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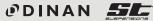






























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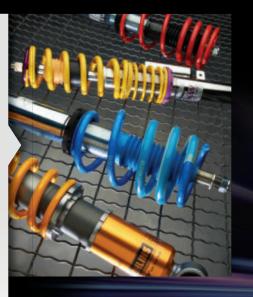








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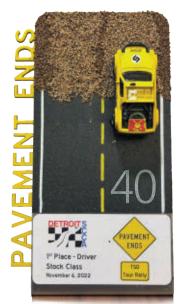


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COVER ILLUSTRATION Paul Laguette







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MIKE COBB PRESIDENT & CEO. SCCA INC.

DLLING INTO 2023

s we enter 2023, we are carrying forward some hard-earned momentum. In many Aareas of the Club, ground lost due to COVID shutdowns across 2020 has been regained foot by foot, yard by yard. And, if recovering from a global pandemic was not challenging enough, 2022 has been spent fighting the highest rate of inflation in recent history along with a new nemesis—global supply chain challenges. To use a motorsports metaphor, some days it has felt like we (the Club) have been "pedal to the metal" striving to move forward while the parking brake (economic environment) is fully engaged.

Much of this you already know—whether through experience as consumers, parents, business leaders/owners, or as participants in the pursuit of #funwithcars with the SCCA. But you may not have as much visibility into its impact on the Club. Bottomline, operating costs across all areas of the Club have increased significantly over the last several years.

As context, the U.S. Bureau of Labor Statistics calculates consumer price index (CPI) inflation rate to be 25.7+ percent between 2016 and October 2022. With this in mind—and to

"No one likes price increases, and we have fought hard to hold the line in the face of price increases in every area of SCCA business."

keep the SCCA momentum moving forward into 2023 and beyond—we must adjust fees across Membership, Licensing, Sanctions, and Insurance. Note, at the time of this writing, we are still working to finalize all fee adjustments. However, it is safe to say that these adjustments will not be equal with the rate of CPI noted above, as we expect most adjustments will land in the 8-15 percent range. By the time you're reading

this, specific details will be available to members in the Filing Cabinet of MAP (my.scca.com). At this point you're probably asking, "How will SCCA use the revenue from these fee increases to benefit the Club?" The 2023 Strategic Plan and Operating Budget, which the SCCA Board of Directors has reviewed and approved, directs investment into three primary areas:

- 1. People. The Staff Team that carried us through COVID-19 (despite shutdowns, furloughs, salary cuts, hiring freezes, etc.) will be the first area of investment. These folks work hard to serve all members and support those in volunteer positions who are serving members, too. And, much like the fees discussed above, their compensation has not moved commensurate with inflation over the last several years. We need to take care of the people who work hard to take care of us.
- 2. Processes. We have made real headway improving efficiency across the Club through improvements made to our Membership Account Portal (MAP). This now houses all Membership, Licensing, and Sanction/Audit activity for the Club, including the newly launched SCCA Academy training modules. This tool benefits Members, Drivers, Workers, Region Leaders, as well as staff, and will receive additional focus going forward.
- 3. Programs. Last but certainly not least, we will be making targeted investment of time, money, and resources into select programs at National and Regional levels to ensure we continue to improve the overall experience being delivered through SCCA motorsport programs.

No one likes price increases, and we have fought hard to hold the line in the face of price increases in every area of SCCA business. However, to continue driving forward as a Club, these changes are necessary.

Thank you for your continued membership, support of the SCCA, and for helping us roll into 2023 with real momentum! •





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NO RUNOFFS FX-FOR NOW

There will be no race for Formula X, the class created in 2020 for winged formula cars of modest power and performance, at the 2023 Runoffs. "In the three years of its existence, FX has not seen the growth that was hoped for and has dropped below the 4.0 rule limit," explained Deanna Flanagan, SCCA Director of Road Racing.





HOOSIER SUPER TOUR LATEST

The Hoosier Racing Tire SCCA Super Tour is entering its seventh season with several changes—new plans and services—that are a result of member and Region feedback, as well as ongoing analysis through the Greento-Checker (G2C) initiative:

• "Super Tour Coach" is a new position that will be front and center at each of the year's 10 events. The person will be on site to offer guidance similar to that

provided to drivers at SCCA Time Trials or Track Night in America Driven by Tire Rack events.

• To address the challenging situation of highly subscribed, multi-class race groups where on-track incidents are more likely, one additional run group will be added at highly subscribed, three-day 2023 Hoosier Super Tour events. It will likely split either Touring cars or the "wings 'n' things" group but could be used for other classes if necessary.

- Spec Miata drivers will be limited to one set of dry (SM 7.5) tires per weekend at three Hoosier Super Tour events in 2023—Sebring, VIR, and the WeatherTech Chicago Region June Sprints at Road America.
- Hoosier Racing Tire recently updated its logo, which means new Hoosier Super Tour car decals have been created and distributed, sent out to those drivers registering a Majors number in 2023. New decals

can also be found in Tech at each Hoosier Super Tour event.

 DriversEye Live LLC will provide live coverage of all 10 weekends of the 2023 Hoosier Super Tour with a setup of up to 12 cameras sporting a leaderboard overlay, produced into a single stream, and blended with commentary from Brian Bielanski and Gregg Ginsberg.

See page 64 for the 2023 Hoosier Super Tour schedule. •



AVOID STICKER SHOCK

Competitors note that "U.S. Majors Tour" series decals are no longer required on racecars. However, "Summit Racing Equipment SCCA Road Racing" decals are still a must at all events, and the new "Hoosier Super Tour" series decal (LEFT) is required for those participating in Hoosier Racing Tire SCCA Super Tour stops.

BOARD OF

he 2022 SCCA Board of Directors (BoD) election results are in, conducted in four of SCCA's geographic Areas. Two new board members were selected, and two incumbents rejoin the Board for another three-year term in office.

Robert Lee Crawford Jr.

of Silver Spring, MD, will become Area 2 Director as current BoD member Jack Burrows has termed out.

Mark Weber of Saint Louis, MO, claims the Area 6 Director position as Chris Albin concludes his final term. In Area 10, incumbent

Charles M. Dobbs Jr. from Horseheads, NY, ran

unopposed and will retain his BoD seat.

Similarly, Area 12 incumbent Director Steven Strickland Jr. of Marion, VA, ran unopposed and retains his seat.

THE FULL 2023 SCCA BOARD:

Area 1 – Peter Schneider

Area 2 – Robert Lee Crawford Jr.

Area 3 – Lyn Hodges Watts

Area 4 - Dayle Frame

Area 5 - Peter Jankovskis

Area 6 - Mark Weber

Area 7 - KJ Christopher

Area 8 - Clay Turner

Area 9 - Charlie Davis Area 10 - Charles M. Dobbs Jr.

Area 11 - Dale Shoemaker

Area 12 – Steve Strickland Jr.

Area 13 - Jeff Zurschmeide

Election ballots were reviewed by Mize CPAs Inc., and the new BoD members officially took their seats Jan. 1. For individual Director contact information, see page 65. •



2023 RUNOFFS CLASSES

wenty-five classes will be invited to compete at the 2023 SCCA National Championship Runoffs at VIRginia International Raceway, Sept. 23-Oct. 1, AS, B-Spec, F600, FA, FC, FE2, FF, FV, EP, FP, HP, GT1, GT2, GT3, GTL, P1, P2, SM, SRF3,

STL, STU, T1, T2, T3, and T4. Note that Formula X (FX) will not be included this

year, though it will continue to be included at Hoosier Super Tour and U.S. Majors Tour events, just like GTX.

The various qualifying paths to the Runoffs remain

YES, VIRGINIA

The season-long club racing climb will once again summit at VIR..

unchanged from 2022, and are spelled out in the 2023 SCCA Runoffs Qualification Criteria flowchart available at scca.com. o





SOUTH JERSEY REGION TO HOST 2023 USRRC

The Oct. 20-22, 2023 United States RoadRally Challenge will be hosted by the South Jersey Region and feature three daylight events—Friday's 50th Anniversary Little Appalachian National Course Rally, Saturday's Jersey Devil National Touring Rally; and Sunday's Up the Creek National Course Rally.





A SOLO SEASON TO REMEMBER

he 2023 National Solo season is one you can't afford to miss, promising to be spectacular and culminating in the momentous 50th running of the Tire Rack SCCA Solo **National Championships** in Lincoln, Neb.

The Tire Rack SCCA Solo National Tour, Tire Rack SCCA ProSolo Series, and CAM/XS Challenge all pit competitors against each other and the clock at events from New York to California, beginning in March and running well beyond the Sept. 5-8 running of the Solo National Championships.

The March 10-12 weekend at South Georgia Motorsports Park in Cecil, Ga., will kick off the Tire Rack SCCA National Solo Tour which, with 12 stops, comprises the "Road to Lincoln"-a journey that ultimately leads to the Tire Rack SCCA Solo National Championships. Note that a pair of Solo

National Tour events will take place post-Solo Nationals— Frederick, Okla., in October and Moultrie, Ga., in December.

The Tire Rack SCCA

ProSolo Series is similar to the Tire Rack SCCA Solo National Tour, in that each weekend is a multi-day autocross of National caliber, but unique in that each stop features drag race starts, often times in a heads-up style against the competition on mirrored courses. The pressure to perform is certainly elevated at ProSolo, because when the light turns green, the clock begins ticking.

This year's ProSolo Series launches into action on Feb. 24-26 at Chase Field in Texas, followed by eight more stops along the way before reaching the Tire Rack SCCA ProSolo Finale in Lincoln, Neb., on Sept. 1-3, 2023.

The CAM Challenge, meanwhile, resembles the Solo National Tour, but these events

showcase American muscle, as the "Classic American Muscle" moniker denotes; this year, the CAM Challenge will be joined by the Xtreme Street (XS) Challenge.

"We are excited that this year's National Solo schedule includes not only many of our traditional stops across the country, but also a couple of new venues as well, including the return to a location that has been missing from the schedule for a couple of years," SCCA's Director of Solo Rick Myers said, referencing new stops in Frederick, Okla., and near St. Louis, Mo., along with the return to Chicago, Ill.

"Culminating the year with a homecoming for the 50th running of the Tire Rack SCCA Solo National Championships is going to make 2023 a season to remember."

See page 66 for detailed calendar listings. 0

MEMBERSHIP LEADERS

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

MEMBERSHIP REFERRAL LEADERS FOR DECEMBER 2022

NAME REF REGION Cal Club Francois Doran Brian Ghidinelli San Francisco Carol Deborde 5 Reno River Cities Roger Brown Donna Battin 3 Oregon Clark Benton Arkansas Jose De Miguel Puerto Rico Roger Hostettler Ohio Valley Cal Club Gayle Jardine Warren Leach San Diego David Melton 3 Kentucky 1,370 additional members have at least one referral

REGION LEADERS

(Category based on 2021 year-end membership)

REGION GROWTH JUMBO REGIONS (800+): North Carolina Colorado 10.4% Central Carolinas 9.7% LARGE REGIONS (401-799): Lone Star 11.42% San Diego 11.40% Utah 9.9% MEDIUM REGIONS (200-400): Central Kentucky 17.5% Las Vegas 14.7%

South Carolina 14.4% 200): SMALL REGIONS (<

Phoenix AZ Solo 183.0% Rivers Cities 163.6% Red River 35.0%

WARMING UP FOR THE 75TH P.O.R.



Next year, 2024, the famed Press On Regardless (POR) will celebrate 75 years as an American Road Rally flagship. First run in 1949, the Midwest event has become, over nearly eight decades, a staple of the SCCA Rally program.

"I am hoping to have a longer event for the [75th Anniversary] 2024 POR—one that would start in Michigan's Lower Peninsula and then cross the Upper Peninsula to Marquette or Houghton, as it did during the FIA years from 1971 to 1974," said current rallymaster Bruce Fisher.

Meanwhile, this year's POR will likely be run as two one-day National Tour RoadRallies on Friday and Saturday, Sept. 8-9, with rally headquarters at the Hampton Inn in Gaylord, Mich., said Fisher. "Each rally will be 200 to 225 miles long, run in the northern part of the Lower Peninsula, with a tentative schedule of 2:00 p.m. to midnight each day." •



CHECK OUT THE SCCA DRIVERS SCHOOLS

A directory of professional Performance Driving and/or Race Driver Schools appears on pages 47-50. But if there's one in your area, a reasonable alternative or addition to your driver training might be a Regional SCCA Drivers School. At press time, there are nine Region-run 2023 SCCA Schools scheduled at eight racetracks in five Divisions—all dates subject to change and additional dates may be added, so check out the "Find Events" link on scca.com on a regular basis.











Scott Schmidt Scott Dobler

NEW FACES IN FAMILIAR PLACES

he New Year brought with it several personnel shifts and changes at the SCCA National Office aimed at streamlining and improving the many ways membership is served. The changes include staffing updates as well as a reorganization of Business Operations where multiple teams have been combined within a single department.

Road Racing Technical Manager Rick Harris will retire effective March 31. Scott Schmidt, the current Road Racing Technical Assistant, will assume the manager role.

With Schmidt's promotion, Scott Dobler has accepted the role of Road Racing Technical Assistant and, along with Schmidt, will continue to work out of the SCCA National Office in Topeka, KS.

 Jeff Dahnert, SCCA's Senior Director of Finance and Administration, will expand his role in the coming year to become the Senior Director of Business Operations. There, he will add to his

finance, HR, and sanction/ insurance responsibilities by also overseeing IT and Member Services.

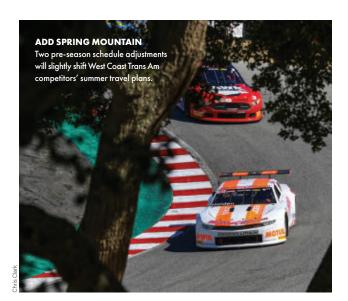
Reporting directly to SCCA President and CEO Mike Cobb. Dahnert will continue to work out of the SCCA National Office in Topeka, KS.

• Following a 10-month hiatus, Andie (Albin) Wolfe has returned to SCCA's Marketing and Communications department in the role of Multi-Channel Marketing Manager. Wolfe previously

spent nearly seven years on the marketing staff as Digital Marketing & Communications Coordinator, and then Creative Manager.

Wolfe will continue to reside in Southeast Michigan, working primarily in a remote capacity.

Scott Dobler's move to the SCCA Road Racing department created an opportunity for a new National Coordinator for the Tire Rack Street Survival program, and South Carolina Region member Melanie Murray earned the position. •



TRANS AM WEST SCHEDULE CHANGES

he 2023 SCCA Pro Racing-sanctioned Trans Am Series presented by Pirelli Western Championship schedule has been updated:, and a date shift for the Portland International Raceway event.

- Spring Mountain Motorsports Ranch replaces the Utah Motorsports Campus event scheduled for Oct. 20-22. Trans Am West competitors will take on the 2.76-mile, 16-turn Charleston Peak North configuration at the track located just outside of Las Vegas in Pahrump, Nevada.
- A change of date for the Portland International Raceway event, moved one weekend later to July 21-23. Portland will also now host the Western Championship's doubleheader weekend, which was originally scheduled at Utah.

Trans Am West competitors kick off their 2023 season at Thunderhill Raceway, March 3-5. •



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

CORNER SECTIONS (CONT.)

orner Sections, Part II, continuing ✓ from Sept./Oct. 2022 issue. Afraid I got all excited about that Regional in the classic pony cars and forgot to publish Part 2 of my deep dive into driving a corner.

We talked at length about The Entry, and looking into the corner, and how it's too soon for power. Then we talked about The Middle. How it's about patience, waiting for the car to point at the apex, which is where you stop

"I love traction, because it helps with that 90 percent of a lap time, with low risk."

> slowing down and start speeding up, and how very gentle that first touch of the throttle must be for best speed.

The Middle is where "weight management" comes most strongly into play. Slowing down to enter a turn, the car's weight transfers to the front, onto the steering tires, and the car turns better. In The Middle, when you know you will make the apex, you smoothly add power—so gently at first that a passenger would not know exactly when you tipped in. Why? Because

power transfers weight off the steering tires and the car no longer turns as well.

Same sermon you've read here, but what's different now is the emphasis on "when." If your car is reasonably well-balanced, the driver goes to power in The Middle. Less-skilled pilots gun it in The Entry. Too soon. How does one know it's too soon? You have to lift off the throttle before entering the straight.

Go to any corner at the next race. Listen to the exhausts of cars entering the corner. On-off-on? They went to power too soon, taking weight off the steering tires too soon, causing the car not to steer as well and run wide, causing the necessity of lifting off the throttle.

The best drivers only get on the power once, gently, and then roll it on all the way through....

The Exit. As mentioned in the teaser at end of Pobst Position two issues ago. this is where 90 percent of a good lap time comes from, because it affects the whole flowing straightaway. It is the easiest 90 percent, too, because it really is determined by when the driver goes to the power, and how much. It's easy because, if it is not right, the driver can just lift off the gas.

If you get the entry wrong go in too fast-it's a much tougher situation to adjust.

The Exit is the acceleration zone, oh, yeah. Acceleration transfers weight rearward. In a rear-drive car, this is a happy, natural coincidence, because it naturally adds traction back there at the same time power is added, sometimes called "hooking up" or "putting power down." This is a great way to win races, and the more power, the more important.

In a front-wheel-drive car, weight is also transferring to the rear, an unhappy coincidence, away from the wheels getting the power. But not to worry: Front-drivers have their tricks to compensate, like setting the chassis up with enough oversteer that they actually need the rearward load for balance. (Frustrating power understeer when it's wrong, but drifty fun when it's right.)

For this article, we'll stick to rear drive, that large majority of race cars out there. The better the chassis transfers weight to the drive tires, the faster the car will accelerate off the turn. Shock settings come very much back into play during The Exit. To transfer



the load back sooner, increase rear compression damping. And, to get the weight off the front sooner, decrease the front rebound damping. This lets the suspension release sooner.

If your car pushes/understeers under power, do the opposite.

I love traction, because it helps with that 90 percent of a lap time, with low risk. My respected and beloved friend (and favorite suspension setup engineer) Greg Fordahl, with his wry humor, used to say in an off-color way that I was a "traction whore." And then he'd make that car hook up better. So very sad to say this fine SCCA National Champion autocrosser and engineer of many pro race wins and championships passed away suddenly not too long ago. (Here's to your spirited racing soul, Greg. I have always wished we could race together a lot more.)

The Exit is really determined by The Middle—the apex. Done right, The Middle will feel kind of peaceful and even a bit slow for a moment. Then an ideal exit allows for opening the steering and the car's line all the way out, timed so that once the car reaches the edge of the pavement, nearly all cornering forces are blended out, and it is full acceleration.

After a couple long Miata sessions recently, I relearned that the popular cars need more and sooner power than I was so smoothly applying, because the cornering forces created enough drag that the Miata needed a lot of its power just to overcome that scrubbing and keep its speed up! I got three-tenths in Thunderhill Turn 6 that way, with a little help from the in-car video of a super-fast young gun named Tommy McCarthy.

The more power a racer has, the straighter that exit must be, also known as a later apex. This is relative to grip, too. Less grip, later apex. More grip, earlier apex. Thus, a high-downforce car (sports racer, winged formula, GT) can and must apex earlier than a no downforce car with lots of power, like that vintage Trans Am-class '70 Camaro I raced recently.

The Exit is also affected by rear suspension geometry, specifically, rear anti-squat. Like adding compression, increasing anti-squat will transfer weight onto rear tires more quickly, increasing traction. Many of our race cars are lowered street cars, and especially with a live axle (pony

car folks, my Flyin' Moose Volvo), this often reduces anti-squat.

Hint: Your rear axle trailing arms should be going up toward the forward chassis mounting point, not down.

A rear anti-sway bar often reduces power down, too, because it adds a lifting force to the inside rear tire. Too much invites wheelspin. A better way, within reason, is to balance the car with more rear spring to reduce understeer in The Middle, and still have better traction accelerating out of the corner.

The front sway bar can be your friend for rear power down because it helps hold the inside rear tire down. One strategy is to use a softer front spring and stronger front bar—to keep from too much understeer-but still gain the traction by holding the inside rear down.

Your results may vary. Every chassis is a unique package. Try one change at a time and see what the car responds to best.

Get the most out of your exit speed first, to safely and easily gain 90 percent of your best lap time, then ease up your entry speed for that tricky last 10 percent of your next pole position... uhh, I mean, Pobst Position. 0

TRACTION LOVE

"The better the chassis transfers weight to the drive tires, the faster the car will accelerate off the turn," Pobst says. (ABOVE) Perennial National Champ Andrew Aquilante has it hooked up superbly at last summer's New Jersey Majors.



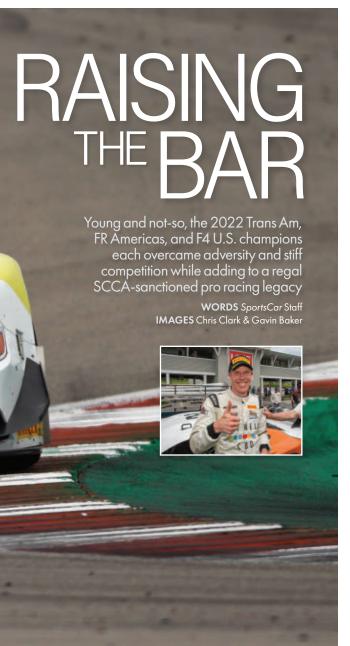






CHAMPS AND CHALLENGERS

(FAR LEFT) In TA2, Rafa Matos came oh-so-close to a third Trans Am title.
(CENTER LEFT) Dylan Tavella (14) leads Nick Persing (29)—hungry for eventual champ Raoul Hyman's FR Americas crown.
(LEFT). Lochie Hughes worked hard for the F4 U.S. championship. (MAIN & INSET) Chris Dyson topped a strong season with a second consecutive TA title.



ear after year through the last half-dozen seasons, the SCCA Pro Racing-sanctioned Trans Am, Formula Regional Americas and Formula 4 U.S. series have almost routinely raised the bar.

In Trans Am-which is celebrating 56 years of American V8s mixing with European GT exotica-entries exploded, noticeable in the tube-frame race car TA2 class where 40-45 starters at each race was the norm—top-quality drivers, too, in a glittering array of machinery entered by a handful of North America's best road racing teams and independents.

Proof of the fierce competition? The TA2 championship was not secured until the last lap of the Texas season finale and was not settled until a race-wins tie-breaker was brought into play.

While the numbers were not as large, there was no less interest in the flagship TA class, the brutal 600-700hp purebred racing machines right at home on the premier American racetracks which hosted the 11-race (12-race TA2) 2022 Trans Am Championship Presented by Pirelli.

Much of the joy in the TA feature comes from the inclusion of the GT3 and GT4 exotica populating the Trans Am's XGT, SGT and GT classes, adding races within races (and marque diverse start-to-finish action) to the topline show.

While the Trans Am skews to a more experienced crowd—TA2 the exception, starring several teenagers prepping for hoped-for stock car racing careers—both Formula Regional Americas and Formula 4 U.S. Powered by Honda championships are ever-more-important steppingstones for young stars of tomorrow.

Both pro single-seater series attract a fair share of international drivers, raising their global stature and attention as well as the level of competition.

Such was that level in F4 that four F4 drivers brought title hopes into the three-race final weekend. Not so FRA where eventual champ Raoul Hyman dominated in much the same way as Swede Linus Lundquist (now a winning Indy Lights driver) in 2020, winning 11 of 18 races including five in a row at midseason.

In the pages that follow, Richard S. James, Jessica Trippy, Steve Nickless and Ashleigh Aungst talk with the champions who added their names to the SCCA racing history books. And who raised the bar for those who follow in 2023. •

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eter Gregg, Bob Tullius, Tommy Kendall, Wally Dallenbach Jr., Paul Gentilozzi, Ernie Francis Jr. In 2022, Chris Dyson joined

this list of drivers who have won back-to-back SCCA Pro Racing-sanctioned Trans Am Series Presented by Pirelli championships. There are a handful more who have more than one, if not consecutively, like Scott Pruett and Scott Sharp. It is a pretty exclusive club.

"I'm really proud of that. There's company on that list," the 44-year-old Dyson declares. "It's very humbling for me to be placed alongside them. I think from a team standpoint as well. the Trans Am Series, its storied history, has a real pantheon of truly elite drivers and champions. And there's a small list of folks who have been able to win multiple championships and an even smaller one of those who were able to do it back to back.

"It's still not quite set in," Dyson continued. "You're not supposed to rest on your laurels, but you can certainly, in a moment of reflection, say that this is pretty cool. And this is something that I think fits nicely alongside all the success we achieved in IMSA and endurance racing previously. I think to have that kind of value and importance to the organization and certainly, in the annals of our team's history, it's very meaningful," he added.

Dyson won six of 11 races in 2022, with victories for the No. 16 Gym Weed/Altwell Ford Mustang at Sebring, Michelin Raceway Road Atlanta, WeatherTech Raceway Laguna Seca, Sonoma, Lime Rock and COTA. He also had six pole position starts.

In a true anomaly, he was the only full-season driver to score a victory; the other five wins came from part-timers. Two of those came in the hands of Matthew



MONSTERS ROAR

Defending champ Dyson won five of six races to open the 2022 Trans Am season, but couldn't coast as the pack of hungry pursuers refused to relent.

that was with us running two cars on a regular basis and, in some cases, three cars—and developing a new car kind of in parallel to the campaign. I was really proud of everything the team was able to achieve all at once. For sure we won our fair share of races. I think, in a lot of cases, we were able to rack up points when others struggled. We've been on that receiving end before ourselves, so we know what that's like.

"There's no laying still in Trans Am," Dyson continued. "These cars put extreme demands on the crews for preparation. I think the thing that we're really, really proud of and happy about is the fact that we had really unmatched reliability this year. We were in position to win every single race," Dyson said.

Dyson and his team learned some hard lessons in his first few years in Trans Am, developing an appreciation for the force and stress modern Trans Am cars put on everything, saying that the cars push their components harder than just about any road racing car in the world.

That exposes vulnerabilities, and the team had to work through some of those in the beginning. But, he added, the reliability this year showed that they were able to overcome those problems and correct them.

That done, there were no races lost to mechanical issues in 2022. There were

"There's no laying still in Trans Am. These cars put extreme demands on the crews....'

CHRIS DYSON

less-than-desirable finishes to be sure-Chris making an error at Charlotte and hitting the wall; and getting taken out by a lapped car at VIR after he had built a nine-second lead.

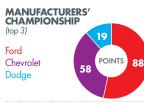
That VIR race marked the debut of a new Riley Technologies chassis, with which he would achieve victory in the season finale at COTA one race later. That win in the second race with a brand-new car was certainly a highlight, but in a season in which he wrapped up the title early enough that he was comfortable giving a new car a go, it was one of many.

"Winning at home at Lime Rock was definitely at the top of the list. And clinching the championship in really challenging conditions at my second home track at Watkins Glen, with my Dad there, those are probably the top two," he said. "But I also look at some of the races that we had, like at Sebring or Road Atlanta, where the car was just absolutely phenomenal.

"We had some weekends where we hit the ground and the car was fast from the outset. never missed a beat, and those weekends are just a delight. You never want them to end."





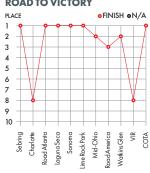




Amy Ruman 233

David Pintari 130

CHRIS DYSON'S ROAD TO VICTORY



Brabham in a Dyson team car. With two races left, Dyson had wrapped up the championship with a second-place finish at Watkins Glen. He ended up with 325 points, 87 more than championship runner-up Tomy Drissi. Amy Ruman was only another five points behind Drissi, and Ken Thwaits a mere two points farther back.

"We had great reliability. The car, the package, did not miss a beat the whole year. And





CHALLENGE TO THE CROWN

A torrid three-way points battle for second in the championship went to Tomy Drissi (LEFT) in the end—by just five points over hard-charging Amy Ruman (FAR LEFT) and seven clear of top Camaro runner Ken Thwaits. (BELOW, LEFT) Dyson debuted his all-new Bob Riley-engineered steed at VIR and won with it in the COTA finale.



When Dyson described the conditions at Watkins Glen as "challenging," he was clearly understating things. It was a race that he says "ranks up there alongside any of the drives in my career," and not just because his father Rob, a legendary driver and team owner in endurance racing (where Chris won two championships with his team) was there to witness Chris clinch his second Trans Am championship.

"We went out thinking the weather was going to be less wet than it was, and the car was a handful," he explained. "Couple that with the fact that the visibility was almost nil because our windshield fogged up so badly. I was driving out the side windows, which I've

never done around a place like that. That's quite daunting.

"But I think what it tells you, in situations like that where you have to rise above, is just how much you want it. And we really wanted this one. The result, even though it wasn't a win, was the result we needed to put the championship to bed, and that made it even more satisfying to persevere that day."

Persevere he did. But even as he introduced a new, hightech chassis to the series—and expresses his enthusiasm for developing the car as he goes for championship number three—he doesn't expect next year to be as easy.

"You've got some gunships lining up," he says. "The Gentilozzi guys [Tomy Drissi]

"Everybody's stepping up their game... [The TA title] still means a lot to a lot of people." CHRIS DYSON

and Ken Thwaits-they're ready, they're fired up. They're gunning for us, and that's exciting. Everybody's stepping up their game, and certainly when you see the quality of guys who are coming in-drivers, teams, new equipment-I think it's a testament to the fact that this championship still means a lot to a lot of people.

"I think that that's something you want, as a competitor. You want to be part of a series that's growing and attracting top talent." •

THE FUTURE IS NOW

Chris Dyson spent much of his time away from Trans Am races in 2022 developing a new Riley Technologies chassis for his 2023 campaign. When he clinched the title with two races left, he brought the car out for the final events of the season, grabbing pole at VIR and a victory at COTA.

That doesn't bode well for the competition.

'We've had the experience of developing new packages in the past, and we've obviously worked successfully with the Riley crew previously," said Dyson. "A big bulk of our success in the '90s and the 2000s came in partnership with the Riley family. In a lot of ways, they've forgotten more than most manufacturers will ever know when it comes to these types of cars. Bob [Riley] is generally acknowledged as an all-time legend of the sport from a design standpoint and, in that respect, I think that a lot of the basics have been well covered."

The car will be the first designed with the new 18-inch wheels and Pirelli tires in mind. The stiffer sidewall of the tires certainly has an effect on the cars and the way they are set up. But there are improvements in other areas as well.

"From a serviceability standpoint, it seems like it's been very thoughtfully designed," Dyson explains. "It's got a little bit more range of adjustment built in with the crew's and the team's efficiency in mind. And, from a handling standpoint, I think we're just starting to scratch the surface." -Richard S. James



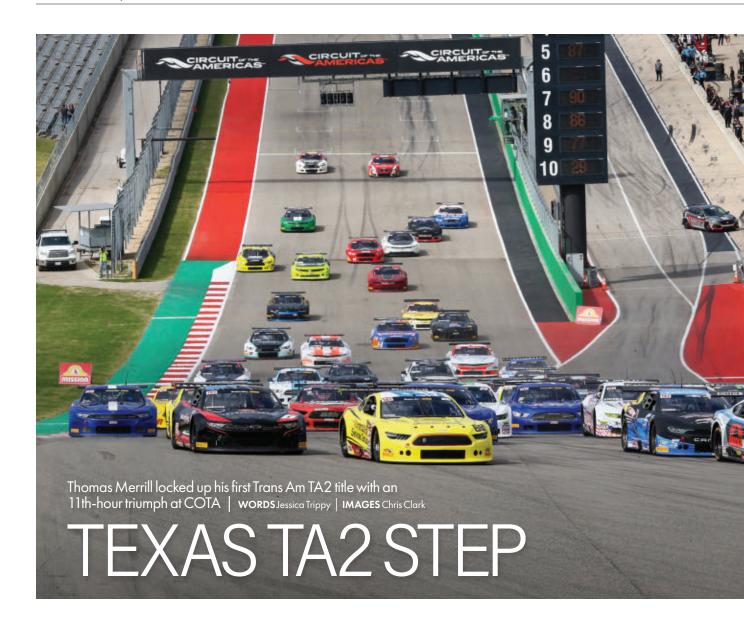
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ollywood couldn't have written a more exciting ending to the SCCA Pro Racing-sanctioned Trans Am Series Presented by Pirelli's TA2 season finale at Circuit of the Americas, where Thomas Merrill overcame nearly impossible odds to win the 2022 TA2 championship.

However, his perfect day meant heartbreak for two-time champ Rafa Matos, who appeared to have the title wrapped up before the green flag waved. Matos suffered insurmountable adversity, which ended his day early and cost him his third TA2 title by virtue of a point standings tiebreaker—a heart-wrenching outcome coming down to the last lap of the last race in the end of the most hotly competitive season in Trans Am history.

Merrill's season was one of feast or famine, as he either finished on the podium or outside the top 20 in every race. He started off strong, with a third-place finish in the season opener at Sebring International Raceway driving the No. 2 in place of his regular No. 26 in honor of

teammate Al Prieto, who passed away during the off-season.

"Being on the podium on a day like today, running in honor of Al Prieto, feels amazing," said Merrill climbing out of his late teammate's car. "It's all about his name above the door."

Merrill returned to his own BridgeHaul/HP Tuners/Cope Race Cars Mustang for the following race at Charlotte Motor Speedway, where a brake issue relegated him to a 20th-place finish. He rebounded with a runner-up effort at Road Atlanta, but issues once again



HEARTBREAK

On-track problems cascaded in the COTA finale, and Rafa Matos' lost a "sure thing" third Trans Am title to a points tiebreaker and Thomas Merrill's drive.



FACING OFF

The tension was off the charts with the TA2 title contenders, Merrill and Matos, sharing the front row at the start of the COTA season finally, squaring off for an epic duel that, sadly for Matos, did not materialize.

weekend, and my team guided me through the whole race. They were looking at the forecast, they understood what was coming and made the call to stay on our rain tires and conserve them."

He backed up his success with another win in the following event at Mid-Ohio Sports Car Course. A third-place effort at Road America put Merrill at the top of the point standings for the first time in 2022, tied with Matos, and the rest of the season was a head-to-head points battle between the two. He lost his points lead in the Big Machine Music City Grand Prix when crash damage resulted in a 25th-place finish, but he remained in the hunt with a runner-up finish at Watkins Glen.

Arriving at the penultimate race at VIRginia International Raceway, Merrill was at a 12-point disadvantage and would fall even farther behind: Running second, two cars in front of him collided and one turned sharply, nosing directly into the side of his car and causing major damage to the left side of the championship contender's Mustang.

Merrill finished 21st at VIR and was bumped down to third in points before the season finale.

Coming into the Mission Foods Austin SpeedTour at COTA with a 32-point deficit to leader Matos and only 35 points available in a single race, Merrill's title chances were bleak. Earning the pole garnered him three valuable points, but

"This win [at Lime Rock] is a long time coming, and full credit goes to my team."

THOMAS MERRILL

Matos claimed two points with a second-place qualifying effort.

At the start, the two experienced competitors accelerated away side by side, Merrill pulling ahead to take the lead into Turn 1 as the cars behind went five and six wide.

In the first lap melee, Matos suffered contact to his left-rear fender, but carried on. On lap nine, though, Matos suffered a sudden and catastrophic brake failure and drove hard into the wall, causing major damage to his Camaro.

Miraculously, the His 3D Services team got the car back on course within two laps, but the two-time champion was unable to get his car back to full throttle.

With only 12 laps completed, Matos trundled into the paddock, retiring in the 49th position.

The work was not done for Merrill, though, who could only mathematically earn the TA2 title with a win. On the final lap, Connor Zilisch, who had run second much of the race, pushed past Merrill, which would have destroyed Merrill's championship hopes. But as luck would have it, young Zilisch went wide into the next turn, Merrill dove inside and the two drag-raced away with Merrill barely ahead.

Zilisch had the chance to



MANUFACTURERS'
CHAMPIONSHIP (top 3) Ford

POINTS Chevrolet Dodge

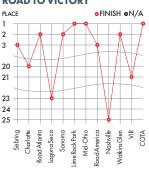


Rafa Matos 259

Brent Crews **236**

Mike Skeen 195

THOMAS MERRILL'S ROAD TO VICTORY



plagued him at his home track, WeatherTech Raceway Laguna Seca, where he finished 23rd.

Still, he bounced right back in the second race of the California swing, finishing second at Sonoma.

Merrill finally broke through with a victory in the rain at Lime Rock Park in May, using tire strategy to skillfully balance changing weather conditions.

"This win is a long time coming, and full credit goes to my team," said Merrill in a wet victory lane. "I knew we had a good racecar, we were flying all





GRAND TOUR

(LEFT) Merrill (26) followed up his win at Lime Rock with a storming run to victory at Mid-Ohio. He was not so lucky in Music City (ABOVE), but by then was fully enmeshed in the points race.

bump his competitor and take the win, but the teenage Silver Hare Racing driver kept it clean, notching his best 2022 finish as Merrill crossed the finish line just ahead with the victory.

The win was only enough to tie Merrill with Matos in the points, but the tiebreaker was number of wins and the COTA victory meant Merrill had tallied three wins to Matos' two.

Merrill was declared the 2022 TA2 champion.

"I didn't know until I pulled in that we had won the championship," said the emotional Californian. "I've wanted to win this thing for so long-it's not sinking in yet. What we fought through this year to be here is unbelievable.

"I can't say enough about my crew. I'm so lucky to be on this team and working with those folks. I need to thank everyone who's had a hand in this year, this championship: it's been amazing. Thank you BridgeHaul, thank you HP Tuners, thank you Mike Cope Racing.

"What a season, Full credit to Connor Zilisch, Man, what a driver. That was one of the hardest races of my life, and he's 16 years old. [Winning] this championship

"I've [raced] all over the world, and this is some of the best racing vou'll see anywhere."

THOMAS MERRILL

means racing against some of the best in the country, and you're looking at it with these talented kids. I can't wait for Sebring [2023], I'll tell you that much. TA2 racing is some of the most fun racing I've done. I've been fortunate enough to race all over the world, and this is some of the best racing you'll see anywhere."

Hours after the race, Merrill explained the rollercoaster of emotions he endured in Texas.

"It was pretty low pressure for us going in, because the mathematics of the championship were such a long shot," he said. "That made it easier for us. We didn't think we had that big of a shot, so we focused on the here and now, and just doing the best job we could. It really was a lot of fun until about halfway through the race when I saw Rafa, unfortunately, grind to a halt trackside. That's when it became real, that the championship was actually possible. That's when the pressure went up.

"But winning didn't feel real until the crew came over and gave me a big group hug in Victory Lane.

Merrill confirmed he'll be back to defend his title: "I'll be back with Mike Cope Racing Enterprises next year, and I'm looking forward to defending that title," said the experienced driver coach. "I'm still working on [other things] I might be doing in motorsports in 2023, but I'm definitely committed to TA2 for next year."

"Winning this championship feels amazing," said team owner Mike Cope. "I won one of these in NASCAR by a point in the All Pro Series a long time ago. Thomas did it. He and all the guys in the shop—they're the people who make it all happen. I just orchestrate the circus. Thomas is a damn good wheel man, and we're going to be doing this for a long time together."

Returning TA2 competitors will know two things heading into the Sebring 2023 weekend: that Thomas Merrill will be one of the drivers to beat for the championship, and that no matter how imposing the odds against them may seem, the season isn't over until the final checkered flag waves. •



CRUSHING BLOW, A CLASS ACT

"Unfortunately, that's how it ended," two-time (2018 and 2021) Trans Am TA2 champion Raphael "Rafa" Matos said quietly after the series finale at COTA.

"A brake failure ended our chances to win our third championship. Definitely a lot of frustration, but we will keep our heads high and focus on 2023, said the 41-year-old Brazilian who won four single-seater championships including Star Mazda, Formula Atlantic and Indy Lights, 2003-2008.

"I want to take the time to thank every single member of our 3-Dimensional Services Group Team and our leader Doug Peterson for allowing us to compete at the highest level. Also, I want to congratulate Thomas Merrill and Mike Cope Racing for the remarkable run. Well deserved.

'Last but not least, I would like to take the time and congratulate Trans Am. This series has become a destination for teams and drivers, and I'm very proud to be part of it. On to 2023." - Jessica Trippy

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POWER. CONTROL. PRECISION.



ear after year, the Trans Am Presented by Pirelli's GT classes (there are three of them now) take deeper root, growing in presence and importance. Drawing from the expansive and well-established global GT3 and GT4 rules baseline, the XGT, SGT and GT classes add depth with a dash of European flair to the starting grids, just as the Under 2-Liter class was designed to do in the series' inaugural 1966 season.

Indeed, the GT corner of the paddock has evolved into an especially tight-knit community, with drivers sharing their coaches, parts, crewmen and sometimes even race cars as the SCCA-sanctioned series rolls through its 11-weekend (12-weekend TA2 only) schedule.

This year's trio of class champions each brings a unique dynamic, though they have in common a strong affection for Trans Am and the GT classes in which they take part.

XGT CHAMPION DANNY LOWRY

Georgia native and South Carolina resident Danny Lowry emerged the 2022 XGT champion, making the most of his four late-season appearances.

"I started the season at Sebring running two classes, SGT and TA2," Lowry explained. "But the TA2 guys are just too good for me. I could run middle of the pack there, but that was the best I could do. However, I could run up front in SGT."

Entering as a Pro-Am driver, ineligible for SGT points, Lowry's GT3 Cup Porsche took three wins (at Charlotte, Road Atlanta and Lime Rock) in its four starts, boosting the owner of TA2 champ Thomas Merrill sponsor Bridgehaul to top of the charts in the SGT Pro-Am and Rookie standings.

At midseason, with those two titles virtually locked up, he succumbed to the lure of an immaculate Audi R8 and decided to focus his late-season efforts on XGT proper.

'[The Mercedes AMG] is going to be good... I think I can finish in front of half the TA cars."

DANNY LOWRY, XGT

"I'm friends with the guys at Autometrics in Charleston it's a big Porsche shop down there; a really great family business. One of the [owners] had purchased this Audi R8 and loved it—loved its handling characteristics. A very cool car. So, I bought one."

Lowry jumped into the fray to battle XGT points leader Randy Hale (Corvette) and fellow class debutant Mark

DEALER'S CHOICE

(LEFT) Fourth XGT-class start in his third different XGT machine for class champion Danny Lowry in the COTA season finale. (BELOW RIGHT) Tennessean Milton Grant notched his first-ever Trans Am victory at Mid-Ohio—for many yers his favorite race track—en route to an overdue SGT title.

Austin (Mercedes AMG) at Road America—a dry-to-wet race and promptly won.

Second at the next race, Watkins Glen, Lowry blew the R8's engine at VIR and had to dash back to South Carolina overnight to get his SGT Porsche. This took him to his second XGT victory—and to a tie at the top of the standings.

Between VIR and the season finale at COTA, Lowry bought yet another GT3 machine, a Mercedes AMG. With it he finished second to Marc Austin (driving a similar car) which was enough to secure his first Trans Am title.

Lowry liked the Merc AMG enough to purchase a second one that he will race in 2023, returning to defend his XGT championship.

"It's going to be good.
I honestly think that I can finish in front of half the TA cars in the XGT.
Two of my Trans Am buddies are coming into the GT classes this year—Ricky Sanders will race SGT and Mike Attaway, GT. And I'll be in XGT. We're all going to go out there and have some fun."

SGT CHAMPION MILTON GRANT

"Milton Grant? Talk about a gentleman—that guy is a serious gentleman. He is someone to aspire to be like. He loves racing, loves the family atmosphere. He's good people—the whole Grant family."

That's 2020 and 2022
Trans Am GT champion Billy Griffin talking about one of his heroes, newly crowned SGT champion
Milton Grant, a Germantown,

Tennessee, businessman who notched only one victory (at Mid-Ohio) last summer but gathered enough points to secure his first Trans Am title.

And thereby established a new Trans Am record: "I just got a letter from the SCCA notifying me that, at age 74, I'm now the Most Senior Trans Am champion in history," Grant said with a chuckle. "I edged out Greg Pickett who I guess was 73 when he last won a Trans Am title."

Among the oldest drivers in the U.S. competing almost every weekend, Grant Sr. may also be the most experienced driver in Trans Am: "I started racing [with a Triumph Spitfire] in 1974 and, at the Mid-Ohio Trans Am race last year, I made my 500th race start.

"Seat time is important," Grant continued. "A lot of people don't understand that, but seat time counts for a lot. And I may not be the quickest, but I have a lot of seat time.

"My son and I [Carey, who finished second to his dad in SGT], we score points because we finish races. Our Porsches are reliable, and we have good people helping us maintain them. We're not always the fastest, but we love the competition even though sometimes they just drive away from us!"

Grant believes he has raced on 34 different tracks over the last 48 years. He scored his first-ever Trans Am victory at Mid-Ohio which, he said, has been his favorite track over the years.



"But I think now VIR is becoming my favorite track— Carey won his first Trans Am race there this year. And I also love Watkins Glen."

With son Cary competing alongside him in SGT and brother Richard racing in TA, the Grants are quite the Trans Am family affair. A fourth—Richard's son Keith (currently competing in LMP3 with his brother David)—looks set to enter the series in 2023."

"Keith's son is just getting started in Spec Racer Ford, which is where Keith and David started," proud great uncle Milton explained. "So, Keith will run his Trans Am car at select SCCA races where his son's going to be racing Nationals."

The racing roots run deep.

GT CHAMPION BILLY GRIFFIN

2020 GT champion Billy Griffin bounced back strongly after an especially frustrating 2021 "[Son Carey and I] are not always the fastest, but we love the competition."

MILTON GRANT, SGT

season (due to major trailer woes), notching four GT-class wins, two second-place finishes and no DNFs on route to a second GT championship title.

"I bought a GT4 Mustang [in 2021] from KOHR Motorsports" Griffin said. "That's what I've been racing for the last year and a half. KOHR's Dean Martin has been wonderful helping me support it, really teaching me how to progress."

Generally keeping to a Southeast-centered Trans Am schedule due to the demands of his huge South Florida repair shop, Griffin Auto Care, the Mustang driver crossed off a bucket list item last season, venturing north to Lime Rock.

"I loved it there!" he exclaimed.



"[KOHR driver] Nate Stacy came to Lime Rock with me, and he was an absolutely amazing coach. I would love for you to mention him and Dean Martin, what a support they've been, not just selling me a race car but making sure that I did well and progressed with it."

Griffin is the ultimate cheerleader for the GT classes. While their growth slowed during the pandemic, Griffin believes it will be quite different in 2023: "I think people are realizing you can bring out a GT4 car and have some fun-do a 100-mile

"The race to watch was me and the top two guys fighting for first, second and third at COTA."

BILLY GRIFFIN, GT

race without a co-driver but with some decent competition for a very reasonable amount of money. It's starting to stickpeople are starting to get it.

"The race to watch was me and the top two guys [Chris Coffey and Jacob Deily] you know, fighting for first, second and third in the COTA race. It

was wild from beginning to end, we were bumper to tail from beginning to end."

In the end, Griffin—who had long before clinched his second Trans Am GT title—wound up second behind Coffey's Maserati but ahead of Deily's Hyundai.

"It was fun. I think there were more GT cars than SGT cars for the first time in 2022. which was very exciting."

No question Griffin will be back in 2023, hopefully able to return to Lime Rock and maybe cross another track—Watkins Glen-off that bucket list. •

CELEBRATING THE...

2022 TRANS AM PRESENTED BY PIRELLI SERIES CHAMPIONS

TA Chris Dyson

TA ROOKIEJose Chocron

TA HERITAGE Wally Dallenbach Jr.

TA2 Thomas Merrill

WILWOOD TA2 ROOKIE Brent Crews

TA2 YOUNG GUN Brent Crews

XGT Danny Lowry

XGT ROOKIE Danny Lowry

SGT Milton Grant

SGT ROOKIE Danny Lowry

GT Billy Griffin

GT ROOKIE Michael Saia

PROAM CHALLENGE

TAJose Chocron

TA2 William Sawalich

SGT Danny Lowry GT Michael Saia

MANUFACTURERS

TA Ford

TA2 Ford

XGT Chevrolet **SGT** Porsche

GT Ford

2022 TRANS AM PRESENTED BY PIRELLI WEST SERIES **CHAMPIONS**

TAWEST Greg Pickett

TA2 WEST Jeff Holden

XGT WEST Howard Johnston

SGT WEST Chris Evans

GT WEST Xuanqian Wang

MANUFACTURERS

TAWEST Ford

TA2 WEST Chevrolet

XGT WEST Ford

SGT WEST Ford

GTWEST McLaren



DRIVERS' CHAMPIONSHIP (top 3)

Lee Saunders 114



DRIVERS' CHAMPIONSHIP (top 3)

Danny Lowry 71 (points)

Randy Hale 52



Milton Grant 169 (points)

arey Grant 138





CLASSIC, RETURNING & NEW VENUES



2023 NATIONAL Y & WESTERNY **CHAMPIONSHIPS**

Feb. 23-26	Sebring International Raceway 🕎	June 22-25	Mid-Ohio Sports Car Course Y
March 3-5	Thunderhill Raceway Y	July 6-9	Road America ♥
March 9-12	NOLA Motorsports Park ♥	July 21-23	Portland International Raceway (doubleheader)
March 23-26	Michelin Raceway Road Atlanta ₹	August 3-5	Big Machine Music City GP (TA2 with IndyCar)
April 27-30	Sonoma Raceway ₹	Sept. 6-10	Watkins Glen International ♥
May-5-7	WeatherTech Laguna Seca Ψ		
May 26-29	Lime Rock Park ₹	Sept. 22-24	World Wide Technology Raceway ▼
June 2-3	Detroit Grand Prix (TA2 with IndyCar) ▼	Oct. 5-6	VIRginia International Raceway ▼
June 9-11	Ridge Motorsports Park ♥	Oct. 20-22	Spring Mountain Motorsports Ranch ♥
June 15-18	Indianapolis Motor Speedway (TA/XGT/SGT/GT)	Nov. 2-5	Circuit of The Americas ♥ ♥

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GYM weed





fter two and a half years away from the cockpit, it was easy to overlook Raoul Hyman in the pre-season. Sidelined for so long, he'd surely be rusty.

However, the 26-year-old quickly blew off the cobwebs, notched a win on the opening weekend in New Orleans and never looked back, taking the SCCA Pro Racing-sanctioned 2022 Formula Regional Americas Championship Powered by Honda series by storm.

While Hyman's 11 wins in 18 races left few openings for his many rivals, the road to the championship wasn't at all an easy one for the South Africa-born Englishman, who was racing in America for the very first time. The competition was new, the circuits were new—oftentimes, he was seeing a racetrack for the first time while making his first lap in practice.

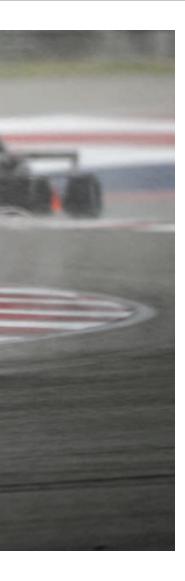
Asked if the race weekend at VIRginia International Raceway would be his first time seeing the circuit, he laughed, "First time [seeing] Virginia, actually!"

Hyman joined the FR Americas Championship after thinking his racing career may be over. Selected to the PMH Powering Diversity Scholarship program, Hyman signed on at TJ Speed Motorsports to drive the No. 27 Bethesda Holdings Limited/Solomon Capital Enterprises/Oaklands/Kinross Ligier JS F3. Drawing on his experience in BRDC Formula 4, FIA F3 and GP3, Euroformula and Toyota Racing series, and as the 2018 FIA F3 Asian Champion, the Englishman was able to pick up right where he left off after hanging up his helmet nearly two and a half years prior.

"It was an awesome year," said Hyman of his championship season. "Team owner Tim Neff and TJ Speed Motorsports supported me from the start. I'm grateful that we were able to sign with them and have this opportunity in the first place.

"It was two-and-a-half years that I was out of a car; I didn't even go to a track. To have the opportunity to come and race—knowing that the scholarship was at the end of the championship if I could do the job—was such a privilege. It's been an awesome year. I'm grateful to be part of the championship and to come away with the scholarship, as well."

Starting off 2022 strong, Hyman paced both practice and qualifying during the season opener at NOLA Motorsports Park, However, the driver had



THE FORCE WITH HIM

Raoul Hyman's TJ Speed Motorsports Ligier (27) was a dominant force in the 2022 Formula Regional Americas championship, notching 11 wins and suffering only one DNF in the 18-race season.

"It was an awesome year. Team owner Tim Neff supported me from the start." **RAOUL HYMAN**

to settle for second during Round 1 after giving up the lead going into the race's first corner. The move left Hyman fighting for redemption, which he got in the form of a victory during Round 2 at NOLA.

"It was a great start," Hyman said as he climbed from the car following Round 2. "After yesterday, I was pretty annoyed that my start let me down because I thought we had great pace in the race. Today, I was challenged into Turn 1, but it was under control, so that was good. It was a good race all-in-all. I'm happy we were able to manage it and come away with our first victory in the series."

Leaving NOLA with a second-, first- and third-place finish, respectively, Hyman was tied for the lead in the championship standings as FR Americas headed to Road America. There, it was a dominating weekend for both TJ Speed and Hyman, who opened with a win in Round 4.

Finishing second to his TJ Speed teammate Jason Alder in Round 5, Hyman was once again atop the podium for the final race of the weekend, Round 6, marking the first TJ Speed Motorsports' team sweep of the season.

"I'm really happy," said Hyman on the podium. "To have all the guys up here, we finally put a smile on Tim's [Neff, team owner] face. I'd just like to thank the team; they've done a great job."

When FR Americas pulled into Mid-Ohio Sports Car Course one month later. Hyman was untouchable. Quickest in both practice and qualifying, the 26-year-old paced another TJ Speed Motorsports team sweep in Round 7, then returned to the top step in both Rounds 8 and 9 to complete a perfect weekend.

As the rain poured down, an elated Hyman climbed from the cockpit after his third win of the weekend.

"Three out of three—let's go," he exclaimed, "That race was cool. We had a lead, but I knew there were guys behind me on slicks. I knew Dylan [Tavella] was behind me because he was on wets, but I figured when the slicks come in, usually they'll be like eight seconds faster. So, when they told me the gap was 18 seconds, I figured 'okay, that's three laps, and they'll be on you and they'll pass you. So, iust keep going.' Then the rain came down at the end."

When the series rolled into New Jersey Motorsports Park, Hyman quickly resumed his winning ways, notching a victory in Round 10. However, after finishing second in both Rounds 11 and 12 to



TEAM CHAMPIONSHIP (top 5)

TJ Speed M'sports Crosslink/Kiwi Motorspor Future Star Racing Doran-Kroll Racing



DRIVERS' CHAMPIONSHIP (top 5)

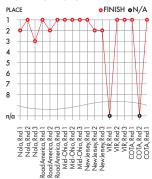
Raoul Hyman 362/

Dylan Tavella 281

Jason Alder **220**

yan Yardley **204** Nick Persing 178

RAOUL HYMAN'S ROAD TO VICTORY





KEEPING IT LIGHT

An intense Hyman is armed and ready as teammate Nick Persing (left) goes for a lighter mood in the TJ Speed trailer.



(ABOVE) Nearest points rival Dylan Tavella (14) leads Hyman (hidden), Nick Persing (29), Ryan Yardley (78), and the rest at COTA. (BELOW) Hyman's TJ Speed Motorsports teammate Jason Alder (77) scored three wins en route to third in the championship.

Crosslink Kiwi Motorsports' Dylan Tavella, it became clear that the battle for the title was far from over.

Contact in Round 13 left him in last place, and turned heads in the FRA paddock, Hyman failing to make the podium for the first time all season. Undaunted, though, he refused to go down easily and bounced back to win both Rounds 14 and 15.

"I've been blessed to make the podium every race but one and take some wins along the way," said Hyman from Victory Lane after Round 14. "I have to thank God; I feel very blessed. To be here, pursuing something that I love doing-not a lot of people get that. All of us here are so privileged."

Hyman arrived at Circuit of The Americas with a 70-point

lead—not enough to guarantee a championship, but all but impossible for arch-rival Tavella or teammate Alder to overcome.

With a storming win in the weekend's first race. Hyman shut them out.

"Winning the [first] race was our target," he explained, "To come away with the win and clinch the championship is the culmination of all the work and prayers for the last three years. I wasn't racing two-and-a-half years ago. To be here now and have something in place for next year is such a blessing.

"Shout out to Dylan [Tavella] who did an amazing job. He positioned his car really well and was fast in the places he needed to be. He's extremely clean and it was a pleasure to race against him."



While Alder won the second COTA race, Hyman would climb the podium one last time, taking the victory in the season's final race, Round 18. Another race in the rain made for a memorable finish to the season, as Hyman took on the competition racing on slicks.

"It was awesome," he exclaimed later. "I had my little pirouette before the other guys pitted. After I spun, I realized that I was catching them on the second half of the lap, and the Hankook slicks were holding up very well. My engineer said we should stay out, so we made a decision as a team, and it was the right decision in the end. Holding on to it on slicks in the rain—that was a lot of fun. It was a nice way to end the season."

Hyman claimed 11 wins and 16 total podiums in the 18-race season to earn the 2022 Driver Championship, while his Indiana-based "Racing in America with an Aussie Spirit" TJ Motorsports easily clinched the FRA Teams title.

With his crown, Hyman also secured the Big Prize—a 2023 Super Formula Scholarship from Honda Performance Development and Honda Motor Co. Motorsports Division, where his growing number of fans will be able to watch him race next season. •







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he SCCA Pro Racing-sanctioned Formula 4 United States Championship Powered by Honda once again proved that America is the place to be when it comes to developing single-seat drivers. Going into the final race weekend of the 2022 season at Circuit of The Americas, there were four drivers in championship-winning contention. And, when the thirdplace driver (Velocity Racing Development's Noah Ping) won the first race, it was clear that all four would be fighting to the end.

For one of those drivers, Australian Lochie Hughes, being in with a mathematical chance to win a F4 championship title

seemed almost unthinkable after being sidelined from racing for two years during the COVID-19 pandemic.

Even more unthinkable was his winning the next two races at COTA as rivals Ping, and Crosslink Kiwi Motorsports teammates Bryson Morris and Ryan Shehan suffered a variety of problems, failed to make a podium in Texas, and handed Hughes a 55-point lead in the final standings.

"It's been an incredible year," said Hughes of his 18-race season driving the No. 6 Jay Howard Driving Development Ligier JS F4. "Winning a championship is what you dream of."

Moving from his native Australia to America, Hughes was quickly tagged by Jay Howard Driver Development to compete in the 2022 F4 U.S. season. The announcement of his deal came just days before the season began, but Hughes wasted no time getting his name out there, opening the season by winning the first F4 U.S. event of the year at NOLA Motorsports Park.

"Yeah, I'm pretty happy," Hughes exclaimed, climbing from the cockpit after that win. "We got a little bit lucky there, but we were catching them. It was a bit of a crazy race especially that last restart going in to [Turn] 1. I didn't know what



"It's been an incredible year. Winning a championship is what you dream of."

LOCHIE HUGHES

was going to happen. Everyone was locking up and almost crashing, but I'm really happy to take the win. I can't thank the boys at Jay Howard Driving



ON THE RISE

(MAIN) By mid-season, Australian Lochie Hughes had found his stride and notched a pair of wins at the challenging New Jersey Motorsports Park. (BELOW, LEFT) Hughes profitted greatly from the experience of his Jay Howard Driver Development team. (BELOW) Hughes' season-long rivals Noah Ping (65) and Bryson Morris (39) in the NOLA season opener.



Leaving New Jersey Motorsports Park after the July weekend, it was clear that Hughes was a leading contender for the title. After setting the fastest lap in qualifying to secure the pole, Hughes never let off the gas. The driver led every single lap on the track that weekend, and officially took two wins in Rounds 11 and 12, though a penalty in Round 10 relegated him to sixth in the official results, .

"I couldn't ask for more this weekend," said Hughes on the podium for the final race at NJMP. "I have to thank everyone from Jay Howard Driver Development; I wouldn't be able to do this if it weren't for them."

The race weekend at VIRginia International Raceway started off tough, with Hughes unable to finish Race 13 after suffering a broken rear suspension during contact. However, the Australian rebounded in Rounds 14 and 15 with two runner-up finishes to keep his championship hopes alive.

Entering the final weekend of the year at COTA, Hughes had just a seven-point lead over his nearest championship rival, three-race winner Morris. After a disappointing fourth-place

finish in Round 15, Hughes battled up from a sixth-place starting position to take the win in Round 16. He repeated the feat the next day, leading the field from lights to checker to win the season finale on the fabled Formula 1 race circuit.

"We couldn't have won [the championship] in any better style than winning the last two races, and that's all thanks to the team," said Hughes. "When I came to America this season, I only knew Jay. I met the guys on the team and became good friends with them—especially some of the mechanics who are my age—and then they introduced me to their friends. So, I have created my own life over here in a way, which has been cool. The team welcomed me like family, and for us to win this championship—I can't thank them enough. It's been a great year."

In his debut season racing in America, Hughes led the F4 U.S. field with six wins, and tied series runner-up Morris for most podiums with 10.

"What a pleasure working with Lochie," said team owner Jay Howard. "I couldn't have asked any more from him. He was all-in. His parents aren't here [and] he lives by himself. He's dedicated and it shows every time he goes on track.

"I really appreciate all the hard work from the whole team this year," Howard continued. "It really was a team effort. Lochie's a deserving champion." •





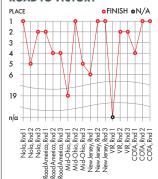


Bryson Morris **222**

Noah Ping 196 yan Shehan **169.5**

Alexander Berg 134

LOCHIE HUGHES'ROAD TO VICTORY



Hughes recounting the win. "We

made our way up to third, and

then capitalized on the leaders'

Development enough. Hopefully

Following up his victory with

a fifth- and second-place finish,

respectively, in Rounds 2 and

3, Hughes left NOLA with the

points lead and he never looked

finish at Road America, before

Mid-Ohio Sports Car Course.

"The first couple laps,

everyone was really close, so

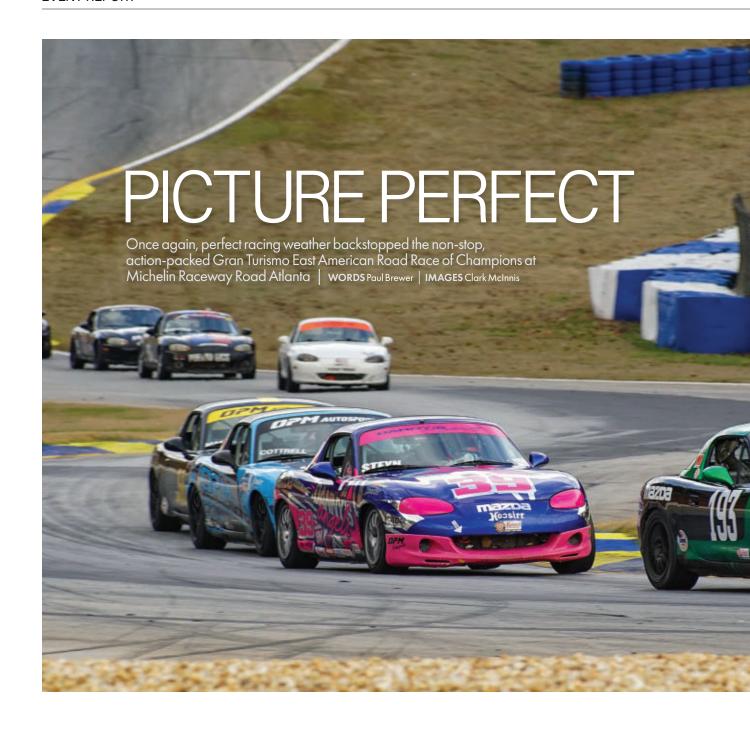
whenever a hole opened up,

I just put the car there," said

winning again in Round 8 at

back, notching another runner-up

we can continue this on."



he first weekend of November signals the end of daylight saving time, and we'll need that extra hour of sleep to recover from the energy and excitement created by the Atlanta Region's 2022 Gran Turismo East American Road Race of Champions at Michelin Raceway Road Atlanta. This year's schedule included the Gran Turismo East ARRC Championship Races, the first 2023 SARRC races, the Atlantic Pro Cup Sprint and Enduro races, and the Tire Rack SCCA Time Trials National Tour Powered by Hagerty.

Competitors got plenty of track time!

FRIDAY

Friday's Race Group 1 featured six classes, GTL, EP, FP, HP, SPU, and STL. Danny Steyn's STL Miata led the field to the green flag, and he never looked back, taking the win with a 7sec margin of victory over Nick Leverone.

Other class wins were: EP, Steve Shelton Jr.; FP, Matt Reppert; GTL, Bill Okell; HP, Will Perry; and SPU, Andrew Lott.

Race Group 2 featured the small-bore open-wheelers, CF, F5, FF, FST, and FV. Wiley Clint McMahan took pole by more than a second in his F5, but FFs were in the next three starting positions and within a half-second of each other.



Lap one proved interesting as McMahan pulled into the pits with a problem leaving the FFs to fight it out—and did they ever! After great battles throughout the field, it came down to a two-car FF battle for the win with Nolan Allaer taking the gold over Sebastian Naranjo. George Bugg grabbed third overall and first in F5.

Other class winners were Steve Robertson, CF; Robert Clark, FST; and Anthony Henderson, FV.

Ear plugs were a necessity for Race Group 3, a full field of ASR, GT-1, GT-2, GT-3, GTA, SPO, AS, T-1, T-2, and GTX big-bore machines. Zachary "Zach" Monette was on pole by more than a second, so it looked like his race to lose. At the green, Monette ran away from the field and took the win with a five-

second margin over Chris Durbin.

Other class winners were Brian Himes, AS; Jacek Mucha, ASR; Michael Attaway, GT-2; Jeff Dernehl, GT-3; Mickey Carter, GTA; Bob Monette, GTX; Tyler Wilson, SPO; Earl Hollings, T1: and Garrett Adams, T2.

Dernehl claimed a blistering new track record for GT-3 at 1:31.

Race Group 4 was an interesting mix of B-Spec, ITS, T-4, IT-7, ITA, ITB, and ITR. The top three qualifiers were within four-tenths, so Turn 1 promised to be interesting, and indeed, pole-sitter Christian Braunlich was passed by second-place qualifier Willie Phee, who held onto the lead until a full-course yellow on Lap 6.

The restart took place with only one race lap remaining, and David Spillman managed to jump Phee for the win.

Class winners were B-Spec, Frank Schwartz; IT-7, Alan Faver; ITA, Robert Zatz; ITB, Christopher Crocker; ITR, Matthew Fritz; and T-4 (third overall), Angelica Sprehe.

Pole winner Connor Roberts had the Race Group 5 SRF3 field covered by more than a second and, at the drop of the green, left the pack in his dust.

There was a good battle for second and some fine racing in the pack, David Dickerson grabbing Silver with Thomas Weir completing the podium.

WORKING THE DRAFT

(LEFT) Typically frenetic Spec Miata action in Group 6 on Friday, Raiden Nicol (193) leading eventual winner Danny Steyn (39), Skyler Cottrell (29), Charles Mactutus (66) and the rest. (BELOW) Earlier in the day, Danny Steyn (9) kicked off a multi-win weekend, heading home his STL-class pursuers by 7sec for the Group 1 overall victory.



"Danny Steyn's STL Miata led the [Group 1] field to the green flag and never looked back..."

PAUL BREWER

Race Group 6 featured the ever-popular SM and SMSE machines and boasted an impressive entry.

As expected, Danny Steyn was on pole but only by 0.05s! In the race, the field played nice, but it was not lacking for friendly bump-drafting. Steyn led the first five laps before giving way to Raiden Nicol for a couple of laps. Steyn jumped back to the top spot during Lap 8 and held for the win over Nicol with Charles Mactutus completing the podium.

Colin Stoddard took the Gold in SMSE.

Another solid field in Race Group 7 featured prototypes and open-wheelers, P1, P2, FA, FX, FE2, FC, and FS.

The speed differential front to back was large, so traffic was quickly a concern. The race turned out to be the Jean-Luc Liverato show as he led from the green flag building a huge 18sec margin at the checkered flag.

Class winners were Lucian

WINNERS ALL

(CLOCKWISE FROM RIGHT) Group 3: Zach Monette (99), GT-1 Ford Mustang; Jeff Dernehl (63), GT-3 Mazda RX7; Group 2: Nolan Allaer (0), FF Van Diemen and Robert Clark (47), FST Adams; Steve Robertson (79), CF Van Diemen; Group 3: Jacek Mucha (07), ASR Swift; Group 4: David Spellman (23), ITS Datsun 240Z and Willie Phee (7), ITS Acura TSX.







Pancea, P2 and second overall; Jacek Mucha, FS and third overall; Glenn Cooper, FA; Eric Cruz, FE2; Paul Douglas, FC; and Russ McBride, FX.

The Friday finale was the 45min Atlantic Pro Cup consisting of SRF3, ITA, SM, T-4, and B-Spec. As expected, the SRF3 entrants took off at the green to race among themselves for the overall win. David Dickerson led all but one lap for the win over Lee McNeish with Brian Cates filling the podium.

Class winners were John McLendon, T-4; Michael Carter, SM; John Gordos, ITA; and the sole B-Spec was a DNF.

Friday finished with a social in the Paddock Grill before many headed off to their TVs for some exciting SEC college football.

SATURDAY

Saturday morning proved to be a challenge as racing began with a damp track, the Race Group 1 (GTL, EP, FP, HP, SPU, STL, STU, and T-3) competitors giving the challenging circuit a huge test on slick tires.

Danny Steyn sat on the pole by a large 2sec margin but was

jumped at the start by Mike Taylor who led through Lap 5 thanks to a full-course yellow on Lap 2 for a spin at Turn 12. Steyn grabbed the lead back on Lap 8 and held it to the end, winning with about a 15sec margin.

Taylor and eventual silver medalist Nick Leverone engaged in a tight battle for second until Taylor had problems and fell back in the pack. Zsolt Ferenczy completed the STL podium.

Class winners were Matt Reppert, FP; Will Perry, a fine sixth overall in HP; Jeremy Durst, SPU; Gary Wilson, T3; Steve

Shelton Jr., EP; Bill Okell, GTL; and Michael Reece, STU.

Saturday's Race Group 2 was for the F5, FF, CF, FST and FV open wheelers. Wiley Clint McMahan (F5) was on pole by a second and led the first couple of laps, but fell victim to the FF parade of Porter Aiken, Sebastian Naranjo and eventual winner Nolan Allaer who passed Aiken with two laps remaining. Naranjo completed the FF podium.

Class winners were McMahan. F5: Steve Roberson, CF: Robert Clark, FST; and Joe Houseman, FV. Just as on Friday, Zachary









Monette was on the Race Group 3 (GT-1, ASR, GT-3, T-2, T-1, GTX, SPO, GT-2, GTA, AS) pole but it soon appeared that Chris Durbin was going to challenge him for the victory. A wild card was third-qualifier Jacek Mucha in his always fast ASR Swift.

Lap 1 saw Monette grab the lead followed closely by Mucha with Durbin dropping back with a minor off at Turn 10. After a full-course caution closed the field, Durbin went to work and got back to the battle for the win.

The podium ended up just as they qualified: Monette-

Durbin-Mucha. Class winners were Jeff Dernehl, GT-3; Garrett Adams, T2 in a strong drive; Earle Hollings, T-1; Bob Monette, GTX; Tyler Wilson, SPO; Michael Attaway, GT-2; Chip Bozeman, GTA; and Brian Himes, AS.

Christian Braunlich in T-4 grabbed the Race Group 4 (ITS. T-4, ITR, ITA, B-Spec, IT-7, ITB) pole over usual fast-qualifier Willie Phee's ITS, so this one was going to be interesting.

At the green, Phee grabbed the lead and held it for a narrow win over David Spellman with Braunlich completing the podium.

AMERICAN ROAD RACE OF CHAMPIONS

MICHELIN RACEWAY ROAD ATLANTA | Braselton, Ga. | Nov. 4-6, 2022

FRIDAY PODIUM FINISHERS

(Group 1) GTL: 1. Bill Okell (Mazda) 1:50,283: 2. Gary Johnson (MG) 1:52.140; EP: 1. Steve Shelton Jr. (Mazda) 1:44.866; 2. Matthew Fritz (BMW) 1:47.281; 3. Eugene Copeland (Mazda) 1:52.138; FP: 1. Matt Reppert (BMW) 1:41.182; 2. Steven Layfield (Mazda) 1:48.564; 3. Gregg Seigart (Mazda) 1:52.690; HP: 1. Will Perry (Honda) 1:44.282; 2. Benjamin Johnson (MG) i:51.375; 3. Charles Fullgraf (Honda) 1:53.043; SPU: 1. Andrew Lott (PC) 1:43.560; 2. Jeremy Durst (Mazda) 1:44.073; STL: 1. Danny Steyn (Mazda) 1:35.798; 2. Nick Leverone (Mazda) 1:37.977; 3. Jon Sewell (Acura) 1:39.716; STU: 1. Michael Reece (Honda) 1:43.881; **T3:** 1. Gary Wilson (Ford) 1:42.412; 2. Robert Daimler (Ford) 1:51.844

(Group 2) CF: 1. Steve Robertson (Van Diemen) 1:36.761; 2. Ken Maynard (Zink) 1:46.750; **F5:** 1. George Bugg (NovaKar) 1:33.303; 2. Jack Walbran (Scorpion) 1:38.155; FF: 1. Nolan Allaer (Van Diemen) 1:32.073; 2. Sebastian Naranjo (Mygale) 1:31.918 3. David Adorno (Mygale) 1:33.919; **FST:** 1. Robert Clark (Adams) 1:42.191; 2. Doug Seim (Mysterian) 1:42.259; 3. Matthew Seim (Evolution) 1:43.601; **FV:** 1. Anthony Henderson (Vortech) 1:50.847; 2. Joe Houseman (Citation) 1:53.120; 3. Mark Hughes (Lvnx) 1:58,728,

(Group 3) ASR: 1. Jacek Mucha (Swift) 1:26.839; **GT1:** 1. Zachary Monette (Ford) 1:26.339; 2. Chris Durbin (Chevrolet) 1:26.811; **GT2:** 1. Richard Ruckh (Chevrolet) 1:33.595; 2. Michael Attaway (Chevrolet) 1:31.957; **GT3:** 1. Jeff Dernehl (Mazda) 1:31.002; 2. Ric Cline (Mazda) 1:47.279; GTA: 1. Mickey Carter (Chevrolet) 1:32.824; 2. Chip Bozeman (Ford) 1:33.999; 3. Wayne Heuer (Chevrolet) 1:38.490; SPO:1. Tyler Wilson (Chevrolet) 1:31.123; AS: 1. Brian Himes (Ford) 1:40.275; T1: 1. Earle Hollings (Chevrolet) 1:36.795; **T2:** 1. Garrett Adams (BMW) 1:34.821; **GTX:** 1. Bob Monette (Norma) 1:32.026.

(Group 4) BS: 1. Frank Schwartz (Mini) 1:48.530; 2. Stephanie Andersen (Mazda) 1:52.100; 3. Josh Schmidt (Mini) 1:56.603; **T4:** 1. Angelica Sprehe (Subaru) 1:43.581; 2. Christian Braunlich (Mazda) 1:43.221 3. John McLendon (Mazda) 1:53.207; ITA: 1. Robert Zatz (Ford) 1:50.878; 2. Dick Hancock (Mazda) 1:49.866; 3. Clinton Ritchie II (Honda) 1:49.705; ITR: 1. Matthew Fritz (BMW) 1:45.212; ITS: 1. David Spillman (Nissan) 1:43.052; 2. William Phee (Acura) 1:43.778; 3. Rory Osborne (Honda) 1:45.254; **IT7:** 1. Alan Faver (Mazda) 1:51.419; 2. Martin Reiter (Mazda) 1:59.101; 3. Frankie Morales (Mazda) NT; ITB: 1. Christopher Crocker (Honda)

(Group 5) SRF3: 1. Connor Roberts 1:35.316; 2. David Dickerson 1:36.024; 3. Thomas Weir 1:36,138

(Group 6) **SM:** 1. Danny Steyn 1:43.131; 2. Raiden Nicol 1:42.944; 3. Charles Mactutus 1:43.169; SMSE: 1. Colin Stoddard 1:47.532; Bill Roland 1:51.841: 3. Ken Steagall 1:51.836. (Group 7) P1: 1. Jean-Luc Liverato (Elan) 1:20.662; 2. Wade Richardson (Stohr) 1:28.849; 3. John Hudak (Stohr) 1:32.304; **P2:** 1. Lucian Pancea (Stohr) 1:23.589; 2. Jose Gerardo (Galmer) 1:26.339; 3. AJ Snyder (Stohr) 1:30.639; FX: 1. Russ McBride (Star Mazda) 1:31.789; FE2: 1. Eric Cruz (Van Diemen) 1:27.618; 2. Gabe Fehribach (Mazda FE) 1:27.636; 3, Marc Stern (SCCA FE2) 1:32.431; FC: 1. Paul Douglas (Van Diemen) 1:28.512; FS: 1. Jacek Mucha (Swift) 1:26.673; 2. Connor Roberts (Tatuus) 1:25.980

(Group 8 APC) SRF3: 1, David Dickerson 1:37.279; 2. Lee McNeish 1:37.037; 3. Brian Cates 1:37.032; SM: 1. Michael Carter 1:43.688; 2.

Jonathan Neudorf 1:44.172; 3. Mike McSweeney 1:45.822; **T4:** 1. John McLendon (Mazda) 1:49.337; **ITA:** 1. John Gordos (Acura) 2:13.541.

SATURDAY PODIUM FINISHERS

(Group 1) GTL: 1. Bill Okell 2:04.851; 2. Gary Johnson 2:04.070; EP: 1. Steve Shelton Jr. 2:01.753; 2. Matthew Fritz 2:03.232; 3. Eugene Copeland 2:07.964; FP: 1. Matt Reppert 1:55.248; 2. Robert Zatz (Ford) 2:04.305; 3. Steven Layfield 2:11.080; HP: 1. Will Perry 1:55.79; 2. Jon Fine (Honda) 2:02.842; 3. Charles Fullgraf 2:10.286; SPU: 1. Jeremy Durst 1:57.728; STL: 1. Danny Steyn 1:47.095; 2. Nick Leverone 1:49.676; 3. Zsolt Ferenczy (Acura) 1:51.866; STU: 1. Michael Reece 2:06.080; T3: 1. Gary Wilson 1:59.393. (Group 2) CF: 1. Steve Robertson 1:48.289; 2. Ken Maynard 1:58.794; F5: 1. Wiley McMahan (Scorpion) 1:44.932; 2. George Bugg 1:53.314; 3. Jack Walbran 1:57.989; **FF:** 1. Nolan Allaer 1:38.172; 2. Porter Aiken (Piper) 1:38.095; 3. Sebastian Naranjo 1:40.664; **FST**: 1. Robert Clark 1:52.056; 2. Doug Seim 1:54.582; 3. Matthew Seim 1:58.986; FV: 1. Joe Houseman 2:03.490; 2. Mark Hughes 2:09.105; 3. Anthony Henderson 2:00.184.

(Group 3) ASR: 1. Jacek Mucha 1:31.048; GT1: . Zachary Monette 1:31.302; 2. Chris Durbin 1:28.997; **GT-2:** 1. Michael Attaway 1:35.534; GT3: 1, Jeff Dernehl 1:36,371; 2, Ric Cline 1:41.167; **GTA:** 1. Chip Bozeman 1:38.958; 2. Robert Gonzalez (Chevrolet) 1:41.751; 3. Wayne Heuer 2:00.103; SPO: 1. Tyler Wilson 1:35.356; **AS:** 1. Brian Himes 1:52.076; **T1:** 1. Earle Hollings 1:38.891; **T2:** 1. Garrett Adams 1:36.606; **GTX:** 1. Bob Monette 1:31.837.

(Group 4) BS: 1. Frank Schwartz 1:48.844 2. Stephanie Andersen 1:51.644; 3. Scott Davis (Mazda) 1:57.139; **T4:** 1. Christian Braunlich 1:42.962; 2. Angelica Sprehe 1:44.104; ITA: Clinton Ritchie II 1:49.864; 2. Lee Grasei (Mazda) 1:51.166; 3. Robert Zatz 1:51.543; ITR: 1. Matthew Fritz 1:48.544; ITS: 1. William Phee 1:43.092; 2. David Spillman 1:42.859; 3. Scott Coggin (Mazda) NT; **IT7:** 1. Alan Faver 1:51.002; 2. Frankie Morales NT; ITB: 1. Christopher Crocker 1:55.262

(Group 5) **SRF3:** 1. Connor Roberts 1:35.503; 2. David Dickerson 1:35.181; 3. Thomas Weir

(Group 6) SM: 1. Danny Steyn 1:43.522; 2. Raiden Nicol 1:43.518; 3. Skyler Cottrell 1:44.038; **SMSE:** 1. Ken Steagall 1:51.378; 2. Bill Roland 1:52.026; 3. Colin Stoddard 1:46.920. (Group 7) P1: 1. John Mcaleer (Elan) 1:19.043; 2. Jean-Luc Liverato 1:19.400; 3. Jim Downing (Mazda) 1:21.529; **P2:**1. Jose Gerardo 1:25.388; 2. Lucian Pancea 1:24.292; FX: 1. Russ McBride 1:31.270; FE2: 1. Bailey Monette (Van Diemen) 1:24.621; 2. Eric Cruz 1:27.482; 3. Gabe Fehribach 1:27.971; FC: 1. Paul Douglas (Van Diemen) 1:28,512; FS: 1, Jacek Mucha 1:24,300,

SUNDAY PODIUM FINISHERS

(Group 10 Tribute) SRF: 1. David Dickerson 1:35.952; 2. Thomas Weir 1:35.999; 3. Jason Barfield 1:36,438

(Group 11 Tribute) **FE2:** 1. Bailey Monette 1:24.120; 2. Gabe Fehribach 1:26.40; 3. Marc Stern 1:32.431.

(Group 8 APC) SRF3: 1. David Dickerson :36.541; 2. Jason Barfield 1:36.516; 3. Shawn DeKold 1:39.307; **SM:**1. Robert Roland 1:48.758; **SMSE:**1. Bill Roland 1:52.550; **ITA:** 1. John Gordos 1:59,786.

(Group 9 ECR) T4: 1. Chris Braunlich (Mazda) 1:44.602; ITA: 1. Clinton Ritchie II (Honda) 1:45.242; GT3: 1. Justin Barbry (Pontiac) 1:46.380; BS: 1. Josh Schmidt (Mini) 1:52.730; SM: 1. Will Robinson 1:45,407.







There was great racing back in the pack among the mixed classes. Class winners were Matthew Fritz, ITR; Clinton Ritchie II, ITA; Frank Schwartz, B-Spec; Alan Faver, IT-7; and Christopher Crocker, ITB.

Race Group 5 figured to be another good SRF3 show. Connor Roberts was on pole with David Dickerson slotted next and then Thomas Weir.

Though they finished in the same order as they qualified, the race for the win was tight with Roberts and Dickerson swapping places throughout and great racing in the pack. The margin of victory was just 0.167sec.

In Race Group 6, the first 13 all qualified within a second of the pole! A full-course yellow on Lap 2 settled things down, but when the green fell again on Lap 5, the real excitement began. It seemed the lead changed every lap at Turn 10, and there was great racing throughout the field. Polewinner Danny Steyn grabbed the gold with a margin of 0.459sec over Raiden Nicol, with Skyler Cottrell taking a well-earned third in only his third ARRC. The final group of the day, Race Group 7, was for

P1, FE2, FS, FC, FX, and P2. The question was would Jean-Luc Liverato turn this into another runaway win as he did the previous day? The answer was in the hands of second-qualifier John McAleer, and it turned out to be "No." Mcaleer grabbed the win over Liverato with long-time veteran Jim Downing taking the final step on the podium for P1.

Class winners were Bailey Monette, FE2; Jacek Mucha, FS; Paul Douglas, FC; Russ McBride, FX; and Jose Gerardo, P2.

With the on-track action complete for the day, the Atlanta Region hosted a social where it recognized the 2022 ARRC Gran Turismo East Champions.

SUNDAY

Sunday kicked off with a touching tribute to the late Scott Rettich, a multi-time National Champion well known withing the SRF3 and FE2 community. Groups 10 and 11 both featured a "missing man" parade lap prior to their races.

In the SRF3 Race Group 10, racers also paid tribute to Rettich by putting on a great show.
David Dickerson captured gold over Thomas Weir by 0.521sec, while Jason Barfield

SUPER SATURDAY

(LEFT) Polewinner Connor Roberts
(46) dueled with SRF3 arch-rival
David Dickerson (38) from
start to finish in an entertaining
Saturday Group 5 race.
(BELOW LEFT) Speaking of
entertaining, the Spec Miata Group 6
tussle was one of the best races of the
weekend starring eventual winner
Danny Steyn (39), Raiden Nicol
(193), Charles Mactutus (66),
Michael Carter, Skyler Cottrell
(BELOW) (29, third in only his
third ARRC) and others.



completed the podium. The racing farther back in the pack was strong to the finish, too.

The FE2 Race Group 11 wasn't as well subscribed but after their tribute lap, Bailey Monette took off to claim the Gold over Gabe Fehribach and Marc Stern.

Race Groups 8 and 9 then took to the track for their combined Atlantic Pro Cup 45min race and the ECR 90min enduro.

As expected, the SRF3 contingent dominated the Atlantic Pro Cup portion of the race with polesitter David Dickerson taking the win over Jason Barfield and Shawn DeKold.

Class winners were Robert Roland, SM; Bill Rowland, SMSE; and John Gordos, ITA.

The ECR portion of the event saw all finishers winning their classes. Chris Braunlich was overall and T-4 class winner, Clinton Ritchie II, ITA; Justin Barbry, GT-3; Josh Schmidt, B-Spec; and Will Robinson, SM.

The Atlanta Region SCCA produced another exciting weekend of racing. Mark your calendars for the historic 30th running of the Gran Turismo East American Road Race of Champions right here in 2023. •

THE ARRC DRIVERS SAY:



"This was my second American Road Race of Champions. I really enjoyed it—especially figuring out the dynamics of multi-class racing. It was a large field, so lots of cars, but clean racing. I had some good racing with a couple of GTA cars.

"It was fun learning how to balance out the straight away speeds of the higher horsepower cars with the cornering speeds of my Touring car. I have amazing brakes and handling but not so much to show on straightaways. I had a few big slides out of Turn 11 and at the chicane.

"The event was well organized, and I really had fun."

-**Garrett Adams** T-2 Fast Track Racing BMW M2



"This was my first American Road Race of Champions and I loved it! [The track] was a little slick in a couple of spots, but pretty much dry by the time we took the green. The curbs were a little slick, too, and we didn't know what Turn 12 had to offer until we went through it the first couple times.

"We got a full-course caution [in our race]. Traffic was fair, but it was a little bit challenging. When you catch lapped traffic in the esses and it's a little wet, it gets a little hairy, but we all got through.

"Sadly, an 'event' in Turn 5 ended our race a little early. Michelin Raceway Road Atlanta is quickly becoming one of my favorite tracks. It is a fantastic track!"

> -Angelica Sprehe T-4 Subaru BRZ



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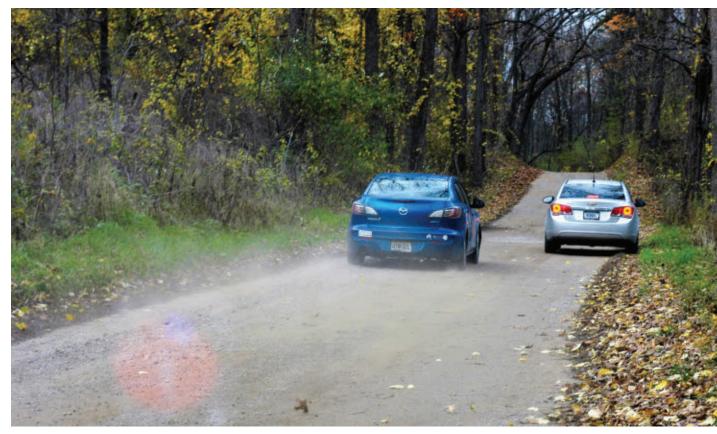












"Tristan did not have any experience as rallymaster, and it required additional support and coaching from Bruce, Tom Woodside, and myself to make it happen," Roszczenko explained. "But surprisingly-or maybe not surprisingly—the rally went off without a hiccup."

For Hell and Back, Roszczenko opted to repurpose a previous edition.

"I don't know how many people noticed it, but I used Scott Harvey's route from 2020, and with Bruce's and Adam's help, remeasured it and reestablished checkpoints," he said. "I think the rally was still enjoyable and went quite well. I must say that I was relieved when it all went so smoothly."

"This was a very good USRRC," observed RoadRally Board chairman Mike Bennett at the end of the weekend. "We had good weather, great scenery, challenging roads, brisk but safe speeds, a good turnout, and each rally offered a different challenge."

Bennett's opinion was echoed by numerous contestants, including Area 1 Director Peter Schneider.

All three events "were

RALLY CHALLENGE PAIRS AND PALS

(CLOCKWISE FROM TOP LEFT): GPS Class champions Satish Gopalkrishnan and Savera D'Souza; Robert Kay (left) and Mike Bennett finished third overall in Equipped; Gopalkrishnan (left) and Equipped's Jim Wakemen compare notes before the start of Friday's Hell and Back; Equipped Class champions Peter Schneider (left) and Jim Wakemen; Sawyer Stone and Alison Lee took top Stock Class honors all three days on route to the championship; Limited Class champs Bruce Gezon (left) and driver Bob Morseburg.







enjoyable rallies," Schneider said. "The traps on Saturday were fair and the Tours were brisk and fun. This was a very good event, and I enjoyed it."

The weekend opened with Friday's Hell and Back National Touring Rally, followed by the Are You Territorial National Course Rally on Saturday, and the Pavement Ends Divisional Touring Rally Sunday morning.

"All three events were enjoyable rallies. The traps ... were fair and the Tours were brisk and fun."

PETER SCHNEIDER

In a nod to the preference of many National USRRC teams, all three rallies were daytime events, which eliminated the need for nighttime driving equipment.

2022 UNITED STATES ROADRALLY CHALLENGE RESULTS

HELL AND BACK NAT'L TOUR RALLY | NOV. 4, 2022

Position/Class Position, Driver Navigator, Marque, Penalty Points.

1/1G, Satish Gopalkrishnan/Savera D'Souza, Nissan Rogue, 19.2; 2/1E, Robert Kay/Michael Bennett, Ford Focus, 23.2; 3/1L, Bob Morseburg/Bruce Gezon, Mini Cooper, 46.7; 4/1S, Sawyer Stone/Alison Lee, Jeep Grand Cherokee, 71.3; 5/2E, Jessica Toney/Charles Hanson, Chevy Cruze, 87.1; 6/3E, Mike Thompson/ Fred Rosevear, Mazda CX-30, 94.0; 7/2G, Clarence Westberg/Kate Westberg, Mini Cooper, 98.9; 8/4E, Andrew Layton/Joe Layton, Subaru Impreza, 101.7; 9/3G, Stu Helfer/Chuck Latouere, Nissan Maxima, 119.3; 10/5E, James Wakeman/Peter Schneider, Mazda 3, 123.1; 11/2L, Jeanne English/Karl Broberg, Hyundai Elantra, 171.2; 12/2S, Ethan Wiseley/Misty Wiseley, Subaru WRX, 438.7; 13/6E, Thomas vonHatten /James Heine, Mazda Protégé, 535.5.

ARE YOU TERRITORIAL? NAT'L COURSE RALLY | NOV. 5, 2022

Position/Class Position, Driver Navigator, Marque, Penalty Points.1/1L Bob Morseburg/Bruce Gezon, Mini Cooper, 6.9; 2/1G, Satish Gopalkrishnan/ Savera D'Souza, Nissan Rogue, 35.6; 3/1E, James Wakeman/Peter Schneider, Mazda 3, 65.6; 4/2G, Stu Helfer/Chuck Latouere, Nissan Maxima, 66.9; 5/2L, Jeanne English/Karl Broberg, Hyundai Elantra, 75.4; 6/2E, Jessica Toney/ Charles Hanson, Chevy Cruze, 137.0; 7/1S, Sawyer Stone/Alison Lee, Jeep Grand Cherokee, 140.2; 8/2S, Chandra Koganti/Gregory Lester, Subaru WRX, 145.9; 9/3E, Thomas vonHatten /James Heine, Mazda Protégé, 311.1; 10/3G, Adam Spieszny/Piotr Roszcenko, Mitsubishi Eclipse, 386.0; 11/4E, Mike Thompson/Fred Rosevear, Mazda CX-30, 395.0; 12/3S, Josh Remmetter/Jacob Kennedy, Mini Cooper, 477.2; 13/4S, Claire McKenna/Zach Waas Smith, Subaru Impreza, 479.4; 14/3L, Curtis Low/Erik Ragan, Audi A4, 525.2; 15/5S, Ethan Wiseley/Misty Wiseley, Subaru WRX, 549.4; 16/4L, Paul Eddleston/Zachary Goldstein, Porsche Cayenne, 557.2.

PAVEMENT ENDS DIV'L TOUR RALLY | NOV. 6, 2022

Position/Class Position, Driver Navigator, Marque, Penalty Points. 1/1G, Satish Gopalkrishnan/Savera D'Souza, Nissan Rogue, 7.8; 2/1L, Bob Morseburg/Bruce Gezon, Mini Cooper, 37.8; 3/1S, Sawyer Stone/Alison Lee, Jeep Grand Cherokee, 42.2; 4/1E, James Wakeman/Peter Schneider, Mazda 3, 44.1; 5/2E, Robert Kay/Michael Bennett, Ford Focus, 59.1; 6/2L, Jeanne English/ Karl Broberg, Hyundai Elantra, 81.7; 7/3L, Steve Riddell/Sean Riddell, Subaru Impreza, 91.5; 8/2G, Adam Spieszny/Piotr Roszcenko, Mitsubishi Eclipse, 91.6; 9/2S, Chandra Koganti/Trevor Council, Subaru WRX, 155.7; 10/3E, Jessica Toney/Charles Hanson, Chevy Cruze, 157.7; 11/4E, Thomas vonHatten /James Heine, Mazda Protégé, 165.9; 12/3S, Ethan Wiseley/Misty Wiseley, Subaru WRX, 284.8; 13/4S, Andrew Goldsworthy/Adam Davis, Subaru Outback, 474.8; 14/5S, Andrew Reed/Elliot Busta, Subaru Crosstrek, 547.1; 15/6S, Mike LaBaere/Chris LaBaere, Cadillac Escalade, 593.0; 16/7S, Sachin Tharakan/P.A.M. Tharakan, Subaru WRX, 685.8; 17/8S, Bob Tomasaitis/ Giuliana Cascardo, Mazda MX-5, 1024.2; 18/9S, Anoop Laxman/G. M. Kavungal, Ford C-Max, 1382.5.

POINT STANDINGS				
Driver/Navigator	H&BK	AYT?	PAVE	TOTAL
EQUIPPED CLASS (top 5)				
James Wakeman/Peter Schneider	8	20	10	38
Jessica Toney/Charles Hanson	16	12	6	34
Robert Kay/Michael Bennett	20	-	8	28
Thomas vonHatten /James Heine	6	10	5	21
Mike Thompson/Fred Rosevear	12	8	-	20
LIMITED CLASS (top 3)				
Bob Morseburg/Bruce Gezon	20	20	10	50
Jeanne English/Karl Broberg	16	16	8	40
Curtis Low/Erik Ragan	-	12	-	12
GPS CLASS (top 3)				
S. Gopalkrishnan/Savera D'Souza	20	20	10	50
Adam Spieszny/Piotr Roszcenko	-	16	8	24
C. Westberg/Kate Westberg	16	-	-	16
STOCK CLASS (top 3)				
Sawyer Stone/Alison Lee	20	20	10	50
Ethan Wiseley/Misty Wiseley	16	12	6	34
(AYT team) Chandra Koganti/—	-	16	8	24
(AYT team) —/Gregory Lester	-	16	-	16





WEATHER PERFECT

(FAR LEFT) Robert Kay gives his Equipped Class Ford Focus a last-minute checkover before the start of the Nov. 4 Hell and Back. (LEFT) Modeling the highly desireable 2022 USRRC apparel. (BELOW, LEFT) Eventual Are You Territorial? Stock Class fourth-place finishers Josh Remmetter and Jacob Kennedy await their departure time at the end of the Odometer Calibration Run.



GPS As a new class in SCCA RoadRally, the honor of recording the first USRRC GPS title goes to North New Jersey Region members Satish Gopalkrishnan and Savera D'Souza. Fresh from their Alcan 5000 win, the pair dominated the class, adding a third USRRC title to their previous Limited Class wins in 2020 and 2021.

"It was an amazing weekend. It was quite brisk, and the roads were challenging," Gopalkrishnan said.

"There was never a dull moment, which is a great thing to say about a rally," D'Souza added.

STOCK Like Gopalkrishnan and D'Souza in GPS and Morseburg and Gezon in Equipped, Sawyer Stone and Alison Lee swept Stock. For the Detroit Region team, the win gives them their second USRRC title, having won the 2020 USRRC Stock contest also.

"It was a good weekend for us again, and we had a good time," Stone said.

Are You Territorial rallymaster Bruce Fisher summed up the weekend nicely: "We had a good turnout, and our rallies were well received. We had lots of compliments on the roads and implementation of each rally. Plus, we even had good weather."

For a rally weekend, that's about all you can ask for.

As for the 2023 USRRC? "We are negotiating for next year," Bennett said. •

All three rallies also used the Richta GPS checkpoint system for timing and scoring, which meant a host of GPS checkpoint locations on the Touring rallies, accurate timing throughout the weekend, and prompt scoring at the end of each day.

To determine the weekend's winners, teams were awarded points based on their class finishing positions in the individual rallies.

THE CHAMPIONS

EQUIPPED Jim Wakemen and Peter Schneider began the weekend with a not-so-great fifth-place finish on Hell and Back—"We were getting used to each other as a team," Schneider said later—but the pair followed that with solid Equipped class wins on Are You Territorial and Pavement Ends. As a team, Wakemen noted, it was their first USRRC Equipped win, while he previously has won a trio of Challenge titles in Stock.

LIMITED In Limited, the two teams to watch were veterans Jeanne English and Karl Broberg, and Bob Morseburg and Bruce Gezon. Over the years, both teams have proven themselves formidable competitors regardless of the class they might run. On this occasion, however, Morseburg and Gezon prevailed, recording class wins on all three rallies.

"Our rallies were well received. We had lots of compliments....Plus we even had good weather." **BRUCE FISHER**

For the veteran pair, this was their first Limited title as a Challenge team, although they also have a pair of USRRC titles in Equipped, and each has additional Challenge titles with other rally partners. Also, for Gezon, his Limited win marked his 49th SCCA rally title, just one win away from a milestone 50th SCCA rally title.

"That will have to wait for next year," Gezon said.





































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POINTS TAKEN

Looking back on the inaugural SCCA Tire Rack National Tour Points Championship | WORDS Rob Krider | IMAGES Rupert Berrington

he 2022 season brought something new and exciting into the world of solo competition: The inaugural running of the Tire Rack SCCA Solo National Tour Points Championship.

For the first time, individual Solo National Tour events (weekend long, two-course competitions, run in the same format as the Tire Rack SCCA Solo National Championships) would be connected using a championship points system.

Think of it like the F1 World Championship, only with more cones and less Netflix.

To be eligible for the 2022 points championship, each competitor had to compete in at least three separate Solo National Tour events between March and July and run in the Solo National Championships in September. Regardless of how many of the 10 events a driver entered, only

their top-three scores would be counted. The results from the Solo Nationals would not provide any points for the season-long championship, and results would only come into play if two drivers completed the National Tour season with a tie (with the higher finishing driver at Solo Nationals winning the tie breaker).

With Solo National Tour events scattered all across the USA in 10 different states, earning a trophy in this series would translate to a lot of miles on the odometer.

The system for awarding Solo National Tour Championship points made for a very interesting first season. Unlike most pro racing series where the winner gets a certain number of points, as do drivers finishing behind through the top six, top 10, etc., (regardless of how far back or how many laps behind the winner the other top finishers roll in), at the Solo National

Tour events, extremely close finishes (or in some cases, not very close finishes) resulted in swings in championship points.

Each class winner was awarded with a solid 100. It was after those 100 points where things got interesting. The formula for calculating the points for the other finishers in each class was as follows:

100 — (900 x [(Entrant's Time – Class Winning Time)/ (Class Winning Time)])

This style of scoring rewards close battles, and drivers had to be on the throttle all year long. To make things even more exciting (and/or complicated), the final Solo National Tour of the year in Packwood, Wash., was a double points event.

One way to avoid the complexities of the points system was to go out, drive hard and win three separate Solo National Tours outright (not an easy task),

...DANIEL MCELVEY, SAM STRANO ...

(TOP) Daniel McCelvey from Houston, Tex. (Street Touring Roadster 2019 Mazda MX-5) earned Tour victories at Red Hills, South Texas and the Spring Nationals in Lincoln before taking the top spot at the Solo Nationals by 0.094sec.
(ABOVE) Sam Strano, Brookville, Penn. (F-Street 2021 Ford Mustang Mach 1) grabbed Tour wins at WDCR, Finger Lakes and Bristol, then claimed a Solo National title by 1.355sec.

2022 SOLO NATIONAL TOUR LOOK-BACK

EVENT 1: MARCH 11-13 Red Hills National Tour (Ga.), South Georgia Motorsports Park EVENT 2: APRIL 1-3 Las Vegas National Tour (Nev.), Las Vegas Motor Speedway EVENT 3: APRIL 8-10 WDCR National Tour (Md.), Fed Ex Field EVENT 4: APRIL 22-24 Crows Landing National Tour (Calif.), Crows Landing **EVENT 5: MAY 6-8** South Texas National Tour (Texas), Naval Air Station Chase Field EVENT 6: MAY 28-30 Lincoln National Tour "Spring Nats" (Neb.), Lincoln Airpark **EVENT 7: JUNE 10-12** Peru National Tour (Ind.), Grissom Aeroplex **EVENT 8: JUNE 17-19** Finger Lakes National Tour (N.Y.), Seneca Army Depot EVENT 9: JULY 1-3 Bristol National Tour (Tenn.), Bristol Motor Speedway

EVENT 10: JULY 8-10 (double points)

Hampton Mills

Packwood National Tour (Wash.),





...JEFF KIESEL AND ROBERT LEWIS

(TOP) Poway, Calif.'s. Jeff Kiesel Poway (E-Modified 2020 KFR Turbo Sprite) earned Tour wins in Las Vegas, the Spring Nationals in Lincoln and Packwood, and won at the Solo National Championships by a whopping 2.891 sec. (ABOVE) Robert Lewis, Tallahassee, Fla. (C-Prepared 1982 Ford Mustang) had a longer journey to his 300 Tour points: At the Red Hills Tour, the first event of the season, he came in second and scored only 97.05 points. But he attended three more Tours—WDCR, the Spring Nationals in Lincoln and Bristol—and won each of those, giving himself those perfect 300 points. He then went on to win a Solo National title by 1.160s—the fifth driver to notch a perfect season.

which would give a driver 300 points (the maximum points for the series). During the 10-event season, where 1,835 drivers competed at the National Tours, 17 different drivers pulled off this very tough feat—they won three National Tours and headed to the Solo Championships with perfect 300-point scores.

When all the points were finally tallied, the inaugural 2022 Solo National Tour Championship Point Season resulted in 29 different class winners with a total of 53 qualified trophy earners picking up podium spots.

Of those 2022 season trophy earners, five drivers did something extremely remarkable: They earned the maximum 300 points during the Solo National Tour season and then won their class at the Solo National Championships. These five drivers essentially had a perfect season: Jeff Wong (Super Street Prepared), Daniel

McCelvey (Street Touring Roadster), Sam Strano (F-Street), Jeff Kiesel (E-Modified), and Robert Lewis (C-Prepared).

With the success of the inaugural 2022 season, it will be interesting to see how heated the battle gets in 2023. The first event and shot at the first 100 points, will be March 10-12, 2023, at South Georgia Motorsports Park. Last year was special; don't miss out on the fun this year. Get your calculators out and start making those hotel reservations. •

Editor's Note: Writer Rob
Krider had an empty spot on
his trophy mantle and set off
last spring in a determined
hunt for a Solo National Tour
Points Championship title. He
was ultimately successful in his
quest, though his season was not
without its ups and down. We'll
have Rob's "Solo Road Warrior"
eye view in the next issue.

2022 SOLO NAT'L TOUR POINTS C'SHIP TROPHY WINNERS

SUPER STREET

Rob Clark, 2020 Chevrolet Corvette, 300 points (max), 1st

Jay Balducci, 2022 Porsche GT4, 295.08 points, 2nd

Jason Bucki, 2022 Porsche GT4, 291.28 points, 3rd

SUPER STREET LADIES

Langlee King, 2020 Chevrolet Corvette, 300 points (max), 1st

A-STREET

Daniel Bullis, 2009 Chevrolet Corvette Z06, 300 points (max), 1st

Jacob Glover, 2008 Chevrolet
Corvette 706, 297,64 points, 2nd

Dan Simms, 2009 Chevrolet Corvette Z06, 293.57 points, 3rd

B-STREET

Andrew Kessel, 2019 BMW M2 Competition, 300 points (max), 1st

Dean Moheet, 2018 BMW M2, 270.54 points, 2nd

C-STREET

Will Teller, 2019 Mazda Miata, 300 points (max), 1st

Brandon Griggs, 2020 Mazda Miata, 292.58 points, 2nd

D-STREET

Garret Cogburn, 2021 Honda Civic Type-R, 300 points (max), 1st

Alex Piehl, 2019 Honda Civic Type-R, 289.14 points, 2nd

Javier Reynoso, 2021 Honda Civic Type-R, 276.09 points, 3rd

Alex Muresan, 2019 Honda Civic Type-R, 268.54 points, 4th

D-STREET LADIES

Stephanie Reynoso, 2021 Honda Civic Type-R, 300 points (max), 1st

E-STREET

Joseph Coat, 2003 Toyota MR2, 276.08 points, 1st

Ed Lange, 2003 Toyota MR2, 268.14 points, 2nd

F-STREET

Sam Strano, 2021 Ford Mustang Mach 1, 300 points (max), 1st

Marc Cornelius, 2020 Camaro SS, 286.74 points, 2nd

G-STREET

Chris Yoder, 2017 Honda Civic Si, 298.97 points, 1st

Evan Williams, 2020 Honda Civic Si, 291.80 points, 2nd

H-STREET

Rob Krider, 2019 Ford Fiesta ST/2019 Honda Civic, 300 points (max), 1st

Cameron Goode, 2021 Honda Civic Sport, 297.35 points, 2nd

STREET TOURING SPORT

David Whitener, 1992 Mazda Miata, 298.83 points, 1st

Andrew Salazar, 1990 Mazda Miata, 279.40 points, 2nd

STREET TOURING ROADSTER Daniel McCelvey, 2019 Mazda MX-5,

300 points (max), 1st

Matt Jones, 2019 Mazda MX-5,

299.57 points, 2nd STREET TOURING

ROADSTER LADIES

Laurie McCelvey, 2019 Mazda MX-5, 269.36 points, 1st

STREET TOURING XTREME

Alex Paraskevas, 2013 Subaru BRZ, 297.46 points. 1st

Glen Hernandez, 2015 Subaru BRZ, 293.47 points, 2nd

STREET TOURING ULTRA

A.J. Whitaker, 2018 Honda Civic Type-R, 298.64 points, 1st

Justin Tsang, 2006 Subaru STI, 290.83 points, 2nd

Mack Tsang, 2006 Subaru STI, 285.98 points, 3rd

STREET TOURING HATCH

Aaron Buckley, 2016 Audi TT, 300 points (max), 1st

SOLO SPEC COUPE

Kevin Dietz, 2009 Toyota FR-S, 297.42 points, 1st

Taylour Wargo, 2014 Scion FR-S, 291.25 points, 2nd

SOLO SPEC COUPE LADIES

Jennifer Bedell, 2016 Scion FR-S, 299.34 points, 1st

SUPER STREET PREPARED

Jeff Wong, 2019 Chevrolet Corvette, 300 points (max), 1st

Steve Waters, 2017 Chevrolet Corvette, 235.22 points, 2nd

C-STREET PREPARED

Kevin Henry, 1999 Mazda Miata, 258.35 points, 1st

lan Baker, 1999 Mazda Miata, 234.25 points, 2nd

X PREPARED

Andy McKee, 1993 Mazda RX7, 290.28 points, 1st

Tom Exley, 1987 Mazda RX8, 243.36 points, 2nd

C-PREPARED

Robert Lewis, 1982 Ford Mustang, 300 points (max), 1st

E-MODIFIED

Jeff Kiesel, 2020 KFR Turbo Sprite, 300 points (max), 1st

E-MODIFIED LADIES

Shawn Kiesel, 2020 KFR Turbo Sprite, 300 points (max), 1st

F-MODIFIED

Zak Kiesel, 2020 KFR Ebon Hawk, 300 points (max), 1st

CLASSIC AMERICAN

David Rock, 2001 Chevrolet Corvette, 298.99 points, 1st

Jeremy Foley, 2008 Chevrolet Corvette Z06, 289.89 points, 2nd

CLASSIC AMERICAN MUSCLE CONTEMPORARY

Dave Schotz, 2020 Chevrolet Camaro ZL1, 300 points (max), 1st

Jeff Cox, 2010 Ford Shelby, 262.26 points, 2nd

Jeff Woodbury, 2021 Chevrolet Camaro, 256.58 points, 3rd

CLASSIC AMERICAN MUSCLE TRADITIONAL

J.J. Mallrich, 1999 Chevrolet Camaro Z28, 284, 56 points, 1st

Jon Nwanagu, 1999 Chevrolet Camaro, 273.50 points, 2nd





CHARLESTON PEAK

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Charleston Peak is a 3.23-mile, 40ft-wide, pro-level racetrack built to FIA grade 3 standards. It is the newest addition to Spring Mountain's 9+ miles of racetrack. Unique to this track is a 1,000ft pit lane, a challenging series of elevation changes over 18 turns, and a 392,000sqft paddock fit to host international race events and private clubs alike. As construction of amenities continues, Charleston Peak is Spring Mountain's new premier racing circuit.



RON FELLOWS PERFORMANCE DRIVING SCHOOL

Pahrump, Nev. Ronfellowsdrivingschool.com (800) 391-6891

The Ron Fellows Performance Driving School is "The Official High Performance Driving School of Corvette." Each program is designed for drivers of all experience levels and includes dynamic car control exercises, visual skill development and proper cornering techniques. Classroom sessions are brief, but informative. Our challenging curriculum and precisionfocused track time will provide improved driving confidence in yourself and the latest Corvette.



2 CADILLAC V-PERFORMANCE ACADEMY

Pahrump, Nev. cadillacvacademy.com | (800) 391-6891

The Cadillac V-Performance Academy is an exclusive opportunity to test the motorsports pedigree of the CT5-V Blackwing and CT4-V Blackwing on one of the nation's most demanding racetracks. The program is designed to assist Blackwing V-Series owners in mastering their vehicle's immense power and capabilities, while expanding their driving skillset. Cadillac offers complimentary enrollment in the V-Performance Academy with the purchase of every new V-Series vehicle.



3 RADICAL RACING ACADEMY Pahrump, Nev. Racespringmountain.com (800) 391-6891

The Radical Racing Academy, with a fast-paced curriculum and the largest fleet of Radical SR3XXs in the nation, provides you with the opportunity to perfect your racecraft on an all-new level. If your goal is to make the leap from sports cars to world-class race cars, this program will kickstart your progress, fuel your passion for motorsports, and ultimately prepare you for a real racing competition. Students may also be able to obtain their SCCA license upon completion of this course.



HOOKED ON DRIVING Multiple locations, including:

Arizona Msprts Park, Auto Club Spdwy, Buttonwillow Rcwy, Chuckwalla Valley Rcwy, GrandSport Spdwy, Harris Hill, Lime Rock Park, MSR Cresson, New Jersey Msprts Park, Oregon Rowy Park, Palm Beach Int'l Rcwy, Pocono Rcwy, Portland Int'l Rcwy, Ridge Msrts Park, Roebling Road, Sebring Int'l Rcwy, Sonoma Rcwy, Summit Point Msrts Park, Thunderhill Rowy Park, VIRginia Int'l Rowy, Watkins Glen Int'l Rowy, WeatherTech Rowy Laguna Seca, Wild Horse Pass Msrts Park, and Willow Springs Int'l Rowy. hookedondriving.com

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



5 PETTIFORD'S GO 4 IT RACING SCHOOLS

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

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



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

Kaizen Autosport is one of America's premier track driving operations located at VIR. Kaizen offers a variety of driving options including a high performance driving and accredited competition racing school, group driving experiences, track car rentals, individual driver development, and runs the Ginetta Challenge race series. The racing school allows drivers to bring their own car or rent one of the 15+ cars available. Graduates of the school can earn full competition SCCA, SVRA, or NASA racing licenses or simply become better HPDE track drivers. The school offers courses for both novice and experienced drivers, and focuses on car control practice, weight transfer techniques, race craft, situational awareness drills, passing drills, optimization of corner entry and exit speeds, and lots of practice starts and practice races with wheel-towheel track time with instructors. Overall, the racing school and individual driver development options allow drivers to learn from experienced instructors and receive personalized coaching to help them become better drivers.



TEVELUP RACING SCHOOLElkhart Lake, Wis.

LevelUpRacingSchool.com (920) 838-6612

Our instructors have pedigrees from the top levels of motorsport including Daytona and Sebring winners, factory drivers, and race team owners. More importantly, they have decades of teaching experience and have been called the best in the world. Schools at major tracks in the U.S. using Spec MX-5s and Spec Miatas. SCCA accredited.

LEXUS PERFORMANCE DRIVING SCHOOL

8 LEXUS PERFORMANCE DRIVING SCHOOL

Michelin Raceway Road Atlanta, Road America, Sonoma Raceway, Watkins Glen, Mid-Ohio, Indianapolis Motor Speedway LexusPerformanceDrivingSchool.com (888) 211-8522, or Concierge LexusPerformanceDrivingSchool.com

For 2023 we have secured bucket-list tracks across the country - one of which is sure to be on yours. A day at the Lexus Performance Driving School will give you an experience of a lifetime. We're offering two courses designed to suit all skill levels and track experience where you get to enjoy the full line of Lexus Performance vehicles. The LPDS Performance Class is a full-day program designed to elevate your driving skills with personalized coaching, while the LPDS Masterclass builds upon those abilities with a more personal, focused approach. Our cars and instructors are ready to give you an action-packed day at the track and provide you with Lexus-level hospitality at every turn.



MSR HOUSTON Angleton, Texas

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

Over 13 years, the MSR Houston Competition School has trained hundreds of amateur racers. We teach the fundamentals of race craft and combine it with on-track experience so that you leave the school ready to race. The three-day curriculum mixes interactive instruction with on-track sessions led by our instructors, all competitionlicensed active racers. You hone your skills by going wheel to wheel with other drivers in practice races. Graduates are eligible for an SCCA Competition License. MSR Houston is conveniently located only 35 minutes south of downtown Houston. The rate for the three-day school is \$2,350 with your own racecar, or \$4,450 for both the school and car rental (Gen 2 Spec Racer Ford, Spec Miata, or B Spec). Gen 3 Spec Racer Fords with sequential transmissions are available for \$5,100 including the school.





POLE CATTRAINING CENTER (PTC)

Fayetteville, Tenn. ptcdriving.com

PTC is a Driving Academy boasting a 2.1 mile road course with 19 corners and 120 ft of elevation change. Our course is strategic in design and reminiscent of iconic tracks throughout America. We are centrally located in Lynchburg, TN, also known as the home of the great Jack Daniel's Whiskey. Lynchburg is 1.5 hrs south of Nashville, 1.5 hours Northwest of Chattanooga, and 45 mins from Huntsville. PTC Driving Academy focuses on driver development, hosting a range of programs that serve the novice to the advanced driver. Our RT2000 formula cars are a proven teaching tool that will allow students to master the fundamentals needed to advance their driving career. Lastly, we offer experiential programs and enjoy our hosted corporate events and partnerships.

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EXPERIENCE

PORSCHE TRACK EXPERIENCE USA

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

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- A fleet of over 50 new Porsche vehicles: PTX offers the opportunity to experience all currently available Porsche models, including the 911 Turbo S.
- More track time: At PTX, we believe the best place to learn is behind the wheel.
- Barber Motorsports Park: The exciting and challenging 2.38-mile racetrack offers 16 turns and over 80 feet of elevation changes. An excellent classroom!

RADFORD RACING SCHOOL

RADFORD RACING SCHOOL

Chandler, Ariz. RadfordRacingSchool.com (480) 403-7600

Ranked as the best driving school by guests worldwide, Radford Racing School offers unique and new experiences like its performance course line up, including High Performance Driving, Grand Prix Road Racing, Advanced Road Racing, Open-Wheel Formula 4 Racing, and private instruction on its 1.6-mile, 15-turn purpose-built race track. Experiences include a 4-hour Throttle Therapy, drag racing with the chance to earn a 9-second license, karting, and teen classes. Still the only school where you can earn both an NHRA drag and SCCA racing license, and the official driving school of Dodge/SRT®, featuring Challenger, Charger, and Durango Hellcats and Demons. The premier destination for celebs, sports pros, racers, enthusiasts, and everyday drivers since 1968.



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

If you've dreamed of the thrill of driving a race car, Skip Barber is the ultimate racing school for you. Since 1975, our expert instructors have taught over 400,000 drivers how to race. And win. Some are legendary champions, including Perez, Montova, Andretti, Newman, and Gordon. In fact, we've trained more Formula 1, INDYCAR, IMSA, NASCAR, and SRO drivers than any other school, and we're proud to welcome you to our elite family. We offer driving, offroad and racing schools for all levels at the finest tracks in America. We operate the Skip Barber Formula Race Series, field championship race teams in TC, TC America, and GT4, create innovative OEM programs that elevate the finest automotive marques, and produce corporate programs that build teamwork and recognize outstanding achievement. No experience rivals the Skip Barber Racing School.



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

Looking for an affordable and proven SCCA accredited racing school? The Waterford Hills Road Racing (WHRRI) competition driving school is designed for drivers wishing to compete in wheel-to-wheel racing. For more than 60 years, WHRRI has been a launch pad for many SCCA National Champions. Offering a strong focus on safety, communication, car control, passing, starts, racecraft and more, it is the only SCCA accredited school in SCCA's Great Lakes Division. Upon successful completion of the school, you will have earned your SCCA Novice Permit and may race in hundreds of races across the nation. The school's track is one of America's most historic, hosting races since 1958.

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MEET LAUREN BRALLIER

The MX-5 Cup Shootout did not go her way, but the SEDiv FV frontrunner remains undaunted

WORDS Brian Bielanski | IMAGES Courtesy Lauren Brallier

aurin Brallier was a guest on episode 73 of the Inside the SCCA podcast. The Clemmons, North Carolina, teenager won five races on her way to claiming the 2022 Southeast Division Majors Championship in Formula Vee, and was a finalist in this year's Mazda MX-5 Cup Shootout.

Brallier, 18, qualified sixth in her first National Championship Runoffs. She was having a spectacular race until she was caught up in another driver's wreck.

Here's a snippet from the November 2022 podcast:

Brian Bielanski: So, when you decided to step up [from karts] to cars, how did you find the SCCA?

Laurin Brallier: My dad has always been involved in racing [and] he was familiar with the SCCA. We just saw the SCCA as the next natural step. Now as far as Formula Vee, that was something we fell in love with a little bit. We were like, 'These cars are so cool!' And we saw it as a competitive field as well. It just seemed like a good step to make—as far as karts to cars goes, a big jump [that] seemed like a good bridge.

BB: So, what was that first weekend like in Formula Vee?

LB: I felt a little bit overwhelmed. But I [did] my best to learn as much as I could and kind of work at it methodically. Someone, unfortunately, dropped oil on the track immediately in front of me and I ran over it. Another car also ran over it. We both spun and collided, so I ended up with some pretty serious damage on my first weekend.

But the great thing about the Formula Vee community is that it's so focused on having everyone out on track. You know, they don't view someone's accident as one less car to compete against. They view it as a challenge: 'How can we get this person back on the track?'

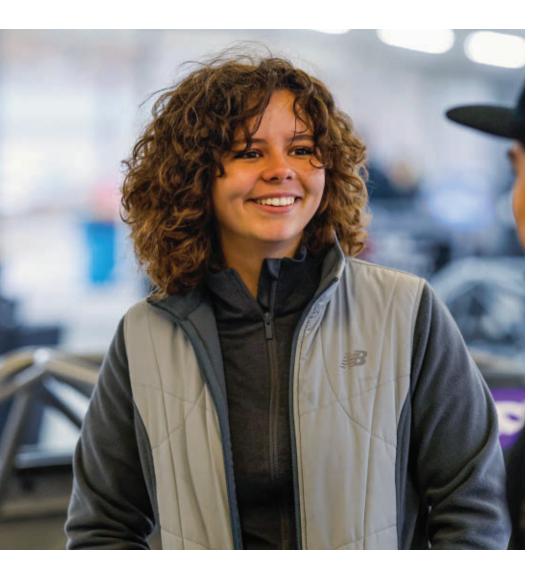
Which is amazing. It really feels like family—a community. After the accident, the right rear suspension on my car was virtually destroyed. And everyone was like, 'No, we can fix it. We can fix it!' And they





DRAMATIC PROGRESS An experienced karter, Brallier transitioned rapidly to FV.





"It is amazing. [The Vee community] really feels like a family—a community."

LAUREN BRALLIER

sure did. I was out racing the next day. I think I finished ninth in that race. There were 25 cars and I think I finished ninth.

BB: How accepting is that group now? You said the Vee group is a family, and that's true, but a lot of times the kid coming up doesn't always get the most love. How's that been?

LB: Well, I think 90 percent of the people have been really accepting, and excited, and just wanted to help me, and teach me as much as they can. It's really been all-around amazing—an excellent experience. Everyone's been, almost everyone < laugh>, has been really, really amazing. I've made some real friends. It's kind of funny because I'm 18 and these are all like 40, 50, 60-year-old guys. But I'm like, yeah, these are my friends. <Laugh>. That's cool.

BB: When you stepped up...it's a big step up to go from karts to Formula Vee. Now it's a completely different monster when you get into the MX-5 Cup car, right?

LB: For sure, ABS and sequential shifting and all of that jazz,

BB: How long did it take you to kind of get used to that? Was that a couple of weekends before you really felt comfortable?

LB: Well, as far as an MX-5 Cup car, I've only driven it once.

BB: But Spec Miata—that's kind of a baby MX-5 Cup car, isn't it?

LB: It is. The older version Spec Miata is a completely different animal than the Formula Vee, though. Whereas the Vee is really kind of a squirrely car, really minimal contact patch, really soft hands type of thing. The Spec Miata is more, 'How much speed can you possibly carry into this corner and how hard can you turn the wheel?'

DISAPPOINTMENT AS FUEL

Teenager Lauren Brallier (LEFT) was one of three given a shot at the \$75,000 Women's Initiative Scholarship in Mazda's 2022 MX-5 Shootout held at Carolina Motorsports Park. While she came up just short of the top ladies-class honor, she said the experience was "amazing" and has fired her up for a 2023 season in Spec Miata.

-lots of driving it on the hairy edge of everything all the time.

BB: In a Spec Miata, you're usually doing all that half an inch behind the car in front of you and half an inch in front of the cars behind you!

LB: Yeah, that's something I've definitely had to get used to. In karts you're behind everyone, but you can still see because it's just the driver, you know. In the Vees, bump drafting is extremely minimal. When I tell people that sometimes people bump draft in Vees, they're like, 'Without dying?' < laugh > You're hitting like a golf-ball-size circle when you're bump drafting [in a Vee]. So, that's not very common.

But yeah, Spec Miata, they're wide cars. They're hard to see beyond and you're always directly behind someone. So, that was definitely something that was a little interesting for me to get used to. It's been fun. .

Editor's Note: Brallier did not win one of the MX-5 Cup Shootout Scholarships, but she said the experience was amazing and she learned a lot working with shootout coaches and judges. She's hoping to return for another shot at the shootout next year, but first is planning a run at qualifying for the 2023 Runoffs in Spec Miata.

Listen to the full interview with Lauren Brallier on the RacingWire Podcast Network on most popular podcast apps or on the Racing Network on YouTube.



FULL SPEED INTO 2023

Off the top: New reporting software, Spec Miata BoP latest, In-Car flagging/warning and Runoffs invitations WORDS John LaRue, Chairman, Club Racing Board | IMAGE Jeff Loewe

appy New Year! Rather than a single topic for this month's *SportsCar* column, I thought it would be best to highlight some current issues on the SCCA Road Racing docket. Glen Thielke has stepped away from his post as Data Chief and turned that specialty over to Paul Morrison and Todd Theilicher who will act as co-chairs. It is anticipated that a full slate of data collection will be undertaken at Sebring. The CRB is working to procure software that will expedite the preparation of reports; a process that presently requires many hours of work for each class.

As of the end of November, the Advisory Committees and CRB had processed 885 letters year to date, the smallest number in the previous five years. While there has been no study as to the reason behind the drastic reduction in volume, it is believed that some of this can be attributed to the maturity of our data collection program and the successful implementation of BoP adjustments.

Speaking of balance of performance, an adjustment has just been approved for Spec Miata after months if not years of careful analysis. The SMAC (Spec Miata Advisory Committee) utilized not only the analysis reports of our data team, but also a simulation program which digested SCCA's AiM and dyno data. These reports, as well as other relevant statistics, were considered in arriving at the final BoP recommendation. The difference between the subject cars was well within an acceptable range, even for a professional sanctioning body, but the SMAC is aiming for perfection and may just achieve it! We will be carefully monitoring the results of this new BoP and will consider implementation of these other tools for additional classes in the future.

In furtherance of SCCA's
Green-to-Checker initiative, work is
underway to evaluate in-car flagging/
warning systems. It is undeniable that
these systems help drivers to achieve an
improvement in situational awareness.
Features of these systems include not
only in-car warning lights, but also data
acquisition that can be used in lieu of existing
AiM Solo units. "In unit" accelerometers can
be set to trigger instantaneous warnings

that will alert safety crews for expedited dispatch. With these units, SCCA could implement "Code 35" (where all cars are required to assume an on-track speed of 35mph during yellow) since cars can be individually monitored for compliance. This, too, will speed dispatch of safety crews at some tracks. Other features can include in-car communications from the tower such as "delayed 5-minute warning," "report to scales," "oil at turn X," etc. Look for testing of select systems at select events in 2023.

Finally, Runoff class invitations will be announced before this column is published. Keep in mind that it is the responsibility of each class and its participants to "make the number." Consider the grassroots effort that was utilized by the B-Spec community in building a class that was literally "on the chopping block" to become one of SCCA's top classes in a very short period of time. Formula Continental participants took advice from B-Spec stalwart Frank Schwartz in driving participation in their class in 2021 and bumped Runoffs participation from 13 to 31!

ALL THAT GLITTERS

A half-million dollars in 2024 Skip Barber Race Series scholarship awards await the next generation of racing rising stars.

Hoo boy – a race school series with a cool half-million dollars in scholarship awards awaiting the top points gatherers?

Unprecedented.

There were wide eyes in the house when the Skip Barber Racing School principals, otherwise engaged in a major headquarters move and expansion to VIRginia International Raceway, released details of an end-of-season prize package with a value of more than \$500,000 in scholarships set to be claimed by the top Overall and Masters points gatherers in the 2023 Skip Barber Formula Race Series (SBFRS).

This year's eight-weekend, 16-race series will take competitors from coast to coast, sharing the stage with select SRO Motorsports America, USAC, and USF Pro Championship race weekends. When all the finishes are tallied, the series champion will collect the grandest of school race series Grand Prizes – a \$100,000 scholarship toward a full 2024 season in USF Juniors.

Since 1976, when it was launched in the Northeast with a full complement of then-state-of-the-art Formula Fords, the Skip Barber Formula Race Series has utilized modern single seaters, providing a proper platform for aspiring racers to develop their craft. From the beginning, it has been a formula for success.

END-OF-SEASON PRIZE PACKAGES

SERIES CHAMPION \$100,000 USF Juniors Scholarship

SERIES RUNNERUP Full season in the 2024 SBFRS

SERIES THIRD PLACE
Half season in the 2024 SBFRS

MASTERS CHAMPION Full season in the 2024 SBFRS

MASTERS RUNNERUP Half season in the 2024 SBFRS

MASTERS THIRD PLACE Single race in the 2024 SBFRS



CLIMBING THE LADDER

USF Juniors (ABOVE) is the first official step on the USF Pro Championships driver development system. (BELOW) SBFRS is a proven platform for aspiring racers to develop their craft.

Among the famous last names on the list of former SBFRS Shootout Scholarship winners and race series competitors there's Allmendinger, Andretti, Daly, de Phillippi, Edwards, Herta, Hindman, Hunter-Reay, Karam, Koch, Lally, Matos, Montoya, Nadeau, Newgarden, Newman, Nunez, Rossi, Sellers, Speed, Sullivan, Taylor...and many more.

One third of last year's Indianapolis 500 starting grid and one quarter of all NASCAR Cup Series competitors are Skip Barber graduates – let those stats sink in.

Currently, the Skip Barber Formula Race Series features Formula 4 Mygales with 160hp turbo engines and SADEV paddle shift 6-speed transmissions. Shod with Goodyear Eagle racing tires, each car carries an AIM data/video acquisition system.

In addition to ultramodern machinery, the arrive-and-drive race series adds top-flight coaching by Skip Barber instructors and America's best race tracks – Road Atlanta, NOLA, VIR, Road America, Lime Rock, WeatherTech Raceway Laguna Seca, and Circuit of The Americas.

Aggressively marketed, the SBFRS weekends boast high visibility and a pro-race atmosphere. And at the end of the 2023 season, scholarships await.

In this case, all that glitters is gold.

-Steve Nickless





An ounce of decibels prevention is worth a pound of cure when it comes to keeping a good site...and having fun | WORDS Paul Brown | IMAGE Rupert Berrington

√e've discussed sound issues several times in the past. The reasoning behind keeping those issues front and center remains the same: One of the quickest ways to lose a good site is for local residents to complain about noise. Those complaints don't even need to be particularly reasonable, they just need to be dare I say it—noisy. Vocal locals are likely to have a lot more influence on site owners and local functionaries than a group of racers in town for a weekend (or two or three) every year. That is true even if there are no restrictive ordinances in place, or if we are competing at a site known for generating noise, such as an airport.

In that case, locals deal with aircraft noise all the time. Should they have to endure race car noises on top of that?

We've been monitoring sound for some years now, and our equipment and processes have matured to the point that the data tells us not just which cars are loud, but just how loud they are. Turns out those are the cars that we already knew were loud. Somehow, we still have problems at just about every National event, "Chief of Sound" really ought to be one of those positions that has no actual work to do, but it isn't. Over-limit cars cause sound workers to contact their Chief. who then has to address those violations.

It's their responsibility, so to some extent it's par for the course.

Something that isn't so obvious is the hassle dealing with an over-limit car for the competitor. Someone addressing a sound violation is not going to be able to think about what tweaks the car may need or how to make the best use of their next run. They are suddenly struggling to find parts and fit them to the car so they will be allowed to take to the course for that next run. And, maybe, doing it again for that critical third run.

That's a pain with a single-driver car. but it's far worse with a two-driver car since that car is going to be on course and not available to wrench on for a significant portion of the available time between runs.

That's not a recipe for autocross success, nor for having fun at an event. The officials having to shepherd the car and competitors through the process aren't having fun either.

This may be the epitome of the "an ounce of prevention is worth a pound of cure" adage.

All of this is bad enough in normal conditions, but, as club racers have learned, a change in weather conditions can make a shocking change in sound readings. Cool, humid air combined with a low overcast can make a difference of upwards of 10dB on the sound meter compared with readings that have been seen over and over again, despite there being no changes to the car or the amount of noise it's generating. That's not an error, it's just a perfect storm for trouble with the sound rules.

(Remind anyone of some September mornings in Lincoln?) In this day and age, there's really no good reason to have a loud competition vehicle. SCCA Senior Content Manager (and former SportsCar editor) Philip Royle has two separate muffler setups for his competition vehicle, one for locations he never has sound issues with, which is lighter and rebuildable (\$20 every few years); and one for locations where (perhaps because of the weather or strange reverberances from nearby structures) the vehicle could be too close to the sound limit for comfort. His "quiet" muffler is not rebuildable. "When it needs replacing, it's \$150-\$200 for a new one," he says. "My goal is to never burn out the guiet muffler.

"Obviously, bringing a consistently quiet vehicle to an event is always preferable, but based on the way I read section 3.5 'Mufflers' in the Solo Rules, it's important to be prepared." Royle continues. "If there was even the outside possibility of being near the sound limit, I'd bring a 'quiet' spare muffler setup to the event that can be swapped onto the car between runs if the need arises."

Modern technology means that quiet and power are not in conflict. It's far better to shoot for 90dB as a baseline than 98. That way, when we get those conditions at Nationals the engines love so much, you'll be able to concentrate on taking full advantage, not thrashing on some issue unrelated to chasing that next position up the standings, climbing into the trophies, or even that elusive National Championship. •

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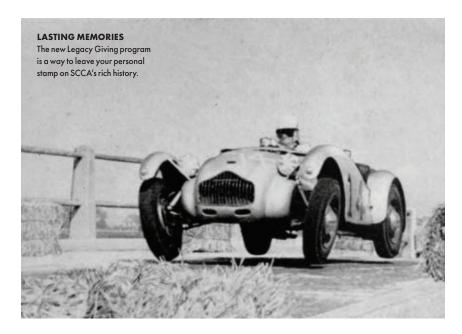
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WHAT'S YOUR SCCA LEGACY?

Approaching life's closing laps, it's the intangibles that matter | WORDS Jeff Jacobs, Chairman, SCCA Foundation | IMAGES SCCA Archives

I hat does your SCCA legacy look like? There are the physical things: A wall of photos. A box of trophies. A collection of patches and pins from corner workers across dozens of Regions. A stack of SportsCar magazines going back decades.

And then there are the intangibles: Memories of that first race. That first victory. That first wreck. That near miss. The heroic rescue of a trapped driver. The bench racing after the event. The conversation with a best friend on the long drive home.

What happens to those things when your time here is done? It's tough to think about. The physical things become something family has to deal with. The intangibles perhaps go with you to whatever is next.

But is there something you've left that really represents what you want your SCCA legacy to be?

There are more than 1,326 individuals who have been SCCA members for 25 years or more. An amazing 15,222 individuals have been SCCA members for 10 years or more. That represents a lot of people making a serious commitment to the Club. If you are one of them, you aren't a casual racing fan. SCCA means something significant to you. You've likely spent thousands of dollars and

many hundreds of hours supporting SCCA events as a driver, worker or volunteer.

You probably have not thought about how you could continue to have a lasting impact on the Club even after you are no longer able to participate. That's where the SCCA Foundation and its Legacy Giving program comes in. Legacy Giving allows an SCCA member to make an impact that is often greater than what is possible even for the most generous annual donors during their lives. And, Legacy Giving may provide significant tax advantages for the donor's estate, while giving the donor control over how the gift is used in a meaningful way.

There are many ways to ensure your SCCA legacy is a lasting one. Most popular and most simple are bequests made in wills. These gifts allow you to specify how much you want to give to the non-profit-whether as a percentage of your estate, a specific dollar amount, stocks, art, cars or property-and how it is used. consistent with the Foundation's mission. Life insurance policies can name the SCCA Foundation as a beneficiary. Members with tax-deferred retirement accounts can make annual required distributions to the Foundation or designate the nonprofit as a beneficiary of the remainder of the account. Non-retirement investment accounts often allow a nonprofit to be designated as a beneficiary. These are just some of the ways you can include the SCCA in your estate planning.

The power of legacy giving is evident in the example set by Mark and Wendi Allen in establishing the gift of the core funding that founded the Wendi Allen Scholarship. Even as Wendi battled cancer, she was thinking about her SCCA legacy-a legacy that had special meaning to her then and continues to have special meaning to Mark and their twin girls who now compete in SCCA events themselves. Since its inception, 23 women have received scholarships to advance their opportunities to compete in the National SCCA Autocross program and grow as leaders in the Club. Due to their advance planning, Wendi's legacy wasn't limited to National Champion jackets in a closet-it is today's women drivers that her gift has inspired to SCCA achievements of their own.

So, what do you want your SCCA legacy to be? Certainly more than a box of trophies. Contact the SCCA Foundation at info@ sccafoundation.org or reach out directly to a Foundation Board member to learn more about how you can include the SCCA Foundation in your estate planning, ways you might be able to direct the use of your gift, and how your future gift might inspire others to do the same. •



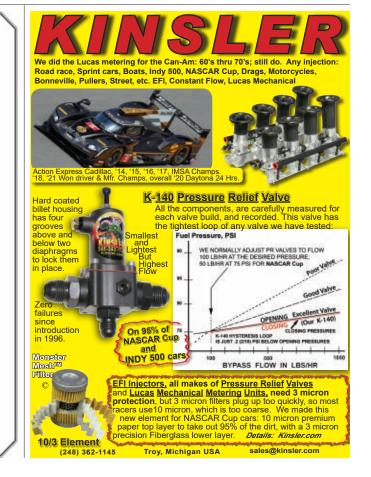


Know-how isn't bought; it's passed down

From Jay to sons Cameron and Colin, what makes Ivey Engines goes beyond metal and tools to learning and caring that the work is done right.

Here's wishing everyone a safe and good time racing their Formula Fords.















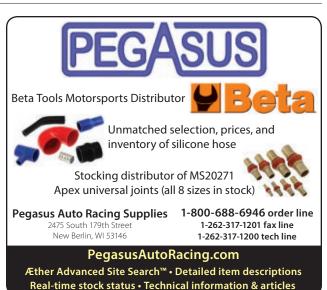


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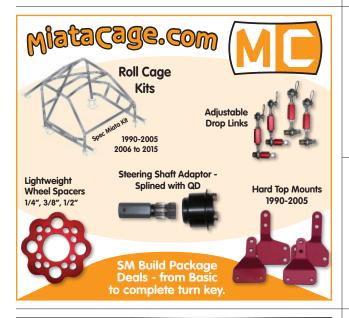


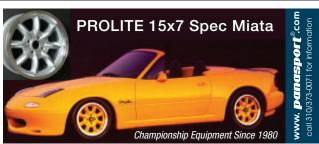
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May/June 2023

Showcase: Brake Buyer's Guide Editorial Cover Feature: Let the Celebration Begin: 50th Anniversary of the SCCA Solo Nationals Reserve space by: April 20 Materials due: May 4 Mails: May 25

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



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Members can save 20% off the best available rates and earn points toward free nights at over 6,000 Choice Hotels worldwide.

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off by purchasing two or more shelters in one transaction.

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Racechick offers \$20 off any lady member race suit, driving shoes, gloves, under-layers and/or apparel purchases of \$100 or more.



Tige Boats, Inc. / ATX Surf Boats offers SCCA members a metal flake gel coat upgrade-a \$950 value—at time of purchase.

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

RACING



Trans Am

Trans am gotransam.com Feb 23-26: Sebring International Raceway, Fla.

Mar 9-12: NOLA Motorsports Park, La. Mar 23-26: Michelin Raceway Road Atlanta, Ga.

May 26-29: Lime Rock Park, Conn. Jun 2-3: Detroit Grand Prix, Mich. (TA2 Only) Jun 15-18: Indianapolis Motor Speedway, Ind. (TA/XGT/SGT/GT Only)

Jun 22-25: Mid-Ohio Sports Car Course, Ohio Jul 6-9: Road America, Wis.

Aug 3-5: Music City Grand Prix, Tenn.

Sep 6-10: Watkins Glen International, N.Y. Sep 22-24: World Wide Technology Raceway, Ill. Oct 5-8: VIRginia International Raceway, Va. Nov 2-5: Circuit of the Americas, Texas

TRANS AM WEST COAST C'SHIP Mar 3-5: Thunderhill Raceway, Calif.

Apr 27-30: Sonoma Raceway, Calif. May 5-7: Weather Tech Raceway Laguna Seca, Calif. Jun 9-11: The Ridge Motorsports Park, Wash. Jul 21-23: Portland International Raceway, Ore. Oct 20-22: 20-22: Spring Mountain Motorsport Ranch, Nev. Nov 2-5: Circuit of the Americas, Texas



ORMULA 4 f4uschampionship.com Mar 9-12: NOLA Motorsports Park, La

May 18-21: Road America, Wis. Jun 22-25: Mid-Ohio Sports Car Course, Ohio Jul 28-30: New Jersey Motorsports Park, N.J. Oct 5-8: VIRginia International Raceway, Va. Nov 2-5: Circuit of the Americas, Texas



FORMULA REGIONAL AMERICAS

framericas.com

Mar 9-12: NOLA Motorsports Park, La. May 18-21: Road America, Wis. Jun 22-25: Mid-Ohio Sports Car Course, Ohio Jul 28-30: New Jersey Motorsports Park, N.J. Oct 5-8: VIRginia International Raceway, Va. Nov 2-5: Circuit of the Americas, Texas



F1600, F2000, AND ATLANTIC CHAMPIONSHIP SERIES

formularacepromotions.com Mar 23-26: Michelin Raceway Road Atlanta, Ga. Apr 28-30: Mid-Ohio Sports Car Course, Ohio

May 26-29: Lime Rock Park, Conn. Jun 8-11: Pittsburgh International Race Complex, Pa.

Jul 7-9: Road America, Wis. Jul 28-30: New Jersey Motorsports Park, N.J. Aug 18-20: Summit Point

Motorsports Park, W.Va.





Date: Track/Region



HOOSIER SUPER TOUR

scca.com/supertour

Feb 11-12: Circuit of the Americas, Texas Feb 24-26: Buttonwillow Raceway Park, Calif. Mar 10-12: Michelin Raceway Road Atlanta, Ga.

Apr 7-9: VIRginia International Raceway, Va. Apr 22-23: Hallett Motor Racing Circuit, Okla. May 5-7: Thunderhill Raceway Park, Calif. May 13-14: Portland International Raceway, Ore.

Jun 2-4: Watkins Glen International, N.Y. Jun 23-25: Road America, Wis.



U.S. MAJORS sccamajors.com

NORTHEAST CONFERENCE Apr 1-2: Summit Point

Motorsports Park, W.Va. Apr 7-9: VIRginia International Raceway, Va. (Hoosier Super Tour) (Dual Southeast/Northeast Conference Event) Apr 29-30: Pittsburgh International

Race Complex, Pa. May 20-21: Pocono Raceway, Pa. Jun 2-4: Watkins Glen International, N.Y. (Hoosier Super Tour) Jul 15-16: New Jersey Motorsports

Aug 18-19: Thompson Speedway Motorsports Park, Conn. (Note: Friday/Saturday event)

Park - Thunderbolt, N.J.

NORTHERN CONFERENCE

Apr 29-30: Blackhawk Farms Raceway, Ill. May 13-14: Mid-Ohio Sports Car Course, Ohio Jun 23-25: Road America, Weather Tech Chicago, Wis. (Hoosier Super Tour) Jul 15-16: Gingerman Raceway, Mich. Jul 22-23: Road America, Wis. Aug 19-20: Grattan Raceway, Mich.

SOUTHEAST CONFERENCE

Mar 10-12: Michelin Raceway Road Atlanta, Ga. (Hoosier Super Tour) Apr 7-9: VIRginia International Raceway, Va. (Hoosier Super Tour) (Dual Southeast/Northeast Conference Event) May 27-28: Carolina Motorsports Park, S.C. Jul 1-2: Roebling Road, Bloomingdale, Ga.

MID-STATES CONFERENCE

Apr 22-23: Hallett Motor Racing Circuit, Okla. (Hoosier Super Tour) (Dual Mid-States/Southern Conference Event) May 6-7: World Wide Technology Raceway, Ill. May 20-21: Heartland Motorsports Park, Kan. May 27-28: Pueblo Motorsports Park, Colo. Jul 1-2: High Plains Raceway, Deer Trail, Colo. Jul 15-16: Ozarks International Raceway, Mo. Aug 19-20: High Plains Raceway, Colo.

SOUTHERN CONFERENCE

Feb 11-12: Circuit of the Americas. Texas (Hoosier Super Tour) Apr 22-23: Hallett Motor Racing Circuit, Okla. (Hoosier Super Tour) (Dual Mid-States/Southern Conference Event) May 6-7: Eagles Canyon Raceway, Texas May 27-28: MSR Houston, Texas Sep 2-3: MSR Houston, Texas

WESTERN CONFERENCE

Feb 24-26: Buttonwillow Raceway Park, Calif. (Hoosier Super Tour) Mar 25-26: Buttonwillow Raceway Park, Calif. May 5-7: Thunderhill Raceway, Willows, Calif. (Hoosier Super Tour) (Super Tour May 5-6; Western Shootout May 7) May 13-14: Portland International Raceway, Ore. (Hoosier Super Tour) May 27-28: Pacific Raceways, Wash.

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

SCCA NATIONAL CHAMPIONSHIP RUNOFFS Sep 23-Oct 1: VIRginia

International Raceway, Va.

REGIONAL/DIVISIONAL

CENTRAL cendiv-scca.org Apr 13-16: Blackhawk Farms Raceway/Milwaukee Apr 28-30: Blackhawk Farms Raceway/Milwaukee

May 26-28: Harvey West Memorial Day Classic, Brainerd Int'l Raceway/Land O'Lakes Jun 2-4: Fire Cracker Regional, Blackhawk Farms Raceway/Milwaukee Jun 22-25: Road America/Chicago Jul 3-4: Blackhawk Farms Raceway/Milwaukee Jul 7-9: Mid-Summer Classic, Brainerd Int'l Raceway/Land O'Lakes Jul 21-23: Road America/Milwaukee **Aug 25-27:** Road America/Chicago **Sep 8-10:** Autobahn Circuit Joliet/Chicago Oct 6-8: Blackhawk Farms

Raceway/Chicago

TRANS AM OPENER

The SCCA-sanctioned Trans Am Presented by Pirelli season once again will open in February at the storied Sebring International Raceway.



CALENDAR KEY

All dates/events subject to change

= Enduro = Course Rally = Club Trial Hill Climb

HPDE = High-performance driver ed GTA = Game, Tour, Adventure Rally NC = National Course National Tour Club Racing Experience NT CRE

Restricted r Ro RT SR TA TE TS TT Runoffs qualifier Regional Tour Social Rally TimeAttack Track Event TrackSprint

= Time Trial Vintage

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



NATIONAL CHAMPIONSHIP

WHAT Nat'l Championship Runoffs WHEN Sept. 23-Oct. 1 WHERE VIRginia Int'l Raceway For 2023, the SCCA's club racing flagship event returns to the challenging 3.27-mile road course in the western outskirts of Alton, Virginia.

MIDWEST midiv.org

Apr 22-23: Hallett Motor Racing Circuit/Northeast Oklahoma May 19-21: Heartland Motorsports Park/Kansas City
May 6-7: World Wide Technology Raceway/St Louis

Jul 15-16: Summer Lake Fest, Ozarks International Raceway/Kansas City

NORTHEAST nediv.org

May 5-7: CRE New Hampshire Motor Speedway/New England Mar 17-19: Summit Point Motorsports Park/Washington DC

May 25-28: Lightning Challenge, Mazda Invitational; New Jersey Motorsports Park/South Jersey

Mar 31-Apr 2: Summit Point Motorsports Park/Washington DC Apr 21-23: Summit Point Motorsports Park/Washington DC

Apr 27-30: TE Pittsburgh International Race Complex/Steel Cities Apr 27-30: TT Pittsburgh International Race Complex/Steel Cities

May 5-7: CRE New Hampshire Motor Speedway/New England May 18-21: Pocono Raceway/

Northern New Jersey
May 25-28: Lightning Challenge, New
Jersey Motorsports Park/South Jersey
May 25-28: Mazda Invitational, New

Jersey Motorsports Park/South Jersey Jun 1-4: Watkins Glen International/Glen Jun 2-3: v Pittsburgh International

Race Complex/Steel Cities Jun 9-11: Summit Point Motorsports Park/Washington DC

Jun 15-17: Paddock Crawl, Lime Rock Park/New England

Jun 30-Jul 2: Watkins Glen International/Glen Jul 7-9: Midnight Madness, Thompson Speedway Motorsports Park/New England

Jul 13-16: New Jersey Motorsports Park/South Jersey
Jul 21-23: Summit Point Motorsports

Park/Washington DC

Jul 28-30: Homecoming Weekend, New Hampshire Motor Speedway/New England

Aug 17-19: Thompson Speedway Motorsports Park/New England Aug 24-27: End of Summer

Spectacular, Pittsburgh International Race Complex/Steel Cities
Sep 1-4: Summit Point Motorsports

Park/Washington DC Sep 8-10: CRE Palmer Motorsports Park (Whiskey Hill Raceway)/New England

Sep 14-17: v Watkins Glen International/Finger Lakes

Oct 6-8: Summit Point Motorsports Park/Washington DC

Oct 12-14: Thompson Speedway Motorsports Park/New England Oct 19-22: # New Jersev

Motorsports Park/South Jersey

NORTHERN PACIFIC norpacscca.org Feb 9-12: Thunderhill Raceway

Park/San Francisco

Feb 24-26: Sonoma Raceway/San Francisco Mar 17-19: Thunderhill Raceway

Park/San Francisco Apr 14-16: Thunderhill Raceway

Park/San Francisco

May 4-7: Thunderhill Raceway

Park/San Francisco May 26-28: Pacific Raceways/Northwest

Jun 2-4: Thunderhill Raceway Park/San Francisco

Jun 29-Jul 2: Laguna Seca/San Francisco Jul 28-30: Laguna Seca/San Francisco Sep 1-3: Sonoma Raceway/San Francisco Oct 26-29: Thunderhill Raceway Park/San Francisco

ROCKY MOUNTAIN coloradoscca.org

Apr 27-30: La Junta Raceway/ Continental Divide May 26-28: Pueblo Motorsports Park/

Continental Divide

Jun 30-Jul 2: High Plains Raceway/Colorado Aug 18-20: Last Chance, High Plains Raceway/Colorado

Oct 13-15: La Junta Raceway/ Continental Divide

SOUTHEAST sedivracing.com

Feb 10-12: Sebring International Raceway/Central Florida

Feb 24-26: Roebling Road/Buccaneer Mar 10-12: Michelin Raceway

Road Atlanta/Atlanta Mar 25-26: Carolina Motorsports Park/South Carolina

Apr 7-9: VIRginia International Raceway/North Carolina

Apr 15-16: Homestead-Miami Speedway/Florida

Apr 21-23: E Daytona International Speedway/Central Florida

Apr 22-23: Roebling Road/Buccaneer May 6-7: VIRginia International

Raceway/North Carolina May 13-14: Homestead-Miami

Speedway/Florida May 20-21: E Sebring International Raceway/Central Florida

May 27-28: Carolina Motorsports Park/Central Carolinas Jun 2-4: Sebring International

Raceway/Central Florida Jul 1-2: Řoebling Road/Buccaneer Jul 22-23: E Michelin Raceway Road Atlanta/Atlanta

Aug 4-6: Daytona International Speedway/Central Florida

Aug 12-13: Homestead-Miami Speedway/Florida

Sep 2-3: E Sebring International Raceway/Central Florida Sep 23-24: E Daytona International

Speedway/Central Florida Oct 21-22: Roebling Road/Buccaneer

Oct 27-29: Sebring International Raceway/Central Florida

REGION DRIVER'S SCHOOLS

CENTRAL cendiv-scca.org Apr 13-16: Blackhawk Farms Raceway/Milwaukee

NORTHEAST nediv.org

Mar 4-5: HPDE Summit Point Motorsports Park/Washington DC Mar 17-19: Summit Point Motorsports

Park/Washington DC Apr 20-21: Competition Drivers' School, Thompson Speedway Motorsports Park/New England Jun 2-3: Full Competition Drivers' School, Pittsburgh International Race Complex/Steel Cities

Aug 24-27: Steel Cities Region Drivers' School, Pittsburgh International Race Complex/Steel Cities

NORTHERN PACIFIC norpacscca.org

Feb 9-12: Thunderhill Raceway Park/San Francisco

Feb 24-26: Sonoma Raceway/San Francisco

ROCKY MOUNTAIN coloradoscca.org Apr 27-30: La Junta Raceway/ Continental Divide

SOUTHEAST sedivracing.com May 20-21: Sebring International

Raceway/Central Florida

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

NORTHEAST nediv.org

Mar 4-5: TT, TE Summit Point Motorsports Park/Washington DC Apr 27-30: TETT Pittsburgh International Race Complex/Steel Cities Aug 24-25: TE Pittsburgh International Race Complex/Steel Cities

ROCKY MOUNTAIN coloradoscca.org Apr 27-30: TT La Junta Raceway/

Continental Divide May 26-28: TT Pueblo Motorsports

Park/Continental Divide Jun 30-Jul 2: TT High Plains Raceway/Colorado

Aug 18-20: TT High Plains Raceway/Colorado

Oct 13-15: TT La Junta Raceway/ Continental Divide SOUTHEAST sedivracing.com

Jun 2-4: Flag Rock Park Rec'l Area/Blue Ridge Aug 25-27: Flag Rock Park Recreational Area/Blue Ridge Nov 24-25: Sebring International Raceway/Central Florida

SOUTHERN PACIFIC

Apr 29-30: TE Buttonwillow Raceway Park/Cal Club Oct 14-15: TE Buttonwillow Raceway Park/Cal Club

TIMETRIALS NATIONAL TOUR

Mar 11-12: VIRginia International Raceway, Va. Apr 15-16: Thunderhill Raceway Park, Calif. May 6-7: National Corvette Museum Motorsports Park, Ky Jul 15-16: Ozark International Raceway, Mo. Jul 22-23: GingerMan Raceway, Mich. Aug 26-27: PittRace International Race Complex, Pa. Oct 12-15: National Corvette Museum Motorsports Park, Ky.

Nov 4-5: Road Atlanta, Ga. (tentative) TRACK NIGHT IN AMERICA

2023 schedule to be announced

STREET SURVIVAL SCHOOLS

Check streetsurvival.org for a complete schedule

SOLO

TIRE RACK SCCA SOLO ATIONALTOUR

Mar 10-12: South Georgia Motorsports Park, Ga.

Mar 31-Apr 2: Las Vegas Speedway, Nev. Apr 21-23: Naval Airfield, Crows

Landing, Calif. (tentative) May 5-7: Chase Airfield, Beeville, Texas May 28-29: Airport West Ramp, Lincoln, Neb.

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Jun 9-11: zMAX Dragway, Concorde, N.C. Jun 16-18: Grissom Air Reserve Base, Peru, Ind. Jun 23-25: Fredrick Regional Airport, Fredrick, Okla.

Jul 2-3: Bristol Speedway, Tenn. Jul 7-9: Hampton Mills, Packwood, Wash. Jul 14-16: Route 66 Speedway, Chicago, III. Jul 28-30: Seneca Army Depot, Romulus, NY. Sep 5-8: Airport West Ramp, Lincoln, Neb. Oct 20-22: Frederick Regional

Airport, Frederick, OK Dec 2-4: Spence Field, Moultrie, Ga.

TIRE RACK SCCA SOLO

May 5-7: Family Arena, Saint Charles, Mo. Aug 11-13: Grissom Air Reserve Bas, Peru, Ind.

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 5-8: Lincoln Airpark, Neb.

TIRE RACK' SCCA PROSOLO

Feb 24-26: Chase Field, Beeville, Texas Mar 24-26: Las Vegas Speedway, Nev. Apr 21-23: Naval Airfield, Crows Landing, Calif. (tentative) May 25-27: Airport West Ramp, Lincoln, Neb. Jun 28-30: Bristol Speedway, Tenn. Jul 14-16: Hampton Mills, Packwood, Wash. Jul 21-23: Express Airport, Toledo, Ohio Aug 4-6: Oscoda-Wurtsmith Airport, Oscoda, Mich. TBD: New England ProSolo Sep 1-3: ProSolo Finale, Airport West Ramp, Lincoln, Neb.

STARTING LINE SCHOOLS

SOUTHWEST sowdivscca.org Apr 1: Houston Police Academy/Houston

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

REGIONAL

GREAT LAKES gldscca.com

Mar 12: Snow Buster, Roberts Park/Southern Indiana

MIDWEST midiv.org Mar18-19: Columbus Air Force Base/Mississippi Jun 17-18: Columbus Air Force Base/Mississippi Aug 19-20: Columbus Air

Force Base/Mississippi



50 YEARS OF SOLO NAT'LS

WHAT Solo National Championships WHEN Sept. 5-8 WHERE Lincoln, Neb., Airpark

This year's Tire Rack SCCA Solo National Championships week-long event at the Lincoln, Neb., Airpark, will be a special one, celebrating the event's 50th Anniversary.

Oct 7-8: Columbus Air Force Base/Mississippi

NORTHEAST nediv.org

Mar 25-25: Test & Tune, Jones Beach State Park/New York Apr 8: Test & Tune, Jones Beach State Park/New York

Apr 23: Nassau Live Center/New York May 28: Nassau Live Center/New York Jun 4: Nassau Live Center/New York Jul 30: Nassau Live Center/New York Aug 27: Nassau Live Center/New York Sep 3: Nassau Live Center/New York Sep 9: Fall Classic, Jones Beach State Park/New York

Oct 15: Jones Beach State Park/New York Oct 29: Nassau Live Center/New York Oct 1: Jones Beach State Park/New York

NORTHERN PACIFIC norpacscca.org Feb 18-19: Crows Landing/San Francisco Mar 4-5: Crows Landing/San Francisco

May 20-21: Crows Landing/San Francisco Jun 17-18: Crows Landing/San Francisco Jul 22-23: Crows Landing/San Francisco Oct 7-8: Crows Landing/San Francisco Nov 4-5: Crows Landing/San Francisco

SOUTHEAST sedivracing.com Feb 12: Orange County Convention

Center/Central Florida Mar 4-5: Bristol Motor Speedway/ Eastern Tennessee

SOUTHERN PACIFIC

Arizona Border

Feb 11: Arizona Motorsports Park/Phoenix Feb 5: Sierra Vista Airport/Arizona Border Feb 12: Aloha Stadium/Hawaii Feb 12: Hilo Drag Strip/Big Island of Hawaii

Feb 18: Vidinha Stadium/Hawaii Feb 26: Aloha Stadium/Hawaii Feb 26: Motorsports Park/Hawaii Mar 11-12: Kino Sports Complex/

Mar 18: Vidinha Stadium/Hawaii Mar 19: Aloha Stadium/Hawaii Mar 26: Maui Motorsports Park/Hawaii

Apr 2: Aloha Stadium/Hawaii Apr 15: Vidinha Stadium/Hawaii Apr 22-22: Kino Sports Complex/Arizona Border

Apr 23: Maui Motorsports Park/Hawaii May 20: Vidinha Stadium/Hawaii

May 21: Kino Sports Complex/Arizona Border May 21: Maui Motorsports Park/Hawaii Jun 24: Vidinha Stadium/Hawaii

Jun 25: Kino Sports Complex/Arizona Border Jun 25: Maui Motorsports Park/Hawaii Jul 23: Kino Sports Complex/Arizona Border Jul 23: Maui Motorsports Park/Hawaii

Aug 20: Kino Sports Complex/Arizona Border Aug 27: Maui Motorsports Park/Hawaii Sep 24: Maui Motorsports Park/Hawaii Oct 22: Maui Motorsports Park/Hawaii

SOUTHWEST sowdivscca.org

Feb 4: Coastal Bend Aviator Stadium/South Texas Border Feb 5: Houston Police Academy/Houston Feb 12: NOLA Motorsports Park/Delta Mar 5-5: Houston Police Academy/Houston Mar 26: NOLA Motorsports Park/Delta
Apr 1-2: Houston Police Academy/Houston

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

Apr 16: NOLA Motorsports Park/Delta

ROADRALLY

NATIONAL/DIVISIONAL

2023 schedule to be announced

REGIONAL/DIVISIONAL

CENTRAL cendiv-scca.org
Feb 25: Flamethrower, Godfather's Pizza/Land O'Lakes

Apr 2: Milwaukee Spring Scamper RoadRally, Hometown USA Community Park/Milwaukee Jun 2-3: Hyatt Place - Verona, Wis./Milwaukee Jun 3-4: Country Inn & Suites - Prairie du Chien, Wis./Milwaukee

GREAT LAKES gldscca.com

Sep 8: Hampton Inn, Gaylord/Detroit Sep 9: Hampton Inn, Gaylord/Detroit

NORTHEAST nediv.org Oct 20-22: USRRC, Exton, Pa., and Vineland, N.J./South Jersey

SOUTHERN PACIFIC

Mar 25: Ron Dunlop Trophy Rally, Camino Real Marketplace/Cal Club

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

RALLYCROSS

NATIONAL CHAMPIONSHIP

2023 event to be announced

REGIONAL

CENTRAL cendiv-scca.org
Feb 4-5: Lake Neshonoc/Land O'Lakes Feb 11-12: Lake Neshonoc/Land O'Lakes Feb 18-19: Lake Neshonoc/Land O'Lakes Feb 25-26: Lake Neshonoc/Land O'Lakes Mar 26: Cedar Falls Motorsports Park/Iowa

MIDWEST midiv.org

Mar 11: I-35 Speedway/Kansas City Feb 5: Billy Bob's Billings Farm/ Northeast Oklahoma

Feb 26: Thunder Valley Sand Drags/Kansas City

NORTHEAST nediv.org Feb 4: 508 International/New England

SOUTHEAST sedivracing.com Feb 18: Florida International Rally and Motorsport Park/Central Florida Mar 11: St. Lucie County

Fairgrounds/Central Florida Apr 14-17: St. Lucie County Fairgrounds/Central Florida

SOUTHERN PACIFIC

Nov 18-19: Antelope Valley Fairgrounds/Cal Club Jul 15-16: Antelope Valley Fairgrounds/Cal Club Dec 16-17: Antelope Valley Fairgrounds/Cal Club Feb 11-12: Antelope Valley Fairgrounds/Cal Club Oct 28-29: Antelope Valley Fairgrounds/Cal Club Mar 4-5: Antelope Valley Fairgrounds/Cal Club

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





JANUARY/FEBRUARY 2023 ANNIVERSARIES SCCA MEMBERS CELEBRATING 25-60YEARS

25-YEAR MEMBERS	35-YEAR MEMBERS			Gary Paul Sommers	New York			
Albano Michael	Central Florida	2/6/97	Peter Agnell	Texas	1/9/87	Mark Alan Sullivan	San Francisco	2/16
ynne Allen	Atlanta	2/5/97	Ken Alderson	Neohio	1/9/87	Alan VanDeWeghe	Northern New Jersey	1/1/
George Bigham	Houston	2/25/97	Jane Anderson	Cal Club	2/6/87	Cory A Vandeweghe	Northern New Jersey	1/1/
aniel T Brown	Texas	1/20/97	Wes Barron	Atlanta	2/24/87	45-YEAR MEMBERS		
Adrienne Burgos	New York	2/11/97	Daniel John Benzer	Lone Star	1/26/87	Janet C Berry	Arkonooo	1/1/
iteve Butzen	Blackhawk Valley	1/9/97	Gwen Carlson	Indiana Northwest	1/14/87		Arkansas	
effrey A Colah	Neohio	1/2/97	Michael A Caron	New England	1/19/87	Jarold W Boettcher	Kansas City	1/7/
larion C Edridge	Florida	1/30/97	Les Chaney	Central Carolinas	2/13/87	Scott C Bowman	Des Moines Valley	2/1/
1itch Fagundes	San Francisco	2/27/97	Andrew D Clauss	Blue Mountain	2/4/87	Craig Carr	Northwestern Ohio	1/1/
1aria Forbes	Florida	2/20/97	Alan Dahl	Northwest	1/28/87	Jan Clark Castelluccio	Indianapolis	1/1/
eter J Frost	Atlanta	2/6/97	Kim Dean DeBower	Central Florida	1/29/87	Steve Coe	San Diego	1/1/
lark Stephen Gibson	Washington DC	2/12/97	Laura Kathryn DeBower	Central Florida	1/29/87	Sandra L Cole	Detroit	1/1/
/ayne G Green	Mohawk Hudson	2/11/97	Brian Dodge	Washington DC	2/18/87	Craig R Colwell	Central Pennsylvania	2/1/
lichael Grove	Northwestern Ohio	1/8/97	Lawrence W Emery Jr	Glen	2/13/87	E Jeffrey Cox	Central Carolinas	1/1/
ne F Haas	Central Florida	2/21/97	Maggie Emery	Glen	2/13/87	Joanne R Cox	Central Carolinas	1/1/
athan K Hamlisch	Glen	2/25/97	Lauren Fix	Western New York	2/13/87	Patricia Craner	Eastern Idaho	2/2
hris Heinrich	Oregon	1/3/97	Mark Forbes	Florida	1/16/87	Douglas S Crawford	River Cities	1/1/
harlie Johnson	Blackhawk Valley	1/28/97	Robert Fullriede	St Louis	2/24/87	Michael Cummings	San Francisco	2/1/
tephen K Jones	Atlanta	2/4/97	Terry Gilles	Neohio	1/29/87	Bill Cutrer	Kansas	1/1/
ichael J Lavigne	New England	2/4/97	Lynn M Girven	Finger Lakes	1/16/87	John P D'Angelo Jr	South Carolina	1/1/
	Red Hills	2/13/97	James J Goughary Jr	Florida	2/24/87		San Francisco	2/1/
acy B Lewis			Carol A Halkias	Ohio Valley	1/27/87	Patty L Dwyer		
en Lin	Philadelphia Cal Club	1/31/97	Albert Hart	Rio Grande	2/18/87	Jeanne M English	Cal Club	2/1/
obert Lovenson	Cal Club	1/8/97	David Herron	San Francisco	2/4/87	Bruce Faucett	Indianapolis	1/1/
mes Magero	Central Florida	2/25/97	Anna M Horn	Central Florida	1/26/87	Susan Faucett	Indianapolis	1/1/
ay Mason	Ohio Valley	1/22/97	Michael J Horn	Central Florida	1/26/87	James N Friedman	New England	2/1
ennis McCarthy	New England	2/13/97	Anna Johnson	Washington DC	2/24/87	Paul E Gilbert	San Francisco	1/1/
ary Kay Moser	Southern Illinois	1/28/97	David R Keith	Cal Club	1/16/87	Paul D Helberg	San Francisco	1/1/
mes Nelson	St Louis	2/5/97	Robert Joseph Kliffel	Detroit	1/13/87	Richard Holden	Mid South	2/1
arkNelson	Utah	2/13/97	Carol Leuty	Northwest	1/16/87	Bob Hudson	Atlanta	1/1/
aurice L Polak	San Diego	2/13/97	Brian Linn	Cal Club	2/10/87	Gary M Jablonski	New York	1/1/
se Luis Pombo	Atlanta	2/25/97	Cindi Lee Lux	Oregon	2/20/87	Philip L Keirn	Fort Wayne	1/1/
erek Punch	San Diego	2/27/97	William J Maisey	Old Dominion	2/3/87	Terry L Larson	Northwest	2/1
ussell A Quintal	New England	1/9/97	Emily Mandile	Washington DC	1/23/87	Jeffrey Lee Loughead	Ohio Valley	1/1/
rian James Robertson	San Diego	2/12/97	Joan Smith McHenry	San Francisco	2/18/87			
avid Sanderlin	Buccaneer	2/20/97	Juanita Gail Miller	Pan American	1/14/87	Kevin M McKinney	Atlanta	1/1/
lbert F Sherman	Nebraska	1/23/97	Mary Lou Miller	Florida	2/9/87	Gary Meeker	San Francisco	1/1/
evin B Smith	Oregon	2/4/97	Douglas A Mockett	Cal Club	2/10/87	Stephen Minnig	Washington DC	1/1/
acey A Smith	Oregon	2/4/97	Penny Morgan	Milwaukee	1/6/87	JRMitchell	New England	1/1/
ana Stadel	Blackhawk Valley	2/4/97	Robert B Mumm	Milwaukee	2/9/87	Jeffrey H Mosher	Blue Ridge	1/1/
ric Stemler	Gulf Coast	1/22/97	Thomas W Paligraf	Florida	2/9/87	Robert Negron	San Francisco	1/1/
ary G Thomas	Finger Lakes	1/30/97	David W Patten	New England	1/16/87	Edd Ozard	San Francisco	1/1/
evin Wenzel	Central Carolinas	2/5/97	Richard P Powell	Indianapolis	2/27/87	James V Painter	Central Carolinas	2/1
ohn Whitling	Cincinnati	2/12/97	Thomas M Proko	Western New York	1/15/87	Alan A Perry	New England	2/1
larkWilsdon		2/26/97	Kathie Reisinger	San Francisco	2/10/87	Michael A Potocki	Western New York	2/1/
ark wiisdon	Western Michigan	2/20/9/	Brian K Ringwood	Fort Wayne	2/20/87	David Pozzi	San Francisco	1/1/
O-YEAR MEMBERS			Douglas Rocco	New England	1/6/87	Lawrence J Rehagen	Detroit	1/1/
esley Albin	Southern Illinois	1/28/92	Janice A Roller	Detroit	1/22/87	Jack M Sampson	S West Virginia	2/1
obert L Allen	Atlanta	2/20/92	Arlene Sanchez-Schapira	San Francisco	2/20/87	David Alan Schaller	Texas	2/1
norleif Barbru	Washington DC	1/9/92	Darryl Saylor	Tennessee	2/20/87	Philip L Schmidt	Northwestern Ohio	1/1/
hn B Black	San Francisco	2/7/92	Bob Siska	San Francisco	1/27/87	Richard A Skrehot		
erry W Brock	Atlanta	2/28/92	Sharlene E Smith	Kansas City	2/10/87		San Francisco	1/1/
ichael Allen Burgess	Saginaw Valley	2/21/92			2/10/87	D Bruce Turner	Ohio Valley	1/1/
obert Canepa	San Francisco	2/13/92	Jack Duane Tippens	Chicago		Richard J White	Northwest	1/1/
arold K Corbin	Atlanta	1/22/92	Douglas A Valley	New England	2/24/87	Jason A Widich	Steel Cities	2/1
eanne Corbin	Atlanta	1/24/92	Bonnie J Wannarka	Lone Star	1/30/87	Ellen Zitzlsperger	Nebraska	1/4,
bbert Donald	Chicago	2/26/92	Lyn Hodges Watts	Central Florida	2/24/87	50-YEAR MEMBERS		
	Central Carolinas	1/28/92	Irene J Wells	San Francisco	2/4/87		Cal Club	0./4
teve Eckerich			Mark Wilson	Washington DC	2/20/87	Johnnie Crean	Cal Club	2/1
amela Emery	Glen	2/6/92	Dave Yahn	Milwaukee	2/23/87	William T Currie	New England	2/1
illiam George Emery	Glen	2/6/92	Jackie Yahn	Milwaukee	2/23/87	John H Deonarine Jr	Philadelphia	1/1/
hn B Evans	Arizona	2/13/92	Henry Clay Yeatman III	Chattanooga	2/27/87	David Dill	Western New York	1/1/
ck Frank	Houston	1/20/92	Kathy Yerxa	San Francisco	2/24/87	Michael Fischer	Milwaukee	1/1/
aul Gordon Jr	Central Florida	2/20/92	Angelo G Zucchi	San Francisco	1/29/87	Geoffrey S French	Nebraska	2/1
ısan L Gould	New York	1/6/92	40-YEAR MEMBERS			Gary Kowalski	South Bend	2/1
rew W Horner	Atlanta	1/28/92	R Lawence Bangert	Northwest	2/16/82	Omer H Norton III	North Carolina	1/1/
ine Horner	Atlanta	1/28/92	Phillip L Cloninger	Central Carolinas	2/16/82	Kent Painter	Colorado	2/1
onald Kahn	New England	1/15/92	Bret C Davenport	San Francisco	2/17/82	Bob Roberts	Neohio	2/1
nilip E Kalamaros	South Bend	2/14/92	Connie R Davies	Glen	2/22/82	Frank Sanchez	Washington DC	1/1/
II Ladoniczki	Central Florida	2/27/92	James Dorfman	Chicago	1/1/82	Bruce Sevier	San Francisco	2/1
cki Lanning	Central Carolinas	1/28/92	Christopher Fahan	New England	2/17/82	Gerald E Strickfaden	Rio Grande	2/1
rian E Levesque	New England	1/30/92	Michael Floyd	Oregon	1/1/82		San Francisco	
seph L McMullen	Northern Ohio Valley	2/28/92	Don S Girven III	Finger Lakes	1/1/82	Stanmore B Townes	San Francisco	2/1
ffMeyer	Great River	1/9/92	Sidney H Goode	Central Carolinas	1/10/82	55-YEAR MEMBERS		
hn H Nelson	St Louis	1/29/92	Sean E Halloran	S West Virginia	1/1/82	John M Buffum	New England	1/1/
nris Pawlak	Detroit	2/24/92	Kimberly Davies Klein			Rollin D Butler	Central Carolinas	2/1
enneth J Porteous	North Carolina	1/29/92		Glen	2/22/82	Edward J Forrest Jr	Atlanta	1/1/
uinn H Posner	Northwest	2/26/92	David Klutsenbaker	Buccaneer Western Ohio	1/31/82			
nristopher Prevenas	Blackhawk Valley	2/13/92	Marjorie Lane	Western Ohio	2/23/82	Jerry W Hodges	St Louis Chicago	2/1
ike Pritchard	St Louis	2/13/92	Barbara Leeson	San Francisco	2/17/82	Michael A Landrum	Chicago	2/1
			Jeanne A Loyning	Oregon	1/1/82	Betty K Martin	Northeast Oklahoma	1/1/
	Land O'Lakes Cincinnati	2/26/92	Rebecca KG Mallory	New England	2/22/82	Timothy R Ross	Cincinnati	1/1/
	Californian	1/13/92	Richard J Miller	Pan American	1/1/82	DickTempleton	San Francisco	1/1/
/illiam R Sarran				NI II				
illiam R Sarran Igene Van Orman	Hawaii	1/24/92	Tara E Oram	Neohio	2/1/82	David W Truxal	North Carolina	
'illiam R Sarran ugene Van Orman aura J Veach	Hawaii Delta	1/24/92 2/24/92	Tara E Oram Michael P Puskar	Neohio	1/1/82		North Carolina	
inet Roth Villiam R Sarran ugene Van Orman aura J Veach on Ver Mulm Stephen Waybright	Hawaii	1/24/92	Tara E Oram			David W Truxal 60-YEAR MEMBERS Joseph Crecca	North Carolina Northwest	2/1,







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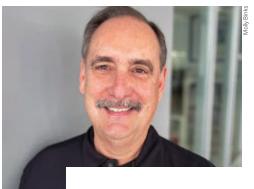
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STEVE NICKLESS EDITOR. SPORTSCAR MAGAZINE

REACHING FOR THE HIGH BAR

Apparently, there was no shortage of candidates raising their hands and offering to step in for long-time *SportsCar* editor Philip Royle who moved on last summer after 18 years and 175 issues to a new position on the SCCA National Office staff.

No shortage of candidates until it dawned on many of these sages how high Royle had set the bar.

Almost impossibly high, and the candidates list was rapidly...err, downsized. To the rescue? Royle's predecessor, Richard S. James, who stepped in superbly through the second half of 2022. James' vast experience as editor and Club racer made possible a seamless transition (to whit, the incredible, content-rich. Nov-Dec 2022 double issue that he orchestrated).

James was on board for just four issues, though, capably working SportsCar in around his full-time gig as the IMSA series correspondent.

The career conflict that kept RSJ from resuming his old role full time, though, is where another old-timey name somehow entered in, as yours truly wound up next in line for the editor gig. Like James, I had previous experience as *SportsCar's*

"Even as I moved on to other projects and publications, I could never fully 'unplug' from SCCA." editor, serving in that desirable post (alongside especially skillful wordsmith Lorna Lyons) for several years, beginning with the January 1980 issue.

I said, "somehow entered in" though very likely it was 45 years of friendship and (on and off and on) employment on a wide variety of projects with

and by RACER Media & Marketing founder and president Paul Pfanner that led to his dangling this carrot: The chance to serve on the *SportsCar* staff once again.

"You come for the cars and stay for the people" is a Club truism, and even as I moved on to other projects and publications both within and outside the Pfanner empire in the 1980s, I could never fully "unplug" from the SCCA. I've been fortunate through the intervening decades to meet and spend time with many wonderful club folk. And I've especially enjoyed the drivers and workers (and just last month *RallyCrossers*!) that I've been introduced to more recently, interviewing and penning a feature a month over the last few years for editors Royle and James.

Both the Club and its magazine have progressed to places unimaginable, looking at both through I-was-an-editor-back-in-the-1980s eyes. Happily, while Royle and James left the *SportsCar* content bar quite high, they put together a strong support team in all departments—magazine and web site staff, writers, photographers, enthusiasts—who quite honestly guided this Jan-Feb issue to completion with an old guy slow to get up to speed through the Christmas and New Year's holidays.

My first weeks back have passed by quickly, all quite fun, and I'm grateful to that team (and to both Mr. Pfanner and the SCCA's equally enthusiastic President and CEO Mike Cobb) for the opportunity to spend time with an old magazine friend—and the many thousands of passionate people who inhabit its pages. •





FROM THE ARCHIVES

10 YEARS AGO... JANUARY 2013

SPORTSCAR



- A spectacular World Challenge series headlined the issue's extensive 2012 SCCA Pro Racing review.
- George Follmer was celebrated on the 40th anniversary of his winning both Can-Am and Trans Am titles in the same 1972 season
- The Detroit Region hosted a spectacularly successful United States RoadRally Challenge.

60 YEARS AGO... JANUARY 1963



- A full-page Porsche ad headlined "...delivers more sheer sensual pleasure than anything else on wheels."
- Roger Penske dominated an international race in Puerto Rico, beating Tim Mayer by more than three laps.
- Bargains galore in the no-longer-produced, front-engine Formula Junior market, as Jordan King explained.

75 YEARS AGO... **JAN/FEB 1948**



- SCCA President D.C. Wilson posited in his opening letter, "There are indications that [re club activities] this year will be the biggest and bestyet."
- Alec Ulmann's well-researched "J'Accuse" feature compared U.S. and European autos, and minced no words.
- Annual meeting Treasurer's Report noted a 30-percent increase in Club membership in 1947—from 102 to 133!





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