

# SPORTSCAR



**TOM O'GORMAN**  
Overall Fast Time

## PERSEVERANCE

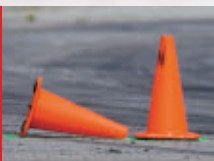
Even though NCM Motorsports Park was wrecked by a tornado, there's no stopping the Time Trials Nationals

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### WHO WILL WIN?

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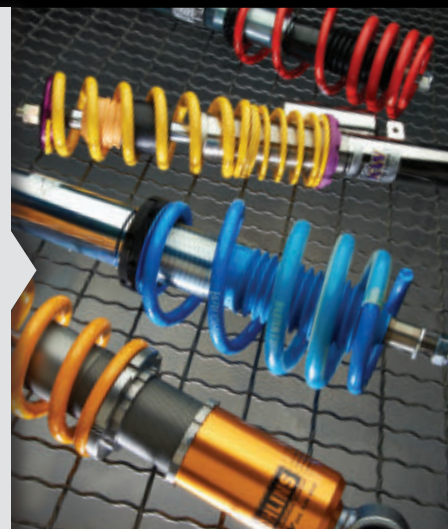
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# FALKEN

## PEAK PERFORMANCE

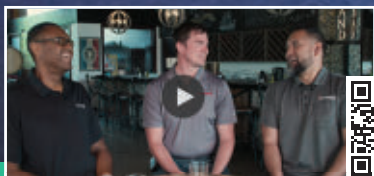
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Falken guests join our TJ Campbell to discuss the development of the RT660 and how it compares to the popular RT615K+.

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Like all summer tires, the Azenis RT615K+ and Azenis RT660 are not intended to be driven in near-freezing temperatures, through snow or on ice.





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## HEYWARD WAGNER

SCCA SENIOR DIRECTOR OF RALLY/SOLO  
AND EXPERIENTIAL PROGRAMS

# THE POWER OF AND

This issue of *SportsCar* features coverage of two of my favorite SCCA events – a look back to the Tire Rack SCCA Time Trials Nationals Powered by Hagerty, and a look ahead to the Tire Rack SCCA Solo National Championships. It's no accident that these have a bit in common; the Time Trials team was largely made up of people who cut their SCCA teeth in the Solo program, and we used quite a bit of Solo rules development in building the Time Trials ruleset. Yet, to the more deeply embedded SCCA members out there, Time Trials and Solo participation probably still feels a bit like an "either/or" decision. And to that I say, behold the power of "AND."

AND is traditionally not in the average SCCA member's comfort zone – our most visible, vocal, and long-term members tend to find their motorsports home at the bottom of deep, deep rabbit holes with highly developed, single purpose competition cars and an impressive array of accessories and spares. But what about the causal participants? The folks who really do just want to have (dare I say) #funwithcars?

AND, for those less-hardy souls, the ones who just have a car they love

and want to have fun with, the most attractive event might be the closest one, be it on track, in a parking lot, along a country road, or heading up a mountain. And for them, the more we can offer SCCA as a menu of motorsports opportunities, the more we can welcome them as enthusiasts or dabblers,

"AND you know what can help with burnout? Trying something new can reconnect you with why we love this stuff in the first place."

the more room we have for the less-serious to connect with all the things we do ... the more attractive we become to car people.

But wait, aren't we car people? A great question that raises a point. Most of us came to SCCA as a car person, and many of us still are. But for some, the love of the car has been eclipsed by the quest for results. That in itself can result in oddities, like driving a car you don't love, or maybe don't enjoy driving, as well as the dreaded motorsport burnout.

AND, you know what can help with burnout? Trying something new. Whether it's a new form of competition or even checking out a non-competition program, trying something new can reconnect you with why we love this stuff in the first place. Maybe you are an autocrosser who needs to feel the joy of a three-four shift, flat out down a straight; or a road racer who could benefit from the infectious enthusiasm of co-driving with a newbie. Or maybe a HillClimb is just the thing you need checked off the bucket list to feel like a wide-eyed rookie again.

It is a crazy idea, this AND thing. But I've tried it, AND I like it. AND as more and more SCCA members are coming to us from driving street cars on racetracks, having a culture that encourages them to participate in other programs means SCCA is becoming a bigger, better, AND more fun place to play. 🏁



# WELL-CREDENTIALLED ALUMNI

Skip Barber School has been graduating race and title winners for close on five decades

Already a sports car racing star in his early 30s, it's likely that his Harvard education sharpened the thinking skills that distanced Skip Barber from his peers and translated to a half-dozen early 1970s Formula 1 appearances in a privately-run March and much subsequent success in the glory years of North American Formula 5000.

Also likely, his collegiate English major helped him craft his ability, acquired knowledge and channeled competitiveness into the Skip Barber Racing School curriculum which today, 46 years on, stands as the great American driver's life work.

The Barber racecar driving curriculum acquired and embellished over the last five years by the school's 21st Century owners, Anthony and Dan DeMonte, is unparalleled. With an expansive team of coaches hotly competitive in their own right, the Skip Barber Racing School has developed and graduated more race- and championship-winning drivers than any other racing school – a claim well supported by the statistics.



For more information, head to [skipbarber.com](http://skipbarber.com)



Motorsport Images archive

Skip Barber the driver's resume includes F1 grand prix starts in 1971 (ABOVE) and '72.

Since 1976, SBRS alumni have earned podiums in all corners of the racing world – F1, NASCAR, IndyCar, IMSA, WEC, SCCA amateur and pro racing, SRO World Challenge, and more.

Thorough training and the now time-tested curriculum that Barber himself developed and believed in, and that the DeMonte family instills in their coaching staff, has helped SBRS launch the careers of hundreds of professionals, including such luminaries as A.J. Allmendinger, Marco Andretti, Townsend Bell, Ross Chastain, Austin Cindric, Jeff Gordon, Colton Herta, Juan Pablo Montoya, Josef Newgarden, Sergio Perez, Alexander Rossi, Boris Said and Jordan Taylor.

In the 2022 Formula Car Series, World Challenge Arrive and Drive program, Three-Day Racing School and, soon, karting and off-road schools watched over by many of the world's best driver coaches, the Skip Barber School is carefully shaping the stars of tomorrow. — Steve Nickless



## BEFORE THEY WERE FAMOUS...

(ABOVE, clockwise from top left) Skip Barber Racing School alumni A.J. Allmendinger, Sergio Perez, Marco Andretti, Ross Chastain, Austin Cindric, Juan Pablo Montoya and Josef Newgarden.



(MAIN) Skip Barber Racing School graduate Colton Herta leads the NTT IndyCar Series' new wave of talent.



# LATE broking

## YOUNGEST TRANS-AM WINNER

At just 14 years, three months, and four days old, Brent Crews became the youngest winner in the history of the Trans Am Series presented by Pirelli after dominating the TA2 event at Road America. Crews immediately checked out at the green flag, and on multiple restarts as well.

Chris Clark/Trans-Am Series



The first SCCA Enduro National Tour on May 20-22 at Nelson Ledges Road Course Presented by Summit Racing Equipment was light on attendance, but heavy on competition and action. With nearly 16 hours of on-track action at the spiritual home of SCCA endurance racing, the quality and dedication of the drivers, crew, and workers was a sight to behold.

As the birthplace of "The Longest Day of Nelson," Nelson Ledges is no stranger to enduros – in fact, that's the race that launched the World Challenge series. Bringing this full circle, NEOhio Region, which hosted those early endurance races, was integral in this inaugural event.

The first eight-hour race of the weekend brought excitement, thrills, and a heck of a lot of drama, with one team being forced to embark on a four-hour round trip to retrieve a backup car before Saturday's race even began. Then, as Saturday's inaugural SCCA Enduro race entered its final hour of competition, the battle for the overall race win was arguably decided by a lightning strike, with the race being called roughly 30 minutes early for safety reasons.

Saturday's green flag flew around 9 a.m., and with it came nearly eight hours of racing. It was that "nearly" that likely decided the overall win.

The EX-class Mike Lally team pulled into the lead, with Team Nichols Racing close behind leading E1; E2's Junk Player Special III team sat third overall. A differing strategy kept the slower Porsche 944 of Junk Player Special III in striking distance of the Team Nichols Racing Ford Mustang – a battle that turned into one for the overall lead when the Mike Lally team was sidelined at the six-hour mark.

With less than one hour to go in the first eight-hour SCCA Enduro National Tour race, second-place overall Junk Player Special III's nimble Porsche faced an on-track deficit to Team Nichols Racing's powerful Mustang for the overall lead, but the fuel economy advantage went to the Porsche as the day's checker neared.

Just two laps down to the E1 Mustang, the E2 Porsche was pushing hard, likely trying to force the hand of Team Nichols Racing when it came to the delicate balance of fuel economy vs. overall speed. But that battle was not to be, as a nearby lightning strike brought out the checker on lap 299, some 37 minutes early. While the Junk Player Special III team won their class, it was Team Nichols Racing that saw the checker first.

As the field lined up on Sunday for its second eight-hour battle of the weekend, Team Nichols Racing's E1 Ford Mustang sat in P1 overall with a target on its back. The battle between that team and the E2-class Junk Player Special III Porsche 944 was not destined to repeat,

## ENDURO NATIONAL TOUR KICKS OFF







## TIMING LINE CHANGE FOR THE RUNOFFS

To maximize available green flag time in the day, SCCA has taken a cue from professional racing organizations, and will shift its official timing loop for both test and qualifying days. For those days, official times will be set at the South Start/Finish line, adjacent to the South Tower after Turn 12 (Oak Tree). Look for more information in the September/October issue of *SportsCar*.

though, as the Porsche failed to take the green. Team DDR was the one to beat in E3 following that team's Saturday win, while Grass Paddock Motorsports was the lone E4 entry in the backup Mini Cooper that had done them well the day before.

Most notably in the field, the Mike Lally team had returned with a different car, eschewing their EX-class Corvette for an E2-class BMW E46 M3 – a speedy one at that.

Two-and-a-half hours into the day's eight-hour race, Team Nichols Racing had the lead, the only other car on the lead lap being the Mike Lally team in their new E2 entry. Meanwhile, Team Conover Motorsports – which retired early from Saturday's race, likely a byproduct of a Friday incident that left them scrambling for parts – was on a tear, further capitalizing from a belt failure that cost Saturday's E3 class winner Team DDR a spin followed by 15 minutes in the pits to replace the part.

Up front, Team Nichols Racing's grip on the overall lead was tenuous, with the Mike Lally E2 BMW grabbing the overall lead with less than 170 laps on the clock. By the five-hour mark, Team Tweed Motorsport in an E2 1998 Porsche Boxster slotted into second overall in pursuit of the Mike Lally BMW.

Six hours into the eight-hour race, the Mike Lally E2 BMW was pumping out laps dramatically faster than the Team Tweed Motorsport E2 Porsche, but fuel economy was now in question. "The race is between the top two E2 cars, making speed and distance in totally different ways," Jon Krolewicz, SCCA's Event Lead for the Enduro National Tour, noted during the race. "The Porsche should be able to finish the race without a pitstop; the BMW will need at least one."

It was a nail-biter, but Mike Lally's strategy proved to be the winning one, having the Porsche in a seven-lap deficit with one hour to go. By the checker, that gap had ballooned to 11 laps.

In E3, Team DDR was pushing hard, but come lap 241, bad luck bit once more as their VW began shedding wheel studs, sidelining the Rabbit. Sunday's E3 race belonged to Team Conover Motorsports.

This was the first of four SCCA Enduro National Tour weekends, with the next coming Aug. 6-7 at VIRginia International Raceway. If you're looking for a lot of laps around VIR in preparation for the SCCA National Championship Runoffs, there likely isn't a better opportunity. Other circuits in the inaugural season are Buttonwillow Raceway Park in November and MSR Houston in December. 📍

## SATURDAY WINNERS

(Class: Team name, car, laps completed)

**E1:** Team Nichols Racing, 2003 Ford Mustang, 299 laps

**E2:** Junk Player Special III, 1986 Porsche 944, 297 laps

**E3:** Team DDR, 2008 Volkswagen Rabbit, 292 laps

**E4:** Grass Paddock Motorsports, 2010 Mini Cooper, 262 laps

**EX:** Mike Lally, 2008 Chevrolet Corvette, 247 laps

## SUNDAY RACE WINNERS

(Class: Team name, car, laps)

**E1:** Team Nichols Racing, 2003 Ford Mustang, 329 laps

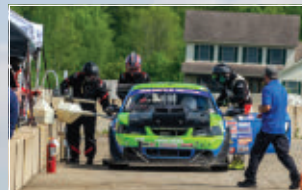
**E2:** Mike Lally, BMW M3, 341 laps

**E3:** Team Conover Motorsports, 2008 Volkswagen Rabbit, 320 laps

**E4:** Grass Paddock Motorsports, 2010 Mini Cooper, 262 laps

## LIKE A REGULAR RACE, BUT MORE...

The SCCA Enduro National Tour kicked off at Nelson Ledges (MAIN), with drivers and teams having to get used to pit stops for fuel, and driver and tire changes (BELOW).



Jeff Loewe images

## HYMAN DOUBLES UP AT MID-OHIO

Raoul Hyman scored his fifth SCCA Pro Racing-sanction FR Americas victory for TJ Speed Motorsports, sweeping the Mid-Ohio rounds. He now leads the points handily with the season at its halfway point over Crosslink Kiwi Motorsports' Dylan Tavella.



Gravin Baker/FR Americas

## IMPORTANT RUNOFFS DATES TO REMEMBER

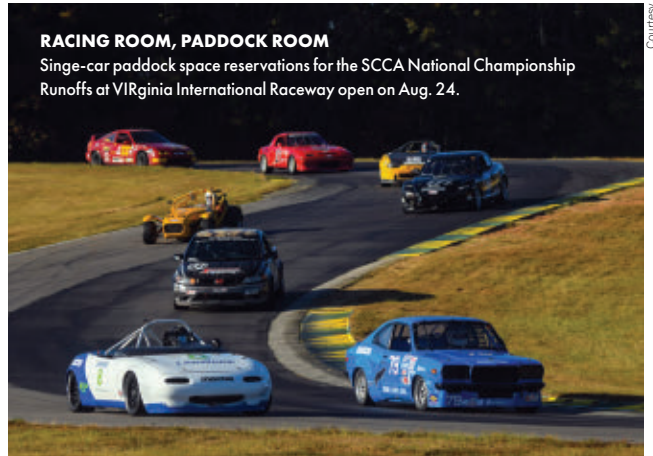
Driver and worker registration, plus prep shop paddock requests, for the 2022 SCCA National Championship Runoffs opened on July 13, and there are a few important details to note.

Worker and driver registration takes place on MotorsportReg.com, with a link at [scca.com/runoffs](http://scca.com/runoffs). Drivers need not have fulfilled Runoffs qualification criteria in order to register for the event. While registering, competitors should log into their MotorsportReg account to make sure their SCCA member number, license expiration date, and vehicle profile information are correct.

Drivers who participated in

the 2021 Runoffs may select their 2021 car number in the same class for this year's event. Eligible competitors must register no later than 9 a.m. CDT on July 20 to secure their previous year's number – afterward, unclaimed 2021 numbers will become available to other competitors. Test Day reservations can also be made starting July 13.

There will be dry RV/camping spots available in the South Paddock that can be reserved during online registration. A handful of electrical spots are available. Additional dry/primitive camping is available in designated camping areas




### RACING ROOM, PADDOCK ROOM

Single-car paddock space reservations for the SCCA National Championship Runoffs at VIRginia International Raceway open on Aug. 24.

Courtesy

around VIR. Workers and drivers can request a general camping pass (for an unreserved spot) by simply checking a box during the general registration process. Participants

may sleep in their marked paddock area at no charge.

The single-car paddock reservation process opens at 12 p.m. CDT on Aug. 24 on MotorsportReg.com. 



Perry Bennett

## CONTINGENCY REGISTRATION IS OPEN FOR THE SOLO NATIONALS


There is a wide array of companies offering contingencies for the Sept. 6-9 Tire Rack SCCA Solo National Championships in Lincoln, Neb., all the way from OEMs to brake pad companies. Even if

### REGISTER!

Amid all the preparation for the Tire Rack SCCA National Championships, you might forget to register for contingencies. But if you do, you could be missing out.

you think you don't have a shot at collecting any contingencies, it's still a good idea to register.

A full rundown of contingencies can be viewed at the Solo Nationals contingency webpage. Many opportunities require preregistration with SCCA and/or with the sponsoring company. Details and instructions to register for each of these programs are also available at the SCCA Solo contingency webpage. It is the responsibility of each competitor to make sure they are in compliance with each program for which they would like to enroll.

The 2022 Tire Rack SCCA Solo National Championships contingency sponsors include Toyota/TRD, Mazda, Eibach Springs, Hawk Performance, Hoosier Racing Tire and Falken Tire. 



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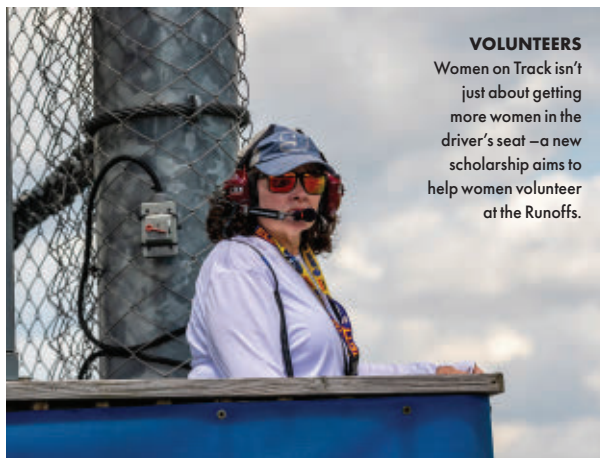


## TIGHT BATTLE IN F4 U.S. CHAMPIONSHIP

Bryson Morris scored his second victory of the season at Mid-Ohio, and with two more podiums, moved to second in the championship. With the season at the halfway mark, it's a battle between Morris, Lochie Hughes and Noah Ping for the title, all three of them having stood on the top step of the podium at Mid-Ohio.



Garvin Baker/F4 U.S. Championship



**VOLUNTEERS**  
Women on Track isn't just about getting more women in the driver's seat—a new scholarship aims to help women volunteer at the Runoffs.

Jon Krolewicz

## WOMEN ON TRACK LAUNCHES VOLUNTEER INITIATIVE

Following in the footsteps of the SCCA Women on Track's Road Racing Scholarship earlier this year, SCCA Women on Track has launched its 2022 volunteer initiative with the goal of increasing female participation among SCCA's volunteers at the Runoffs. The latest scholarship will present two recipients with \$500 each to help cover expenses incurred while volunteering at the Sept.

24-Oct. 2, 2022, SCCA National Championship Runoffs at VIRginia International Raceway.

Recipients of the SCCA Women on Track Runoffs Volunteer Scholarship must be an SCCA member for at least one year by Oct. 1, 2022, must be able to attend the 2022 SCCA National Championship Runoffs and volunteer for a minimum of five days, and must have prior experience as a volunteer for SCCA Road Racing events.

"As the daughter of a longtime SCCA racer, I was lucky to grow up in racing and have been a marshal for 34 years. I was often the only female," explained Jennifer Schwartzott, who heads up the SCCA Women on Track Volunteer and Officials Committee. "With Women on Track, our goal is to bring more women into SCCA racing, in all forms, and to offer support to those of us already here."

"The Runoffs brings in the best of the best drivers and workers – it's such an exciting and fun event. These Women on Track scholarships offer newer workers a chance to learn from seasoned veterans in Regions other than their own. I look forward to meeting these new marshals and encourage them to share what they learn with their home tracks," added Schwartzott.

The SCCA Women on Track Runoffs Volunteer Scholarship application deadline is July 15, 2022, with completed submissions being reviewed by the SCCA Women on Track Scholarship Committee. 📍

## TUNE IN TO IMSA

The IMSA WetherTech SportsCar Championship race is heating up as it nears its dramatic conclusion at Petit Le Mans in October. Before that, the tight championship battle goes to Road America in August for the penultimate event of the season for all five classes in a 2 hour, 40 minute race at the National Park of Speed. The DPI and GTD Pro classes are neck-and-neck as the season draws to its conclusion.

If you like your action with GT cars only, VIR hosts the Michelin GT Challenge, where the GTD PRO and GTD classes star, along with a race for Michelin Pilot Challenge.

If you want to check out either race 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 Road America race will be live on Peacock or tape delayed on USA Network. The Michelin GT Challenge at VIR will be live on USA. 📍

## PRESIDENT'S ADDRESS RECAP

Thursday evening, June 23, 2022, SCCA President and CEO Mike Cobb provided SCCA members with a midyear status update via a webinar and recorded so members can review the full presentation at their leisure. To access the one-hour video, login to your account at my.scca.com and click "Annual Meetings & Updates" under the "My Learning" tab.

**HIGHLIGHTS INCLUDED:**  
Full-time annual SCCA membership is currently at 49,852 people, which is an increase of nearly 4,000 from this time last year, and does not count the tens of thousands of weekend members each year. Additionally, there are 11,944 drivers with competition licenses, which is an increase of 1,585 from this time last year.

"That's the strongest we've been in full-time membership in recent history," Cobb added.

As an indicator that the Club is growing strong, 950 SCCA Road Racing Novice Permits have been issued so far in 2022, which is an increase of nearly 200 over last year. And midyear membership retention numbers remain around 81 percent.

John W. Wilmoth



### NATIONAL TOUR KUDOS

Participation in the Tire Rack Solo National Tour is robust and meets with high approval.





## TRAVEL COSTS GOT YOU DOWN?

Don't forget that as an SCCA member, there are many discounts available to you in the travel sector. Several hotel brands offer discounts to SCCA members, including Motel 6, InterContinental Hotels Group and Choice Hotels. Hertz, Budget, Avis and Alamo offer discounts on rental cars for SCCA members as well.

# SCCA 2021 FINANCIAL REPORT AVAILABLE ONLINE

The SCCA's consolidated audited financial statements for 2021 are final. Mize CPAs Inc. of Topeka performed the annual audit and issued a clean audit statement with no adjustments required.

Overall, results are in line with the preliminary results provided during the on-line annual meeting.

While effects of Covid lingered into 2021, most of our programs saw participation rebound and provide us with strong revenues across the board. Membership dues, entry and registration fees, and parts kits and rebuilds were all significantly improved from 2020. With higher participation, we also saw increased related expenses. However, the expenses were controlled to provide our best ever bottom line which has helped to offset recent net losses and rebuild our reserves.

Of note, recent organizational changes and investments in system upgrades and improvements had a positive impact as

they continue to mature. This includes the role of the Membership Portal in supporting strong numbers for membership renewal.

SCCA Ventures improved their performance in 2021 compared to 2020 and had strong year-end results. SCCA leadership again utilized PPP loans to help weather the financial challenges of 2021. There has been significant progress in the performance from SCCA Pro Racing due to discontinuing its prior role as a promoter of events in favor of a tight focus on licensing and operations

going forward. SCCA Ventures is now profitable and we expect that to continue.

The following condensed and consolidated statements of financial position as of December 31, 2021, and 2020, and the related condensed consolidated statements of activities for the years then ended, are presented as a summary, and therefore do not include all the disclosures required by generally accepted accounting principles in the United States of America. To review a complete copy of the audited report, please visit our website at [www.scca.com](http://www.scca.com). ☺

## CONSOLIDATED STATEMENTS OF FINANCIAL POSITION

	2021	2020
Total Assets	\$8,032,976	\$6,176,105
Total Liabilities	\$3,679,912	\$2,838,875
New Assets without Donor Restriction	\$4,353,064	\$3,337,230
Total Liabilities and New Assets	\$8,032,976	\$6,176,105

## CONSOLIDATED STATEMENTS OF ACTIVITIES

Total Operating Revenue	\$17,099,891	\$13,998,465
Total Operating Expense	\$16,072,068	\$13,002,581
Net Operating Revenue in Excess of (less than) Expenses	\$1,027,823	\$995,884
Total Other Income (Expense)	\$(11,989)	\$(241,527)
<b>Change in Net Assets</b>	<b>\$1,015,834</b>	<b>\$754,357</b>

## MEMBERSHIP LEADERS

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

### MEMBERSHIP REFERRAL LEADERS FOR MAY 2022

NAME	REF	REGION
Francois Doran	6	Cal Club
Roger Brown	3	River Cities
Jose De Miguel	3	Puerto Rico
Karen McCoy	3	Oregon
Jeff Sexton	3	Lone Star
Chris Windsor	3	Washington DC
Tony Ave	2	Cent Carolinas
Ron Barnes	2	Tennessee
Lynn Bertin	2	Detroit
Kristi Brown	2	Northwest
J. Burchardt	2	SW Louisiana
Gerard Callaghan	2	New England

835 additional members with at least one referral.

### REGION LEADERS

(Category based on 2021 year-end membership)

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

#### JUMBO REGIONS (800+):

Central Carolinas	9.2%
North Carolina	7.8%
Atlanta	6.9%

#### LARGE REGIONS (401-799):

Utah	13.4%
Philadelphia	8.4%
Land O' Lakes	7.6%

#### MEDIUM REGIONS (200-400):

Oklahoma	15.4%
Central Kentucky	13.6%
Northeast Oklahoma	12.2%

#### SMALL REGIONS (<200):

River Cities	136.4%
Phoenix AZ Solo	74.0%
Red River	27.5%

- Six months into 2022, the Tire Rack SCCA Solo National Tour has averaged 213 drivers per event, and landed a 95.7 percent "Likely to Refer" rating from participants. Tire Rack SCCA ProSolo Series is humming along, averaging 163 entrants per event and boasting a "Likely to Refer" rating of 93.4 percent. The Tire Rack SCCA Time Trials National Tour held its biggest event ever in March at Carolina Motorsports Park, with the program currently

holding a 98 percent "Likely to Refer" rating. And Track Night in America Driven by Tire Rack set an all-time record in June when more than 800 registrations were received in only 48 hours.

- SCCA VP of Road Racing Eric Prill addressed some developments from the SCCA Road Racing department. First, he shared that the 2022 Hoosier Racing Tire SCCA Super Tour season averaged 249 entries per event and received a 79 percent "Likely to Refer" rating.

- Region Development Becomes Member & Region Services

SCCA's Director of Region Development Chris Robbins opened his presentation by noting a name change for the Region Development department, which will now be called SCCA Member & Region Services. While the name has changed, the department's mission remains the same: serve SCCA members, as well as those who serve the members.

- With participation up and costs down – and believing there will be substantial increases in travel costs

and conference expenses in the coming year – the 2023 SCCA National Convention will again be conducted online.

However, the SCCA Board of Directors and SCCA National Office recognize there is an intangible benefit when Club members connect in person. So, efforts will be made to conduct in-person SCCA National Conventions for monumental Club milestones, such as in 2024 for SCCA's 80th anniversary. ☺



## RANDY POBST

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

# THERE'S A RACE, AND YOU'RE NOT IN IT!

Formula 1 has pissed me off again, even though it is far more popular than it's been for a long, long time here in the U.S. of A. The F1 Netflix show *Drive to Survive* has attracted a whole new audience and gives a lot of insight into the road racing world for many Americans, for the first time. This is my concern, that the road racing I love and respect is being corrupted by the behavior of the characters in this racing show that is displayed on the world stage.

**"Many times it is best for a driver to politely stay out of the way, so as not to interfere with the competition at hand."**

I looked up the *Drive* show for the first time a few weeks ago for the purpose of seeing what I could learn about the way that last race of 2021 was handled. I came away shocked at what I saw in addition to that travesty of competition. Last column, I wrote about the F1 race director choosing a finish under green

above all else, including any sense of fair and honorable competition, and even his own rules. This time? It was the ugly and shameful blocking.

"There's a race going on here, and YOU'RE not in it!" Have you ever heard that very appropriate comment on some on-track situations? It refers to the fact that many times it is best for a driver to politely stay out of the way, so as not to interfere with the real competition at hand. It's a "What goes around comes around" choice, like karma, creating the world in which you live. I assure you, fellow SCCA'ers, when your race gets saved with a little good sense from your friends, you will know the feeling.

This is a truly wonderful thing for you to do in combined-class racing, which happens all the time in our Club. Be aware. Make the effort to know the classes of the cars around you, and not get in the way of their in-class battles for position. This is very common to see when a more powerful car of a higher class is among several better-prepped or

driven cars from a lower-power class. If the car with better straight-line speed is all alone, it is a wonderful thing for that car to back off a bit and not get in the way of someone else's race. That's good sportsmanship. Your fellow racers will love you for it.

And, when the tables are turned and you are the one racing hard for a class win, and a car running alone from another class makes an effort to stay clear, you will certainly appreciate that, too. Now if neither one of you has close competition, go ahead and have a ball. The very best races are among cars of very differing capabilities, because it can create so many clear passing opportunities.

But this was Formula 1, and Lewis Hamilton and Mercedes had the best combination and a nice lead in the final race for the championship. The battle is between Hamilton and, of course, Max Verstappen, who is running second, a bit farther back. Through the timing of pit stops, Verstappen's teammate Sergio Perez happens to find himself ahead before pitting, and we





listen on-screen as the Red Bull team leader instructs Perez to "...hold up Lewis. Think where's best to do that."

And so, Perez dodges, blocks and dive-bombs Hamilton all over the track, successfully taking 10 seconds out of his well-earned lead on Red Bull's Verstappen, and very nearly crashing him out on several occasions. While I'm driven mad with anger at this dangerous and foolish display of Roller Derby team tactics, the F1 commentators are calmly going on about the great fairness of Perez's blocking efforts.

Am I the only one horrified by this? Is there anyone out there who also sees that the emperor has no clothes? Please tell me that racing competition is not dead, that we have not sunk to this disgusting and depressing level. If this is how it is in F1, then there is only one thing to do: bring in Mercedes teammate Valtteri Bottas and send him out in front of Verstappen, and run him all over the racetrack, too! Jam cars to add thrills and spills! Ridiculous, yet clearly A-OK with Formula 1.

I am not saying Perez had to pull over and let Hamilton by, it is certainly fair to make a driver earn the position; but his outrageous, risky moves were an insult to the sport, and the real contest was with another driver. There was a stirring race going on here, and you, Mr. Perez, were not in it.

And, again, like Verstappen's Vortex-of-Danger dive bombs that require the car ahead to move or get hit, the whole world watches and figures that this is what racing is. And it generates views, which attracts financial income. Well, it just makes me sad. That is most emphatically *not* what it is and has been for me, and I somehow won almost 100 pro races anyway.

We are Sports Car Club of America. We race for the pleasure of the cars and competition, not for TV ratings and ticket sales. We race for trophies; for the incredible focus it creates in our brains. We race for the challenge to perform to the very best of our abilities with these machines that we love. We

**"It is a wonderful thing to not get in the way of someone's race. That's good sportsmanship."**

race for the love of the sport. How do you define sport? Is it who has another car on their team that can get in the way of your competitor and help you win? Or better yet, knock them out of the race entirely, as almost happened here?

When offered the opportunity to write this column near 20 years ago, my primary motivation was to work to nurture sportsmanship in the SCCA, because the dangerous sport of auto racing offers many chances for aggression and violence to determine the winners, and I believe we are all better when the winners are faster, smarter, and better prepared. And maybe even just a little lucky that day. Blocking drivers? May you blow your engine and spin in your own oil. And to the rest of us? With respect, honor, and a tough, fair fight; may the best one win. 🍷

#### **DIFFERENT SPEEDS, DIFFERENT WAYS**

Multi-class racing means cars with different abilities are on track together. Just because one has the power to keep a better-handling car behind, doesn't mean one should.

# PERSEVERANCE

Nothing Can Stop the Time Trials Nationals

**WORDS** Jeff Zurschmeide | **IMAGES** Zachary Rackovan/ABI Photography

**W**hen the Tire Rack SCCA Time Trials Nationals Powered by Hagerty was first established, the Club signed a 10-year contract with NCM (National Corvette Museum) Motorsports Park in Bowling Green, Ky. The idea was to give the event and its participants a long-term home that would accommodate the kind of growth the Club had planned for this program and its drivers.

## FAST FRIENDS

As much as it is about the competition, the SCCA Time Trials Nationals is about making and renewing friendships with other drivers from around the country.

## TWISTER

Five years into the contract, Time Trials Nationals has not only survived the pandemic, but this year's event took place on May 12-15, 2022, as the rebuilding of NCM Motorsports Park was still underway following a devastating tornado that ripped through the facility last December, destroying all the track's buildings. "The Holley Building literally looked like

God used a tomahawk and just chopped it in half," said Daniel Dennehy-Rodriguez, SCCA's Partner Relationship Manager who was also a competitor in Unlimited 2 this year. "The tornado lifted almost all of the roofs off the buildings and garages. The engines, the cars, the transmissions, everything but the lifts that were bolted to the ground were taken and deposited miles away.

Every single building at NCM was a complete write-off."

Many facilities and many events might reasonably decide not to go forward under those circumstances, but that's not what happened here.

"I'm starting to read the car. I crushed my time from last year by almost a second."

**NICK PHILLIPS**





"When we showed up this year, we found a very nicely setup tent area that NCM is using now as their HQ. There's no running water, no toilets, and no showers. We worked with NCM's General Manager Matt Busby and the NCM crew to make sure that there were sufficient portable toilets and proper hospitality, cleanliness and sanitation. I've heard no gripes from any competitors

that there wasn't enough to make everyone safe, healthy, and happy. Some people still decided to camp at the track. God bless them, they were very campy campers."

As part of Sunday's KONI Podium Celebration, the Time Trials Nationals staff presented Busby with the "Spirit of Time Trials" award for his creativity and hard work in getting the facility ready for this event.

#### TRACK RECORDS FALL

Against the backdrop of a facility under renovation, the 2022 Time Trials Nationals got underway. By the end of competition on Sunday afternoon, 18 drivers had won their classes, and 10 of those had set new class records on NCM's 3.15-mile, 23-turn Grand Full Course.

Nick Philips, driving a 2003 Corvette Z06 in the Sport 2 class, set a record in his third

visit to the Time Trials Nationals.

"I'm starting to read the car," he remarked early in the event, "This morning, I crushed my time from last year by almost a second. If we can replicate the conditions from this morning tomorrow, I'll drop it even further."

He did that. For the second year in a row, Philips won the Sport 2 class overall, and this year did so with a record-breaking lap time of 2:15.819.



**FUN AND (MIS)FORTUNE**

Josh Owens (FAR LEFT) won M4 in his Miata. Ivy Chang wasn't able to continue in her Mustang (LEFT) after contact with the barrier. But competitors stepped up, offered cars to drive, and she continued. Nick Phillips (BELOW LEFT) was quickest in the S2 class in his Corvette.

**NEVER SURRENDER**

Ivy Chang brought her 2017 Mustang GT350 from Dallas, Texas, to participate in her first Time Trials Nationals in the Sport 2 class.

"My weekend was exciting, scary and loved all in one," she recalled. "All my competitors are so good and so fast, I told myself I need to go faster."

Going faster is what SCCA Time Trials are all about, but there's always a limit.

"I was trying to shave off some more time," Ivy said, "Unfortunately, I went sideways in corner 21 and could not recover. I hit the safety fence. It was a big hit and the airbags deployed. I was so scared and so disappointed. The medical

and rescue team came right away to check that I was OK. When I returned to our pit, John Hunter [SCCA's National Time Trials Manager] was already there to check on me and to see if he could do anything to help."

As is traditional for SCCA Time Trials, the paddock came together to get Ivy back on track.

"Friends, and people I had never met, came to our pit to see if we needed any help for my car. I felt so loved and cared for! After my car was towed to our pit, [fellow Sport 2 competitor] Tim Mason started working so it could be moved to the trailer."

Ivy could have packed up and gone home at that point, but she didn't.

**"There were so many of my new friends and old friends cheering for me!"**  
**IVY CHANG**

"After I had calmed down a little bit, Tim brought up the idea of getting back on the horse. I was not so sure, but he and others helped me build up the courage. On Saturday, Tim shared his car with me for the TrackSprints. When I returned to the impound area, there were so many of my new friends and old friends cheering for me and saying they felt proud for me! I'm surrounded by caring and amazing people. Jim Bunch offered to let me co-drive his [Tuner 3-classed] car as well.

Sunday was hard, but during the final TrackAttack session, I felt some improvement for myself. Maybe I'm not the fastest, but I started to get my confidence back."

As part of the National SCCA Time Trials traditions, Ivy received the "Never Surrender" award for her courage over the course of the event. "I had an unforgettable weekend, bitter and sweet," she said. "The love, warmth, and caring community at TTN is the best part of it! The car is already being repaired. We will definitely be back!"

**DECEPTION**

Coming back from disaster was a common theme at this year's event. Anthony LeClerc of Naperville, Ill., has never missed a Time Trials Nationals. This year he came to compete for Max 3 class honors in his 2015 Alfa Romeo 4C.

"It started out kind of rough," Anthony explained. "I sent the car into the tire barrier during the second practice session on Thursday, trying to push the car a little bit more and also probably being a little bit rusty."

"There's a turn called Deception, where you're supposed to hop over the inside curbing," he said. "I think I hit the curbing a little too hard. The back end kicked out and I kind of slid down and then eventually ended up in the tire wall on the right-hand side."

Like other drivers, Anthony had to make a determination



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**WINNERS ...**

For some, celebrations occur with victory. For others, it's about surviving. David Marcus (RIGHT) won T2 in a Toyota Supra. Perry Ellwood took his RX-8 (FAR RIGHT) to the top of M2. Tom O'Gorman (BELOW) topped the time sheets overall and in U1 in a Corvette.



about fixing his car for the competition days.

"Luckily, I was already looking for an alignment shop for it!" he joked. "The damage was mostly cosmetic. I got the car checked out for an alignment right after that happened. There were no bent suspension parts or anything. It turned out that the car was okay enough to drive for the rest of the weekend."

LeClerc got back in the game on Friday and kept working.

"I took it slowly," he said. "I wasn't doing too well at first, but I managed to climb back up and finished third on Saturday and Sunday."

**ROLLING COAL**

Several drivers had a truly unexpected challenge to deal with at this year's event. The

gas station located near the track entrance mistakenly filled their premium storage tank with diesel fuel, contaminating the cars' fuel systems and creating a smoky mess.

Michael Breen of Hendersonville, Tenn., was the first to experience a problem in his Tuner 4 car, a 1997 BMW 328i. "I was patient zero for the diesel fuel," Michael said. "Friday

"I took it slowly. I wasn't doing too well at first, but I managed to climb back up and finished third."

**ANTHONY LECLERC**

morning, I drove up from my house and filled up at that gas station. I was rolling coal out of a gas engine on the track! I was down on power and then I had to call it quits





#### ... AND THE NOT SO FORTUNATE

Mike Breakey (LEFT) didn't win U1, but he looked good on track in his Lotus 7. Anthony LeClerc (SECOND FROM TOP) had an unfortunate off, but checked his alignment and persevered through the event. Michael Breen (THIRD FROM TOP) wasn't so lucky, discovering that the gas station near the track filled a gasoline tank with diesel. Benjamin Smolen's Jetta (BOTTOM), despite the wrap, is bone stock, and he discovered his brake pads weren't up to the task, but babied them to finish the event.



after the first session. I have a friend who works at a BMW dealership who was at the track. I left the car at his house, and we had it towed over to the dealership and it's being cleaned out and taken care of."

In the midst of a bad situation, the gas station stepped up to make things right.

"I've been in communication with the regional director," Michael said. "I've talked to him on the phone, and I've got emails from him saying, send us your invoices for car repairs, hotel, track fees, all that, and we'll make it good. They've been very nice."

At the end of the weekend, Breen received the "Heroic Fix" award for his work in diagnosing and warning other drivers about the problems with the fuel station.



#### DEMOCRATIZING DATA

At this year's event, APEX Pro was offering driver instruction and on-board data review from professional driver Andrew Rains. Jerome Cahuzac of Buffalo Grove, Ill., took advantage of that program for his 2016 BMW M2 competing in the Sport 2 class.

"After my first session, I took them my phone, because everything's on the phone through the APEX Pro app," Jerome said. "You download the app and hook it up to the APEX Pro device, and it measures your g forces and lateral acceleration. It saves all of the information on your phone, including video and accelerator data."

Looking at the data gives



Time Trials competitors many of the same insights that professional drivers use to improve their performance.

"We did a first review of the video, just looking at the lines in general," Jerome said. "Then we went into more of what the APEX Pro will give you – how much of the available grip you are taking advantage of and which corner you should be able to go harder on." Cahuzac found the information helpful as he worked on his times.

"I haven't learned enough yet, but I'm learning," he said. "What it tells you immediately is, are you at the limit, and can you push harder? But you have to gauge with your butt. That's the good part of it; it tells you where there's some potential grip left and where you can go faster. We focused on three corners where I needed to improve and change my line and be a bit more aggressive. It was valuable insight."

#### KEEPING IT REAL

One of the attractions of Time Trials is that drivers can compete in their street cars. Among those keeping their Time Trials efforts close to home is Benjamin Smolen of Syracuse, N.Y., who brought his daily driver to compete in the Sport 5 class.

"I drive a 2019 Volkswagen Jetta," Benjamin said, "fully stock, with no modifications except wheels and tires. I guess it went pretty well even though halfway through, I thought I wouldn't make it because my brakes were shot."



### THE FAST AND THE HARD-WORKING

The top drivers overall (FAR LEFT) included, right to left, Tom O'Gorman, Justin Peachey, James Rauck and Tom Bergeron. Matt Busby (LEFT), general manager of NCM Motorsports Park, was presented the Spirit of Time Trials Nationals award for the hard work in keeping competitors happy despite much of the facility being destroyed by a tornado last fall. Peachey (BELOW LEFT), in addition to being second overall, won M1 in his Corvette.



Sometimes, equipment that works on the street just doesn't have what it takes to survive on track.

"I'd only done one Time Trials event before this one," Benjamin admitted. "I originally had ceramic factory pads, so at that first event I would have to do three hot laps, then one cool lap to keep the brakes cool. The pads I had for the Time Trials Nationals were advertised as a trackable street pad. They felt great and never faded, but after the second day they were completely shot, down to the metal backing plate."

Again, the SCCA Time Trials team came to the rescue, helping Benjamin learn to change his brake pads in the paddock.

"I got some AutoZone Platinums," he laughed. "I was like,

oh my God, I'm gonna die. These pads are not for this. During the [TrackAttack] sessions, they were literally smoking. I had to be a little more careful, but you know what? I made it through the weekend and made it home."

Benjamin has better gear coming for next time.

"Instead of trackable street pads, I've ordered some new streetable track pads," he said.

**CELEBRATING THE FASTEST** SCCA Time Trials is about lap times. Surprising precisely no one, the best time of the weekend went to Tom O'Gorman of Monroe, Ohio. O'Gorman's Grand Full Course time of 2:05:304 was set in an Unlimited 1 class 2019 Corvette. Justin Peachey of Manheim, Pa., was second-

**"Instead of trackable street pads, I've ordered some new streetable track pads."**  
**BENJAMIN SMOLEN**

fastest overall in his Max 1 2007 Corvette. Both drivers won their classes, naturally. Third place overall went to Chris Ingle of Ooltewah, Tenn., in his Unlimited 1 class 2014 Dodge Viper.

With five years down and five to go, the Tire Rack SCCA Time Trials Nationals Powered by Hagerty is solidly well-established at NCM Motorsports Park. Plans are already underway for next year's event when the all-new buildings should be ready for use and a new class of champions can be crowned. 🏆

### TIRE RACK SCCA TIME TRIALS NATIONALS

**NCM MOTORSPORTS PARK**  
Bowling Green, Ky. | May 12-15, 2022

**S1:1:** Tom Bergeron (Chevrolet) 6:11.434; 2. Charles Krampert (Chevrolet); 3. Casey Henry (Chevrolet); **S2:** (18 entrants) 1. Nicholas Phillips (Chevrolet) 6:23.099; 2. Stan Whitney (Ford); 3. Sam Strano (Ford); **S3:** (3 entrants) 1. Dennis Barrett (BMW) 6:37.478; 2. Josiah Douglas (Nissan); 3. Calvin Jilek (Ford); **S4:** (5 entrants) 1. Brian Flanagan (Porsche) 6:47.887; David Entz (Porsche); 3. Terrence Singh (VW); **S5:** (10 entrants) 1. Peter Lauzon (Mazda) 6:47.528; 2. Derek Secord (Honda); 3. Chris Carlisle (Honda); **S6:** (10 entrants) 1. DJ Alessandrini (Scion) 6:44.513; 2. Jimmy Vajdak (Scion); 3. Ryan Mukherjee (Scion); **T1:** (3 entrants) 1. Cody Hunt (Chevrolet) 6:12.045; 2. Jeff Tucker (Chevrolet); 3. Jeff Cox (Ford); **T2:** (5 entrants) 1. David Marcus (Toyota) 6:16.248; 2. Nicholas Hendrix (Chevrolet); 3. Michael Barnes (Ford); **T3:** (11 entrants) 1. Lyle Zyra (Toyota) 6:30.815; 2. Andrew Pallotta (Subaru); Ansel Henry (Ford); **T4:** (19 entrants) 1. Matt Hugenschmidt (BMW) 6:34.036; 2. Ido Waksman (BMW); 3. Neal Towsen (Scion); **T5:** (17 entrants) 1. Matt Waldbaum (Mazda) 6:49.964; 2. Faraz Ahsan (Mazda); 3. Robert McDaniels (Mazda);

**M1:** (5 entrants) 1. Justin Peachey (Chevrolet) 5:59.424; 2. James Rauck (Porsche); 3. Larry Waterman (Chevrolet); **M2:** (9 entrants) 1. Perry Ellwood (Mazda) 6:18.258; 2. Michael Kubiak (Chevrolet); 3. Ray Brake (Chevrolet); **M3:** (7 entrants) 1. John Roeder (Porsche) 6:19.359; 2. Ian Creps (Honda); 3. Anthony LeClerc (Alfa Romeo); **M4:** (9 entrants) 1. Josh Owens (Mazda) 6:24.654; 2. Michael Jansen (Mazda); 3. Nicholas Zelisko (Honda); **M5:** (3 entrants) 1. Andy Hollis (Honda) 6:32.429; 2. Nicholas Garrett Johnston (Mazda); 3. Walter Johnson (Mazda);

**U1:** (7 entrants) 1. Tom O'Gorman (Chevrolet) 5:54.665; 2. Chris Ingle (Dodge); 3. Wesley Wood (Porsche); **U2:** (5 entrants) 1. Dallas Reed (Mazda RX-8) 6:29.455; 2. Eric Hauck (Mazda Miata); 3. Zachary Grant (Volvo 144).



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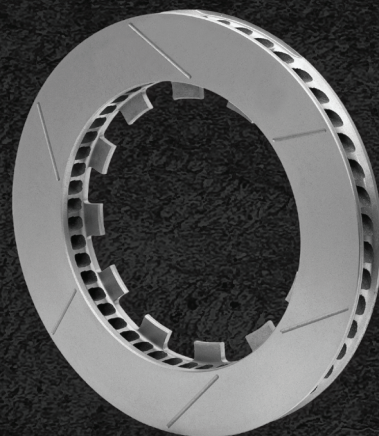
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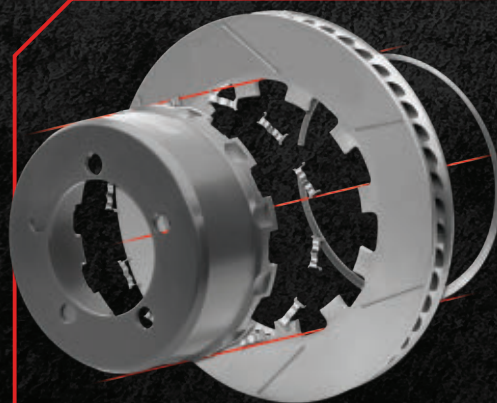
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# wilwood <sup>RACING</sup>



A blurred image of a race car on a track, suggesting high speed. The car is dark-colored with some white and yellow accents. The background is a blur of green and brown, indicating a track environment.

# BLESS THE SURPRISES

Who Will Win the 2022 SCCA Tire Rack Solo National Championships? We never really know, and that's half the fun.

**WORDS** Paul Brown, with Vivek Goel, Matt Murray, Sam Karp, James Yom, Kristi Brown and Laura Marcus

**MAIN IMAGE** Perry Bennett

Whatever else 2022 has brought us, this year at least looks like a real return to a more “normal” Sept. 6-9, 2022, Tire Rack SCCA Solo National Championships in Lincoln, Neb.. We’ve had a full season of both ProSolo and Solo National Tour events. While we have no clue about

the entry level for this event and how travel costs may affect that, mid-season events have been seeing record turnouts despite those costs, so the prognosis seems to be good for the annual September bash.

Course design has been balanced for the past few years so, hopefully, that trend

will continue. That still leaves us with a list of caveats. There are some classes where we simply don’t have sufficient information with which to make a pick. Weather in Lincoln can and does mess with results—rain in the middle of one heat can then lead to drying conditions for several heats following. Someone will



**FLYER**

Tamra Krystinik has been fast in the RX-8, and is expected to take D Street Prepared Ladies.

have an unforeseen (to us and many others) breakout performance. Tire choice can be difficult and, this year, there are some supply problems that may end up deciding some winners. And we have a list of alien drivers we expect to make the trip, but so far, we have no clue where they'll be competing.

On that last note, Bryan Heitkotter, Tom O'Gorman, Brian Peters, Matthew Braun, and Tony Chow are all likely to be there and are brutally hard to beat. Add to that a few others like Jeff and Nicole Wong, Jonathan Lugod, and P.J. Corrales, who have multiple class choices, and this job of

picking winners is a tough one. There are also several classes – including some Ladies classes – where we had zero clue, so in some cases we opted not to make any selection. But in all cases, we embrace the surprises, even as we try to eliminate them with this annual guessing game. So, here we go.



Perry Bennett



Rupert Berrington



Rupert Berrington

#### BMW OR SUPRA

Andrew Kessel (TOP) is expected to return in his BMW M2 in B Street. Speculation is that the Supra might be better, but someone has to show up in one for it to matter. Craig Wilcox (MIDDLE) has been dominating Street Modified FWD. It won't be any surprise to find Adrian Cardenas (ABOVE) at the top of A Street Prepared.

Super Street is among the really deep classes, with a whole slew of drivers capable of winning. The Porsche Cayman GT4 seems to be the car of choice, and there are sure a lot of people finding one to drive. Among those pilots, Jay Balducci seems to be getting the most out of that capable ride, and we can't fail to mention Rachel Baker. Rob Clark continues to be fast in his C8 Corvette, but our pick goes to **James Yom** in the venerable, fully analog Porsche 911 GT3.

SSL is one of the Ladies classes likely to make the numbers to fill a class. Julie Woodbury is always quick, but **Langlee King** in the Clark Corvette C8 has taken full advantage of some seat time in the car. Combine that with some obvious talent, and we've got our pick.

A Street is among the few diverse classes we'll see. A cynic might think it must be due for some SEB attention. We've got a couple of Cayman drivers to watch out for: Greg Janulis will be tough especially if it rains, Kevin Wenzel has a closet full of jackets and will be a problem if he can stay clean, but our eyes are on the Corvettes. Dan Bullis is finally in the right car, and Charles Krampert will be there to try to repeat, but this year **Dan Simms** seems like he has it all together.

In B Street, **Andrew Kessel** will make his run in an M2 Comp. The Supra may

or may not be a better car, but that only matters if someone shows up in one.

At least it's easy to pick the winning car in C Street—odds are that will be an ND Miata. Things get a bit trickier after that. Rick Cone is always quick, though this doesn't look like his year. Lance Keeley will be in the mix. We're expecting this to come down to Will Teller and **Vivek Goel**. Each has won the events they have run, but Lincoln will be the first time they cross paths this year.

D Street may very well come down to course design, with a huge contrast between the well-balanced and moderately powerful FR-S/GT86 versus the seriously powerful FWD Civic Type R. While it's hard to pick against either Mark Scroggs, or Mark Daddio, they are in new twins. **Garrett Cogburn** will be in his Type R, and course advantage or not, he'll be quick.

DSL should be one of the really interesting L classes. We've got perennial pick Stephanie Reynoso but, rumor has it, Laney Blume and **Cindy Duncan** made a deal to co-drive a Type R, which makes this at least a three-way battle. We're going with Duncan both on her history against the competition and because of the eclectic list of cars she has driven this year as part of her physical (and mental) therapy after some early season surgery.



A photograph of several race cars on a track. In the foreground, a white race car with blue and red stripes and the number 48 is visible. To its right, a blue and red race car is also visible. In the background, a silver race car and a blue and white race car are visible. Above the cars, a bridge structure spans the track, featuring a large white sign that reads "Never stop driving".

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### THE ONES TO BEAT

It's a familiar name as the pick for E Street. Bartek Borowski (TOP) is expected to bag another championship. PAX wrecker Billy Davis (MIDDLE) is the pick for Street Touring Roadster. Mason Herrick (ABOVE) understands maintaining momentum from his time in karts, so he gets the pick as favorite in Solo Spec Coupe.

E Street. Maybe this sounds like a broken record but look in the back of the rulebook including "Driver of Eminence" and you'll see why we pick Miata specialist **Bartek Borowski** over the MR2 Spyderys of Joe Cote and Dennis Hubbard.

We should see entries in ESL, and we get to flip a coin between Teresa Walton and **Casey Coughlin**. Okay, watch for a repeat.

F Street is all new for 2022. Can the Super Ponies make a class despite the lure from CAM? Camaro drivers Jon Caserta, Mike Leeder, and Michael Carpenter will all be quick. **Sam Strano** has a Mach 1, and his driving and setup skills make him our pick.

We aren't quite sure what to do about FSL. There's a chance Laura Marcus will be here to dominate, but we're pretty sure we'll see **Kellie Knopp** here, so she gets the pick.

G Street ought to be a fairly large class this year. We'll have the usual batch of Hondas, and Brad McCann and Michael Yanase represent that group. We'd flip a three-sided coin if we had one, but we think he'll figure out the electronic nannies, so the **Ron Williams** factor is just too much to pick against.

H Street looks like it should come down to a couple of Texans driving Hondas facing off in Lincoln. Cameron Goode has been awfully close in the past, but with

**Matt Morhardt** being so quick lately, we've got to go with the upstart. Caleb Pardus was dangerously close last year in his Fiesta on suboptimal tires, so this one is tough to call.

Super Street R has been won by the same driver three of the last five years. In the others, we've had either a Driver of Eminence or Bryan Heitkotter in the mix. Since we don't know of a DoE or aliens in the class this year, we can't pick against **Grant Reeve** and the Corvette Grand Sport. With Northwest Region drivers Ron Bauer and Kit Gauthier in the mix, all bets are off, and that goes double if Matthew Braun finds a ride in a Corvette C8 on Hoosiers.

Solo Spec Coupe is the class we thought it would be in: A field of great drivers in spec cars makes this reminiscent of the old Neon days in D Stock. Andrew Canak, Kevin Dietz, Taylour Wargo, D.J. Allesandrini will all be trying to get a clean run chasing **Mason Herrick**. Years of avoiding the brake pedal in Formula Junior has paid off for him.

SSCL may be the largest L class at the event. As on the Open side, we've got a list of drivers chasing the favorite: Meredith Brown and Chris Peterson will be chasing **Jennifer Bedell**. Our main concern might have to do with the length of Bedell's current (and long) streak of wins—streaks like that are made to be broken.



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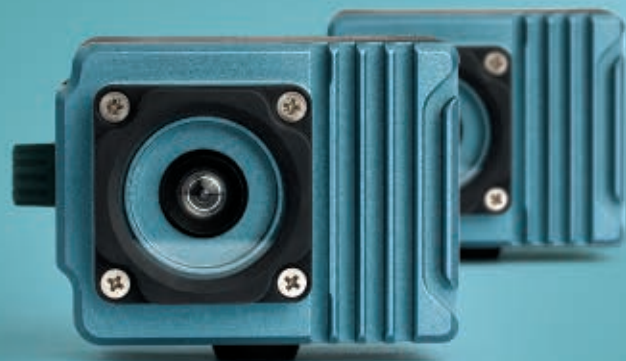
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Super Street Touring™ is completely new. So far, we don't have a lot of data to work with but **David Marcus**'s history with quick builds has to make him our pick. SSTL may or may not make it, but if it does **Laura Marcus** gets the nod.

Street Touring™ Ultra is nothing if not diverse. Rally cars versus Caymans and late Z cars? Somehow it works, though this may be the epitome of weather dependence. Lots of last year's top contenders are off to other cars and classes. Brian Killourhy has his Cayman working well, while Bill Zerr is quick in both of his STU cars, the Subaru STi and the Nissan 370Z. But late word has **Will Koscielny** co-driving with Jacob Ronald in the Fiata so we are really picking between the two of them.

The field of ND Miatas in Street Touring™

Roadster will be fun to watch. Daniel McCelvey will be quick. Corey Phillips will be in the mix if he can be clean. John Hunter won't surprise anyone if he adds to his collection of jackets. Their problem is that the Davis team has found the class, and **Billy Davis** is a PAX wrecker. And an alien. There are a few drivers we don't pick against, and he's at the top of that list. Yeah, Josh Luster beat him at the Finger Lakes Tour. That's amazing. If he does it again in September, he gets points toward his own alien card.

If STRL makes it, we'll look for **Annie Gill** in the Hunter ND. Laurie McCelvey is making great strides despite stepping up to Chief's Team duties, but Gill is just too strong in whatever she drives.

**Jason Frank** has been unbeatable in

the Street Touring™ Xtreme twin. It's an unusually reliable car for him but that just makes the pick easier. STXL is Kate Fisher's if she runs here.

Street Touring Hatch is unique in that it continues to lack a go-to vehicle of choice. Devin Taylor is fast in the Tipple Civic, but our pick goes to **Aaron Buckley** and his Audi TT.

Street Touring™ Sport looks a lot like E Street—two different older cars making a large, popular class. In this case, it's the second-generation CRX and the NA Miata. Adam Barber was a close second last year in his CRX, but he's facing a fleet of Miatas this year. Andrew Salazar should be in the mix, and Eric Stoltz had fast scratch time last year. Our expectation is that this will come down to David Whitener (experience, setup, talent) and **Riley Heaton** (local experience, youth,





John W. Wilmoth



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## GUESSING GAMES

Langlee King (ABOVE) has a good shot at Super Street Ladies in the C8 Corvette. In a class without a dominant car, Aaron Buckley (TOP RIGHT) is expected to win in his Audi TT. There's stiff competition in A Street, and the question seems to be Cayman or Corvette. Dan Simms (ABOVE RIGHT) hopes Corvette is the right answer.

and talent). As in SSC, we've got someone who grew up avoiding the brake pedal now running in a low-power class; that at least lets us avoid flipping a coin; but with at least four viable picks, this one is up for grabs. There's a chance we'll see **Kim Whitener** in STSL, so we'll pick her.

Super Street Prepared will be really fast. Though he has other classes he can run with minor changes like tires, our guess is that **Jeff Wong** will be running here. With his driving skills and obsession about tuning, he's a good pick wherever he runs.

SSPL is one of those rollup classes that could make its numbers with a variety of cars. If it does, **Nicole Wong** should add to her extensive collection of jackets.

Last year **Adrian Cardenas** surprised many with his well-developed RX-7 in A Street

Prepared. This year it won't be a surprise, though we understand that Jonathan Lugod will be in the class, and Tony Rivera continues to develop his RX-7. Either could upset this pick, but we're sticking with Cardenas.

B Street Prepared is another class with two popular vehicle choices. **Ray Dsouza** is the top ND Miata driver and he gets the pick over Austin Clark and the S2000 crew, which we expect to include Erik Strelnieks in the Sacha Tauber car this time around.

C Street Prepared has lost most of its historic contenders. We're left going with Spring Nationals results, so **Adam Norton** gets the nod in a BRZ. If we're right, that's historic in itself.

We're anticipating the epic battle in D Street Prepared to continue between the RX-8s of Steve O'Blenes and **Tamra Krystinik**. Neither has been



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### HOT HATCH

Cindy Duncan and the Honda Civic Type R (TOP) is the choice in D Street Ladies. The SSCL class is deep, but Jennifer Bedell (MIDDLE) has a good chance of emerging victorious. Randall Wilcox's Mazda (ABOVE) isn't getting any slower, and neither is he, so a Super Street Modified championship is likely if he chooses this class, but he could be back in X Prepared as well.

idle since last year's meeting, but with her season of seat time in a spectacular variety of different cars, we think they may be in a pattern of trading wins, and this would be her turn.

E Street Prepared is a question of sufficient entries this year. The success of CAM has been a drain on the class; but ironically it could also be its salvation this year. CAM is scheduled to run late in the week; some of those drivers may choose to run ESP early in the week so they can head to LS Fest. Unfortunately for us, we have no clue who that might be.

It seems like the only place we see old Rabbits is in F Street Prepared, which is a bit of a nostalgic shame. Geoffrey Zimmer has had co-drivers win in his, and Andrew Blaisman was quick in Peru this year. Greg Anthony in his Neon should be in the mix. But our money is on the closest thing to a late-model car in the class, where **Danny Gross** has uprated his STF Mazda 3 to SP form.

The Street Modified category looks from here to be a bit easier to pick than most. Barring vehicle carnage or the Chief of Weather intervening, we've got one pick in each class. **Randall Wilcox** may be back to Super Street Modified, and is the obvious pick there. **John Vitamvas** has his RX-8 working quite well in Street Modified, though rumors of the Berry Evo getting SM-appropriate upgrades might provide some interest. If the Panda makes an appearance, this becomes a more difficult pick.

On that note, we'll pick **Lisa Berry** for SML...if the car is there, if she makes the trip, and if the class exists.

**Craig Wilcox** has been pretty dominant in Street Modified FWD, and we don't see any reason to expect a change in that situation.

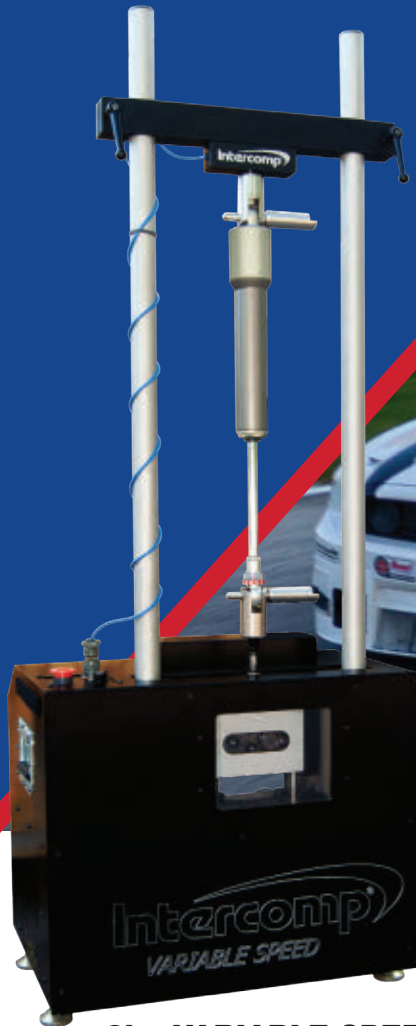
X Prepared is harder to pick than usual. We aren't expecting to see the Züst Lotus. Chris Dorsey is developing a Miata, and despite it being early in that cycle, he'll no doubt have it working well. Justin Peachey has at least three options, and with Wilcox back in SSM and CAM not being a championship category, XP may be attractive to him. With all those unknowns, we'll go with **Andy McKee** in his well-sorted Mazda RX-7.

C Prepared has a lot of established cars and established drivers, so it may be odd to have the easy pick being **Robert Lewis** in his Ford Mustang SVO that was first on track just a couple of years ago. In CPL, we can't pick against **Tracy Lewis** in that same car.

D Prepared ought to be fun to watch. Todd Roberts will have a new engine in the Miata, but our money is on **John Thomas** in the Kumush Starlet to add yet another line with his name in the back of the rulebook. E Prepared should see **Patrick Washburn** at the top, so long as the Civic doesn't find another new and creative way to fail.



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F Prepared has a lot of contenders for a class we don't see a lot of during the season. Alex Jones is always quick in his Solstice. Wes Hughson and Jesse Waymire took the top two spots last year in an S2000. Caius Boboescu continues to develop his Z3. But it looks like **Dave Montgomery** may be bringing his 914 back, and he and that car are just too good a combination to bet against.

Last year **Christopher Dunn** crushed A Modified by eight seconds. Will he be back? We don't know. Wild card here is Andie Wolfe in a reconfigured Doofwagon. If the stars align just right, she could have the right combination.

Speaking of last year's performances,

**Matthew Ellam** took top PAX for the entire event in the family B Modified Cheetah. He gets our pick this year, but another SoCal BM car may turn out to be a spoiler as Jason Swindle has Marshall Grice coaching and engineering which have been enough to upset a number of classes in the past.

C Modified is hard to call. **Ben Martinez** has a couple of wins in recent years, so we'll go with him. John Ryan and Eric Clements weren't far back last year and are entirely capable of changing that order this year.

Spring Nationals featured a preview of the D Modified battle. Mark Sawatsky and Chris Kunkel in the ex-Huffman Elan showed

speed, but Team Ellerby was just too quick on day two. **Jeremy Ellerby** was more than a second faster than everyone on that course, though Jeff Ellerby coned a run that would have given the team the top two spots. That gives us four solid contenders, but that second day's performance gives the advantage to Jeremy Ellerby. Jeff Cashmore dominated this class for years, and there's a chance he could take a break from golfing in Tucson and hop into one of the Del Long cars. We never like to pick against Cashmore.

DML seems likely to be a championship class, and we'll give the nod to **Briget Sawatsky**.

E Modified is among the really easy





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## FRESH AND FAMILAR FACES

Many of the historic contenders have moved from C Street Prepared, so that may open the door for a Subaru BRZ victory at the hands of Adam Norton (ABOVE). It's a close call between Casey Coughlin (TOP RIGHT) and Teresa Walton in ESL. Robert and Tracy Lewis (ABOVE RIGHT) are expected to take their Mustang SVO to the top of C Prepared and CPL.

picks to make. **Jeff Kiesel** continues to develop the already blazingly fast Sprite.

EML is much the same story. **Shawn Kiesel** should add to her long string of victories, though daughter Kaila has become a threat.

We might be foolish not picking Zak Kiesel for F Modified. The effort the family puts forth is impressive. But **Jason Hobbs** has raised his game and, after his showing at Spring Nationals, we have to lean toward him.

FML should be a class, and **Johanna Griest** seems like the easy pick.

Last but not least (in size), we have Kart Modified. **Lefty MacLeod** should take a fourth consecutive victory.

There you have it...our mostly wrong picks of who will win the SCCA Tire Rack Solo National Championships. We're not trying to be self-effacing here; our history at this has us more incorrect than choosing the true winners. But that's the fun of it, right? If we all knew who was going to win, we could save the gas, the travel expenses and vacation time. Uncertainty, though, fuels the fire...to compete, to watch, to observe from afar.

There may be more, or less, uncertainty than in years past. Either way we shall embrace it, love it. And when someone comes out of the blue to destroy the competition and win their first National Championship? Well, that's the best of all, right? Bless the surprises. 🍷

# HISTORY IN THE MAKING

The 67th Chicago Region June Sprints

**WORDS** Tom Schultz | **IMAGES** Rick Corwine

It doesn't seem possible that there had already been 66 years of the June Sprints until one remembers that Road America opened in 1955. It's the event's history that is nearly as long as the track's that make it special, and one everybody wants to win – even when it's not a warmup to the SCCA National Championship Runoffs. This year's edition of the Chicago Region WeatherTech June Sprints took place under sunny and dry skies, although an unusual stretch of cool weather had most wearing jackets. The final Hoosier Super Tour weekend of the season, the June Sprints weekend featured 25-minute races on Saturday followed by 13 to 15 lap contests on Sunday.

Special guests were on hand, even making appearances in corner stations wearing white. SCCA President and CEO Mike Cobb was on hand to welcome the event's

Grand Marshall, Chicago-area native and President of IMSA, John Doonan. In his remarks at Saturday's dinner, Doonan stressed cooperation between sanctioning bodies and the benefits to be derived there from. Not very long ago the idea of having the head of IMSA preside over a premier SCCA event would have been unthinkable.

Sunday kicked off with Spec Miata. Danny Steyn grabbed the point at the green, followed closely by Travis Wiley, Jim Drago and Connor Zilisch. Steyn held the lead over a constantly changing mix until lap seven, when Wiley and Drago got past. Zilisch moved up and took over on lap eight, with Wiley glued to his bumper. This remained the order until the run out of the last corner to the checker. Wiley drafted up the hill and ducked out at the last possible moment to nip Zilisch for the win. Drago and Steyn followed.







#### FLAMES AND THUNDER

Evan Pecore (ABOVE, LEFT) won on Saturday in GT-2. Bailey Monette (ABOVE, CENTER) in FE2 and Charlie Peter (ABOVE, RIGHT) in Touring 2 were double winners at the June Sprints. (MAIN) Jim Drago (2) leads the Spec Miata field through Thunder Valley, but it was Travis Wiley (77) who took the Sunday victory.



**FAMILIAR FACES**

(FAR LEFT) Caleb Shrader (99) and Bobby Sak (19) battle for Spec Racer Ford supremacy into Turn 5. (LEFT) IMSA President John Doonan and SCCA President and CEO Mike Cobb had a chance to sharpen their flagging skills. (BELOW LEFT) Zachary Whitston leads Formula Vee. Zachary won on Saturday and was second on Sunday as Whitstons occupied the entire podium on both days.



This race was most welcome, as the Saturday event was red flagged after two laps because of a massive crash exiting Turn 7 that sent some drivers to medical. Steyn was ahead when the red curtailed the race and was credited with the win.

James Weida had F500 – and the overall race with FF and FVee – covered both days. Tim Kautz was the Sunday winner in FF driving a Piper DF05, taking the lead for good on lap four over Saturday's winner, Elliott Budzinski in a Mygale.

Formula Vee was racing's version of the "Family Feud." The Whitston family entered four Protoform Vees and they took the first four places both days. Our statisticians have yet to confirm, but surely this has never occurred

before in SCCA racing. Sunday's finishing order was brothers Steve, Zachary, Andrew, and father Ron, while they had finished in the order of Zachary, Andrew, Ron, and Steve the day before. The order was not static, with the boys mixing it up and generally having a good time. As it was, they demonstrated that they have this class, at this track, down cold and everyone else is just looking in from the outside.

The SRF3 races were the usual pass-and-repass circuses with Bobby Sak scoring double victories. That makes it sound easier than it was; he had to work hard for the wins. Sixty-two cars took the green on Sunday with Brian Schofield jumping out to an early lead over John Vogel, James Goughary and Caleb

**"The Whitston family entered four Protoform Vees and they took the first four places both days."**

Shrader. Sak was well back and appeared to not be a factor. However, a full-course caution wiped out Schofield's advantage. He resumed the lead when the green flew, but Sak used the restart to get up to fourth. Sak took the lead on lap nine, only to have Schofield repass the next time around. Sak countered with an audacious pass in the kink on lap 11 and held it until the last lap when Schofield made his move, retaking first. Sak countered, and the lead changed hands a couple times on the last lap with Sak just

inching out the win. Goughary and Shrader followed Schofield.

The FA, P1, and P2 races provided plenty of action and variety. In P1, Chip Romer is always fast at Road America. He won on Saturday, but had Todd Slusher harrying him all the way. Slusher was never more than a few car lengths behind, and even briefly took the lead on the penultimate lap. Romer retook first, and won, followed by Slusher, Lee Alexander, and Jason Miller.

Tim Day Jr. waltzed to the P2 win both days, with Greg Gyann following both times. Sherman Chao was third on Saturday with Zak Ping taking that spot on Sunday.

Steve Forrer was the FA winner on Sunday, but he had to pedal hard for the win. Saturday's winner Dudley Fleck led early while Forrer, who was third Saturday, and J.R. Smart, who was second, followed closely. The man on the move, though, was James French. He had started last in the 27-car field due to a faulty transponder. By the end of lap two he was fourth, then second on lap three. At the start of lap five, French made his move in Turn 1, passing Fleck for the lead. On lap eight Fleck was out and French enjoyed a big lead. Sadly, it was not to last. The throttle sensor on his Ralt broke, and French's stunning drive was over. Forrer took over the lead, Smart dropped out, and 15-year-old Austin Hill took second in a Ligier FRA.



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#### NATIONAL PARK OF SPEED

Tim Day Jr. dominated Prototype 2 on both days of the Sprints. (TOP RIGHT) Jon Brakke had his BMW Z3 working well on Sunday, cruising to an E Production victory. (MIDDLE RIGHT) Danny Steyn (91) and David Palfenier (40) swapped STL wins. Cliff Ebben (3, BOTTOM RIGHT) won GT-1 on Sunday, while Joseph Gersch doubled up in B-Spec (19, BOTTOM RIGHT).

Jon Brakke introduced a new EP BMW Z3 at the Runoffs last year, and not only is it well turned out, it is fast. The only person to stay with him for both day's races was Tim Schreyer in a BMW 325i. For Saturday's 25-minute sprint, Schreyer got ahead when Brakke went wide in Turn 1, but Brakke quickly retook the point. He held it until lap nine of 10 when he locked up going into Turn 5, allowing Schreyer to move ahead. Brakke slowed, but third place was so far back that he was able to retain second. On Sunday Brakke left nothing to chance, grabbing the lead right out of the box and stretching it seemingly at will, winning by 18sec over Schreyer.

Ken Kennard also had a new mount for F Production, an Acura Integra, and he had an easy time triumphing both days. Of note in this class was Michael Froh finishing fifth and seventh. That's not notable, but the fact that this was the 48th June Sprints for Froh certainly is.

H Production seemingly belonged to Steve Sargis and his venerable Triumph Spitfire. He led all the way on Saturday, and Sunday appeared to be a repeat. Sargis's lead only lasted until lap four, when the Spitfire stopped. Christopher Schaafsma was there to take over first.

On both days B-Spec went to Joseph Gersch. Sunday he

led most of the way in his Toyota Yaris, but on Saturday he didn't take the lead until the last lap, when David Daughtery parked his Chevrolet after leading until that point. Rob Piekarczyk was second on both occasions.

In the GT-1 class, only three cars really mattered: David Pintaric's and Cliff Ebben's Mustangs, and Dave Ruehlow's Corvette. For Saturday's shorter race, Ruehlow got the jump at the green and led Pintaric and Ebben through the first four laps. The next go-around saw Pintaric use the traffic to his advantage, slipping ahead of Ruehlow with Ebben following. Once in first, Pintaric slowly

opened his advantage, stretching it to 11 seconds by the last lap. Ruehlow held second, but Ebben slowed on the final lap.

Sunday was a different story. Pintaric led lap one, but pulled off course on the second. Ruehlow had already dropped out and Ebben found himself handily out front.

Evan Pecore was the GT-2 winner on Saturday, while Daniel Bender took Sunday. Clark Nunes doubled in Touring 1, while the American Sedan class was taken both days, not surprisingly, by Andy McDermid in his familiar Ford Mustang.

The Touring 2, 3, 4, STL, and STU races were almost carbon





"Ken Kannard had a new mount for F Production, an Acura Integra, and he had an easy time triumphing both days."

copies with four of the five classes seeing the same winners. STL was the only class with different winners, David Palfenier taking Saturday while Denny Steyn scored the win on Sunday.

A split start was used for the last race for FC, FE2, and FX, with the FE2 cars were first off the line. Bailey Monette was the winner both days.

A couple years ago, Michael Varacins switched from Formula

Vee, where he had dominated, to Formula Continental. He discovered that it had been quite a learning curve adapting to the very different characteristics. However, this weekend it all came together for him as he led all the way on Sunday to take the win.

The Formula X portion of the race was dominated by Avery Towns in his Formula Renault 2.0 Tatuus. Austin Hill took second on and Steven Vaughn third on both days.

So the final Super Tour event of 2022 came to a conclusion, adding to the June Sprints' history, and many drivers left with special victories in one of the nation's premier motorsports events. 📍

## JUNE SPRINTS HOOSIER SUPER TOUR

ROAD AMERICA | Elkhart Lake, Wis. | June 17-19, 2022

### SATURDAY

**GT1:** (10 starters) 1. David Pintaric (Ford) 2:07.405; 2. Dave Ruehlow (Chevrolet); 3. David Fershtand (Chevrolet); **GT2:** (19 starters) 1. Evan Pecore (Chevrolet) 2:14.656; 2. Jonathan Start (Dodge); 3. Daniel Bender (Chevrolet); **GT3:** (1 starter) 1. George Cichon (Mazda) 2:34.921; **GTX:** (1 starter) 1. Grayson Farischon (BMW) 2:20.038;

**AS:** (3 starters) 1. Andrew McDermid (Ford) 2:29.824; 2. Tim Kezman (Pontiac); 3. Matt Regan (Ford); **EP:** (5 starters) 1. Tim Schreyer (BMW) 2:30.786; 2. Jon Brakke (BMW); 3. Lance Loughman (Datsun); **FP:** (10 starters) 1. Ken Kannard (Acura) 2:36.975; 2. Eric Greisinger (Mazda); 3. James Simaras (Mazda); **HP:** (6 starters) 1. Steve Sargis (Triumph) 2:41.891; 1. George Cichon (Mazda) 2:34.921; 3. Christopher Schaafsma (Volkswagen);

**T1:** (4 starters) 1. Clark Nunes (Chevrolet) 2:24.247; 2. S. Sandy Satullo (BMW); 3. Don Van Nortwick (Ford); **T2:** (10 starters) 1. Charlie Peter (BMW) 2:27.613; 2. Joe Boden (Porsche); 3. Joe Koenig (BMW); **T3:** (9 starters) 1. Breton Williams (Nissan) 2:32.479; 2. Rob Hines (Nissan); 3. James Berlin (Nissan); **SM:** (71 starters) 1. Danny Steyn, 2:54.427; 2. Travis Wiley; 3. Tyler Brown; **STU:** (7 starters) 1. Anthony Piselli (Subaru) 2:37.729; 2. James Slechta (Nissan); 3. John Weisberg (Mazda); **STL:** (12 starters) 1. David Palfenier (Mazda) 2:35.560; 2. Amy Mills (Mazda); 3. Greg Blaser (Mazda); **BS:** (17 starters) 1. Joseph Gersch (Toyota) 2:53.967; 2. Rob Piekarczyk (Honda); 3. Stewart Black (Chevrolet);

**SRF:** (62 starters) 1. Bobby Sak, 2:30.588; 2. Caleb Shrader; 3. TJ Acker; **P1:** (11 starters) 1. Chip Romer (Elan) 2:01.996; 2. Todd Slusher (Elan); 3. Lee Alexander (Stohr); **P2:** (9 starters) 1. Tim Day Jr. (Stohr) 2:09.741; 2. Greg Gyann (Stohr); 3. Sherman Chao (Stohr);

**FA:** (10 starters) 1. Dudley Fleck (Swift) 2:07.596; 2. J.R. Smart (Swift); 3. Steve Forrer (Swift); **FC:** (7 starters) 1. Mauro Fauza (Van Diemen) 2:16.978; 2. Marc Stern (Van Diemen); 3. Hunter Tatman (Van Diemen); **FE2:** (12 starters) 1. Bailey Monette, 2:13.533; 2. TJ Acker; 3. Whitney Strickland; **FF:** (9 starters) 1. Elliott Budzinski (Mygale) 2:25.140; 2. Theodore Burns (Piper); 3. Jeffrey Bartz (Van Diemen); **FV:** (11 starters) 1. Zachary Whitston (Protoform) 2:44.430; 2. Andrew Whitston (Protoform); 3. Ron Whitston (Protoform); **FX:** (5 starters) 1. Avery Towns (Formula Renault) 2:13.028; 2. Austin Hill (Elan); 3. Steven Vaughn (Formula Mazda); **F5:** (9 starters) 1. James Weida (Scorpion) 2:22.180; Steven Jondal (Red Devil); 3. Eric McRee (NovaRace).

### SUNDAY

**GT1:** (9 starters) 1. Cliff Ebben (Ford) 2:08.553; 2. David Fershtand (Chevrolet); 3. Richard Grant (Chevrolet); **GT2:** (17 starters) 1. Daniel Bender (Chevrolet) 2:15.642; 2. Jonathan Start (Dodge); David Budres (Dodge); **GT3:** (1 starter) 1. George Cichon (Mazda) 2:33.721; **GTX:** (1 starter) 1. Grayson Farischon (BMW) 2:19.898;

**AS:** (2 starters) 1. Andrew McDermid (Ford) 2:32.132; 2. Matt Regan (Ford); **EP:** (5 starters) 1. Jon Brakke (BMW) 2:29.613; 2. Tim Schreyer (BMW); 3. Lance Loughman (Datsun); **FP:** (11 starters) 1. Ken Kannard (Acura) 2:36.982; 2. Michael Hart (Turner); 3. Eric Greisinger (Mazda); **HP:** (6 starters) 1. Christopher Schaafsma (Volkswagen) 2:43.200; 2. Greg Gauper (Honda); 3. William Trainer (Volkswagen);

**T1:** (3 starters) 1. Clark Nunes (Chevrolet) 2:24.991; 2. S. Sandy Satullo (BMW); 3. Rocky Eli (BMW); **T1:** (4 starters) 1. Clark Nunes (Chevrolet) 2:24.247; 2. S. Sandy Satullo (BMW); 3. Don Van Nortwick (Ford); **T2:** (10 starters) 1. Charlie Peter (BMW) 2:27.948; 2. Joe Boden (Porsche); 3. Tim Kezman (Porsche); **T3:** (9 starters) 1. Breton Williams (Nissan) 2:34.453; 2. Derek Chan (Nissan); 3. James Berlin (Nissan); **SM:** (63 starters) 1. Travis Wiley, 2:43.367; 2. Connor Zilisch; 3. Jim Drago; **STU:** (7 starters) 1. Anthony Piselli (Subaru) 2:36.873; 2. Jorge Nazario (Mazda); 3. John Weisberg (Mazda); **STL:** (12 starters) 1. Danny Steyn (Mazda) 2:33.808; 2. Amy Mills (Mazda); 3. Greg Blaser (Mazda); **BS:** (15 starters) 1. Joseph Gersch (Toyota) 2:55.167; 2. Rob Piekarczyk (Honda); 3. Michael Fox (Mazda);

**SRF:** (63 starters) 1. Bobby Sak, 2:29.786; 2. Brian Schofield; 3. James Goughary; **P1:** (9 starters) 1. Jim Devenport (Elan) 2:02.860; 2. Chip Romer (Elan); 3. Jeffrey Lederman (Stohr); **P2:** (8 starters) 1. Tim Day Jr. (Stohr) 2:09.732; 2. Greg Gyann (Stohr); 3. Zack Ping (Mazda);

**FA:** (10 starters) 1. Steve Forrer (Swift) 2:08.568; 2. Austin Hill (Ligier); 3. Bob Radmann (Elan); **FC:** (6 starters) 1. Michael Varacins (Van Diemen) 2:15.147; 2. Mauro Fauza (Van Diemen); 3. Devin Leseur (Van Diemen); **FE2:** (12 starters) 1. Bailey Monette, 2:13.553; 2. Owen McAllister; 3. Whitney Strickland; **FF:** (9 starters) 1. Tim Kautz (Piper) 2:24.367; 2. Elliott Budzinski (Mygale); 3. Theodore Burns (Piper); **FV:** (11 starters) 1. Steve Whitston (Protoform) 2:45.268; 2. Zachary Whitston (Protoform); 3. Andrew Whitston (Protoform); **FX:** (3 starters) 1. Avery Towns (Formula Renault) 2:14.148; 2. Austin Hill (Elan); 3. Steven Vaughn (Formula Mazda); **F5:** (9 starters) 1. James Weida (Scorpion) 2:21.555; Calvin Stewart (Novakar); 3. Eric McRee (NovaRace).

# THE INEVITABLE



EVs in autocross are as commonplace as they are ahead of their time, as we discovered when we autocrossed AEM's Tesla-swapped Mustang

WORDS & IMAGES Philip Royle





#### WHERE'S THE V8?!?

Replacing the internal combustion engine of a Ford Mustang with an electric motor and batteries is bound to invite stares and conversation (LEFT). It's also going to invite copious amounts of tire smoke thanks to the gobs of instant torque (BELOW).



I wasn't piloting the only EV at that weekend's Cal Club Region autocross—far from it. I was, however, in the only EV conversion. The black Ford Mustang I peered over the steering wheel of began life as a 2007 powered by a V8. The pistons, however, had been swapped for parts from a Tesla, a minivan, and electronics from AEM. The bodywork was stock, making the Mustang as unassuming in appearance as it was silent in its motion. Yet, even without a sound, this vehicle drew a crowd.

AEM's Marketing and PR Director Lawson Mollica had jumped at the opportunity to bring AEM's EV-converted Mustang to an SCCA Autocross for me to try—a vehicle the AEM folks dubbed their "Testang" due to the Tesla motor powering the rear wheels.

Before me, in the driver's seat, sat multiple buttons on AEM's CAN Keypad, one of which instantaneously dialed in the power—one push for about 300N-m of torque, another for

350N-m, then 400N-m, and a maximum of 450N-m—roughly 220lb-ft of torque up to 330lb-ft. My plan was to start with the lowest setting, upping the dial for each of the autocross runs.

As the starter waved the green flag at the line, I eased into the throttle to experience silence. Well, the tires were making noise. Still, I didn't miss the roar of exhaust; instead, I was left fathoming how I could get all this torque to the ground. You see, while a 4.6L motor may produce 320lb-ft, it does so above 4,000rpm. Electric motors hit hard from near zero.

Back in the grid after my first run, Lawson inquired, "You want to step up the power?" My answer was as instant as the torque: "I think I'll keep it here for a while," I laughed.

I dialed the power up later, but it was more a smoke show than anything. The torque is an unrelenting kick in the back. There's no ramp. But if your right foot is patient, an electric setup is a beast.

## THE HEART OF IT ALL

The Tesla engine sits about where the gas tank and differential used to be (RIGHT). Most of the electronics that control output to the motor sit in the trunk (RIGHT, SECOND FROM TOP). The AEM EV-VCU200 (RIGHT, BOTTOM) is the brains of the operation. (OPPOSITE PAGE) Philip prepares to unleash all the instant torque when the starter waves him on at a Cal Club autocross.



## WHAT LIES BENEATH

Much like he did on site with the flood of questions from other competitors, Lawson ran me through the Testang's specs. "When you pop the hood, gone is the three-valve, 4.6L Mod motor and the transmission, driveline—everything's gone," Lawson explains. "The gas tank is gone. Every bit of emissions equipment was removed from the vehicle. And now sitting up front are six battery packs from a hybrid. They are stacked three across, two high in the engine compartment. Adjacent to that is a DC-to-DC inverter."

With the internal combustion motor gone, a solution is needed for the accessories. "We sourced an electric power steering pump; for our cooling loop we utilize a Tesla pump; and then we've got essentially an electronic brake booster," Lawson says. Under the hood there are also some big switches for cutting power to the system, and from AEM's shelves, there's an AEM Power Distribution Unit, VCU200, and Battery Management System.

"Teslas are unitized very well; it's on a subframe [and] it's packaged brilliantly," Lawson describes the electric motor assembly that now resides on the AEM Mustang's rear axle. "It's got the inverter on one side and the motor on the other. It's got the gearbox with the 9.7:1 reduction gear—basically a one speed—right in the middle, and



**"It sounds complicated, but it's really easy. You have one place to program everything."**  
**LAWSON MOLICA**

it's ripe for being put in whatever you want to put it in. And that's what we did with the Testang."

Tesla's control board comes out, AEM's goes in, and the VCU200 connects to the Tesla inverter. From there, torque

mapping can be accomplished, which is how I was able to play with multiple power settings on the fly, controlled by AEM's CAN Keypad and viewed via an AEM CD-5 data-logging dash.

"We [also] have the BMS [Battery Management System] 18, which stands for 18 [battery] cell tap," says Lawson. "From that one, you connect satellites to it. We have the six [battery packs under the hood], so we have one master and six satellites, and each

one of those satellites attaches to the master via serial that transmits all of the individual cell data to the Battery Management System over CAN bus."

There are another six battery packs throughout the car, some in the transmission tunnel and others where the gas tank once resided, with all of the programming for the BMS done through the VCU.

"We took the same approach to the PDU, our Power







Distribution Unit," says Lawson. "It's an eight-channel module and can be daisy chained. It's really just a way to switch things on and off, which can [also] be programmed through the VCU."

There's more, but as Lawson adds, it's simpler than it sounds. "It sounds complicated, but it's really easy," he says. "You have one place to program everything, and you have all the hardware devices you need to have OE control across your

conversion. That gives you the ability to enjoy the vehicle and get the most out of it."

Lawson says the Testang might cost about \$50,000 to replicate. "As EVs go, it's a pretty affordable build and it's plenty of fun," he says. "I live a little over 30 miles from AEM and can commute in that car. I go up and back with a little bit of room to spare, and I can drag race the car—it does a best of 11.78 in the quarter-mile at

117mph. And it's not too bad on the autocross course.

"This is why [AEM] built the Testang. It's a rolling example of what's possible, what's attainable with electric propulsion, and how much fun it can be."

#### **A HOME WITHIN SCCA**

EV classing in SCCA Autocross has been taking place on the fly. As of late, performance-based EVs like the Tesla Model 3

Performance have been classed in Super Street. Most recently, though, an EV autocross class has been created to allow for EVs modified beyond the realm of the Street category.

"The initiative to create a specific class for EVs was in the works prior to the Tesla winning B Street [at the 2019 Tire Rack SCCA Solo National Championships]," members of the Solo Events Board told me. "While some [SCCA]



#### A DIFFERENT SET OF CONTROLS

No more transmission means no more gearshift lever – just some buttons (FAR LEFT). Likewise the tachometer doesn't serve much purpose, so it goes an AEM data-logging dash (LEFT). With the motor where the gas tank used to be, the area under the hood is now free to house batteries (BELOW LEFT).



**"EV-X will be a supplemental class offered at the Solo Nationals."**

#### THE SOLO EVENTS BOARD

members may have had interest in the EV-X concept after the Model 3 was moved to Super Street, the creation of the class centered more around showcasing the technology, and also gives owners who want to modify their cars a place to compete without potentially upsetting the current [balance in] Street Touring™ classes."

EV-X, the new EV-exclusive class, is not eligible for a championship at the Solo

National Championships, but EV-X drivers are welcome to the party. "EV-X will be a supplemental class offered at the Solo Nationals," states the SEB. "The SEB and SCCA National Office will continue to evaluate the popularity and member input going forward with regard to future expansion of potential EV classes."

EVs are also welcome in ProSolo competition, especially with the recent addition of the EV Challenge at Tire Rack SCCA ProSolo Series events. Although there, "EV" doesn't necessarily mean electric power only. "The EV Challenge, which stands for 'Electrified Vehicle' is open to all EV and hybrid vehicles,

and is a permanent addition to the ProSolo Challenges and will be run at the [ProSolo] Finale," says the SEB. "With the rapidly expanding interest and market, it was an easy decision to add the EV Challenge."

#### WHERE THE TESTANG FITS

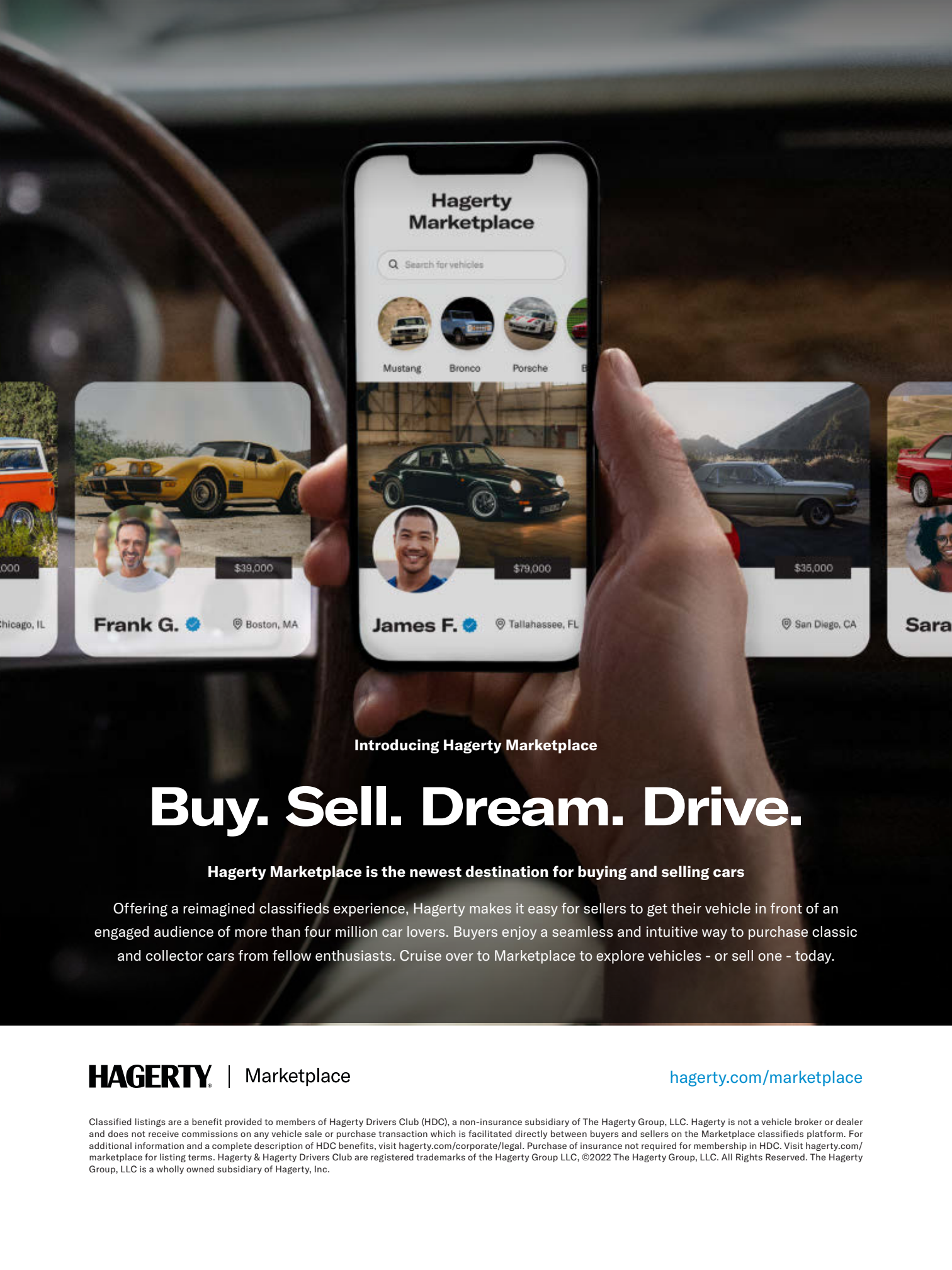
We entered AEM's Testang in a catchall autocross class that the local SCCA Region offers, with the class allowing easy access to autocross for anyone with virtually any vehicle that can legally be driven on the road. Why didn't we enter the Testang in the new EV-X class? Well, it's because the new EV category class isn't ready for EV conversions–yet.

"Currently, there are multiple EVs classed within the Street category which allows for very limited modifications. In addition, we have a modified EV class–EV-X–that is focused around suspension modifications, but retaining the stock drivetrain and programming," the SEB explains. Tinkerers rest easy, though, as there is research being put into where vehicles like AEM's Testang will fit in the future. "The SCCA and National Board of Directors have created a committee called the EVAC [Electric Vehicle Advisory Committee] that is working on a set of safety rules that could apply to home-built EV vehicles due to potential safety risks that haven't been contemplated before.

"The culmination of that work on the EVAC could pave the way toward allowing EV-swapped drivetrains or creating home-built EV drivetrains for their highly modified cars. More to come on this as the risks are evaluated."

Autocrossing AEM's Testang, it's obvious that a future of electric vehicles is quite exciting. In fact, this Mustang only weighed a few hundred pounds more than a stock Mustang GT, and my "butt" corner weighting scale indicated the EV's balance was superior. Yes, there are bugs to be worked out as we head into an EV future, but even after one event, it was easy for me to see that the inclusion of EVs in SCCA competition is, shall we say...inEVitable. 🚗





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# FUELING GROWTH WITH INNOVATION

Regions and individuals are coming up with new ideas to grow SCCA Road Racing in their area

**WORDS** Richard S. James | **IMAGES** Tim Lawson

Many SCCA Regions have never had to struggle with lagging car counts, nor wonder how they're going to not lose money on the next race. These are Regions that have a die-hard membership and racer base, usually built around the world-class racetrack in their backyards. Let's face it: there's real appeal to racing at tracks with nice facilities, tracks that host Formula 1, IMSA or IndyCar races – you, know, bucket-list tracks – vs. a club track in the middle of nowhere that most racing fans don't even know exists.

That situation with a great track is aided when there are even more great tracks within a half-day's tow. There are other areas, though, with no world-famous tracks. In some of those areas, SCCA Regions have taken to building, or partnering with others in building, their own circuits. Others are isolated enough that if they want to race, they must build up a local base and not depend on bringing in racers from neighboring Regions.

These are difficult problems to overcome, but people are doing their best to do so, to build up weak or even once-dead programs into a thriving racing community. Often, they're putting their own resources into it. And it's working. It may start with a single racer or a couple dozen, but every journey begins with a single step.

## REVIVING A DORMANT ROAD RACING PROGRAM

Arizona Region once had a thriving road racing program. With tracks like the road course at Phoenix International Raceway and multiple circuits at what was then known as Firebird Raceway, they had a slate of Divisional races and a U.S. Majors Tour race. But PIR was reconfigured without a road course. Firebird, now Wild Horse Pass, is about to be repurposed. The tracks' demise, though, was kind of a moot point – the Region's road racing program was dead, even though there was a new Arizona track, albeit a long way from the population center of Phoenix, Inde Motorsports Ranch.

"As time went on, we had less and less races," explains Arizona racer Jim Cantrell, now the Region's RE. "We had a Majors race every year and that was really well attended, and it started to be held at Inde once that track was built. But that's a bit of a long haul from Phoenix and kind of in the middle of nowhere. And, just gradually, I watched the race program die."

It went dormant for a while. Jim, an entrepreneur in the aerospace industry, even started looking at decommissioned tracks to see if they could be revived, finding one in Pinal County that looked promising, but that idea never came to fruition. Then, as an Inde Motorsports Ranch member, he started racing







#### VARIETY

With the series in its infancy, Arizona Region's Saguaro Series has two groups, open wheel/prototype (ABOVE), and closed wheel (LEFT) but a lot of variety and inter-class racing within those groups.

there when the track started its own racing program.

"The racing quality wasn't really what I was expecting from a race group. It was fun, but that was the most you could write home about it. So I got the idea to see if we couldn't combine their series with the SCCA and run them as parallel events. So we got SCCA to agree to sanction an SCCA Regional race in the middle of somebody else's event. The theory we had was

"By putting our resources together, we had a much better series. It took a lot of flexibility."

**JAMES CANTRELL**

that these members, who were several hundred, would respond very strongly to this, because the quality of racing would be better, the fields would be bigger, and it would give them something they could grow into," Jim says.

**TRYING NEW THINGS**

(BELOW) More variety from Arizona Region's Saguaro Series. (BOTTOM) Mitch Welker was the recipient of the first scholarship created by Andrew Jenkins to go through driver's school and a race at Brainerd International Raceway. His first race was a success, with him landing on the podium (LEFT), earning a thumbs up with Jenkins (RIGHT).



Tim Lawson



Courtesy Andrew Jenkins



He credits Rick Myers, who at the time was SCCA's Regional Development Manager, with being flexible and open-minded in getting the program going. It started out small, and Arizona Region was mainly trying to break even, getting enough money to pay for the sanction and insurance, ambulance, and lunch for the workers. Inde got to keep the rest of the entry fees. But it is growing, and Jim says the events are getting better

"It was a win-win for both sides. We brought more flaggers to the track, which

was good because they didn't have enough. By putting our resources together, we had a much better series. It took a lot of flexibility on SCCA's part, so kudos to that. And we had tremendous help from people in the Region who really wanted this to come back," he says.

There's now a new track in Arizona called the Podium Club at Attessa, another country-club focused facility. While all their infrastructure isn't in place, Jim says he's keeping an eye on things there. The baby steps might turn into full strides before long.

**"We're kind of waiting to see how it goes, but I've had a lot of support, and people like the idea."**  
**ANDREW JENKINS**

**SCHOLARSHIP**

Andrew Jenkins is well aware of what happens when racetracks go away, or are a long haul to get to: local programs don't thrive. Such is the case in his home state of Minnesota, home to Brainerd International Raceway, a track rich with history. However, there was a time in the not-too-distant

past when the owners had no interest in road racing, preferring to concentrate on the drag strip that brought the NHRA's national series to town each year.

Brainerd has new owners who definitely see the value in the road course. But if you look on the map, you'll see it's a long way from any other circuit. Land O'Lakes Region can't rely on racers towing to Brainerd from Wisconsin or Illinois. Their program and racing base must be home grown, and Andrew Jenkins was frustrated with that. A Spec Miata racer, he looked with jealousy at





Courtesy Andrew Jenkins

## SCHOLARSHIP RECIPIENT

Mitch Welker earned the opportunity to go through driver's school and run his first race thanks to Andrew Jenkins donating the use of his car, organizing the scholarship and recruiting others to help.

much, and it is kind of a specific person that is going to put in the effort to make a video that they want to go road racing," Andrew says. They narrowed it to three, did one-on-one interviews, and eventually chose Mitch Welker, a 21-year-old student who had some autocross and sim racing experience.

From there, it was a rush to make sure he had everything he needed, and Andrew had help from many sources beyond his own Jenkins Racing, such as SimsByRacers.com, Interstate Truck Driving School, POM Motorsports, Land O'Lakes Region, D2D Motorsports, Race Suit Rental/SRG Autosport, Joe Pelican Motorsports, Momentum Motorcraft and Jimmy Griggs. With their help, Andrew got Mitch through racing school and on to his first race. "He was competitive right off the bat. I was surprised," Andrew says. In fact, Mitch landed on the podium in his first weekend.

Mitch has now also done a weekend as a volunteer – a stipulation of the scholarship – and while Andrew doesn't expect to see Mitch back in a racecar immediately, he hails the program as a success. Where it goes next, though, isn't yet clear.

"I'm not quite sure what the plan is for next year. We're kind of waiting to see how it goes," Andrew says, noting that it took a lot of his time to make it happen. "But I've had a lot of support, and a lot of people liked the idea." 🍷

## LOOKING FOR ALTERNATIVES

It used to be that there were several SCCA Driver's Schools in every Division throughout the year, each chock full of eager young racers. But as time has gone on, with other forms of racing that don't require licensing to compete being a factor, the numbers have dwindled. Even Cal Club Region, one of the largest SCCA Regions in the country, was struggling to put on a Drivers' School weekend without losing money.

The Region started looking for different ways to license drivers. Enter Fast Lane Racing School, now under new ownership from founder Danny McKeever. The school already had the SCCA licensing capability, reports Cal Club's Race Chairman Mark Smith, so it was an easy match, and many of Cal Club's driving instructors were also instructors at the school.

So, with the support of Cal Club, the school offers a significant discount to SCCA members for the schools it conducts at Willow Springs International Raceway and Buttonwillow Raceway Park. It's proven a win for both the school and Cal Club so far.

the large fields other Regions would get for their events, and decided to do something about it, even if his resources only allowed small steps.

"Since I've been racing, car counts are always low, we're struggling to put it on financially, find enough volunteers and everything," Andrew said. "I had just heard a lot of people complaining about it, and nobody really doing anything about it. So two years ago, I had an idea to do a scholarship."

It took a while to get it going, but once Andrew got the ball

rolling and volunteered the use of his Spec Miata to get a wannabe driver through school, a bunch of people jumped on board to cover the cost of the school. Now the task was on for finding the right candidate. Some kind of experience was required, such as autocrossing, HPDEs or even sim racing. Candidates had to produce a video explaining why they wanted to do a racing school and why they were deserving.

"We had about 10 entries, which I thought was actually better than expected, considering I didn't get to advertise it very



# THE SURPRISE F4 DRIVER

An unexpected twist led Alex Berg down a 2022 path he wasn't anticipating.

**WORDS** Richard S. James | **IMAGES** Gavin Baker/F4 United States Championship

Alex Berg wasn't really expecting to be in the SCCA Pro Racing-sanction Formula 4 United States Championship Powered by Honda in 2022, it just kind of happened. Competing in Spec MX-5 Challenge in 2021, the opportunity arose when one of his partners, Jevity Life Science, was involved with Doran-Kroll Racing and brought them together.

"It's not actually something that I was working on last year," Alex says. "I wasn't really thinking I was going to be in F4 this year. It really is something that came off in December. I've had some formula car experience driving, but I've never actually raced a formula car. So it's been a really good opportunity for me to learn different steps

going higher up the racing ladder, and formula cars is definitely something I'm going to need to learn now or later."

It's worked out pretty well; Alex had a trio of podiums in six races and was sixth in the points going into the Mid-Ohio rounds. Berg's previous formula car experience comes primarily from the Tatuus Formula Renault

1600s run by his father's race school, His father, Allen Berg, is a former racing driver who made it to Formula 1 and started his racing school after retiring from driving. Alex also has some experience in Formula F cars, as well as an Elan DP02 prototype. But after his first real outings racing the Formula 4 car, he likes what he's experienced so far.





## SEIZING AN OPPORTUNITY

As recently as December, the F4 United States Championship wasn't in Alex Berg's plans. But relationships landed him in Doran-Kroll Racing's F4 car (LEFT), and he's already made the podium (BELOW LEFT) three times – definitely cause for celebration with mother Erika and father Allen (BELOW RIGHT).

"It's a really reliable car, it's nice and simple. It's difficult to drive in a lot of different aspects. I'd say it doesn't have enough downforce to really plant the car going down through the corners. But as well it's not lacking in any mechanical grip. It's a difficult car to drive if you drive it very much on the edge of the tire. I'll use the term dancing around a little bit with this car. And I'm really happy with the series personally, I think it's put on by some great people like Tony Parella and Scott Goodyear. It feels extremely professional and I feel like I'm racing with a great group of people who know how to put on races," he explains.

The F4 is a sizable step from a Spec MX-5 that Alex continues to compete in, which is based on the third-generation MX-5 with a lot of components borrowed from the first-generation MX-5 Cup car. Given that, Berg is not at all disappointed in how he's performed so far.

"I'm very happy with how we're doing [in F4]. I think the competition is just really good – I'd say best in the United States at this level of formula car racing. I don't think you could get any better than this, other than the [SCCA Pro Racing-sanctioned] FR Americas series. I think F4 is a great way to teach drivers, and I use that word teach, because I think from the first day that I stepped into a Formula 4 car at the first event at NOLA Motorsports Park,



**"It's a really reliable car. It's nice and simple. It's difficult to drive in a lot of different aspects."**

**ALEX BERG**

from that point, I think F4 has helped me massively improve as a driver. I have a lot more confidence as well," Alex says.

One challenge arises from the fact that in F4, Doran-Kroll Racing only runs the one car for Alex, alongside a three-car FR Americas effort. He's one of the few in the series that doesn't have a teammate. That means no one with whom to directly compare performance or data, and that can be a bit of a disadvantage. But he also finds some help in instructing at some of the schools for his father. Not only does he get to meet a lot of new people, but constantly watching other drivers and

what they do right and wrong he says has helped him pick out things in his own driving. "There's a saying that coaching always helps the coach, which is 100 percent true," he laughs.

Like many of his peers in Formula 4, Alex would love to keep moving up the ladder into F1. He feels he has an advantage, though, through his father's experience – and learning from the mistakes that his father made.

"I learned from him what to do and maybe what not to do, how important some things might be vs. others," he elaborates. "A lot of it is off-track. I work as hard as I can off track so I don't have to work as hard on track. My mind can be relieved ... I don't need to worry about performing or giving results. I don't work well under stress, I feel like I need to be relaxed. I get to perform more at my peak because I'm not under stress of needing to perform." 📍



# TRAVELING A DIFFERENT ROAD

WORDS Richard S. James  
IMAGES Ignite Media

The unexpected transition from Spec Miata to Idemitsu Mazda MX-5 Cup racing has taught Jared Thomas a lesson or two – namely, how to win



Jared Thomas has found a home in Idemitsu Mazda MX-5 Cup Presented by BFGoodrich. More than a home for a racer who wants to win racing against the best; but also for a businessman who wants to succeed in the world of motorsports.

Jared is another racer who got his chance in MX-5 Cup through a Mazda Motorsports scholarship. Running in Spec Miata and doing well in the SCCA Hoosier Super Tour, he got an invitation to go to the shootout in 2019 and won. He's turned that not only into

three seasons of competition so far, but also into a business. JTR Motorsports Engineering has evolved into one of MX-5 Cup's powerhouse teams.

"Winning the scholarship was such a huge thing really for me because I had no intentions to be a professional racecar driver or team owner," Thomas explains. "I was getting ready to graduate college as an engineering student. For years I thought I would be in this paddock, but as an engineer on a team, and it's kind of how things change. I'm thankful for that opportunity because it's

what I do. It's everything now. I took my money the first year and turned that into a Rookie of the Year Award, which was a pretty big prize fund. I just dumped that all back into the team and we built an organization that's pretty highly regarded in the paddock."

Jared had raced asphalt Late Models with his father Dave before making the switch to Spec Miata while he was studying engineering at IUPUI in the Indianapolis university's motorsports program. Running the SCCA's premier Hoosier Super Tour, he went head-to-head

against some of the best Spec Miata racers in the country, doing well enough that he got the attention of Mazda and earned an invitation to the shootout.

His first season in MX-5 Cup, in 2020, he and fellow Spec Miata alum and shootout winner Michael Carter teamed up to run together, before Jared launched JTR Motorsports Engineering, and Thomas finished fourth in the points. The second year, the first with his own team, was rough, but he certainly seems to be bouncing back this season, leading the points after six rounds of racing.



**WHERE HE WANTS TO BE**

Jared Thomas has a way to go in the 2022 Idemitsu Mazda MX-5 Cup, but he's definitely looking at being No. 1 at the end. He hopes to have his team in a similar position as one of the tops in the paddock.

"Last year, being my first year as a team owner and driving was a bit overwhelming at times. I think part of my success I've had this year is I've learned to handle that and deal with situations, mentally and emotionally – just be able to focus and relax. There's a lot going on here, but we've built a great group of people here and I give them a lot of the credit. My dad and I pass on our ways. We work really hard, and we do everything a certain way. And our guys are great about it. That's really what makes a difference when it comes down to preparation, attention to details," he says.

Jared leans a lot on his father when it comes to the business side of things. But when it comes to the engineering, that's where his education and expertise come in. He's not the only engineer, but he's certainly playing a key role.

"I do most of it. When it comes to chassis setup, we have another engineer on the team that I graduated from school with, Daryl Cunningham. He and I usually go back and forth on setup in the shop, and chassis adjustments [at the track]. Every adjustment that gets made on any of the race cars comes to me and him, and we discuss it and figure out what's best. I always love when my dad chimes in on that, too, because, you know, father-son pair...we've been working together a long time and we kind of have that relationship where you don't have to say anything, and I know what he's thinking, like



he knows what I'm thinking. But me and Daryl we've built a great relationship. And we have a lot of the same fundamentals on how we think, so we work really good together," says Jared.

Cunningham takes on the role of crew chief as well on the five-car team, currently running cars for Glenn McGee, Woody Heimann, Sean Varwig, Anthony McIntosh and Jared. That leaves some of Jared's bandwidth for driving, which he has put to good use with three wins in six races so far this season, one each at Daytona, St. Petersburg and Mid-Ohio. And, when it comes to the driving, the engineering side still plays a role.

"I've always had the philosophy that if you know how the race car works, and how that adjustment affects the racecar, you know what you need when you go out and you're fighting understeer," he explains. "You know the car and you know how the weight is transferring, you know exactly what to pinpoint, which tool to go to. Is it shocks, swaybars? So,

really understanding everything and what everything does and how it works, allows you to come back and say, 'Hey, we need to make a shock adjustment.'"

Jared, like most drivers, has aspirations to advance in sports car racing, and that engineering background should serve him well. But he also knows he has no intention of leaving MX-5 Cup behind, either as a driver or team owner. It's just too good.

"I think it's honestly the best racing on IMSA weekends," he states. "It's the highest intensity. I love it because the fan interaction – there are people who come here just to watch the MX-5 Cup. That's pretty cool. There's some incredible talent in the series as well. If you can run up front, in MX-5 Cup, you can go anywhere. I would say that if you take the top five guys out of here and put them in any GT3 or GT4 car, they're going to perform well. I think the value is great. Who else has a \$250,000-to-win purse at the end of the year? That's pretty incredible." 🍷

**WINNER WINNER**

After three weekends, Thomas had a victory at each venue MX-5 Cup has visited in 2022 and led the championship points.

# HONORING SCCA'S WORKERS

The 2021 Workers of the Year for Scrutineering and Start | **WORDS** Steve Nickless



Philip Royle

**SCRUTINEER**  
Deanna Flanagan presents Chuck Knox with the 2021 SCCA Worker of the Year Award for Scrutineer.

"It was a little scary. But I was the lightest and the smallest of the family at the time, so I got the job."

Chuck and Barb's SCCA involvement grew from a Long Beach Grand Prix weekend in the early 1980s. "We were in the grandstands, and we saw all these guys running around wearing white. A friend of ours was a tow truck driver, so we asked him how he got involved. He introduced us [to SCCA]. That was the beginning."

Chuck's becoming a Chief Scrutineer came about largely by accident. "It was dumped on me. I really didn't want it. I was a flagger. I started out flagging and we worked F&C for probably our first, oh, I'd say probably 20 years in Cal Club. One year the tech chief moved out of the area, and I remember the Club manager, Ceci Smith, came to me and said, 'Chuck, we need somebody in tech,' and I said, 'Sure, I'll go over to tech.' But then she said, 'Well, we need somebody to be chief.' So, I moved in."

"I didn't climb up the ranks," Knox added with a smile. "I moved in as the chief and I've been there ever since. And I've been so fortunate. We have a wonderful crew."

Knox's eye disability forced him to step down as Chief of Tech last year, but he remains an advisor. That he can do so at all is thanks to modern technology and the Blind Rehab Services-California Veterans Affairs organization that introduced Knox to the DaVinci Desktop Magnifier.

"You put books in this machine, it takes pictures of the pages, and then it reads it to you and stores it in memory."

With the latest GCR and all the amendments and supplements loaded in, Knox can answer any question that arises, bringing up any or all relevant passages.

"Number one to being a good tech inspector is attitude," Knox said. "You've got to communicate positively with

## CHUCK KNOX

There are loyal SCCA workers, and then there are extra-special, over-and-above SCCA workers. Charles "Chuck" Knox (Cal Club Region, 2021 SCCA Worker of the Year, Scrutineer) is definitively one of the latter. Chuck and wife Barb have been involved in the sport for more than 30 years.

"We've hit the last 24 SCCA National Championship Runoffs in a row – well, we missed one because of illness. But out of the last 24, we have only missed one," said the Southern California resident who is now well into his 80s and still going strong, despite a loss of vision over the last year that has left him legally blind. How he overcomes that handicap to remain involved is worthy of a feature story on its own. But Knox downplays it.

"We've met so many nice people over the years. That's the big thing, you know, getting out and meeting the people involved in Club Racing nationally."

He's always loved cars. "I've been a gearhead all my life," he explained. "My father Charles built racing engines that

[set] national records at Bonneville and lots of other places. Flathead [Fords] for a lot of the race people. I used to sweep the shop floor, met all kinds of good people."

One of those 'good people' was Dan Gurney, in the late 1950s a rising star of sports car racing.

"Dan Gurney, yes sir," Knox recalled. "I rode with Dan in the back of his '37 Ford two-door sedan when he helped lay out [what would become] Riverside Raceway. I was in the back seat, throwing chalk markers out the windows. I went to the same school as Dan, Polytech High in Riverside. My next oldest brother was in the same class."

Knox himself never raced, although he did pilot a streamliner at Bonneville that his father made from a converted WWII bomber belly tank. He was, at the time, the youngest driver ever to break 200mph.

**"I rode with Dan [Gurney] when he helped lay out Riverside Raceway."**

**CHUCK KNOX**





## STARTERS

SCCA Workers of the Year for Start, Wayne and Pat Foss, in their happy place – the starter's stand at Road America.

drivers, show why you're concerned, that you're not picking on him or her, that you're there for his safety.

"Then it's knowledge – knowledge of the GCR. You've got to be able to back up what you observe and question."

Impaired vision aside, Chuck and Barb have a full racing schedule planned for this year, including the SCCA National Championship Runoffs at VIR.

"Racing keeps me going," he said emphatically. "Looking forward to VIR, it's a wonderful place. But honestly, for me, the best track of all is Indianapolis. I just fell in love with that place. There on those hallowed grounds, I was fortunate. I went back there and was able to kiss the bricks on the start/finish – I love that picture.

"It's a wonderful place. Thinking about it makes me realize I've lived a good life, I really have."

## WAYNE & PAT FOSS

If an all-too-brief conversation with Wayne and Pat Foss, husband and wife 2021 SCCA Worker of the Year award winners for their tireless labors in Start, doesn't fire you up for getting involved at the races, likely nothing will. These two are really something else in the dedication department.

Members since 1980 and flaggers right from the start, Wayne's interest in "trying something new" led the couple to the Start specialty more than a decade ago. They are devoted to this craft, happy givers of weekend time and energy, and well-prepared to share the joys (as well as the challenges) of their specialty with anyone who asks.

The short version of how the two Chicago Region members who live in the outskirts of Cedar Rapids, Iowa, found SCCA may sound familiar: "We got married and started going to the races," Pat remembers. "And then we found a way to start working

**"If it's a no start, you need to let the stewards know. Who caused it? Who was out of line?"**

## WAYNE FOSS

them. I like to be outside, and it was a way to be outside, so I got interested too..."

"Quite by accident," Wayne explains. "I've been going up to [Road America] since about '68 when I just turned 18. Like Pat said, once we got married, we went up there regularly. One day at work – I worked for a large company – I went in to consult with another engineer and his office mate had a picture of a Triumph TR3 race car on his wall. Turned out he was a steward. He invited us out to the next [SCCA] race, and that's how we got involved."

Wayne's new steward friend wasted no time putting the couple to work at the track they now think of almost as home, Blackhawk Farms.

Wayne laughs: "Yes, we started working corners that first weekend, and froze our butts off," Pat picks up the story. "It was October. We weren't prepared, didn't have all the layers, and it rained, it snowed, it sleeted...but we came back!"

Welcome to Cub Racing!

"We had fun at the track. In spite of the crummy weather, we still enjoyed it," she adds. "We were hooked."

Transitioning from corner work to the starter's stand was a process. "I had been Blackhawk Valley Flagging Chief for about eight or nine years, and I decided it was time to let somebody else take over," Wayne explains. "But when I quit, a couple of starters from Chicago Region, John Sutton and Rich Ryan, approached me and said, 'Hey, why don't you try Start?' They talked me into it."

For the first few years, Wayne would work Start for a couple races then go

down to work corners. Once he felt more established, he talked Pat into joining him on the starters stand.

"It's nice for the two of us to work together instead of splitting us up, one on a corner and one at Start, and I really enjoy it," Pat says. "The group of people up there is fun, too."

Obviously – or maybe not so obviously? – there's more to being a starter than just waving a flag up and down.

They both laugh. "Well, first of all, you've got to keep track of the leader all the time," Wayne says. "Basically, Start is still a corner: We still do the blue flagging and everything else. But we also have to get the start right, watch to make sure the whole field is formed up nicely and compact and nobody jumps the start.

"If it's a no start," Wayne goes on, "you need to let the stewards know. Who caused it? Who was out of line, which car? There's a lot to it."

Both are retired – Pat four years ago and Wayne six years ago – and since then, their travels have taken them to tracks in Florida – even Miami for the Formula 1 race – as well as Midwest tracks.

Winning the National SCCA Worker of the Year Award for Start meant a lot to them. "But there are a lot of workers who really need these awards – so many out there who have worked just as long and hard as we have," Pat says humbly. "It's [especially] nice when the drivers acknowledge the workers – with thumbs up on their cool-off laps, or with meals or small gifts which many have provided over the years."

Their commitment, versatility (Pat works T&S on occasion and both have worked Control), grace under pressure, and boundless enthusiasm combine to make their what many would say long-overdue SCCA National worker award one that's richly deserved. 🍷

**KNOW YOUR PARTS**

The definitions of OE and OEM are especially important to those competing in near-stock classes, such as Touring 4.

## UNDERSTAND YOUR PARTS AND WHERE THEY COME FROM

New GCR definitions of OE, OEM, After Market and Performance Alternative aim to reduce misunderstandings

**WORDS** John LaRue, Chairman, Club Racing Board | **IMAGE** Jeff Loewe

While normally this column is used to communicate on broad issues, I thought that this month we should look at a clarification made to Appendix F of the GCR in the January 2022 Fastrack as it impacts a significant number of classes. Specifically, the terms **OE, OEM, After Market,** and **Performance Alternative** have each been assigned a definition. OE and OEM are certainly the core terms which will receive the most attention:

**OE – Original Equipment:** The described part is that which came on the vehicle or that which would be purchased from the original vehicle manufacturer or an authorized dealer for replacement. OE parts may be manufactured by different suppliers. An OE part may bear the original vehicle manufacturer's name, logo, part number or other identifier that can be used for purposes of verification. Verification may also be achieved by means of the vehicle manufacturer's repair manual or other official documentation.

**OEM – Original Equipment Manufacturer:** The described part is manufactured by the same company that produced the part for the original vehicle manufacturer. The OEM part will be identical to the OE part other than in its markings. To be labeled or considered as an OEM part, it must be of the

same design as the OE part regardless of its origin. It may be compared against a known OE part (keeping in mind that there may be more than one OE supplier to a vehicle manufacturer) or other documentation from the original vehicle manufacturer.

I encourage you to review those portions of the GCR that are applicable to your car and to consider whether there are any issues in light of these definitions. It's important to understand the other definitions as well, as the definition of "After Market" is different than might be generally used – the term usually also includes what the GCR defines as "Performance Alternative." If you see any issues with your car in the parts you use, you can seek clarification through the Compliance Review Process that is set forth in Section 8.1.4.

Another topic that has garnered much attention, and rightfully so, is the diminished amount of green flag time at some of our larger events. Eric Prill, SCCA's Vice President of Road Racing, and the SCCA staff have begun the "Green to Checker" (G2C) initiative which is aimed at maximizing available track time and returning cars unscathed to the paddock. While certainly too many of the incidents are caused by overzealous, perhaps even reckless driving, some result from the intensity of wheel-to-wheel competition, simple errors in

judgment, and sometimes just running out of talent. All of these, however, are exacerbated when we have large run groups which consist of cars of dissimilar size and performance.

As announced by Eric earlier in May, the first G2C change will be realized in Runoffs test days by expanding the number of test groups. This should improve on-track congestion and hopefully not only reduce the number of incidents, but also improve the quality of track time. The CRB will be looking at other steps that can be taken in this regard for all SCCA events and looks forward to working with Eric and his staff on this initiative in the coming months. To this end, if you have any ideas, thoughts, or comments, please let us know.

Finally, for those of you who may be headed to the Runoffs at VIRginia International Raceway this Sept. 24-Oct. 2, the pains of waiting in tech have been noticed and your voices heard. There are a lot of moving parts to the process, and I fully admit I do not understand all of them. Competitors are being held in tech until clearance is received from all departments or specialties even though Tech has finished their work. As some of you know first-hand, this can be hours. An effort is being made from the National Board of Directors on down to streamline this process and improve communications to shorten your "stay!" 📍





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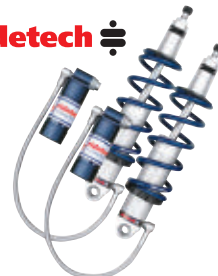
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**LUXURY LEARNING**

A Lexus RC350 may not be a typical sight at a RallyCross, but Toyota Technical Center employees gather knowledge running the car. Oh, and Brad Legris won the Stock All Wheel Drive class at the RallyCross National Championship in 2021.

## TECHNICALLY SPEAKING

Toyota Technical Center employees gather knowledge through RallyCross | **WORDS** Matt Wolfe | **IMAGE** Rupert Berrington

Once upon a time, numerous manufacturers sponsored and supported rallyists across the United States. SCCA Hall of Famer Doug Harvey Sr. was famous for campaigning in factory-backed Mopar products. Chrysler and other companies also offered support for other rallyists through parts programs and other rewards for representing their brand. Sadly, much of that support has since dried up.

Even so, it's still possible to find manufacturers competing in North American rally at the grassroots level. Very few rally enthusiasts are likely aware that Toyota has a large engineering and technical center located in Saline, Mich., just outside of Ann Arbor. Even fewer know that this facility houses a team of engineers and vehicles that can be seen competing regularly at RallyCross events in the Great Lakes Division and numerous other events across the country.

The Toyota Technical Center (or TTC) team has been in existence since 2006. The team is comprised of Toyota engineers who are passionate about motorsports and compete in Toyota-owned vehicles prepped for various forms of competition. The team is not an advertised factory effort, but can be seen in plain sight at many local RallyCross events. The "manufacturer" license plates attached to the team's cars are the giveaway to the origins their vehicles. Though "M" plates are a common sight in southeast

Michigan, a Lexus RC350 sitting on the grid at a RallyCross does draw a few sideways glances from those not in the know.

That RC350 gained notoriety at the 2021 RallyCross National Championship when Brad Legris piloted it to a convincing win in the Stock All Wheel Drive class. Legris backed up his victory by then winning the Race of Champions and Rookie of the Year honors at the event.

"A few people have definitely commented that they're surprised about the car's speed," said Legris after securing his first National Championship. While an unconventional choice, the Lexus had proven to be a consistent winner both locally and nationally when piloted by capable hands—all while offering heated and cooled seats and a plush ride to and from the event.

TTC's cars have not always been leather-lined luxury coupes. The team's first machine was a Toyota Matrix which featured a stage rally-compliant roll cage.

"Some engineers thought it'd be fun to rally with their work friends," said longtime member Kyle Steinkamp. "They pitched the idea to management as a way to create employee engagement and promote teamwork across all areas of the company, as well as a way to create good technical content and learning opportunities. They received money from Toyota to buy out a company lease car and do the prep. They had

full access to all Toyota facilities and a small yearly budget to cover events and parts."

Sadly, the Matrix met its demise in 2015 after an impact with a tree at the Sno\* Drift National Rally rendered it unreparable. "Technically, that was the second time that car center-punched a tree," Steinkamp recalled. "Its first tree center punch was back in 2007."

Today, the TTC fleet is an eclectic mix of beginner cars and Nationally competitive machines. The team has also added a Lexus LC coupe which is used for autocross and ice racing. There is also a Castrol-liveried ST185 Celica clone and a pair of 2019 Corolla hatchbacks. "The blue one is our entry level RallyCross car. The interior is stripped and caged, and it has a modified suspension. It's great for newbies. Then we have a red one that is for track days and endurance racing. It's got some trick OE style suspension from TRD."

Since the program's inception, Steinkamp estimates that more than 200 Toyota employees have participated in the program at some point. The program is also open to co-op students. "Management has always been super supportive of the program," Steinkamp said. "In fact, they cloned our program in other states and a parallel group in Michigan has become regulars at local endurance races. There's a lot of passion for racing here and it's great to see so many people enthusiastic about getting behind the wheel." 🏁



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10/3 Element

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**STREET SURVIVAL**  
The SCCA's Tire Rack Street Survival School, a safe driving program for teens, is funded in large part through the SCCA Foundation.

## SCCA FOUNDATION'S MISSION COMES ALIVE

Thanks to SCCA Members, the Foundation supports many programs

**WORDS** Jim Weidenbaum, SCCA Foundation Board of Directors | **IMAGE** Courtesy Tire Rack

The SCCA Foundation, through the generous support of you, our members, has quietly made significant advancements in its commitment, focus, and support of key programs and initiatives related to its mission. That mission is about supporting the SCCA in providing inclusive opportunities for motorsports competition, safety, education, and historical preservation. But what does that mean, what does that look like, and why should you care?

For clarity, there is a fundamental distinguishing attribute to the SCCA Foundation vs. SCCA, Inc.: the SCCA Foundation is a 501(c)(3) serving as the charitable arm of the SCCA. Your donation to the SCCA Foundation is tax deductible as allowable by law. What that means is the Foundation looks to support SCCA; not operationally, but in a broader sense: It serves the SCCA community at large. The Foundation's mission means funding SCCA-related programs that support having fun with cars, while fostering goodwill toward the SCCA.

What does SCCA Foundation's mission look like? It is helping Regions run Tire Rack

Street Survival programs, where SCCA racers move to the right seat as they help educate teen drivers on the basics of car control in accident-avoidance exercises. It is supporting disabled military veterans through VETMotorsports—using motorsports to build confidence, motivation, and connection. The Foundation supports the SCCA's Women on Track program in removing barriers to entry for women in motorsport and encouraging increased participation. It provides funding to support Formula SAE events associated with SCCA, where college students apply classroom knowledge to hands-on development of a racecar. SCCA Foundation also helps preserve the rich institutional history of the club through the work associated with the SCCA Archives at the outstanding International Motor Racing Research Center at Watkins Glen.

Why should you care? There are entire books and workshops on "givers gain," so consider that without your support the worthwhile programs referenced above may be curtailed or cancelled. Importantly, you have an opportunity to see the benefits

of SCCA Foundation donations at your local Region level through the new Region Development Grants program. These funds will be used to help Regions facing a financial hardship due to a loss (for example, maybe a flood or hurricane wiping out all the timing equipment) or to help Regions kick off new programs or try new innovations. The Region Development Grants will supplement the funding that each applying Region has already raised in support of the program.

Thanks to the generosity of SCCA members and Regions, the SCCA Foundation is in a solid financial position, with excellent fiduciary oversight. The Foundation Board of Directors is now turning its fundraising attention to a Legacy Giving program. To take the Foundation to the "next level," we need Club members thinking about the SCCA Foundation as part of their estate planning—whether in the form of annual retirement account distributions or gifts made in a will. Plainly speaking, we can do more, with more. Your continued generosity is most welcomed. For more information on SCCA Foundation, please visit [sccafoundation.com](http://sccafoundation.com). 📍



# LAGUNA SECA RACEWAY FOUNDATION

The Laguna Seca Raceway Foundation, a 501(c)(3) public benefit charity, raises funds for capital improvements at the Laguna Seca Recreational Area to help improve the overall participant and spectator experience for the benefit of the entire community of Monterey County.

## **Past Accomplishments:**

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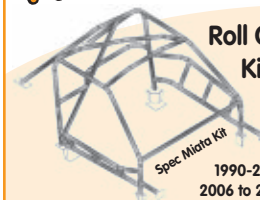
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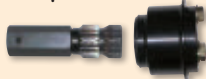
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# CALENDAR

SPORTS CAR CLUB OF AMERICA JULY/AUGUST 2022

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## MEMBER BENEFITS

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



**Solo Performance Specialties (SPS)** offers a 5-percent discount all online purchases of graphics items.



**Carbotech Performance Brakes** is offering a 10-percent discount on its full line of brake pads for all current SCCA members.



**Cool Shirt** is offering SCCA members a 10-percent discount on orders placed at its website [coolshirt.com](https://coolshirt.com).



The SCCA **Sunoco** Fuel Card Program can save your business time and money by using the easy, online tools designed to give you complete control over your vehicle fuel and management expenses.



Members will receive a special SCCA discount on **Alamo's** already great rental rates.

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](https://www.scca.com) and check out the Member Benefits link.



**TRANS AM** [gotransam.com](https://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.

Dyson (TA); Merrill (TA2); Lowry (SGT); Hale (XGT); Griffin (GT)

**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.

Goble (TA2); Wang (SGT)

**Jul 15-17** Portland International Raceway, Ore.

**Oct 14-16** Utah Motorsports Campus, Utah

**Nov 4-6** Circuit of the Americas, Texas



**FORMULA 4**

[f4uschampionship.com](https://f4uschampionship.com)

**Apr 8-10** NOLA Motorsports Park, La.

Hughes; Morris; Rivers

**May 19-22** Road America, Wis.

Christensen; Christensen; Ping

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

**Apr 8-10** NOLA Motorsports Park, La.

Clark; Hyman; Tavella

**May 19-22** Road America, Wis.

Hyman; Alder; Hyman

**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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**Jul 10-31** Road America, Wis. (Atlantics only)

**Aug 19-21** Summit Point Motorsports Park, W. Va.

**Oct 14-16** Pittsburgh International Race Complex, Pa.



**ROAD RACING**  
Date Track/Region



**U.S. MAJORS** [sccamajors.com](https://sccamajors.com)

**NORTHEAST CONFERENCE**

**Jul 16-17** New Jersey Motorsports Park, N.J.

**NORTHERN CONFERENCE**

**Jul 23-24** Gingerman Raceway, Mich

**Aug 20-21** Grattan Raceway, Mich.

**MID-STATES CONFERENCE**

**Aug. 20-21** High Plains Raceway, Colo.

**SOUTHERN CONFERENCE**

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

**SCCA NATIONAL CHAMPIONSHIP RUNOFFS**

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

### ▼ TA2 IN MUSIC CITY

The Trans-Am TA2 cars will feature in the Music City Grand Prix in Nashville, Tenn., with the NTT IndyCar Series on Aug. 6-7.

### 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](https://nediv.org)

**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](https://sedivacing.com)

**Jul 23-24** # Michelin Raceway Road

Atlanta/Atlanta

**Aug 6-7** Daytona International Speedway/

Central Florida

**Aug 27-28** Barber Motorsports Park/

Tennessee Valley, Alabama

**Sep 3-4** Sebring International Raceway/

Central Florida

**Sep 24-25** # Daytona International

Speedway/Central Florida

**Oct 8-9** Homestead-Miami Speedway/

Florida

**Oct 14-16** Sebring International Raceway/

Central Florida

**Oct 22-23** Roebeling Road/Buccaneer

**Nov 4-6** # Michelin Raceway Road

Atlanta/Atlanta

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

**Nov 25-27** Sebring Int'l Raceway/Florida

**GREAT LAKES** [gldscca.com](https://gldscca.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



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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** = Time Attack  
**TE** = Track Event  
**TS** = Track Sprint  
**TT** = Time Trial  
**v** = Vintage

Contact information for registrars and event organizers available at [scca.com](http://scca.com). For changes, e-mail [sanction@scca.com](mailto:sanction@scca.com).



Barbara Proctor

### FEATURE RACE

**WHAT** Grattan Majors  
**WHEN** Aug. 20-21  
**WHERE** Grattan Raceway, Michigan  
 Northern Conference racers will have their final opportunity to get Majors points and qualify for the Runoffs.

**CENTRAL** [cendiv-scca.org](http://cendiv-scca.org)  
**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](http://midiv.org)  
**Jul 23-24** World Wide Technology Raceway/St. Louis

**SOUTHWEST** [sowdivscca.org](http://sowdivscca.org)  
**Sep 2-5** MSR Houston/Houston  
**Nov 12-13** MSR Cresson/Texas

**ROCKY MOUNTAIN** [coloradoscca.org](http://coloradoscca.org)  
**Oct 15-16** La Junta Raceway/Continental Divide

**NORTHERN PACIFIC** [norpacscca.org](http://norpacscca.org)  
**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 Int'l Raceway/Oregon  
**Oct 27-30** Thunderhill Raceway Park/San Francisco

**SOUTHERN PACIFIC**  
**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](http://www.scca.com/roadracing)

**REGION DRIVER'S SCHOOLS**  
**SOUTHEAST** [sedivrac.org](http://sedivrac.org)  
**Aug 20-21** Palm Beach International Raceway/Florida

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**Kaizen Autosport Racing School**  
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**Lucas Oil School of Racing**  
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**MSR Houston**  
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 (303) 666-4113 [go4itservices.com](http://go4itservices.com)

**Porsche Track Experience USA**  
 (888) 204-7474 [porschedriving.com](http://porschedriving.com)

**Primal Racing School**  
 (770) 573-1010 [primal.racing](http://primal.racing)

**Radford Racing School**  
 (480) 403-7600 [radfordracingschool.com](http://radfordracingschool.com)

**Skip Barber Racing School**  
 (866) 932-1949 [skipbarber.com](http://skipbarber.com)

**Spring Mountain Advanced Driving School** (800) 391-6891  
[springmountainmotorsports.com](http://springmountainmotorsports.com)

**Team Stradale**  
 (815) 727-7234 [teamstradale.com](http://teamstradale.com)

### NOVICE PERMIT / SCHOOL AND EVENT CREDIT

**Allen Berg Racing School**  
 (888) 722-3220  
[allenberggracingschools.com](http://allenberggracingschools.com)

**Bertil Roos Racing School**  
 (800) 722-3669 [racenow.com](http://racenow.com)  
[allenberggracingschools.com](http://allenberggracingschools.com)

**Fast Lane Racing School**  
 (888) 948-4888 [raceschool.com](http://raceschool.com)

**Kaizen Autosport Racing School**  
 (919) 741-7151 [kaizenautosport.com](http://kaizenautosport.com)

**LevelUp Racing School** (920) 838-6612  
[levelupracingschool.com](http://levelupracingschool.com)

**Lime Rock Driver's Club**  
 (860) 435-5000 [limerockclub.com](http://limerockclub.com)

**Lucas Oil School of Racing**  
 (561) 200-7223 [lucasraceschool.com](http://lucasraceschool.com)

**Pettiford's Go 4 It Racing Schools**  
 (303) 666-4113 [go4itservices.com](http://go4itservices.com)

**Primal Racing School**  
 (770) 573-1010 [primal.racing](http://primal.racing)

**Pro Drive Racing School**  
 (503) 285-4449 [prodrive.net](http://prodrive.net)

**ProFormance Racing School**  
 (253) 630-5130  
[proformanceracingschool.com](http://proformanceracingschool.com)

**Radford Racing School**  
 (480) 403-7600 [radfordracingschool.com](http://radfordracingschool.com)

**Skip Barber Racing School**  
 (866) 932-1949 [skipbarber.com](http://skipbarber.com)

**Team Stradale**  
 (815) 727-7234 [teamstradale.com](http://teamstradale.com)

### NOVICE PERMIT / SCHOOL CREDIT

**Allen Berg Racing School**  
 (888) 722-3220  
[allenberggracingschools.com](http://allenberggracingschools.com)

**Pettiford's Go 4 It Racing Schools**  
 (303) 666-4113 [go4itservices.com](http://go4itservices.com)

**Pro Drive Racing School**  
 (503) 285-4449 [prodrive.net](http://prodrive.net)

**Radford Racing School**  
 (480) 403-7600 [radfordracingschool.com](http://radfordracingschool.com)

**Spring Mountain Advanced Driving School** (800) 391-6891  
[springmountainmotorsports.com](http://springmountainmotorsports.com)

**Thompson Speedway Motorsports Park**  
 (877) 226-7223 [theracingschool.com](http://theracingschool.com)

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

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

**NORTHEAST** [nediv.org](http://nediv.org)  
**Jul 16-17 TT/TE** Summit Point Motorsports Park/Washington DC

**Aug 1-8 HC** Polish Mountain Hillclimb/Washington DC

**Aug 13-14 TT/TE** Summit Point Motorsports Park/Washington DC

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

**Sep 3-4 TS** Summit Point Raceway/Steel Cities

**Sep 10-11 TT/TE** Summit Point Motorsports Park/Washington DC

**Sep 17 TT** Thompson Speedway Motorsports Park/New England

**Sep 17 HC** Weatherly Hill Climb, Weatherly, Pa./Northeastern Pennsylvania

**Oct 8 TS** Bader Field/South Jersey

**SOUTHEAST** [sedivrac.org](http://sedivrac.org)  
**Jul 24** Michelin Raceway Road Atlanta/Atlanta

**Jul 29-31 HC** Robbinsville, N.C./Central Carolinas

**Aug 27-28 HC** Pine Mountain State Resort Park/Blue Ridge

**Aug 26-28 TT** Barber Motorsports Park/Tennessee Valley

**GREAT LAKES** [gldscca.com](http://gldscca.com)  
**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](http://cendiv-scca.org)  
**Jul 31 TE, TS** Blackhawk Farms Raceway/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](http://midiv.org)  
**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

**ROCKY MOUNTAIN** [coloradoscca.org](http://coloradoscca.org)  
**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**  
**Sep 2-4 TE** Buttonwillow Raceway Park/Cal Club

## CONTACT

**SCCA**  
 Sports Car Club of America.

### OFFICERS

Chairman **PETER JANKOVSKIS**  
 Vice Chairman **STEVE STRICKLAND**  
 Secretary **LYN HODGES WATTS**  
 Treasurer **K.J. CHRISTOPHER**

### SCCA NATIONAL OFFICE

Toll Free: (800) 770-2055  
 Main: (785) 357-7222  
 6620 SE Dwight St., Topeka, KS 66619  
[www.scca.com](http://www.scca.com)

### EXECUTIVE LEADERSHIP

President & CEO  
**MICHAEL COBB**  
 Vice President, Road Racing  
**ERIC PRILL**  
 Senior Director, Rally/Solo & Experiential Programs  
**HEYWARD WAGNER**  
 Director of Region Development  
**CHRIS ROBBINS**  
 Director of Marketing & Communications  
**KRISTEN POOLE**  
 Senior Director, Finance & Administration  
**JEFF DAHNERT**

### SCCA PRO RACING

Toll Free: (800) 770-2055  
 Main: (785) 357-7222  
 7230 Arbuckle Commons Suite 136  
 Brownsburg, IN 46112  
[www.sccapro racing.com](http://www.sccapro racing.com)

### SCCA ENTERPRISES

Phone: (303) 693-2111  
 14550 E. Easter Ave., Suite 400  
 Centennial, CO 80112  
[www.scca-e.com](http://www.scca-e.com)  
 President & CEO **ROBEY CLARK**

### SCCA DIRECTORS

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 (352) 207-8344; [lhodgeswatts@scca.com](mailto:lhodgeswatts@scca.com)  
**AREA 4: DAYLE FRAME**  
 (517) 889-1117; [dframe@scca.com](mailto:dframe@scca.com)  
**AREA 5: PETER JANKOVSKIS**  
 (630) 738-0288; [pjankovskis@scca.com](mailto:pjankovskis@scca.com)  
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 (314) 223-3850; [calbin@scca.com](mailto:calbin@scca.com)  
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 (607) 742-6123; [cdobbs@scca.com](mailto:cdobbs@scca.com)  
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 (702) 406-5817; [dshoemaker@scca.com](mailto:dshoemaker@scca.com)  
**AREA 12: STEVE STRICKLAND**  
 (540) 798-7037; [ssrickland@scca.com](mailto:ssrickland@scca.com)  
**AREA 13: JEFF ZURSCHMEIDE**  
 (503) 330-3010; [jzurschmeide@scca.com](mailto:jzurschmeide@scca.com)

## PINE MOUNTAIN ►

Blue Ridge Region hosts a hillclimb at Pine Mountain State Resort in Kentucky on Aug. 27-28.

## TIME TRIALS NATIONAL TOUR

**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.** Aug 24, Sept 21  
**Auto Club Speedway, Calif.** Sep 10, Nov 12  
**Blackhawk Farms Raceway, Ill.** Jul 13, Aug 10, Sep 14  
**Brainerd International Raceway, Minn.** Sep 2\*  
**Carolina Motorsports Park, S.C.** Oct 6  
**Charlotte Motor Speedway, N.C.** Aug 3  
**Dakota County Technical College, Minn.** Jul 22\*, Aug 11\*, Sep 16  
**Daytona International Speedway, Fla.** Aug 4, Aug 5  
**Dominion Raceway, Va.** Aug 4, Oct 6  
**Eagles Canyon Raceway, Texas** Sep 13  
**GingerMan Raceway, Mich.** Aug 11, Sep 15  
**Harris Hill Raceway, Texas** Sep 14, Oct 12, Nov 2  
**Heartland Motorsports Park, Kan.** Jul 21, Aug 18, Sep 20, Oct 13  
**High Plains Raceway, Colo.** Aug 24  
**Lime Rock Park, Conn.** Jul 19, Aug 11, Sep 16  
**Memphis International Raceway, Tenn.** TBD  
**Michelin Raceway Road Atlanta, Ga.** Jul 22  
**MotorSport Ranch, Texas** Oct 11  
**Nashville Superspeedway, Tenn.** Jul 28  
**Nelson Ledges Road Course, Ohio** Jul 13, Aug 10  
**New Hampshire Motor Speedway, N.H.** Aug 4  
**New Jersey Motorsports Park, N.J.** 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.** Sep 8  
**Pikes Peak International Raceway, Colo.** Jul 29, Sep 15  
**Pittsburgh International Race Complex, Pa.** Jul 27, Aug 26, Sep 20, Oct 12  
**Pocono Raceway, Pa.** Aug 10, Sep 15  
**Portland International Raceway, Ore.** Jul 5, Aug 2  
**Ridge Motorsports Park, Wash.** Jul 12, Aug 8, Sep 20  
**Sebring International Raceway, Fla.** Oct 27  
**Thompson Speedway Motorsports Park, Conn.** Jul 11, Jul 26, Aug 9, Aug 30, Sep 22, Oct 12  
**Thunderhill Raceway Park, Calif.** Aug 25, Sep 29  
**Virginia International Raceway, Va.** Aug 18, Sep 1  
 \*tentative

## STREET SURVIVAL SCHOOLS

**NORTHEAST** nediv.org  
**Oct 15-16** Saratoga Auto Museum/Mohawk Hudson  
[Check streetsurvival.org](https://www.streetsurvival.org) for a complete schedule



Perry Bennett

## SOLO

### TIRE RACK® SCCA SOLO NATIONAL TOUR

**Oct 13-16** zMax Dragway, N.C.  
**Dec 1-4** Spence Field, Ga.

### TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

**Sep 6-10** Lincoln Airport, Neb.

### TIRE RACK® SCCA PROSOLO

**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 Airport, Neb.

### CAM CHALLENGE

**Aug 11-14** Grissom Aeroplex, Ind.

### STARTING LINE SCHOOLS

**Jul 16** Metropolitan Community College, Independence, Mo.  
**Aug 6** Colorado Air and Space Port, Watkins, Colo.  
**Aug 13** Darlington Raceway, Darlington, S.C.  
**Aug 20** Bristol Motor Speedway, Bristol, Tenn.  
**Oct 8** Crows Landing, Calif.

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

## REGIONAL

**NORTHEAST** nediv.org  
**Jul 17** Lake Erie Speedway/Misery Bay  
**Jul 24** Leidos Field at Ripken Stadium/Philadelphia  
**Jul 30-31** Bader Field/South Jersey  
**Aug 14** Bader Field/South Jersey  
**Aug 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 14** Warminster Community Park/Philadelphia  
**Aug 19-20** Harrisburg Farm Show/Susquehanna  
**Aug 20-21** Fed Ex Field/Washington DC  
**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** Summit Point Motorsports Park/Washington DC  
**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 sediv racing.com

**Aug 6-7** Hutchinson Island Paddock/Buccaneer  
**Aug 7** Pungo Airfield/Old Dominion  
**Aug 14** Dade Cty High School/Chattanooga  
**Aug 20-21** Spence Field/Red Hills  
**Aug 21** Atlanta Motor Speedway/Atlanta  
**Aug 28** Pungo Airfield/Old Dominion  
**Sep 3-4** Hutchinson Island Paddock/Buccaneer  
**Sep 18** Atlanta Motor Speedway/Atlanta  
**Sep 18** Dade Cty High School/Chattanooga  
**Sep 30-Oct 1** Roebing Road/Buccaneer  
**Oct 1-2** Spence Field/Red Hills  
**Oct 2** Pungo Airfield/Old Dominion  
**Oct 16** Dade Cty High School/Chattanooga  
**Oct 22-23** Atlanta Motor Speedway/Atlanta  
**Oct 28-29** Roebing Road/Buccaneer  
**Nov 5-6** Spence Field/Red Hills  
**Nov 12-13** Hutchinson Island Paddock/Buccaneer  
**Nov 13** Pungo Airfield/Old Dominion  
**Nov 13** Dade Cty High School/Chattanooga  
**Dec 4** Dade Cty High School/Chattanooga

## GREAT LAKES gldscca.com

**Jul 16** Tire Rack/South Bend  
**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 18** Purdue Fort Wayne/Fort Wayne  
**Sep 22-25** Oscoda-Wurthsmith 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 9** Jack Barstow Airport/Saginaw Valley  
**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 23-24** Truck Drivers Training Lot Winona/Land O'Lakes  
**Jul 31** Brady Street Stadium/Great River  
**Aug 13** Madison College Public Safety Training Center/Milwaukee  
**Aug 20** TaxSlayer Center/Great River  
**Aug 20-21** Waukesha County Expo Center/Milwaukee  
**Aug 20-21** Farmers Union Oil Company Carpio/Badlands  
**Sep 11** Black Magic Harley Davidson/Badlands  
**Sep 17-18** Farmers Union Oil Company Carpio/Badlands  
**Sep 17** TaxSlayer Center/Great River  
**Sep 24-25** Madison College Public Safety Training Center/Milwaukee  
**Oct 9** Brady Street Stadium/Great River  
**Oct 16** Road America/Milwaukee





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## JULY/AUGUST 2022

### SCCA MEMBERS CELEBRATING 25-65 YEARS

#### 65-YEAR MEMBERS

James Hall	7/1/57	West Texas
James Place	8/1/57	Texas

#### 60-YEAR MEMBERS

Bernard O'Connor	7/1/62	Central Illinois
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#### 55-YEAR MEMBERS

David Livingston	8/1/67	Central Kentucky
Lynette Rexford	7/1/67	Glen

#### 50-YEAR MEMBERS

Frederick Baker	7/1/72	Neohio
Gene Carlson	7/1/72	Indiana Northwest
Milton Grant	7/1/72	Mid South
Richard Grant	7/1/72	Atlanta
Cecil Harness	8/1/72	St Louis
James Johnson	7/1/72	Central Florida
Jon Kempf	8/1/72	Northeast Oklahoma
Michael Key	8/1/72	Milwaukee
Michael Killian	7/1/72	North Carolina
Oma Kimbrough	7/1/72	Susquehanna
Fred Knoll Jr.	7/1/72	New York
Greg Skotnicki	8/1/72	NE Pennsylvania

#### 45-YEAR MEMBERS

Louie Beal	8/1/77	Ohio Valley
George Brunson	8/1/77	Mississippi
Dennis Eade	8/1/77	Blackhawk Valley
Paul Gifford	7/1/77	Mohawk Hudson
Johnny Humphreys	8/1/77	Oregon
James Kearney	7/1/77	Washington DC
Don Kline	7/1/77	Indianapolis
Mike Leuty	8/1/77	Northwest
Paul Marygold	7/1/77	Central Carolinas
John Mirro	8/1/77	Philadelphia
Brian Nooney	7/1/77	New England
Albert Perotti	8/1/77	New England
Steven Roberts	8/1/77	Kansas City
David Rocha	8/1/77	San Francisco
Philip Simon	7/1/77	Northwest
John Yeattes III	7/1/77	North Carolina

#### 40-YEAR MEMBERS

Elizabeth Berger	8/1/82	Kansas City
Harry Crespy	7/30/82	Texas
Paul Crouch	7/30/82	Central Florida
Edward Guenther	8/26/82	Arizona
Raymond Hall	7/14/82	Steel Cities
Craig Hodne	8/26/82	Milwaukee
William Lauer	8/17/82	Wichita
Paulette Lownsdale	7/30/82	Eastern Tennessee
Paul Merlo	7/19/82	Northern New Jersey
Kirk Miller	7/26/82	Texas
Conrad Schapira	7/26/82	San Francisco
Howard Schutter	8/30/82	Cal Club
Lance Stewart	7/30/82	Reno
Thomas Turner	7/30/82	New England
Chuck Voboril	8/9/82	Phoenix AZ Solo
Carol Wilhelm	8/5/82	Northwest

#### 35-YEAR MEMBERS

Barbara Albrechtson	8/5/87	Land O'Lakes
Rick Albrechtson	8/5/87	Land O'Lakes
Kelly Anderson	8/24/87	Central Florida
Lawrence Banner	8/24/87	Milwaukee

Jeanne Bartell	7/15/87	New England
Thomas Bracci	7/31/87	New England
Sharon Bridgette	7/29/87	Central Carolinas
JAMES BUCHER	7/14/87	Ohio Valley
Robert Celano	7/14/87	New York
James Clark	7/2/87	Cincinnati
Anne Comninel	8/19/87	New England
Martin Courtois	8/5/87	Kansas
William Cullen	7/21/87	Central Florida
Mark Daddio	7/30/87	New England
Kathy Dilworth	8/19/87	Detroit
Jeffrey Ellerby	7/30/87	Iowa
Rosanne Freeburger	7/8/87	Susquehanna
Jim French	7/16/87	Wichita
Paul Gentilozzi	7/21/87	Western Michigan
Barry Gilbert	7/30/87	Colorado
David Hammer	8/24/87	Misery Bay
John Hill	7/21/87	Oregon
Regina Hokanson	7/27/87	Lone Star
David Hottle	8/24/87	New England
Paul Ianni	7/13/87	South Carolina
Collin Jackson	7/13/87	Oregon
Vicki Jarecke	8/25/87	Northeast Oklahoma
Keith Joslyn	7/29/87	Western New York
Michaelle Kellermeyer	7/29/87	Detroit
Pamela Kirmeier	7/15/87	Oregon
Ann LaRondeau	7/27/87	Nebraska
Robert Legere	8/26/87	New England
Mark Leskovec	8/24/87	Neohio
Dana Lucas	7/15/87	San Diego
Greg Lyon	7/30/87	San Francisco
Jeff McCusker	8/21/87	New York
William Moran MD	7/29/87	Lone Star
Ronnie Morr	7/2/87	Neohio
Diane Murray	7/14/87	Chicago
Niels Rasmussen	8/13/87	New England
Steven Reed	8/6/87	Southern West Virginia
Donald Regan	7/22/87	Colorado
Lou Reggio Jr.	8/18/87	San Francisco
Edward Rich	7/30/87	New York
David Ricker	7/14/87	Texas
Michael Rudd	8/24/87	Texas
Amy Ruman	7/22/87	Mahoning Valley
Barbara Ruman	7/22/87	Mahoning Valley
Robert Ruman	7/22/87	Mahoning Valley
John Rutherford IV	7/20/87	Indianapolis
John Saurino	8/10/87	Northeast Oklahoma
Mary Saurino	8/10/87	Northeast Oklahoma
Robert Scolo	8/14/87	New York
Patrick Sharkitt	7/15/87	Washington DC
Gerard Smith	8/19/87	New England
Graham Taylor	7/30/87	Washington DC
James Valinzo	7/29/87	Florida
Kathleen VanRemortel	7/8/87	Milwaukee
Brian Walsh	7/14/87	Buccaneer
Lee Yarsky	8/9/87	Ohio Valley

#### 30-YEAR MEMBERS

Kevin Allen	7/31/92	Buccaneer
Lawrence Auriana	7/14/92	New York
David Avard	7/21/92	Kansas
Chip Baldoni	7/21/92	Arizona
Robert Bax	7/9/92	Cincinnati

Bill Bennett	7/22/92	Mohawk Hudson
Mark Biamonte	7/23/92	North Carolina
Patricia Biamonte	7/23/92	North Carolina
Bryan Deane	8/13/92	Indianapolis
Alice Dillon	8/19/92	Finger Lakes
Kyla Dillon	8/19/92	Finger Lakes
Gary Fazekas	8/10/92	San Francisco
Jason Gyulay	7/16/92	Western Michigan
Neal Harrington	7/24/92	North Carolina
Jane Hopwood	8/6/92	New England
Trevor Hopwood	8/6/92	New England
William Hopwood	8/6/92	New England
Ronald Johnson	8/20/92	Chicago
Ross Karlin	8/6/92	Northern New Jersey
Charles Kleinhagen	8/13/92	Kansas City
Kathleen Kochanski	7/9/92	Chicago
Malcolm Kroeber Jr	7/14/92	Philadelphia
Anne Kumor	7/8/92	Milwaukee
Lynnette Markowicz	8/19/92	South Bend
Esther McAlpin	7/16/92	Oregon
Jack Oliver	8/13/92	South Jersey
Joshua Parker	7/16/92	New England
Loren Pearson	7/1/92	Kansas
Neil Peterson	8/26/92	Central Pennsylvania
Jerome Post	7/27/92	Central Carolinas
Val Rajic	8/20/92	Oklahoma
Peter Shadowen	7/13/92	Florida
Ann Marie Stinehelfer	7/22/92	Milwaukee
Duane Ward	7/29/92	Ohio Valley

#### 25-YEAR MEMBERS

C W Armbrust	8/20/97	Washington DC
Johnny Billingsley	7/1/97	Central Florida
Robert Boyd	7/18/97	Texas
Irene Brockway	8/7/97	New England
Don Bunt	8/28/97	Central Florida
Leonardo Del Castillo	8/27/97	Northwest
Kevin Dietz	8/25/97	Northwest
Michael Edick	7/15/97	San Francisco
Christine Fearing	8/20/97	Central Florida
Karen Fearing	8/28/97	Northeast Oklahoma
Andrew Franklin	8/28/97	Texas
David Haeussermann	7/29/97	Florida
Joyce Jones	7/23/97	Ohio Valley
Tony Lemon	8/19/97	Northwest
Larry MacLeod	7/28/97	Saginaw Valley
Mike Maier	7/8/97	San Francisco
John Mcleod	7/21/97	Mid South
Charlotte Mohns	8/12/97	Blackhawk Valley
Ronald Pace	8/26/97	Milwaukee
Aaron Pailthorp	7/2/97	Northwest
Georg Pavlovics	7/31/97	Chicago
Susan Ricker	7/18/97	New England
Jeremy Sereyka	8/5/97	NE Pennsylvania
Bruce Smith	7/25/97	New England
Art Tapley	7/2/97	Texas
Deborah Turner	8/5/97	New England
Kim Vickerman	7/21/97	Detroit
Patrick Washburn	7/16/97	Milwaukee
Edward Wentz III	8/19/97	North Carolina
C Wertz	7/31/97	Chicago
Lawrence Wertz	7/31/97	Chicago



#### MIDWEST midiv.org

**Jul 16-17** Stuttgart Municipal Airport/Arkansas  
**Aug 6-7** War Memorial Stadium/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 16** Crowder College/Ozark Mountain  
**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

**Jul 23-24** Burton Coliseum/Southwest Louisiana  
**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

#### ▼ PROSOLO FINALE

Labor Day weekend sees the finale of the Tire Rack SCCA ProSolo Championship at Lincoln Airpark.

#### ROCKY MOUNTAIN coloradoscca.org

**Jul 16-17** Rigby Middle School/Eastern Idaho  
**Jul 16-17** Yellowstone Drag Strip/Yellowstone  
**Jul 20-31** Rigby Middle School/Eastern Idaho  
**Jul 30-31** McGee Park/Rio Grande  
**Aug 5-6** Rocky Mountain Emergency Services Training Center/Yellowstone  
**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 norpacssca.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  
**Aug 27-28** Thunderhill Raceway/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  
**Oct 21-22** Street Survival, Regional Public Safety Training Center/Reno  
**Nov 12-13** Crows Landing/San Francisco

#### SOUTHERN PACIFIC

**Jul 17** Vidinha Stadium, Kauai/Hawaii  
**Jul 24** Police Pursuit Track at Maui Motorsports Park/Hawaii  
**Jul 24** Musselman Honda Circuit/Arizona Border  
**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  
**Oct 23** Kino Sports Complex/Arizona Border  
**Nov 12-13** Auto Club Speedway/Cal Club  
**Nov 18-20** Lake Elsinore Diamond Stadium/San Diego  
**Nov 20** Kino Sports Complex/Arizona Border  
**Dec 2-4** Lake Elsinore Diamond Stadium/San Diego  
**Dec 10-11** Auto Club Speedway/Cal Club  
**Dec 18** Kino Sports Complex/Arizona Border

Find more events near you at [www.scca.com/solo](http://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  
**Oct 8 NT** Roads of Home, Clinton, N.J./Northern New Jersey  
**Oct 9 NC** New Jersey Monte, Clinton, N.J./Northern New Jersey  
**Nov 4-6 USRR** C, Whitmore Lake, Mich./Detroit Region

##### REGIONAL/DIVISIONAL

###### NORTHEAST nediv.org

**Jul 24** Back to School, Flemington, N.J./Northern New Jersey  
**Aug 6** New Hampshire Motor Speedway/New England  
**Oct 16** Days Inn Blairsville/Allegheny Highlands

###### SOUTHEAST sedivrracing.com

**Oct 16** Lake Mirror Civic Center/Central Florida

###### GREAT LAKES gldssca.com

**Jul 30** Bob Evans Dover/Neohio  
**Aug 13** Valiant Bar and Grill/Detroit  
**Sep 10** Quality Inn/Detroit  
**Oct 23** First Federal Bank/Southern Indiana

###### CENTRAL centdiv-scca.org

**Jul 30** Quality Inn & Suites/Land O'Lakes  
**Oct 22 DT** Nagawaukee Shopping Center/Milwaukee

###### MIDWEST midiv.org

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

###### SOUTHWEST sowdivscca.org

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

###### SOUTHERN PACIFIC

**Aug 5** Bank of Am. Mission Hills/Cal Club  
**Sep 2** Bank of Am. Mission Hills/Cal Club  
**Oct 16** Hampton Inn Tejon Ranch/Cal Club

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

#### RALLYCROSS

##### NATIONAL CHAMPIONSHIP

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

##### REGIONAL

###### NORTHEAST nediv.org

**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  
**Sep 24** Panthera Training/Washington DC  
**Nov 4-6** Rausch Creek Off Road Park/Susquehanna

###### SOUTHEAST sedivrracing.com

**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 gldssca.com

**Jul 16** Joe's Speedway/Ohio Valley  
**Sep 17-18** I-96 Speedway/Detroit

###### CENTRAL centdiv-scca.org

**Jul 16-17** Butler County Fairgrounds/Iowa  
**Aug 13-14** Southern Iowa Speedway/Iowa  
**Aug 27-28** Southern Iowa Speedway/Iowa  
**Aug 27-28** Byron Motorsports Park/Milwaukee  
**Sep 10-11** Butler County Fairgrounds/Iowa  
**Oct 1-2** Byron Motorsports Park/Milwaukee  
**Oct 7-9** Butler County Fairgrounds/Iowa  
**Oct 22-23** Byron Motorsports Park/Milwaukee

###### MIDWEST midiv.org

**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

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

###### SOUTHERN PACIFIC

**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

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



Rupert Berrington

## NEW PRODUCTS



### CSF FLUID COOLERS

Maintaining proper temperature of your drivetrain's fluids is critical to performance and reliability, especially in a racecar. Available in several sizes, CSF Radiators' Universal Fluid Coolers can handle large amounts of vibration and debris, making them ideal for areas like the front fascia and side vents that see a lot of junk fly up from the track. Most models have flush-mount M8 x 1.25 mounting holes with Helicoid inserts. A durable satin black finish protects the coolers from damage due to corrosion and impacts.

[summitracing.com](http://summitracing.com)



### ERMES ERGONOMIC SILICON EARBUDS

An alternative to custom-molded earbuds for in-helmet use, the Hermes Ergonomic Silicon Earbuds are made by a hearing aid manufacturer in Italy. The earbuds use a soft silicone shape that places the speaker at the end of the ear canal. Different sized silicone tips ensure a tight fit. Available in both 3.5MM and RCA connectors, Hermes Earbuds include a carry case, three sizes of silicone tips, and six replacement wax filters.

**\$299.00**

[hmsmotorsport.com](http://hmsmotorsport.com)



### KBS MOTOR COATER KIT

The KBS Motor Coater Kit provides your engine with a beautiful and protective finish. This all-inclusive and user-friendly system consists of KBS Klean to clean surfaces, RustBlast to remove rust and corrosion, and Motor Coater, which is a durable engine enamel that has deep and rich pigment for excellent coverage. Motor Coater, currently available in 39 colors, is a high-performance and high-gloss paint that can withstand temperatures of up to 450°F and is impervious to oil and gas. The kit also includes #1 Thinner which is used to thin Motor Coater for spray applications.

[kbs-coatings.com](http://kbs-coatings.com)

# TOP GEAR

Accessories, Tools, and Gear for Racers



### SERAPHINA ACTIVE TANK SPORTS BRA

The SFI-rated Active Tank Sports Bra by Seraphina offers an advanced level of fire protection for female drivers. With a background in women's apparel, Seraphina is known for their design, craftsmanship and moisture-wicking performance fabric. This Sports Bra is comfortable all day thanks to support panels, deep cups, and custom elastic. There's even a unique Flex Stitch and a no-rise band to keep the bra in place. Available from HMS Motorsports in sizes XS-3XL. **\$110-\$115** (depending on size)

[hmsmotorsport.com](http://hmsmotorsport.com)



### DECKED CARGOGLIDE

CargoGlide is a heavy-duty sliding bed platform from DECKED that makes loading and unloading track tools more efficiently. Heavy and bulky items like compressors, wheels and tires and tools can be retrieved without crawling into the back of the truck. CargoGlide rolls out of the truck bed from its locked position, extending past the end of the bed by as much as 100 percent. CargoGlide can be used alone, or in conjunction with the DECKED Drawer System.

[decked.com](http://decked.com)



### GARAGE GRIP NON-SLIP FLOOR COVERING

An oily, greasy garage or trailer floor is not just unsightly, it can be dangerous. Garage Grip Professional Grade Non-Slip Floor Covering has a ribbed surface that is stain- and slip-resistant, helps deaden sound, and has anti-fatigue properties. Made from recycled plastic bottles, Garage Grip is easy to install and easy to clean with a vacuum cleaner and hose.

[summitracing.com](http://summitracing.com)

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





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**RICHARD JAMES**  
EDITOR, SPORTSCAR MAGAZINE

## KEEPING THE FLAME LIT

When I discovered SCCA and amateur road racing, I was living in Texas a few miles from Texas World Speedway. It was the first real racetrack I'd ever seen, the first circuit I ever lapped (and I regret never having the opportunity to actually race there). Then for a while it closed. It was sold, and rebuilt, and survived for many years after that; but for a few years, there was not a single permanent road racing circuit in the entire state of Texas.

That's right, not one. SCCA's Texas Regions survived, of course, running races on airport circuits such as Abilene and Big Spring in West Texas; the former Bryan Army Airfield, by then part of the Texas A&M University campus; and even up in Ardmore, Okla. Dragstrip Houston Raceway Park was even pressed into service once as a road racing circuit, using the dragstrip, return roads and pits (where, on a 100-degree Texas day, the asphalt wasn't up to the task of road racing).

Road racing survived in Texas, and now Texas racers have a wide variety of circuits to choose from, including Formula 1 host Circuit of the Americas, MSR Cresson, MSR Houston, Eagle's Canyon ... even Texas Motor Speedway has a road course.

It's a very different scene than when I lived there.

Now I live in Southern California, which hasn't had a world-class road racing facility since Riverside Raceway closed. Willow Springs and Buttonwillow Raceway Park are great places to race, but they don't have the cachet of Road America, home of the Chicago Region

**"One day an invitation to come race with them arrived in my inbox. What's going on here?"**

WeatherTech June Sprints – see Tom Schultz's coverage on page 38 – nor the prestige of Watkins Glen, Daytona International Speedway or Sonoma Raceway. Regions without those famous circuits have to work a little harder to entice racers and build their base.

And that's what they're doing, as I found out. Arizona Region's once-thriving racing program had evaporated. It didn't exist. Then one day an invitation to come race with them arrived in my inbox. What's going on here? They've partnered with a local country club racetrack, piggybacked onto their racing series, and begun to build their program back again. Up in Minnesota, where the state's only circuit has had its own ups and downs, Andrew Jenkins, with a lot of help, is trying to get new people into racing with a scholarship. See the story on page 50.

Elsewhere in this issue we feature some great stories of perseverance from the Time Trials Nationals; our annual sad attempt to predict the outcome of the Tire Rack SCCA Solo National Championships; and an intriguing feature by former *SportsCar* editor Philip Royle on autocrossing an electric-converted Ford Mustang. There's some interesting potential there, but there's not yet a real place for electric conversions to play in SCCA competition.

There are definitely some captivating things going on in our competition worlds at the moment. And as championship season speeds toward us, best of luck to those making the treks to Lincoln, VIR and Colorado. 🍷



## FROM THE ARCHIVES

10 YEARS AGO...  
**AUGUST 2012**



- The cover story was a report on the Northeast Super Tour at Summit Point.
- The second "Spring Nationals", a combined ProSolo and National Tour, was held in Lincoln, Neb.
- Randy Pobst discussed the issues with closing speeds and defensive moves.

60 YEARS AGO...  
**JULY 1962**



- Roger Penske won D Modified at the Cumberland National over Hap Sharp.
- In an interview, Bruce McLaren suggested tackling the weakest part of a car first.
- Two Ferrari Testa Rossas were advertised in the classifieds. The more expensive one was \$5000.

75 YEARS AGO...  
**JULY/AUGUST 1947**



- There was a history of ARCA, The Automobile Racing Club of America.
- There was a race for Mercers at Langhorne Speedway.
- Member Jack Stack reported that he would receive Woodolf Barnato's Le Mans trophy from Babe Barnato.



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1969 CHEVROLET CAMARO



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