherman Chao, CFR

2nd SM: Joseph Tobin, BUC

2nd SMSE: Ford Munnerlyn, NCR

2nd SMSET: Graham Armer, #

2nd SMT: Mical Fountain, CFR

2nd SPU: Ricky Sanders, ATL

2nd SRF: Will Hamel, FLA

2nd SRF3: Dave Spitzer, CFR

2nd STL: Russ Snow, NCR

2nd STU: Ricky Sanders, ATL

2nd T1: Jose Garcia, CFR

2nd T3: Rodney King, SCR

2nd T4: Charles Habisreutinger, CCR

3rd EP: Paul Lopez, FLA

3rd F500: Harrison Southworth, NCR

3rd FA: Norman Fucini, CFR

3rd FC: Matthew Guzowski, CCR

3rd FE2: Eric Cruz, NCR

3rd FF: John Robinson II, CFR

3rd FP: Gregg Seigart, ETR

3rd FV: James Vaseff, ATL

3rd GT1: Michael Seay, CFR

3rd GT2: Michael Attaway, ATL

3rd GTA: Randy Walker, CFR

3rd HP: Michael Ogren, CCR

3rd IT7: John Morrison, FLA

3rd ITA: Darren Arns, ATL

3rd ITB: Manny Fortenza, CFR

3rd ITR: Mark Bradley, NCR

3rd ITS: Ron Earp, NCR

3rd SM: Junior Brock, ALA

3rd SMSE: Mike Taberner, FLA

3rd SMT: Steve Tynor, ATL

3rd SPO: Wayne Cabaniss, SCR

3rd SPU: Sam Moore, CCR

3rd SRF: Jose Rosado, CFR

3rd SRF3: Kurt Breiteringer, BUC

3rd STL: Jose Besosa, GPR

3rd STU: Kip Van Steenburg, CFR

3rd T4: Peter Beaulieu, CFR

4th EP: Ken Walters, CFR

4th FF: Rick Bernard, FLA

4th FP: Ben Glowka, NCR

4th HP: Gerald Wilcox, CFR

4th ITA: Philip Adams, CFR

4th ITR: Mathew Fritz, CFR

4th ITS: Christian Braunlich, CCR

4th SM: Antonio Abrom, ATL

4th SMT: Tyler Zankl, FLA

4th SRF3: Mike Bakowski, CFR

4th STL: Jimmy Litre, FLA

4th STU: Jasen Gundersen, FLA

5th EP: Steve Rose, NCR

5th FF: Bruce Cerveney, ATL

5th FP: Bill Foster, NCR

5th HP: Charles Fullgraf, CHT

5th ITA: Robert Mcmanus, CCR

5th ITR: Michael Paramore, CFR

5th ITS: Ron Munnerlyn, CCR

5th SM: Danny Steyn, FLA

5th SMT: Aaron Parkinson, FLA

5th SRF3: Walter Fernandez, FLA

5th STU: Gonzalo Aponte, GPR

5th T4: Edwin Soto-Q, GPR

6th EP: Yuri Collazos, FLA

6th FF: James Morgan, FLA

6th FP: Michael Lewis, FLA

6th HP: John Fine, ATL

6th ITA: Cesar Ochoa, FLA

6th ITR: Davindra Bhagwande, CFR

6th ITS: Bruce Andersen, CFR

6th SM: Wesley Saunders, FLA

6th SMT: Alex McClellan, ATL

6th SRF3: Matthew Horst, ATL

6th STL: Mickey Snow, NCR

6th STU: Lance Dewitt, CFR



Greg Burns

SEAT TIME, SCHMEAT TIME

Winners get as much seat time as possible. Don't double-dip, use simulators or race karts unless you want to be like them.

class than Spec Miata, and he does it all the time. He doesn't even pull his restrictor. He's never on the podium in STL (well, other than in the rain, but that's always a crapshoot), and most of the time he never even makes the STL grid on Sunday. Why? Because his car is in tech after winning the earlier Spec Miata race. Why would anyone go to all of that trouble to enter a race only to not show up?

On a related topic: You should see some of the fancy simulators some of the Club racers have. Someone I used to race with even had one in his trailer during race weekends. Truth be told, I lost track of him after he got a ride in a professional racing series. There's no connection, I'm sure.

It takes me long enough to get up to speed in one class, especially after not having driven for months – imagine trying to drive in multiple classes, or on those simulators, or in a kart. Makes no sense to me.

SLOW SECRET #4: FOCUS ON BEING GREAT

The greatest drivers in the world can win even in a car with big problems. So, simply focus on being great.

I'll never forget that Ayrton Senna race at Interlagos where he drove the last 20 or so laps stuck in sixth gear – and he won! That's *great* driving! What skill! Amazing! It's what cracks me up when I walk the paddock – there are racers taking apart entire wheel assemblies, dropping gearboxes, putting cars on scales, aligning

it, studying data, poring over in-car video, speaking with their driver coaches, or whatever, when they really should be able to just drive through the problems like Senna did.

SLOW SECRET #5: AVOID INPUT FROM OTHERS

I've read posts on various online forums discussing the class I race in, where some racers ask for advice. What are those guys thinking? You obviously can't trust a word anyone is saying – those racers are all trying to beat you. The craziest thing is when they post videos of their races – either they're showing off because they won, or they post a compilation video that's full of mistakes trying to get you to learn from their bad habits.

Be nice to folks, but never forget that you are trying to beat

these people. Be suspicious of any help and tips you may read. Why would anyone want to help a competitor be faster? I know it's called Club Racing, but never fall into that trap of thinking the SCCA is actually a club where the vast majority of members want to hang out with you and help you during the weekend.

There you have it, my friends. I know my "Slow Secrets" can help during your racing weekends, rather than chasing those elusive "Speed Secrets" someone named Ross Bentley keeps touting. My tips are tried and true, with results that speak for themselves. Want more Slow Secrets? You can pick them up for free on track when you're behind me – I'm probably the guy you're lapping. 📍



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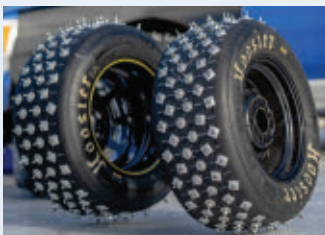
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FAMILY FUN

When there's plenty of ice and snow around, there are many ways to play, even if you're not of driving age.

Saginaw Valley Region's Ice Runs series offers a unique experience for hardy RallyCrossers

WORDS Matt Wolfe | IMAGES Xander Cesari/Merriman Industries LLC

While many SCCA RallyCross programs hunker down for the winter, there are some regions that press on hosting events from Christmas through the Ides of March. One of these is the small but mighty Saginaw Valley Region (SVR). Nestled in the thumb of Michigan's lower peninsula, the 150-member region is perhaps best known for its Solo events at the Wurtsmith Air Force Base in Oscoda, Mich. However, it is also home to one of the most unique RallyCross events in the country, the Ice Runs.

Ice racing is a common occurrence throughout the north once the snow starts flying. States like Minnesota are full of independent clubs hosting wheel-to-wheel races or time trials on frozen surfaces. But SVR is one of the few regions hosting such events on an SCCA sanction.

"We're really proud of these events," said SVR member Larry "Lefty" MacLeod. "My kids and I have been coming up here to run on the lake for years. It's a great way for them to learn car control on snow and ice and it's also just a fun time."

The Ice Runs adds to a long history of ice racing in Saginaw Valley Region, one that goes back even farther than its history as an SCCA region. Region historian



"It's a great way for them to learn car control on snow and ice, and it's also just a fun time."

LARRY MACLEOD

and longtime Ice Runs participant Tom Hudak notes that the region was originally formed as an independent club that first hosted ice races in the late 1950s and early '60s on Saginaw Bay, a large inlet of the adjacent Lake Huron. However, the bay was not a reliable place to race because it didn't freeze as quickly as an inland lake. By chance, one of the club members happened to have a cottage on such a body of water in Beaverton, Mich., a small town near Midland. The club inquired with the city about using the lake and got approval to start racing there in the mid-'60s. Ross Lake proved to be an ideal venue for several reasons.

MAKING SLUSHIES

RallyCrossers are used to slinging dirt; at SVR's Ice Runs, it's a shower of ice, as demonstrated by Tristan Koivisto, a regular winner in PA in his Subaru. (BELOW) The cars you'd expect at an ice event aren't always the cars you'll see. Tom Hudak has competed in a Jaguar XKF.

"It was a rare occasion to see an ice fisherman on that lake," said Hudak, "and because it's much smaller than the bay, it freezes quicker. The ice on the bay would also get pressure cracks from the ice flows colliding. If you hit one of those, they could send you flying."

Hudak moved from Pennsylvania to Michigan in 1967 and got his first taste of ice racing in his brand-new MGB. That was the same year SVR officially became part of the SCCA.

"When we called the national office for sanctioning, the gal on the other end of the phone said, 'You want to do what?!'" Hudak recalled. At the time, the SCCA staff was unsure of how to classify such an event. Today, SVR's Ice Runs are held on a RallyCross sanction. "Hosting these events as a RallyCross started around 2000, thanks to Doug Harvey," said Hudak.

IT TAKES ALL KINDS

(RIGHT TOP) David Feighner's Volkswagen "Schrabbit" is one of the more interesting creations found in the Stud class, where Kyle Roberts' Buick Regal (RIGHT MIDDLE) is also a contender. A Porsche Macan, like Haoyu Wang's, is a little more expected on the frozen lake.

Doug, the son of SCCA Hall of Famer Scott Harvey, suggested that this was a much better way for the region to sanction these events, and it has done so ever since.

Hudak notes that SVR's Ice Runs series has grown to draw participants from multiple regions and several neighboring states: "Moving our events online really helped us pick up more entrants."

Before the age of the internet, a typical ice trial would draw around 20 cars. Nowadays, the events are capped at 50 cars and fill within minutes of registration opening. The cars in attendance are just as diverse as the locales participants hail from. Naturally, the usual complement of popular all-wheel-drive sports cars are present, but the grid is also full of high-end machines like BMW M3s and Porsche Caymans plus unique builds like a lowered and turbocharged Toyota RAV4 and a pair of Jeep Comanches (one with a GM inline-six swap, another with a Chevrolet small block V8).

Classing at these events is the same as it is for any RallyCross, with one exception. For those who don't want to run in a rubber-to-ice class, a catch-all "Stud" class is offered. This class is open to all manner of machines and tires and is easily one of the wildest grids in grassroots motorsports. The cars



range from Kyle Roberts' 1981 Buick Regal to David Feighner's 1980 Volkswagen Schrabbit (a mashup of a vintage VW Scirocco and a Rabbit). What really makes the Stud class wild is the array of tires worn by these machines. Since anything goes for tires, many cars compete on home-built studded tires that look like something straight out of Mad Max.

John Yanca of the Detroit Region built his own studded shoes for his Mazda MX-5. "It took forever to get them all

done, but the results were so worth it!" said Yanca. "The grip these offer is just incredible, it feels like you're driving on a track without consequences because there's no walls."

Yanca estimates that each tire took him about 40 hours to build thanks to the hundreds of screws in each one. He and his wife Emily also sharpened them for even more traction. One of the surprising consequences of competitors running tires like these is increased traction for the



TRACTION TREATMENT

(TOP) Miata is always the answer, especially when equipped with handmade studs like John Yanca has done with his NC MX-5. (ABOVE) A familiar scene at any RallyCross, just a little colder.



rubber-to-ice cars, especially if there is little to no snow on the surface. As the aggressively studded cars dig into the ice, they rough up the surface, giving the non-studded tires something to bite into.

The courses on Ross Lake measure roughly two miles and run either clockwise or counterclockwise. The lake is fairly narrow and meanders back and forth, so the route is set using the natural curves of the lake shore. The course also includes a 180-degree

turnaround which pivots around a small island on the west end of the lake. The events are scored like an autocross, where only the competitor's fastest run counts for placement, rather than cumulatively like many RallyCrosses. SVR holds ice trials both during the day and night, thanks to reflective tape on each cone making them easier to spot, although Hudak recalled that the group used a much different method of marking the course at night in the old days.

"Instead of using cones, the women of the club would save all their coffee cans and fill them with sand and kerosene. We lit those and used them for the night runs. The only problem was, if you slid into one, sand and kerosene would go flying everywhere and you'd have black soot all over your car." When the club became part of SCCA, they had to get permission from the local DNR to use the lake. The DNR gave them the okay, but said they had to do away with the kerosene "cones."

Though the ice has been inconsistent over the past two to three years, 2021-'22 was a very cold winter that brought great ice back to the lake, resulting in four well-attended events for the region.

"We are extremely grateful that the city of Beaverton continues to welcome us year after year," said SVR member Caius Boboescu. "They have been very supportive of the SVR's events on Ross Lake and we're looking forward to more great events here for another 50 years." 📍



WORDS Rick Beattie | IMAGES BerchakMedia/MK Berchak



SPRING TO THE END OF SUMMER SHOWCASE FESTIVAL

“Oh, yeah, we’ll do it again,” said Paula Hawthorne, Steel Cities Road Racing Steward, at the close of the KONI Podium Celebration during the Tire Rack SCCA Time Trials National Tour Powered by Hagerty.

That was at last year’s End of Summer Showcase Festival event at Pittsburgh International Race Complex (PittRace) in

Wampum, Pa., and Steel Cities Region SCCA will indeed do it again – Aug. 26-28, 2022. The End of Summer Showcase Festival grew out of adding Time Trials to a Divisional road racing weekend, then it snowballed from there.

“In 2021, as Steel Cities was in the planning stage for our August Double Divisional, we were contacted by SCCA’s Time Trials department with an

opportunity to share the track and hold an SCCA National Time Trials event,” explained Gene Kern, Region Board Member and Treasurer. “As the planning for the weekend proceeded from ideas to a firmer concept, we decided we could use the design of the PittRace facility and hold two competitive events at the same time. We added a Drivers School, Road Rally and Solo

event to the weekend. These additions allowed us to have an ‘All things SCCA’ weekend.”

The event drew more than 450 competitors across the various activities. All the activities will return for the second edition, with some changes.

“The Double Divisional road race and Time Trials National Tour are back along with the Solo and Road Rally events. There



SCCA FAMILY REUNION

Steel Cities Region's End of Summer Showcase Festival encompasses nearly all of SCCA's activities in one weekend, including Track Night in America, Time Trials, Road Racing, autocross and even Road Rally, and draws more than 450 participants. It's all possible thanks to the expansive and versatile PittRace Complex.

will be some improvements for this August's event. The Drivers School has been changed to an Alternate Drivers School on Friday, so novice drivers can participate in both days of the Double Divisional road race. By making this change, the schedule opens up, allowing time for autocross and road racing participants to try a track event and possibly Time Trials on the South Track," said Kern.

Plans are for a track event for all competition-eligible and Time Trials-eligible cars on Friday, with sessions on all three track configurations. Then, after the Track Event, a Track Night in America Driven by Tire Rack is scheduled for the full track configuration. On Saturday, the 1.6-mile, 12-turn North Track will host the racing and Time Trials sessions.



On Sunday, the 2.78-mile, 19-turn full track will be used for the Divisional race and the Time Trials. The South Track is 1.2 miles long with eight turns.

While the Drivers School, road races and Time Trials are aimed at those with experience and the preparation, the End of Summer Showcase has several events suitable for novices. Track Night in America can

be conducted in almost any street-legal car by those with no track driving experience. Autocross is a great place to start testing the limits of a car, and Steel Cities Region offers a virtual drivers meeting and novice guide on its Solo website, stcsolo.com. There's even a "Taxi" program, where people can ride along with competitors. And, while RoadRallies can



DOING IT ALL

The road course at Pittsburgh International Race Complex has multiple configurations that allow road racing and other track events to happen at the same time. That plus a large Vehicle Dynamics Area means that there's room for a lot of different competition – or non-competition – events at once.

get complex, the one at the End of Summer Showcase is designed to be easy to navigate. Many first-time RoadRally participants at last year's event said they had a great time.

All of this is made possible by the nearby – less than 45 minutes from downtown Pittsburgh – Pittsburgh International Race Complex, with its multiple configurations and additional amenities.

Notes Solo Chairperson Joe Montuoro: "The Region is blessed to partner with the wonderful racing facility, PittRace. Out-of-towners can expect tent camping areas, RV hookups, a bunch of clean showers and restrooms,

electric vehicle hookups, race gas on-site, meeting rooms, a near mile-long, gas-powered kart track, a 2.8-mile-long road course, and the recently repaved Vehicle Dynamics Area which we use for autocross."

Coyote Black volunteers with Steel Cities Region in outreach and social media. He notes that the End of Summer Showcase fits in perfectly with the outreach objectives, trying to get people who have discovered SCCA and Steel Cities Region, but not yet found their participation niche, to see all the activities in one place.

"Pittsburgh has always been a bit of an under-the-radar city with rich culture, and Pittsburgh International Race Complex

is right in our backyard," says Black. "Our home track is no longer the Northeast's best kept secret, however. The track is simply world class, as evidenced by the rave reviews from some of our best racers at our most recent Hoosier Super Tour. Then, after the showcase festival, it felt like the word was officially out: Pittsburgh is now a must-race destination in a lot of drivers' minds, and rightfully so."

Black himself, although he has now been to multiple SCCA National Championship Runoffs races and is looking to do some professional racing, is a recent discoverer of SCCA and its activities, so he understands the way an event

like the Showcase can open eyes and lead to participation.

"The idea of giving back and getting more local folks interested in fun with cars has been practically a point of obsession for me. It is incredible watching new drivers start in Track Night in America, come to autocross, then Time Trials, then road racing or becoming involved in the Region as a volunteer. This is where our Summer Showcase Festival really shines. It's a gathering of all things SCCA in our proud little town, where all of our buddies can get together and showcase what we have to offer. I never could have dreamed I'd be able to be in a position of aid like this but frankly, if I can do it, anyone can." 📍

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BURBLES AND HISS

When it comes to the batteries on your trailer or motorhome, proper maintenance is key to longevity – and safety | WORDS & IMAGES Philip Royle

It began with a burble and hiss, ending with a dead battery and the realization that the trailer's built-in battery charger was doing more harm than good. "To the internet!" we yelled, where it was soon discovered that our option was to replace a large component of the trailer's electrical system – the part that charges the "house" battery – or go with a standalone charging solution. Which is right for you? We can't tell you that, but we can tell you what we did.

The trailer in question utilized a single 12-volt deep cycle marine battery to supply power to the trailer's interior lights and accessories. This setup, which is similar to many found in toy haulers, motorhomes, and car trailers, generally allows for a weekend at the track without the need for power hookups, known as "shore" power. Yet while this trailer was new to the owner, it was also used – to the tune of 20 years – and the electrical system is now widely considered sub-par. You see, when connected to shore power, the trailer's outdated electronics were actually overcharging the 12-volt battery, boiling its usefulness to kingdom come.

"When more current is being pushed into any battery than it is capable of handling, whether because the battery is already fully charged or has too much internal resistance to accept that current, the battery may vent to varying degrees," explains Daryl Brockman, Manager of Global Sales and Marketing for Optima Batteries. "These fumes are dangerous, as they are both toxic and flammable, and if the internal pressure exceeds the ability of the venting provisions, the results can be catastrophic. If any charging system is not properly

regulated to prevent overcharging, it could permanently damage the battery and create a very dangerous situation."

There were two ways to resolve our issue: replace the trailer's electronics (which can be complicated and pricey) or buy a stand-alone battery charger. We opted for the latter, which would enable us the flexibility of using the battery charger on tow vehicles and racecars, should the need arise.

When battery charger shopping, especially for a trailer that may discharge its 12-volt battery deeply during a weekend, a multi-stage charger is key. "Some batteries that have sat in deeply discharged states for an extended period of time may have a buildup of sulfation in the plates," Brockman says. "Also, a battery left at rest even in a fully charged state can also develop some sulfation."

"Our desulfation mode will vary amperage and voltage during maintenance periodically – after charging is complete – to help minimize and break up that sulfation, where other chargers without this feature may just provide constant or gradually decreasing current, which may not be as effective at desulfating and prolonging the life and performance of your batteries."

"Chargers that use microprocessors, like Optima's Digital 1200 and Digital 400, go through a series of steps during the charging process, to understand the current state of charge of the battery and how capable it is of accepting current and how the battery needs to be charged, in order to maximize performance and lifespan while minimizing charging time," Brockman continues. "It's not a one-size-fits-all scenario, so having a charger with

enough technology behind it that can vary amperage and voltage as needed will allow the battery to reach its fullest state of charge and be properly maintained while in storage without overcharging so it is ready to use when you need it."

The next question is charging amperage rate – is higher better? "Higher amperage chargers can obviously deliver more current and charge batteries faster," Brockman points out. "The higher amperage rate can also help break up sulfation and restore some performance in batteries that have been sitting in a deeply discharged state for an extended period of time."

Prior to charger shopping, we'd replaced the trailer's dead battery with high amp hour, dual six-volt golf cart batteries run in series. An option down the road would be Optima's maintenance-free Blue Top deep cycle batteries run in parallel.

Budget is, of course, a consideration, but when you realize that you can spend \$500 or more on a dual battery setup for a trailer, the \$220 for Optima's Digital 1200 charger doesn't seem outlandish, especially knowing that the trailer's existing built-in charger would otherwise boil the life out of the new batteries, putting us back to square one. Optima's Digital 400 four-amp charger, meanwhile, retails for about \$100 – we would have gone this route, but the ability to charge at 12 amps was attractive, so our order was for the larger of the two.

Yes, a stand-alone charger does require more work when maintaining the trailer's batteries, but it's also offering flexibility that a trailer-based system cannot. Is this the right setup for you? Only you know the answer to that, but for us, it's ideal. ●

STAY IN CHARGE

Batteries in motorhomes and trailers do a lot of sitting. While many trailers have integrated chargers, if they don't – or they go bad – a standalone solution like Optima's Digital 1200 Charger is a good option.



STILL GOING STRONG

Selin Rollan has raced at the top of Idemitsu MX-5 Cup going on five years and has no intention of stopping any time soon. | **WORDS** Richard S. James | **IMAGES** Ignite Media



SCCA Florida Region member Selin Rollan is now somewhat of the elder statesman in the Idemitsu Mazda MX-5 Cup Presented by BFGoodrich Tires, but that doesn't mean he's going any slower in his fifth season of the IMSA-sanctioned series. In fact, last year he narrowly missed winning the championship, and he's been in the top three every season. In 2022, after four races, he has a win at St. Petersburg and two other podiums.

"I think this has been one of my best starts to the season," he said right before the fifth and sixth rounds at Mid-Ohio Sports Car Course in May. "I'm very happy with it. We've gotten podiums on three of the four races, won one of them, and I'm currently 20 points out of the lead, so I'm very happy with that. The whole Hixon motorsports team and Austin Hatcher Foundation, we've worked to put a program together for 2022 and I'm very happy to be

running with them and excited to continue the good momentum.

For Selin, it just keeps getting better. The money Mazda Motorsports gives to the top finishers and Rookies of the Year makes it easy to come back year after year, but it's the quality of the racing that keeps him returning.

"MX-5 Cup is the best racing you can get. All the cars are the same, all the drivers are top-notch. You watch the racing... what other pro racing are you watching that has packs of cars, drafting, cars constantly in a pack, besides NASCAR at Talladega or Daytona? The racing is there, the racing is close. We're not all spread out like an IndyCar or F1 race. Yeah, those are the pinnacles of motorsport, but our racing is always exciting, and you never know who's going to win. There's so much mind games to it and so much strategy. It's not the best team that always wins, it's not the best car that always wins, because really everything is all

the same. It's all pointing toward the driver, the driver's strategy and just making the right moves at the right time," the 28-year-old resident of Orlando, Fla., explains.

Selin attributes much of the success he's had in professional motorsports to racing Spec Miata. Not only did it teach him many of the necessary skills, but also finishing second at the SCCA National Championship Runoffs in 2017 earned him an invitation to the Mazda Motorsports Shootout. There he earned the \$100,000 scholarship (now worth even more) to go race in MX-5 Cup that got him his start in the series.

"Spec Miata was the best option, and the cheapest option to go Club racing, and there you were getting 70 cars in a field. So, I attribute all the knowledge that I have now to Spec Miata racing. There's just so much racecraft that's involved in that and SCCA has now built me to the driver that I am in MX-5 Cup, all those years in Spec Miata. I was very lucky that Mazda had [and still has] the program to bring up-and-coming Club racers to the shootout and give them the opportunity to come up to MX-5 cup.

"Spec Miata is low horsepower, so everything is about momentum. You've got to really learn how to release the brakes, you've got to learn how to carry that center apex speed and not bog down your engine. You've got to keep everything going. You definitely learn the draft like nothing else. All of that combined

really helped my racecraft develop into what it is today," he adds.

He still revisits his SCCA Road Racing roots, bringing his Global Mazda MX-5 Cup car to run U.S. Majors Tour races in Touring 3. The Mazda contingency money he earns there helps him keep going in MX-5 Cup as well. Away from the track, he's a pilot and flight instructor. If the professional racing opportunities don't come his way, he's looking at a career as an airline pilot. But he certainly plans to keep racing MX-5 Cup as long as he can.

For 2022, Selin is running with Hixon Motorsports and carries the Austin Hatcher Foundation on the car. Austin Hatcher Osborn passed from cancer at only nine weeks old. Austin was the son of Jim, an orthopedic surgeon, and Amy Jo Osborn. The foundation named in his honor provides services to children suffering from cancer and their families, including counseling, therapy, and education. Jim Osborn raced for many years, and thus the foundation often works within motorsports to spread the word.

"We like talking to foundations for good causes. We spoke to Amy Jo Osborn, the director of Austin Hatcher Foundation, and we came up with a deal. They have worked together with IMSA in the past and continue to do so. They agreed to be our title sponsor for the season, and it's been great. I think the car looks great. I actually got to do a hospital visit with them



FAST VETERAN

For five years, Selin Rollan, who earned his way into Idemitsu Mazda MX-5 Cup through the Mazda Shootout, has been at the top of the series.



“It’s all pointing to the driver, the driver’s strategy and making the right moves at the right time.”

SELIN ROLLAN

in Orlando when they were in town for the Twelve Hours of Sebring, and it was a great time engaging with the children. It’s a terrific cause for the children who have pediatric cancer. It’s very heartwarming and I’m happy to have them on the car.”

The opportunity to race at a high level and support a great cause in the process would be a dream come true for many people. And it seems that Selin Rollan is one of them, as he expresses his enthusiasm for MX-5 Cup.

“I love the competition and it’s been so much fun. So many times, I jump out of the car and maybe I don’t win but I get a podium or something, but I still have a smile on my face because of how enjoyable the race was. I can relate to my competitors when I talk to them about the race, and they all had a great time. It’s just such a satisfying feeling racing side by side through multiple corners of the track, all without making any contact.” 🍷

TOO LATE

Having the wrong brake setup is downright scary – a lesson I learned on track with a championship title on the line

WORDS Philip Royle | MAIN IMAGE Richard S. James



Philip Royle

It's too late to worry about brakes when you're pushing the pedal during competition.

With the exception of any driver-adjustable brake bias you may have at your fingertips, by the time you're on track or threading through an autocross course, you're fully committed to whatever setup you devised at home or in the paddock. While I've always been pretty uncompromising when it comes to brake system maintenance, there was one instance where I hit that center pedal and was met with little resistance – and I was leading the Runoffs.

It could be said that my 2015 SCCA Road Racing year was the peak of my amateur racing career, still not all was peachy. Back then, I was piloting a Civic Si

in Touring 4 in a car supplied by Honda and major sponsorship from Lucas Oil. And, while it took me all season to dial the car in, by the time I hit the track for the National Championship Runoffs at Daytona International Speedway, that Civic was as fast as it had ever been.

Much of T4 is a formula dictated by the General Competition Rules (GCR), so my car met the letter of its spec line law. Brake pads were an open modification, though, so I'd outfitted the car with an aggressive pad that had been recommended to me and went racing. And it all worked. Until it didn't.

I'd led every lap of the Runoffs race, and had just passed the white flag, indicating I was 14 turns and 3.56 miles from my first SCCA National Championship title. If memory serves, I had a healthy six-second gap to second, but I decided I'd drive the last lap like I'd driven the previous 13. Then, entering the International Horseshoe for the last time – the first braking zone after exiting the front straight – the brake pedal sank to the floor.

Assessing my options, I realized I was scrubbing enough speed that I probably wasn't going to mow too much grass, so I pumped the brakes, turned right, and hoped.



KNOW YOUR BRAKES

The 14th lap of the SCCA National Championship Runoffs is not the right time to discover your brakes are only good for 13 laps.

I made the turn, and luckily Daytona's straights are long enough that the brakes cooled enough to stave off the problem, although I eased my pace a hair through the checkered flag just in case.

I entered the 2016 Runoffs at Mid-Ohio Sports Car Course



without turning a wheel all year. And, while I didn't expect a repeat of 2015, I figured the car was set up well enough from Daytona that I'd spend qualifying simply tweaking alignment settings. Instead, within a handful of qualifying laps, the brake pedal sank

to the floor as it had done that one time at Daytona.

Now, in the midst of Runoffs qualifying and starting to panic, I called Summit Racing and ordered a set of Hawk Performance DTC brake pads, along with a healthy amount of brake ducting.

Awaiting track delivery of my parts, I headed out for more qualifying sessions with the existing setup to discover that a handful of laps was all the car had left before the brakes gave up the ghost.

My brake order arrived post qualifying, leaving me

to start the Runoffs race with a largely untested setup.

So, a word to the wise: test, test, test. Try new brake pad compounds, new ducting routing, new fluids, new calipers if you can. Because it's true: By the time the competition starts, it's too late to worry about your brakes. 🚫



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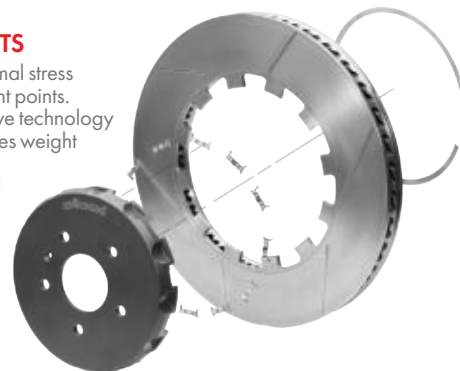


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As changes come in the cars we race, the rules processes and technical inspections will require new approaches.



TECHNICAL RULES NEW AND OLD

As changes come in the vehicles we race, new ideas are needed to make sure we understand the complexities; at the same time, we can't lose our knowledge of where the rules came from

WORDS John LaRue, Chairman, Club Racing Board | **IMAGE** Courtesy Tesla

During a recent call with some of our tech stewards, a discussion ensued about the ever-increasing complexity of our racecars and the capabilities of volunteers in our organization to conduct proper inspections.

Not only do our stewards face this problem, but so do our advisory committees as they attempt to draft rules to class new cars, or make adjustments to cars already in the class to make them more competitive. Matters have become so complex that a conference call had to be held between one of our committees and the engineering team at a Big Three auto company to sort out a new rules package for a traditional internal combustion engine vehicle. As we move forward with the Electrical Vehicle program, the process is likely to get even more complex and changes are inevitable.

Just as concerning as grappling with the modern technologies is the loss of

institutional knowledge concerning our current racecars. As our leaders age out, we lose that knowledge that helped to form many of the rules we find in the GCR. I personally recall the first time I read the engine rules for the Formula F Kent engine. While I was quite proficient at reading rules at that time, I was thoroughly confused by what I read. It was only after many hours of tutoring by the fathers of those rules that I came to understand them. Without those people, how well will our GCR stand up and how will these inspections be performed in the future? What happens when a protest is lodged, and we don't have stewards who have the experience or expertise to conduct the necessary inspection?

This changing and demanding climate emphasizes to us how important it is to encourage new growth in our organization.

"As we move forward with the Electrical Vehicle program, the process is likely to get even more complex..."

It is the young engineers and racers who will be best equipped to guide the SCCA into the future regarding modern technologies.

Also, however, it is up to the "old guard" to encourage this growth and to bestow upon those new members knowledge of the GCR and other processes that have helped to create our SCCA Road Racing program. It is further incumbent upon the CRB, Advisory Committees, and Stewards to consider these challenges and limitations and to implement changes that enable our Stewards to continue to perform their duties. As Bob said, "The times they are a-changin'." 🍎



NO ISSUES

Timing problems have fortunately not been an occurrence at ProSolo events in 2022.

FUEL COSTS A DAMPER ON ENTRIES?

Travel costs are surging, and the entries at ProSolo and National Tour events seem to be affected | **WORDS** Paul Brown | **IMAGE** Rupert Berrington

To think we complained about fuel prices a few years back. With the pandemic apparently winding down (hopefully for real this time), we really should be seeing a big resurgence in event attendance. Travel costs seem to be the most likely reason we aren't.

The ProSolo PS1 event at the FIRM in Florida kicked off the National Solo season with 110 entries. The Tire Rack SCCA Solo National Tour at Red Hills, Ga., also attracted healthy entry levels, but neither threatened their cap. Rising fuel prices after that may be responsible for a rather low turnout at the ProSolo in Beeville, Texas. The Las Vegas National Tour had about 175 entries, but that's almost 100 below the cap.

It's not that hitting entry caps is desirable, but missing them by such unexpectedly large numbers does seem to indicate an issue. I've certainly not heard of a major groundswell of dissatisfaction with the National Solo program, so I'll credit this one to concerns about travel costs.

Here are a few random thoughts about the beginnings of the 2022 season. First off, kudos to the ProSolo Reset Team. Timing and

Scoring mishaps have not been a story so far this year. That's great news. The work there is not yet complete, but the next steps should be mostly transparent to the field of competitors.

The first two events on the Tire Rack ProSolo schedule are testaments to the adaptability of the series. The site in Florida only supports one good course at a time, so it gets a PS1 event. After struggling in prior years to make the Challenges work with a single course, the decision was made to simply award Challenge finishers based on seeding. A single-course ProSolo isn't ideal, but it's a whole lot better than no ProSolo at all.

From a Solo perspective, the Beeville site has infinite space. The problem is that there's no obvious way to lay out symmetrical, mirrored courses. The solution – only recently realized – is to create two courses of similar length, but with no effort to make them mirrors of each other. This year's courses were vastly different, with the left course being quite technical but the right course being a wide-open test of, well, let's just say "guts." The length of the courses did demonstrate one new feature of the timing system: There's no longer

a two-car limit on course. That bodes well for sites that have space for longer courses.

One ProSolo rule change should be highlighted here as it will affect people who are having mechanical issues and may help make their event less awful than it could be. In years past, if a competitor had to make a car change due to mechanical issues, they could not return to their original car. This rule overlooked the fact that many mechanical issues can be corrected overnight, and most competitors would prefer to run the car in which they originally entered. The updated rule now allows for a return to that original vehicle for the second day's competition. An additional benefit of this change is that it is now similar to the car change rule for Solo National Tours and the Tire Rack SCCA Solo National Championships.

Here's hoping we'll see the situation in Ukraine come to a peaceful end, which should remove some of the direct causes of the current fuel price surge – whether those causes are tangible or just excuses – and we can finally get back to a proper autocross season.

Safe travels, and we'll see you on site! 📍

**RULES CHANGES**

New allowances in the Prepared classes are among several changes to the RallyCross rules for 2022.

RULES OF THE ROAD

An overview of the rules changes for SCCA RallyCross for 2022

WORDS Matt Wolfe | **IMAGE** Rupert Berrington

The latest iteration of the SCCA RallyCross Rules is now available for download on the SCCA homepage under the RallyCross tab. While there aren't as many updates as in previous years, there are several important changes that should be noted by competitors. We're going to cover the major rules updates here, but read the rules to ensure full understanding.

One of the biggest changes for 2022 that will affect all competitors is that several helmet standards have been phased out. SA2005, SAH2015, M2005, K2005, and SFI 2005 certifications are no longer valid for use at SCCA RallyCross events. British spec BS6658-85 type A and A/FR and FIA 8860-2004 helmets are also no longer permitted. Additionally, all ECE helmets will no longer be permitted after Dec. 31, 2022. Be sure to check the certification label on your bucket before heading to an event to ensure that your helmet is compliant.

Another update is to the tire rules. As of this year, the total load index rating for non-automotive tires must meet or exceed the weight of the vehicle. This includes the

weight of the driver as well as a passenger, if one is present. This update was implemented to prevent blowouts or debeads. Rules for studded tires have also been updated. While studs are still not permitted at National events and cannot be homemade using bolts or screws, non-DOT studs are now permitted.

There have been some new allowances added to the Stock and Prepared classes for 2022. All Stock class vehicles are now permitted to install a catch can to prevent oil from entering the air intake. Stock class vehicles that were factory equipped with lug bolts may now replace them with lug studs and lug nuts.

For ABS-equipped, Prepared-class vehicles, the ABS units may now be removed or bypassed mechanically. This modification is permitted even if the ABS unit serves other functions such as traction control. Prepared-class vehicles are also now permitted to be equipped with metallic bushings, and seat belt installation in Prepared has been simplified to comply with the general safety rules.

Air intake modifications have also been clarified in Prepared. Moving forward, the existing structure of the car may not be

modified to direct air into the engine inlet. However, holes may be drilled for mounting of emissions or engine management components in the air intake system, such as a PCV valve or mass airflow sensor. Those components must retain their original function along the flow path.

Some universal safety rules have been updated for 2022 as well. Language has been added to the windshield rules which states, "The windshield must allow adequate forward visibility at all times to safely operate the vehicle." Language has also been added to the rules for electrical equipment, which states that all electrical cables, terminals, and switches must be securely fastened. Lastly, all vehicles equipped with a swing axle (except Porsches), must have a camber compensator, display negative camber on the rear wheels, or have axle-limiting straps. Standard pre-1967 Volkswagen straps are not sufficient for meeting the requirement.

For the full list of RallyCross rules changes for 2022, head over to [SCCA.com](https://www.scca.com) and download the 2022 edition of the rulebook. All 2022 rules changes are listed on pages three through five and are noted in red text. 📖

WOMEN IN MOTORSPORTS

An SCCA initiative looks to the future, working to promote and encourage women to have #FunWithCars

WORDS Jim Weidenbaum, SCCA Foundation Board of Directors | **IMAGES** Perry Bennett



WOT GROWTH

The Women On Track program is designed to get more women involved in motorsports, in all areas.

The SCCA Foundation supports the growing SCCA Women on Track (WOT) program with financial and other resources. SCCA Foundation-funded programs have included scholarships, road racing equipment for novice schools, and promotional materials for social gatherings at the Tire Rack SCCA Solo National Championships and the National Championship Runoffs. To learn more about the vision for WOT, I recently posed questions to the two women who launched this outstanding initiative: Linda Duncan and Velma Boreen.

Let's start with the WOT acronym. Surely that's a play on the racing term Wide Open Throttle? What message are you wishing to convey with WOT? The shared acronym with Wide Open Throttle is just a bit of luck. We prefer to use the whole name – SCCA Women On Track. We are trying to be inclusive of all women: drivers and volunteers.

What are some of the tangible goals of WOT? Our tangible goal is to encourage more women

to consider motorsports as a driver or as a volunteer. Women need to see other women in various roles who contribute to an overall program. Currently we are tracking our progress through event results and volunteer lists.

While WOT is relatively new, what are you most proud of to date?

- We are very proud that our numbers are growing. We began this program in SCCA Autocross, when reviewing Solo National Championships data and then Solo National Tour data and it was clear that our female participants and volunteer attendance numbers were falling.

- We are also extremely proud that we are now an official SCCA committee. Our charter was approved by the SCCA Board of Directors in May 2020. The charter allowed us to restructure our committee to include all disciplines of the SCCA.

- We are proud of the support we have received from the SCCA Foundation which has allowed us to continue and grow our

scholarship programs. This year, we will continue our Novice Road Race School Scholarship and have included scholarships for Road Rally, RallyCross, volunteers, and plan to work on a scholarship for Time Trials.

WOT's Facebook page is for women only. What are the benefits of having a private Facebook group?

The private Facebook group is a way to encourage women to ask questions about cars, but mostly it's a safe forum to ask open questions regarding what's needed to get involved or compete, all without being judged.

It's an impressive series of WOT member profiles that ran on scca.com during International Women's Month. What was the impetus of this, and how was it received?

- We wanted to showcase women's roles in motorsports, particularly SCCA women. We featured women who were drivers and went on to National and International motorsports, as well as the women at the National and Regional level of SCCA who contribute at events as drivers, leaders, and volunteers. Women's History Month occurs every year and it seemed like the perfect time to showcase these incredible women of SCCA. We now have a total of 1,213 women who have #funwithcars on our Facebook page. All ladies who love being around cars are welcome to the page.



- Recently, Linda went to a Central Florida Region RallyCross and offered the women in Timing and Scoring our Women On Track decals. They were thrilled to receive them and began passing them out to other women at the event. This was a very positive response, so look for the SCCA Women On Track decals at all National Solo events on the tech trailer; we hope to soon have WOT decals at tech at National road races, too. Otherwise, contact one of our committee chairs on our Facebook page and we will get some decals to you for your Region.

What's next for WOT? We would like to continue building our committees with representation and support throughout the country, and we are working to distribute all WOT scholarships in a timely manner.

For more information regarding SCCA Women On Track, please go to: sccaoundation.com/women-on-track

Donations made to the SCCA Foundation can be earmarked for SCCA Women On Track purposes. "Programs like the Wendi Allen Scholarship and the Women on Track Road Racing Scholarship are possible because of the generous donations of so many people," explained Jeff Jacobs, Chairman of the SCCA Foundation. "Any amount can be dedicated to support the efforts of the SCCA Women On Track team – whether \$10, a Qualified Charitable Distribution from a retirement account, or a legacy gift as part of estate planning." 🍷

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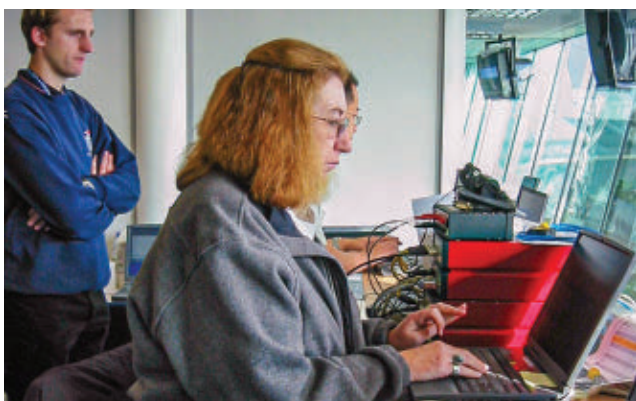


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IT TAKES A VILLAGE

More workers — Carla Heath and Rich Roberts — feted at the 2021 SCCA National Championship Runoffs for their love and dedication | **WORDS** Steve Nickless | **MAIN IMAGE** Courtesy Carla Heath



CLUB TO PRO

Carla Heath has been working in Timing and Scoring for a long time in a variety of series, such as seen here at Rockingham in 1991.

Carla Heath (Washington DC Region member and 2021 SCCA Worker of the Year for Timing and Scoring) came to the SCCA because of her first husband's interest but clearly stayed for the people as well as an early affinity for her SCCA specialty.

"My first husband liked cars, so we went to Club and Pro races in the early 1970s," she says. "He became a corner worker, as did I. But after too many wet, cold days outside—especially one miserable week at the Road Atlanta Runoffs—I decided an indoor specialty might be better. The T&S building at Summit Point, the DC Region's home track, wasn't fully enclosed, but it offered some protection from the elements.

"I was trained by and worked with many wonderful people there: Te Slagle, Jenny Pakulski, Dick Barth, Claudia Jenkins, Jeanne Hoffman, Rich Mesick and his family (Rich was about 10 at the time but is now one of the primary T&S chiefs in the SEDiv), and others whose names escape me. I found I had good car recognition, so I could tape pretty well, and I learned how to do an accurate lap chart. All cars were timed with stopwatches back then."

Heath's résumé is spectacular: She has volunteered in SCCA since 1974,

almost exclusively in Timing and Scoring since 1980, serving as chief or co-chief at the Runoffs almost every year since 1982 and as National T&S Administrator from 2008 to the end of the program.

In SCCA Pro Racing, she was a member of the T&S team for the series that became World Challenge (1986-'96) and was T&S Chief for the Racetruck (1988-1990) and Trans Am (1991-1995) series.

"Just for variety over the years, I have worked T&S at many endurance races, including the 12 Hours of Sebring, 24 Hours of Daytona, and SCCA and IMSA races ranging in length from three to 24 hours," she remembers. "I've even helped time a couple of NASCAR Truck series races, a NASCAR Winston Cup race, an ASA event and several AMA road races plus, for two seasons, all the races in the now-defunct Legends of Motorsports series."

From 1996 onward, Heath was part of the IndyCar T&S team as the series evolved from CART to Champ Car to the current IndyCar. In 2000, when CART Timing was created to provide T&S services, AMB [now MyLaps] became the primary system. Heath worked closely with the software writers at AMB to make improvements in its Timegear

system, attending "Timegear Academy" in Amsterdam, Holland, in 2001, and graduating as a certified Timegear operator.

Heath's significant other is Ken Brown, a noted long-time race photographer, who retired from racing in 2016 with severe back issues. Though she retired from pro racing at the end of the 2020 season, Carla carries on in Club racing.

"One keeps going to events, getting more and more involved, meeting more people, and then you've found a lifetime hobby," Heath says. "Now, all my friends are currently or have been involved in racing.

"I retired from pro racing so I could travel more," she goes on. "Although COVID made that difficult, I'm not staying at home. I have plans to go to eight of the 10 DC Region events, both at Summit Point and NJMP. I'll also be at the Hoosier Super Tour at PittRace and expect to spend two weeks in Indy subbing for one of the IndyCar T&S workers."

While she retired from a long 8-to-5 career as a typesetter and typesetting manager in 2016, she sees no end to working the races. "For sure I don't understand [yet?] what 'retirement from racing' means," she adds with a laugh.

"I don't think there is an ideal timer and scorer," Heath replies to the question. "The jobs needing to be done in T&S are varied, and each task is not suited to every person. The goal is to find the job you like, and are good at, and stick to it. I'm a fan of cross training but recognize it's not always possible.

"So many Regions are short-handed in the timing room," Carla continues. "But in DC Region, we are blessed with a dozen or more people at most events. And they are exceptional timers. Their backgrounds, skills, and personalities are very different, yet they make a good team. We work well together and socialize equally well at the end of the day."



VERSATILE

Rich Roberts worked Flagging and Communications for a long time, but stepped into Sound Control when he noticed a need.

BEING GOOD NEIGHBORS

Sound and sound control is more and more a pressing issue in the 21st century and a worker specialty growing in importance by leaps and bounds at the variety of SCCA club and pro racing events. Rich Roberts (Milwaukee Region member and 2021 SCCA Worker of the Year for Sound) is one of many who saw the need and jumped in, calling on an engineering background to learn on the fly—and quickly.

There could not have been a worse time, perhaps, than early April 2022 to talk to Arkansas resident Roberts about his National award. “My wife passed away a few weeks ago and I’ve got a lot to do. This year has been a challenge,” he said quietly.

All in the Club and on the *SportsCar* staff are deeply saddened for Roberts’ loss. What a measure of his commitment that he chose to push on with our discussion.

“Well, I have a National F&C license and have worked for 27 years in Flagging and Communications,” Roberts begins. “But about five or six years ago, I decided I needed to branch out a little bit, engage in more specialties, because I noticed some [areas] were kind of shorthanded. Sound was one of them.”

Roberts had no past experience, but he did have a field service and engineering background, some familiarity with the terminology and an experienced mentor in the form of Milwaukee Region Sound Chief Michael Holtz.

“The Milwaukee and Chicago Regions have excellent sound equipment because two of our tracks—Blackhawk Farms in Rockford and Road America—have always had sound [limits] to keep the local locals happy,” he explained. “So, sound control has always been a requirement in our particular area.”

“I found a need there, and it [lined up with] the desire to expand my capabilities,”

“I found a need there, and it [lined up with] the desire to expand my capabilities.”

RICH ROBERTS

he said. “There are three big annual events at Road America that require sound control, and poor Michael [Holtz] ended up having to do some of those events singlehandedly, which is fairly difficult. So, I walked up and said, ‘Hey, would you like some help?’ And they just about fell over, saying, ‘Yes, please!’”

“That was about six seasons ago and I began to do sound just as a helper. Milwaukee Region has primary and backup equipment, and so does Chicago Region; so, we have all we need in the way of equipment—which is not always the case with some of the Regions, I understand.”

Roberts has found a new calling in sound, and that has brought with it many memorable experiences. Few, though, top the 2020 Runoffs at Road America—because of the challenge and because of the way his daughter stepped up to assist.

“My one daughter, Caryl, is a race official as well. She has Divisional licenses in Timing and Scoring and now Sound,” Roberts relates. “We both signed up to work the 2020 Runoffs [at Road America]—right in the middle of the COVID outbreak, remember—and we both showed up on the first test day, the first practice day. But Caryl found herself without a seat in T&S. They had a limited number available [and all were occupied]. So, she came over to hang out with me.

“When we got across the track to the Sound station, though, we discovered that nobody who had signed up showed up! I was all alone, the only one on hand for the first practice day at the National Championships. Crazy.

“Anyway, Caryl had no experience with Sound, but lots with T&S,” Roberts

continues. “I asked her, ‘Could you help me?’ and she said, ‘Yes,’ and she did!”

Help did arrive later that first day, but father and daughter had first to rise to a big challenge in the first few sessions. The sound meter is just past Turn 3 on driver’s left at Road America and there is no power, so there’s a lot of back-and-forth hand-delivering dB readings to the infield stewards trailer and the gas pumps where the sheets are posted.

“I had a golf cart, and as soon as we had a couple more folks show up later in the afternoon, Caryl grabbed it and began shuttling the results across the track. It all worked out.”

Sound is one of the more demanding specialties, requiring “decent vision, for sure,” Roberts says, “because the cars go by real fast and it’s really hard to pick out some of those numbers. You need good reflexes to be able to pick cars out of a big run group. And you have to be very organized because there’s so much paperwork involved and usually so little time.

“We depend more and more on the online services like Race Monitor and RaceHero for names and car numbers,” he continues. “Without all that data, we sometimes get so far behind that it becomes overwhelming.”

Looking ahead to this race season, Roberts, now a Road America employee, will soon move north to Wisconsin and set up his motorhome right across from the track.

“Yeah, my commuting time to work is about two minutes,” he adds with a laugh.

But: “We’ve had some significant losses within both my family here and the racing community as well. It’s been a very difficult year so far.”

Rich Roberts remains ready, however, to step up wherever he’s needed—an attribute shared by all in the Class of 2021, and the reason the rest of us remain grateful to these Workers of the Year. 🍷



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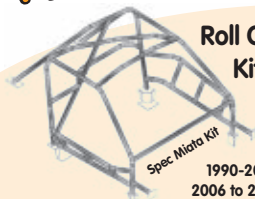
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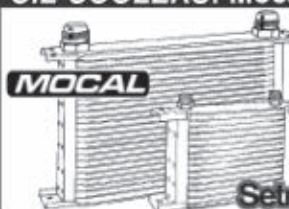
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CALENDAR

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

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



TRANS AM gotransam.com

Feb 24-27 Sebring International Raceway
Dyson (TA); Matos (TA2); Mars (SGT); Griffin (GT)

Mar 17-20 Charlotte Motor Speedway, N.C.
Dyson (TA); Skeen (TA2); Lowry (SGT); Hale (XGT); Griffin (GT)

Mar 24-27 Michelin Raceway Road Atlanta, Ga.

Dyson (TA); Skeen (TA2); Evans (SGT); Hale (XGT); Griffin (GT)

Apr 22-24 WeatherTech Raceway Laguna Seca, Calif.

Dyson (TA); Skeen (TA2); Evans (SGT); Joiner (XGT)

Apr 30-May 1 Sonoma Raceway, Calif.

Dyson (TA); Matos (TA2); Lux (SGT)

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.

Fulmer IV (TA2); Johnston (SGT); Sheehan (XGT)

Apr 22-24 WeatherTech Raceway Laguna Seca, Calif.

Holden (TA2); Evans (SGT); Joiner (XGT)

Apr 30-May 1 Sonoma Raceway, Calif.

Pickett (TA); Rydquist (TA2); Evans (SGT);

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

Apr 8-10 NOLA Motorsports Park, La.

Hughes; Morris; Rivers

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



FORMULA REGIONAL AMERICAS

Apr 8-10 NOLA Motorsports Park, La.

Clark; Hyman; Tavella

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



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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.



Date Track/Region



HOOSIER SUPER TOUR

scca.com/supertour

Jun 3-5 Watkins Glen International, N.Y.

Jun 17-19 Road America, Wis.



U.S. MAJORS sccamajors.com

NORTHEAST CONFERENCE

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

Jun 11-12 Mid-Ohio Sports Car Course, Ohio

Jul 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

Jul 2-3 Roebeling Road, Ga.

MID-STATES CONFERENCE

Jun 4-5 Ozarks International Raceway, Mo.

Jul 2-3 High Plains Raceway, Colo.

Aug. 20-21 High Plains Raceway, Colo.

SOUTHERN CONFERENCE

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

▼ ROAD AMERICA MAJORS

Racers have two opportunities to capture Majors points at Road America in June and July.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

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

ENDURO NATIONAL TOUR

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

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

Aug 19-20 Thompson Speedway Motorsports Park/ New England

Aug 26-28 Pittsburgh International Race Complex/ Steel Cities

Sep 2-5 Summit Point Raceway/ Washington DC

Sep 9-11 Palmer Motorsports Park/ New England

Sep 15-18 Watkins Glen International/ Finger Lakes

Oct 7-9 Summit Point Raceway/ Washington DC

Oct 13-15 Thompson Speedway Motorsports Park/ New England

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

SOUTHEAST sedivacing.com

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



Jeff Loewie

GREAT LAKES gldsc.ca.com

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

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

SOUTHWEST sowdivscca.org

Sep 2-5 # MSR Houston/Houston

Nov 12-13 MSR Cresson/Texas

ROCKY MOUNTAIN coloradoscca.org

Oct 15-16 La Junta Raceway/Continental Divide

NORTHERN PACIFIC norpacsc.ca.com

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

Jun 11-12 Pittsburgh International Race Complex/Steel Cities

Jul 1 Watkins Glen International/Finger Lakes

SOUTHEAST sedivraci.org

Aug 20-21 Palm Beach International Raceway/Florida

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CALENDAR KEY

All dates/events subject to change

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

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

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

NORTHEAST nediv.org

Jun 3-4 TT/TE New Jersey Motorsports Park/South Jersey

Jun 11 HC Weatherly HillClimb, Weatherly, Pa./Northeastern Pennsylvania

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

Jul 8 HC Giants Despair HillClimb, Laurel Run, Pa./Northeastern Pennsylvania

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

Sep 17 HC Weatherly HillClimb, Weatherly, Pa./Northeastern Pennsylvania

Oct 8 TS Bader Field/South Jersey

SOUTHEAST sedivraci.org

Jun 19 TE Homestead Miami Speedway/Florida

GREAT LAKES gldsc.ca.com

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

CENTRAL cendiv-scca.org

Jun 9 TE Milwaukee Mile, West Allis, Wis./Milwaukee

Jul 7 TE Road America/Milwaukee

Aug. 26 TE Road America/Milwaukee

Sep 15 TE Milwaukee Mile, West Allis, Wis./Milwaukee

Oct 13 TE Milwaukee Mile, West Allis, Wis./Milwaukee

MIDWEST midiv.org

Jun 3 TT Ozarks International Raceway/Kansas

Jun 14 TE World Wide Technology Raceway/St. Louis

Jul 12 TE World Wide Technology Raceway/St. Louis

Aug 9 TE World Wide Technology Raceway/St. Louis

Aug 12-13 TT Motorsport Park Hastings/Nebraska

Sep 13 TE World Wide Technology Raceway/St. Louis

Oct 14-16 TT Raceway Park of the Midlands/Des Moines Valley

Oct 18 TE World Wide Technology Raceway/St. Louis

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Jeff Loewie

▲ CAM CHALLENGE

Grissom Aeroplex will host the CAM Challenge in August, as well as the SCCA Solo National Tour June 9-12.

ROCKY MOUNTAIN coloradoscca.org
Apr 30-May 1 TA La Junta/Continental
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

Jun 3-5 TE Buttonwillow Raceway Park/Cal Club
Sep 2-4 TE Buttonwillow Raceway Park/Cal Club

TIME TRIALS NATIONAL TOUR

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. Jun 8, Jul 6, Aug 24, Sept 21
Auto Club Speedway, Calif. Jun 18, Sep 10, Nov 12
Blackhawk Farms Raceway, Ill. Jun 8, Jul 13, Aug 10, Sep 14
Brainerd International Raceway, Minn. Sep 2*
Carolina Motorsports Park, S.C. Jun 23, Oct 6
Charlotte Motor Speedway, N.C. Jun 2, Jul 7, Aug 3
Dakota County Technical College, Minn. Jun 3*, Jun 24, Jul 22*, Aug 11*, Sep 16
Daytona International Speedway, Fla. Aug 4, Aug 5
Dominion Raceway, Va. Jun 2, Jun 30, Aug 4, Oct 6
Eagles Canyon Raceway, Texas Sep 13
GingerMan Raceway, Mich. Jun 16, Aug 11, Sep 15
Harris Hill Raceway, Texas Jun 8, Sep 14, Oct 12, Nov 2
Heartland Motorsports Park, Kan. 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.

Jun 21, Jul 22
MotorSport Ranch, Texas Jun 7, Oct 11
Nashville Superspeedway, Tenn. Jul 28
Nelson Ledges Road Course, Ohio Jun 22, Jul 13, Aug 10
New Hampshire Motor Speedway, N.H. Aug 4
New Jersey Motorsports Park, N.J. Jun 22, Jul 20, Aug 17, Sep 21
NOLA Motorsports Park, La. Oct 13
Palm Beach International Raceway, Fla. 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. Jun 1, Jun 29, Jul 27, Aug 26, Sep 20, Oct 12
Pocono Raceway, Pa. Jun 14, Jul 7, Aug 10, Sep 15
Portland International Raceway, Ore. Jul 5, Aug 2
Ridge Motorsports Park, Wash. Jun 14, Jul 12, Aug 8, Sep 20
Sebring International Raceway, Fla. Jun 16, Oct 27
Thompson Speedway Motorsports Park, Conn. Jun 30, Jul 11, Jul 26, Aug 9, Aug 30, Sep 22, Oct 12
Thunderhill Raceway Park, Calif. 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

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

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

Jun 18 Traders World, Monroe, Ohio
Jul 25 Atlanta Motor Speedway, Hampton, Ga.
Jul 16 Metropolitan Community College, Independence, Mo.
Aug 6 Colorado Air and Space Port, Watkins, Colo.
Oct 8 Crows Landing, Calif.

Check [scca.com/pages/starting-line-for-more-events](https://www.scca.com/pages/starting-line-for-more-events)

REGIONAL

NORTHEAST nediv.org

Jun 3-4 Harrisburg Farm Show/Susquehanna
Jun 3-5 Mid-State Regional Airport/Central Pennsylvania
Jun 3-5 Mid-State Regional Airport/Central Pennsylvania
Jun 4 Montgomery Cty Comm. College Street Survival/Philadelphia
Jun 4-5 Greensburg-Jeannette Regional Airport/Allegheny Highlands
Jun 5 Highmark Stadium/Western New York
Jun 5 Greater Binghamton Airport/Southern New York
Jun 10-12 Adirondack Int'l Speedway/Central New York
Jun 11-12 Moore Army Airfield/New England
Jun 12 Bader Field/South Jersey
Jun 12 Greensburg-Jeannette Regional Airport/Allegheny Highlands
Jun 24-26 Mid-State Regional Airport/Central Pennsylvania
Jun 25-26 Moore Army Airfield Autocross School/New England
Jun 26 Greensburg-Jeannette Regional Airport/Allegheny Highlands
Jun 26 Highmark Stadium/Western New York

Jul 3 Bader Field/South Jersey
Jul 8-10 Mid-State Regional Airport/Central Pennsylvania
Jul 9-10 Seneca Army Depot/Finger Lakes
Jul 30-31 Bader Field/South Jersey
Jul 30-31 NYCB Live at Nassau Veterans Memorial Coliseum/New York
Jul 30-31 Moore Army Airfield/New England
Aug 6-7 Mid-State Regional Airport/Central Pennsylvania
Aug 12-14 Seneca Army Depot/Finger Lakes
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
Aug 19-20 Harrisburg Farm Show/Susquehanna
Aug 20-21 Jaffa Shriners/Allegheny Highlands
Aug 20-21 Moore Army Airfield/New England
Sep 17-18 Seneca Army Depot/Finger Lakes
Sep 17-18 Moore Army Airfield/New England
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
Sep 25 Oswego County Airport/Central New York
Sep 30-Oct 1 Harrisburg Farm Show/Susquehanna
Oct 1-2 Seneca Army Depot/Finger Lakes
Oct 7-9 Mid-State Regional Airport/Central Pennsylvania
Oct 8-9 Moore Army Airfield/New England
Oct 9 Bader Field/South Jersey
Oct 15 Greensburg-Jeannette Regional Airport/Allegheny Highlands
Oct 22-23 Seneca Army Depot/Finger Lakes
Oct 28-29 Harrisburg Farm Show/Susquehanna
Oct 29-30 Moore Army Airfield/New England
Oct 30 NYCB Live at Nassau Veterans Memorial Coliseum/New York
Nov 6 Bader Field/South Jersey

SOUTHEAST sedivacing.com

Jun 5 Pungo Airfield/Old Dominion
Jun 11 Atlanta Motor Speedway/Atlanta
Jun 11-12 Hutchinson Island Paddock/Buccaneer
Jun 12 Dade Cty High School/Chattanooga
Jun 26 Atlanta Motor Speedway/Atlanta
Jul 9-10 Hutchinson Island Paddock/Buccaneer
Jul 10 Dade Cty High School/Chattanooga
Aug 6-7 Hutchinson Island Paddock/Buccaneer
Aug 14 Dade Cty High School/Chattanooga
Aug 21 Atlanta Motor Speedway/Atlanta
Sep 3-4 Hutchinson Island Paddock/Buccaneer
Sep 18 Atlanta Motor Speedway/Atlanta
Sep 18 Dade Cty High School/Chattanooga
Sep 30-Oct 1 Roebeling Road/Buccaneer
Oct 16 Dade Cty High School/Chattanooga
Oct 22-23 Atlanta Motor Speedway/Atlanta
Oct 28-29 Roebeling Road/Buccaneer
Nov 12-13 Hutchinson Island Paddock/Buccaneer
Nov 13 Dade Cty High School/Chattanooga
Dec 4 Dade Cty High School/Chattanooga

GREAT LAKES gldscca.com

Jun 4-5 Walesboro Commins Test Site/Columbus Sports Car Club
Jun 4-5 Owens Community College/Northwestern Ohio
Jun 4-5 Kil-Kare Raceway/Western Ohio
Jun 5 Jack Barstow Airport/Saginaw Valley
Jun 11-12 Mid-American Air Center/Southern Indiana
Jun 12 Fortress/Ohio Valley
Jun 12 Tire Rack/South Bend
Jun 17-19 Traders World/Cincinnati
Jun 18-19 Grissom Aeroplex/Indianapolis
Jun 25-26 Mid-American Air Center/Southern Indiana
Jun 25-26 NCM Motorsports Park/Kentucky
Jun 25-26 Toledo Express Airport/Northwestern Ohio
Jun 26 Allen County War Memorial Coliseum/Fort Wayne
Jun 26 Fortress/Ohio Valley
Jul 9-10 Mid-American Air Center/Southern Indiana
Jul 9-10 Grissom Aeroplex/Indianapolis
Jul 9-10 Toledo Express Airport/Northwestern Ohio
Jul 10 Fortress/Ohio Valley
Jul 16 Tire Rack/South Bend

STEER YOURSELF TO SAVINGS

Your SCCA membership comes with the best benefits in motorsports. Visit SCCA.com/benefits to see how you can save – from gear and parts to great travel discounts. SCCA's got you covered.



MAY/JUNE 2022 ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

Geo Schaab	5/1/57	New York
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60-YEAR MEMBERS

Dan Ehrhorn	6/1/62	Texas
Dave Leeson	5/18/62	San Francisco
Jim Liska	5/1/62	Nebraska
Charles McConnell	5/1/62	Cal Club
William Yates	6/1/62	Cal Club

55-YEAR MEMBERS

Paul Anderson	5/1/67	Washington DC
David Bruns	5/1/67	Cal Club
Walter Dudley	6/1/67	Arizona
Costa Dunias	5/1/67	Texas
Wilma Dunias	5/1/67	Texas
Ken Francke	6/1/67	Central Florida
Robert (Bob) Maurer	5/1/67	Des Moines Valley
Doug Reed	6/1/67	Colorado
Peter Ritsos	5/1/67	Chicago
Reggie Smith	5/1/67	Florida
Neal Wegner	5/1/67	Milwaukee

50-YEAR MEMBERS

Steven Bachenberg	5/1/72	Kansas City
Peter Becker	6/1/72	New England
James Edwards	6/1/72	West Texas
Jonathan Farkas	6/1/72	New York
Fred Hilbert	5/1/72	Wichita
Jim Hughes	6/1/72	Oklahoma
Dennis Jennings	5/1/72	South Bend
Robert Langlotz Jr.	6/1/72	Central Florida
Mary Jane Laws	6/1/72	Chicago
Joseph Marcinski	6/1/72	New England
John Schroeder	6/1/72	New York
Milt Seropan	6/1/72	San Francisco
William Sinkler	5/1/72	New England
Terry Stetler	5/1/72	Northwestern Ohio
Peter Watson	5/1/72	New York
Kevin Wiegiers	6/1/72	St Louis
Sue Young	6/1/72	Indianapolis

45-YEAR MEMBERS

Patricia Briody	5/1/77	South Jersey
Marton Carroll	6/1/77	St Louis
Jack Compton	5/1/77	Ohio Valley
Kenneth Cramer	6/1/77	Milwaukee
Cal Craner	6/1/77	Eastern Idaho
Linda Grass	6/1/77	Northwest
Jon Gray	5/1/77	Steel Cities
Joe Huffaker	5/1/77	San Francisco
Lynne Hunting	6/1/77	San Francisco
Howard Landon	5/1/77	Washington DC
Paul McCreery	6/1/77	Central New York
William Meyer	6/1/77	Ozark Mountain
Gary Milligan	5/1/77	Northwest
Lee Mitchell	5/1/77	Reno
Janet Patton	5/1/77	Cincinnati
Tom Patton	5/1/77	Cincinnati
Edward Paul	6/1/77	Arizona
Thomas Reichenbach	6/10/77	Saginaw Valley
Joseph Russell III	6/1/77	Central New York
Donald Sattler	5/1/77	Phoenix AZ Solo
Michael Sullivan	6/1/77	San Francisco
Christopher Zarzycki	5/1/77	Mohawk Hudson
Alf Zeller	5/1/77	Finger Lakes

40-YEAR MEMBERS

Dennis Bednar	5/11/82	Chicago
Michael Cinciosi	6/16/82	Finger Lakes
Robert Connell	5/25/82	Northern New Jersey
Fred Drobner	5/25/82	Western Ohio
Janet Drobner	5/25/82	Western Ohio
Geoffrey Duncan	6/1/82	Central Florida
Ron Foley	5/28/82	Atlanta
Stephen Grunewald	6/15/82	Detroit

Rob Heiser Jr.	6/28/82	Atlanta
Joel High	5/17/82	Northern New Jersey
Scott Jessurun	6/7/82	New England
Jeffrey Jordan	5/20/82	San Francisco
E Kelly	6/17/82	Colorado
Brian Kennedy	5/14/82	Land O'Lakes
Linda Kogan	6/17/82	New England
David Krause	5/26/82	Chicago
Michael Langley	6/29/82	Tennessee Valley
John Leigh	6/30/82	Atlanta
Scott Meland	6/16/82	Blackhawk Valley
Francis Oconnor Jr.	5/12/82	New England
Darrel Padberg	5/19/82	Red Hills
Matthew Pinson	5/20/82	New England
Eve Pribel	6/29/82	Chicago
Sheila Read	5/19/82	Chicago
Tina Reeves	6/29/82	Finger Lakes
Tim Silver	6/16/82	Cincinnati
Karen Smith	6/25/82	Mohawk Hudson
Michael Sonderman	5/28/82	Western Ohio
Louise Steeb	5/10/82	Detroit
Kathy Vanderwende	6/29/82	Misery Bay
Daniel Ver Kuilen	5/10/82	Milwaukee

35-YEAR MEMBERS

Del Auray	5/6/87	New England
Elaine Ayers	5/28/87	Cal Club
Karen Bernstein	5/18/87	San Francisco
Philip Bohlander	6/26/87	Western Michigan
Jeffrey Burke	5/28/87	Northern New Jersey
David Carr	5/18/87	New England
George Cichon	5/18/87	Blackhawk Valley
Edward Clark	5/7/87	Northern New Jersey
Carma Clark	6/8/87	Buccaneer
Judy Cooper	5/15/87	Central Florida
Richard Corn	6/15/87	Oregon
William Crowley	6/4/87	New England
Mary Daly	6/23/87	St Louis
Robert Davis	5/26/87	San Francisco
Bob Dowie	6/25/87	Northern New Jersey
Alan Dunklee	5/29/87	New England
William Dwyer Jr.	5/14/87	San Francisco
Bob Eichelberger	6/24/87	St Louis
Charles Fensel	5/12/87	Washington DC
Kathleen Fisher	5/14/87	New England
Carole Garner	6/11/87	Detroit
Gregory Hahn	5/1/87	Central Florida
Gary Hallberg	6/10/87	Northwest
Suzanne Hardesty	5/14/87	Ohio Valley
Kevin Harrison	5/20/87	Ohio Valley
Ann Hefty	5/4/87	Land O'Lakes
Christopher Hefty	5/4/87	Land O'Lakes
Eric Hernandez	5/6/87	San Francisco
Terri Herrod	6/5/87	Northeast Oklahoma
George Huckabay	5/28/87	Central Florida
Milton Huemmer Jr.	5/4/87	Washington DC
Mark Huffman	5/7/87	Arizona
Sherry Inge	6/29/87	Florida
Linda Innes	6/26/87	Detroit
Holly Jamros	5/5/87	Northern New Jersey
Richard Johnson	5/20/87	Neohio
Gordon Jones	6/10/87	Oregon
Tony Kasper	5/28/87	Ohio Valley
Dave Klein	5/12/87	Mahoning Valley
Jeff Kulawinski	6/24/87	Blackhawk Valley
William Lancaster	6/8/87	Detroit
Betty Leifert	5/14/87	New England
Lawrence Leifert	5/14/87	New England
Ian Mackie	6/15/87	Northwest
Eugene Mazza	5/14/87	New England
Andrew McDermid	6/29/87	Detroit
Dave McGinnis	5/14/87	Detroit
William McGovern	6/26/87	Chicago
Warren Montague III	5/12/87	Washington DC

Robert Myles	5/5/87	Washington DC
Glenn Oliveria	5/14/87	San Francisco
Denise Patten	5/5/87	New England
Linda Plummer	6/22/87	Atlanta
John Porter	6/11/87	Florida
Kenneth Ragan	6/23/87	Kansas City
Michael Reupert	6/10/87	Milwaukee
Gary Rice	5/4/87	San Francisco
Deborah Riggi	5/28/87	Mohawk Hudson
Jennifer Riggi	5/28/87	Mohawk Hudson
Donald Robinson	5/22/87	Central Florida
Colman Roche	5/4/87	New England
Bradley Ross	5/28/87	Central Carolinas
Thomas Rushin	6/2/87	Arizona
David Schardt	5/22/87	Western Ohio
Jennifer Schlosser	6/2/87	New York
Joseph Schlosser	6/2/87	New York
Randy Schneiderheinze	5/5/87	New England
Donald Seefeldt	5/13/87	Milwaukee
Laurie Sheppard	5/5/87	New England
Mary Sickles	5/7/87	Western Michigan
Rodney Sickles	5/7/87	Western Michigan
Dave Signorette	5/28/87	Chicago
Judy Simon	6/26/87	Northwest
Michael Smith	5/5/87	Florida
Michael Stringfellow	5/14/87	Washington DC
David Strittmatter	6/18/87	Neohio
Tambrey Tambourine	5/4/87	Chicago
James Trotnow	5/7/87	Milwaukee
Rick Votaw	6/23/87	San Diego
Lynn Warkocki	5/22/87	Chicago
Carol Waters	6/25/87	North Carolina
Jenifer Weyhrich	6/20/87	Oregon
Kathy Whitston	5/7/87	Milwaukee
Daryl Wilson	6/8/87	Colorado
Mary Winters	6/16/87	Neohio
Victoria Wright	5/5/87	Washington DC

30-YEAR MEMBERS

Lee Arnold	5/12/92	Central Florida
E Audaer	6/18/92	Atlanta
Erik Bacon	6/2/92	Milwaukee
Susan Bergman	6/26/92	Western New York
Beth Burkhard	6/3/92	Washington DC
Timothy Burns	5/26/92	Milwaukee
James Cannon	5/13/92	Southern Indiana
Albert Casey Jr.	5/13/92	Central Florida
Christopher Chandler	6/12/92	San Francisco
Philip Croyle	5/21/92	Central Florida
Sherri Croyle	5/21/92	Central Florida
Morgan Davies	6/16/92	San Francisco
Denise Dula-Newcomb	5/8/92	NE Pennsylvania
David Einstein	5/13/92	Arizona
Doug Gill	5/7/92	Mid South
Robert Guhde	6/26/92	Finger Lakes
Paula Haff-Frazier	6/23/92	Buccaneer
Trevor Hill	5/12/92	Steel Cities
Richard Johnston	5/13/92	Milwaukee
Peggy Jones	5/26/92	Reno
Randy Jones	5/26/92	Reno
Cindy Kamish	6/19/92	Detroit
Randall Katchis	6/3/92	New York
Keith Kirby	5/19/92	Oregon
Marie Kirby	6/26/92	Oregon
Frank Krawiecki	5/7/92	New York
Lawrence Kropp	6/8/92	Susquehanna
Artie Lane	6/3/92	Houston
Richard Little	6/29/92	Atlanta
Jeffre Loewe	5/13/92	Cincinnati
Donna Madsen	5/6/92	Arizona
Carl Maffei	5/26/92	Northern New Jersey
Michael McClintock	5/13/92	Detroit
Mark Megliola	6/19/92	New England
Chris Neufeld	5/12/92	Atlanta

Clarence Newcomb	5/8/92	NE Pennsylvania
Bret Norgaard	6/19/92	San Diego
Bonnie Ozard	6/23/92	San Francisco
Allen Parker	5/8/92	New England
Laura Piscitello	5/20/92	New England
Frances Rogers	6/16/92	Colorado
Stephen Rogers	6/16/92	Colorado
Lee Romine	6/23/92	Central Louisiana
Robert Sampson Jr.	6/16/92	Florida
Deanna Scaler	6/4/92	South Jersey
Bill Schepergerdes	6/15/92	Cal Club
Julie Shaver	5/8/92	Finger Lakes
Debbi Shelton	5/12/92	Washington DC
Bob Smethers	6/19/92	Oregon
Dawn Smith	5/13/92	Ohio Valley
Anthony Taylor	5/20/92	Lone Star
Graham Welch	5/21/92	Chicago
Robert Ziner	6/18/92	Atlanta

25-YEAR MEMBERS

Chris Bielaczyc	5/29/97	Tennessee
Jason Braunberger	5/14/97	Oregon
Laura Brooks	5/20/97	Southern West Virginia
R Brown	5/6/97	Kansas City
William Carson	5/1/97	Central Florida
Jeff Cashmore	6/11/97	Arizona Border
William Cobb	6/13/97	Milwaukee
Samuel Cosmano	5/14/97	Western New York
Jack Danko	6/6/97	NE Pennsylvania
Carlos de Quesada	5/14/97	Florida
Mark English	6/11/97	Middle Georgia
Chuck Fernandez	5/1/97	New England
Steve Gaddy	5/15/97	Colorado
James Gatto	5/14/97	Lone Star
Lorrie Gaunt-Wandell	6/10/97	Western Michigan
Timothy Gray	5/27/97	Land O'Lakes
Mark Gregory	5/20/97	New England
Betty Hamlish	6/5/97	Glen
Bob Hausmann	5/14/97	Washington DC
Bryan Hull	6/26/97	Northwestern Ohio
Melissa Introne	5/1/97	New England
Peter Jacobs	5/14/97	South Bend
Julie Jaques-Nunes	6/23/97	San Francisco
Harry Jensen	5/14/97	Badlands
Kathy Jensen	5/14/97	Badlands
Shari Johnson	6/5/97	Chicago
Lyonel Kent	5/6/97	Eastern Tennessee
Henry Kuter	5/28/97	Western New York
Joe Leonard	5/1/97	Central Florida
Donald Manthe	6/24/97	Cal Club
Renny Miles	5/8/97	Central Florida
Bob Morin	5/28/97	Montana
Corinne Morong	6/25/97	Northern New Jersey
Donald Morong Jr.	6/4/97	Northern New Jersey
Robert Mundo	5/21/97	Las Vegas
Race Nunes	6/23/97	San Francisco
Robin Prill	5/19/97	Kansas
Lori Robertson	6/16/97	San Diego
Nancy Rygg	6/10/97	Northwest
Chuck Spittal	5/14/97	Oregon
Gary Steffen	5/28/97	Central Florida
James Stem	6/4/97	Washington DC
Samantha Sullivan	5/19/97	San Francisco
Julie Thompson	6/25/97	North Carolina
Jack Tranter	5/27/97	Detroit
M Tranter	5/27/97	Detroit
Stacey Tranter	5/27/97	Detroit
Steve Tumolo Jr.	6/4/97	Blue Mountain
Rose vonHatten	5/28/97	St Louis
Verne Wandell	6/10/97	Western Michigan
Eileen Waters	5/28/97	St Louis
Laura Woon-Walters	6/23/97	Central Florida
Gene Young	5/6/97	Southern Indiana
James Zirkel	6/19/97	Central Florida

James Heine



SCENIC WISCONSIN ▲
RoadRally competitors will have the chance to tour the area around Milwaukee with back-to-back events in September.

Jul 16-17 Walesboro Commins Test Site/
Columbus Sports Car Club
July 17 Mid-American Air Center/Southern
Indiana
Jul 24 Fortress/Ohio Valley
Jul 24 NCM Motorsports Park/Kentucky
Aug 5-7 Grissom Aeroplex/South Bend
Aug 7 Fortress/Ohio Valley
Aug 14 Mid-American Air Center/Southern
Indiana
Aug 17 Fortress/Ohio Valley
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
Aug 21 NCM Motorsports Park/Kentucky
Aug 21 Tire Rack/South Bend
Aug 27-28 Toledo Express Airport/
Northwestern Ohio
Sep 4-5 Grattan Raceway/Western Michigan
Sep 14 Fortress/Ohio Valley
Sep 16-18 Walesboro Commins Test Site/
Columbus Sports Car Club
Sep 17-18 Mid-American Air Center/
Southern Indiana
Sep 17-18 Owens Community College/
Northwestern Ohio
Sep 18 NCM Motorsports Park/Kentucky
Sep 18 Tire Rack/South Bend
Sep 23-25 Oscoda-Wurtsmith Airport/
Saginaw Valley
Sep 24-25 Grissom Aeroplex/Indianapolis
Sep 25 Mid-American Air Center/Southern
Indiana
Sep 28 Fortress/Ohio Valley
Oct 1-2 Toledo Express Airport/
Northwestern Ohio
Oct 2 Mid-American Air Center/Southern
Indiana
Oct 8-9 Walesboro Commins Test Site/
Columbus Sports Car Club
Oct 8-9 Grissom Aeroplex/Fort Wayne
Oct 9 Mid-American Air Center/Southern
Indiana
Oct 15-16 NCM Motorsports Park/Kentucky
Oct 16 Tire Rack/South Bend
Oct 22-23 Walesboro Commins Test Site/
Columbus Sports Car Club
Oct 22-23 Grattan Raceway/Western
Michigan
Nov 5-6 Walesboro Commins Test
Site/Columbus Sports Car Club

CENTRAL cendiv-scca.org
Jun 11-12 Hawkeye Community College/
Iowa
Jun 18-19 Farmers Union Oil Company
Carpio/Badlands
Jun 26 Bismarck State College/Badlands
Jul 9 Farmers Union Oil Company Carpio/
Badlands
Jul 10 Brady Street Stadium/Great River
Jul 31 Brady Street Stadium/Great River
Aug 20-21 Farmers Union Oil Company
Carpio/Badlands
Aug 20 TaxSlayer Center/Great River
Sep 11 Black Magic Harley Davidson/
Badlands
Sep 17-18 Farmers Union Oil Company
Carpio/Badlands
Sep 17 TaxSlayer Center/Great River
Oct 9 Brady Street Stadium/Great River

MIDWEST midiv.org
Jun 10-12 Crowder College/Ozark
Mountain
Jun 11 Heartland Motorsports Park/Kansas
Jun 11-12 Stuttgart Municipal Airport/
Arkansas
Jun 12 Eddyville Raceway Park/Des
Moines Valley
Jun 18-19 Columbus Air Force/Mississippi
Jun 18-19 Metropolitan Community
College/Kansas City
Jun 18-19 Berkley Family Recreation Area/
Salina
Jun 25-26 Lincoln Airpark/Nebraska
Jun 26 St. Charles Family Arena/St. Louis
Jul 10 Crowder College/Ozark Mountain
Jul 16-17 Stuttgart Municipal Airport/
Arkansas
Jul 17 Metropolitan Community College/
Kansas City
Jul 22-24 Heartland Motorsports Park/
Kansas
Jul 29-31 Lincoln Airpark/Nebraska
Aug 6-7 War Memorial Stadium/Arkansas
Aug 7 Crowder College/Ozark Mountain
Aug 13 St. Charles Family Arena/St. Louis
Aug 13 Columbus Air Force/Mississippi
Aug 20 Tire Rack Street Survival at
Metropolitan Community College/Kansas
City
Aug 20-21 Lincoln Airpark/Nebraska
Aug 21 Metropolitan Community College/
Kansas City
Aug 27-28 Stuttgart Municipal Airport/
Arkansas
Aug 28 St. Charles Family Arena/St. Louis
Sep 17-18 Metropolitan Community
College/Kansas City

Sep 24-25 Stuttgart Municipal Airport/
Arkansas
Sep 25 St. Charles Family Arena/St. Louis
Oct 8-9 Columbus Air Force/Mississippi
Oct 8-9 Lincoln Airpark/Nebraska
Oct 16 Metropolitan Community College/
Kansas City
Oct 23 St. Charles Family Arena/St. Louis
Oct 30 Metropolitan Community College/
Kansas City
Nov 5-6 Lincoln Airpark/Nebraska
Nov 13 St. Charles Family Arena/St. Louis
Dec 3 War Memorial Stadium/Arkansas

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

Jun 4 NOLA Motorsports Park/Delta
Jun 18 University of Louisiana/Southwest
Louisiana
Jun 18 Westgate Mall/West Texas
Jul 9 Westgate Mall/West Texas
Aug 7 Lone Star Park/Texas
Aug 13 Westgate Mall/West Texas
Aug 14 Eagles Canyon Raceway/Texas
Sep 10 Westgate Mall/West Texas
Sep 11 Lone Star Park/Texas
Oct 2 Lone Star Park/Texas
Oct 9 Hobbs Motorsports Park/West Texas
Nov 11 Westgate Mall/West Texas

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

Jun 4-5 Evo school, Colorado Air and
Space Port/Colorado
Jun 4-5 Evo school, McGee Park/Rio Grande
Jun 11-12 Rigby Middle School/Eastern
Idaho
Jun 18-19 Rigby Middle School/Eastern
Idaho
Jun 25-26 McGee Park/Rio Grande
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
Jul 30-31 Rigby Middle School/Eastern
Idaho
Jul 30-31 McGee Park/Rio Grande
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
Sep 24-25 McGee Park/Rio Grande
Oct 8-9 McGee Park/Rio Grande

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

Jun 3 Expo Idaho/Snake River
Jun 3-5 Fresno Fairgrounds/San Francisco
Jun 5 Menard Memorial Sports Center/
Arctic Alaska
Jun 17 Expo Idaho/Snake River
Jun 18-19 Rocky Mountain Twist/Big Sky
Jun 18-19 Crows Landing/San Francisco
Jun 24-25 Fresno Fairgrounds/San
Francisco
Jun 25-26 Hampton Mills/Oregon
Jul 9-10 Rocky Mountain Twist/Big Sky
Jul 17 Alaska Raceway Park/Arctic Alaska
Jul 23-24 Crows Landing/San Francisco
Aug 6-7 Hampton Mills/Oregon
Aug 6-7 Bartlett High School/Arctic Alaska
Aug 6-7 Rocky Mountain Twist/Big Sky
Aug 19-20 Fresno Fairgrounds/San
Francisco
Aug 20-21 Crows Landing/San Francisco
Sep 17-18 Rocky Mountain Twist/Big Sky
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
Oct 8-9 Rocky Mountain Twist/Big Sky
Nov 12-13 Crows Landing/San Francisco

Rupert Berrington



SOUTHERN PACIFIC

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 19 Vidinha Stadium, Kauai/Hawaii
Jun 26 Police Pursuit track at Maui
Motorsports Park/Hawaii
Jul 9-10 Auto Club Speedway/Cal Club
Jul 17 Vidinha Stadium, Kauai/Hawaii
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

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 USRR, Whitmore
Lake, Mich./Detroit Region

Complete 2022 schedule
to be announced

REGIONAL/DIVISIONAL

NORTHEAST [nediv.org](https://www.nediv.org)
Jun 11 Dominion Raceway/DC
Jun 11 PittRace/Steel Cities
Jun 21 McDonald's Chalfont/Philadelphia
Aug 6 New Hampshire Motor
Speedway/New England

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

Oct 16 Lake Mirror Civic
Center/Central Florida

▲ 2022 NATIONALS

The 2022 SCCA RallyCross National
Championship has been announced, and
will take place Sept. 23-25 at Pikes Peak
International Raceway in Colorado.

GREAT LAKES [gldsscca.com](https://www.gldsscca.com)

Aug 13 Valiant Bar and Grill/Detroit
Sep 10 Quality Inn/Detroit
Oct 23 First Federal Bank/
Southern Indiana

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

Jun 4 Country Inn and Suites - Middleton/
Milwaukee
Jun 5 Country Inn and Suites - Middleton/
Milwaukee
Jul 8 Throttlestop/Milwaukee
Jul 30 Quality Inn & Suites/Land O'Lakes
Oct 23 DT Nagawaukee
Shopping Center/Milwaukee

MIDWEST [midiv.org](https://www.midiv.org)

Sep 2 Comfort Inn, Collinsville, Ill./St Louis
Sep 4 Comfort Inn, Collinsville, Ill./St Louis

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

Sep 17-18 The Lost Cajun -
Amarillo/West Texas

SOUTHERN PACIFIC

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

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

RALLYCROSS

NATIONAL CHAMPIONSHIP

Sep 23-25 Pikes Peak International
Raceway, Fountain, Colo.

REGIONAL

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

Jun 4 Panthera Training/Washington DC
Jun 5 Team O'Neil Rally School/New
England
Jun 11 Pennsylvania Farm Show Complex/
Susquehanna
Jul 23 Pennsylvania Farm Show Complex/
Susquehanna
Aug 5 Rausch Creek Off Road Park/
Susquehanna
Aug 13 Pennsylvania Farm Show Complex/
Susquehanna
Aug 26-28 Rausch Creek Off Road Park/
Susquehanna
Sep 10 Pennsylvania Farm Show Complex/
Susquehanna
Nov 4-6 Rausch Creek Off
Road Park/Susquehanna

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

Jun 5 Brainerd Motorsports Park/
Chattanooga
Jun 10-12 HollyTree Off Road/Tennessee
Valley
Jun 18 Florida International Rally and
Motorsport Park/Central Florida
Jul 8-10 HollyTree Off Road/Tennessee Valley
Jul 16 St. Lucie County Fairgrounds/Central
Florida
Aug 12-14 HollyTree Off Road/Tennessee
Valley
Aug 13 Florida International Rally and
Motorsport Park/Central Florida
Sep 10 Florida International Rally and
Motorsport Park/Central Florida
Sep 16-18 HollyTree Off Road/Tennessee
Valley
Oct 7-9 HollyTree Off Road/Tennessee
Valley
Oct 8 St. Lucie County Fairgrounds/
Central Florida
Nov 11-13 HollyTree Off Road/Tennessee
Valley
Nov 12 St. Lucie County Fairgrounds/
Central Florida
Dec 4 HollyTree Off Road/Tennessee Valley

GREAT LAKES [gldsscca.com](https://www.gldsscca.com)

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

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

Jun 4-5 Byron Motorsports Park/
Milwaukee
Jun 11-12 Southern Iowa Speedway/Iowa
Jun 25-26 Byron Motorsports Park/
Milwaukee
Jul 9-10 Road America/Milwaukee
Aug 13-14 Southern Iowa Speedway/Iowa
Aug 27-28 Byron Motorsports Park/
Milwaukee
Oct 1-2 Byron Motorsports Park/
Milwaukee
Oct 22-23 Byron Motorsports
Park/Milwaukee

MIDWEST [midiv.org](https://www.midiv.org)

Jul 9-10 I-80 Speedway/Nebraska
Sep 17-18 I-80 Speedway/Nebraska
Oct 22-23 Nebraska City Rally Bowl/
Nebraska
Nov 12-13 Nebraska City
Rally Bowl/Nebraska

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

Jul 23-24 Amarillo Dragway/West Texas
Nov 25-27 Amarillo Dragway/West Texas

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

Apr 9-10 Yellowstone Drag
Strip/Yellowstone

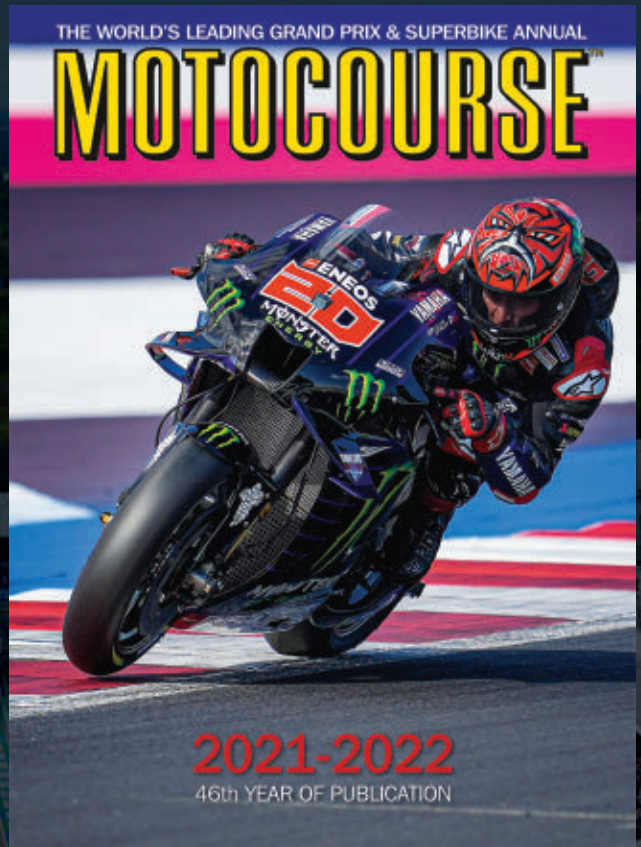
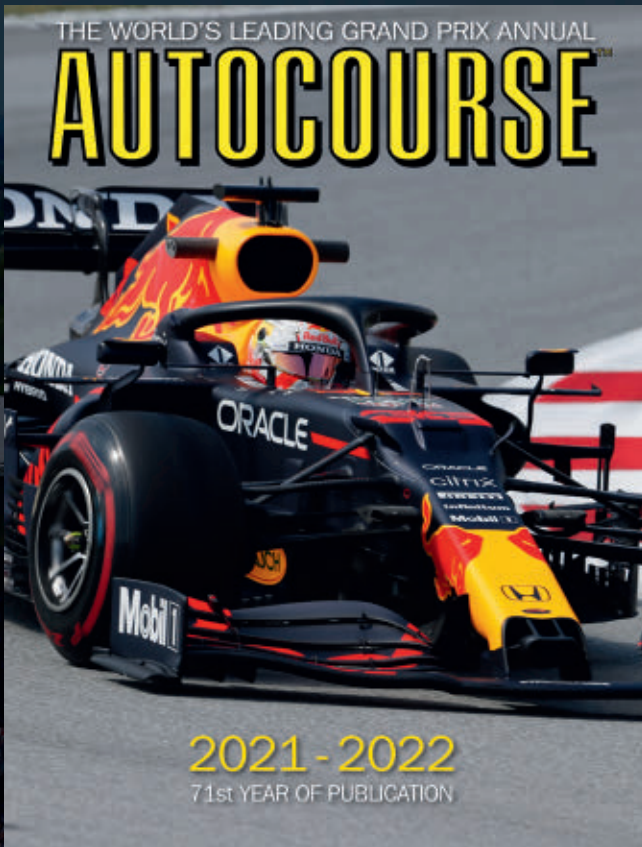
SOUTHERN PACIFIC

Jun 11-12 Glen Helen Raceway/Cal Club
Jul 16-17 Antelope Valley Fairgrounds/
Cal Club
Aug 20-21 Glen Helen Raceway/Cal Club
Sep 24-25 Glen Helen Raceway/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

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www.scca.com/rallycross

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\$135 redarcelectronics.com



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\$69.99 harborfreight.com



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E50: **\$79.95**; roll bar mount: **\$59** elementfire.com

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\$19.99 meguiars.com



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fuelab.com



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\$24.94 vpracingfuels.com

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D.E. Baer

RICHARD JAMES

EDITOR, SPORTSCAR MAGAZINE

WHAT'S OLD IS NEW AGAIN

I never expected to be writing a *SportsCar* editor's column again, but here we are.

Those of you who have been around the Club a very long time may recognize the name above, as it used to grace this column until Philip Royle took the reins. With Philip moving to a new position with SCCA, I was asked to fill in for a bit. While I expect my second tenure here to be brief, perhaps a bit of an introduction is in order.

I joined SCCA in 1988 to autocross as a member of Houston Region. That led to volunteering on the road racing side, first in Timing and Scoring, then in Flagging and Communications. And, eventually some road racing as a driver as well, though having a career in motorsports media means I'm not able to participate in anything as much as I like.

My first contribution to *SportsCar* came around 1991, and I joined the staff in 1994, beginning a 12-year run. A short stint with *IndyCar Series* magazine followed, and since 2009 I've been independent, contributing stories and images to a variety of publications, including *SportsCar*'s relatives, *RACER* and *racer.com*.

"We're doing it because we enjoy it, not because we think we're the next Hamilton or Dixon."

But despite all the time spent around top-level racing, from sports cars to Indy cars to off road – I'm writing this column on a plane back from Ohio after spending the weekend at beautiful Mid-Ohio Sports Car Course with the IMSA WeatherTech SportsCar Championship – *SportsCar* has

been a constant. I have continued to contribute as much as I can, and have attended every SCCA National Championship Runoffs possible in recent years (including two very mediocre appearances as a driver). Why has *SportsCar* and SCCA remained a significant part of my life? In a word, enthusiasm.

I'm not saying pros aren't enthusiastic about the sport – imagine *getting paid to race*. But there is pressure and obligations that comes with the job.

There's pressure at the amateur level, but it's the kind we put on ourselves; nobody goes into competition hoping to lose. But ultimately most of us are doing it because we enjoy it, not because we think we're the next Hamilton or Dixon. In talking to Jason Frank for this month's cover feature on page 20, I heard it in his voice, a love for the sport that not only makes somebody schedule their life around events to participate, but also give generously of their time so that those events can happen. You see it in Danny Steyn, a multi-time SCCA Road Racing National Champion who wrote and photographed the feature on Jillian and Jason Fichter on page 28. Danny has worked hard at winning, but he does it because he loves racing.

So I'm happy to be writing this column again. And even if my time doing it is short, I plan to continue my association with the magazine, and you'll hopefully continue seeing my byline and photo credits, and me at the track. 🍷



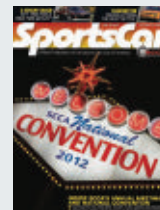
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FROM THE ARCHIVES

10 YEARS AGO...
MAY 2012



- The issue contained the full report from the National Convention in Las Vegas.
- The advantages of radial slicks for production and smallbore GT cars were explored.
- The Rolex 24 at Daytona was full of SCCA alumni, including Randy Pobst and Graham Rahal.

60 YEARS AGO...
MAY 1962



- A race report chronicled the 12 Hours of Sebring.
- Race results from the Governor's Cup National races at Marlboro show Skip Barber winning F Production in a Turner.
- Lotus advertised you could buy a C Production-ready Elite for \$5,495.

75 YEARS AGO...
MAY/JUNE 1947



- An SCCA rally – a gathering, not a RoadRally – was held centered around the Indy 500.
- News of a new sports car from Ferrari of racing fame was announced with a 91ci V12. The 125S was the first Ferrari road car, and only two were made.

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