

SPORTSCAR



EVERYTHING SCCA ALL AT ONCE

Combo Events. Mash-Ups. Whatever the name, these ever-more-popular SCCA weekends are gateways to greatness for DJ Alessandrini



TOP FLIGHT
SCCA's F&C-trained elite are in demand

ON THE ROAD
In search of a fresh Solo Nat'l Tour challenge



CROWD NOISE
SCCA's Hoosier Super Tour opens in grand style

MARCH/APRIL 2023
U.S. & CAN \$5.99
SCCA.COM



The Track and Competition
Tires You Need.

**IN STOCK. WITH FAST,
FREE SHIPPING!***

Match the best competition tires with high-tech, lightweight wheels for bolt-on convenience. Our Tire & Wheel Packages arrive ready for installation, and include the following at no charge!

- ✓ State-Of-The-Art Scratch Free Mounting
- ✓ Hunter RoadForce GSP9700 Balancing
- ✓ All Necessary Installation Hardware





SHW PERFORMANCE
BOSCH
STOPOTECH HIGH PERFORMANCE BRAKE SYSTEMS
Centric PARIS
dba USA LLC DISC BRAKES AUSTRALIA
HAWK PERFORMANCE
AKERBORG
brembo

BRAKE PADS AND ROTORS
www.tirerack.com/brakes

COIL-OVERS, SPRINGS, SHOCKS AND MORE
www.tirerack.com/suspension

Eibach **HOTCHKIS** SPORT SUSPENSION **KW**
KYB **BILSTEIN** **H&R**
ÖHLINS **DINAN** **ST** SUSPENSIONS
FOX **SPC** PERFORMANCE **belltech**
SACHS **LP** Adventure **WHITELINE**



LIGHTWEIGHT WHEELS FROM

- OZ** RACING
- sparco** Wheels
- TR** Motor Sports
- ENKEI** RACING SERIES
- ENKEI** TUNING SERIES
- FLOW** ONE RACE SPEC
- Kesel**
- MOTECI** RACING

KONI

SHOCK VALUE SALE
20% OFF 2023

Offer valid April 1 - June 30, 2023
tirerack.com/konioffer

LIGHTING & WIPER

SALE
SAVE UP TO 20%
OFFER VALID 3/15/23 - 5/15/23

BOSCH
PIAA
PHILIPS
Valeo

tirerack.com/wipers
tirerack.com/lighting

FALKEN

PEAK PERFORMANCE

INSPIRED BY ENTHUSIASTS

AZENIS **RT615K+**

The Azenis RT615K+ is designed to satisfy the performance expectations of autocross, track event and drift competitors. The Massive Sport Side Shoulder Blocks provide lateral grip for high-g cornering, which combined with the extreme performance compound helps to effectively put power to the ground and reduce wheel spin.

AZENIS **RT660**

Developed for competition-ready levels of performance with a motorsports-inspired compound and construction, the Azenis RT660 is ready to chase down the ultimate lap. Utilizing Falken's Crosshatch Carcass construction and low-void, directional tread pattern, the tire is built to maximize the driver's connection to the road.



STRAIGHT FROM THE EXPERTS

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

SHOP BY VEHICLE AT WWW.TIRERACK.COM/FALKEN

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

Continental 
The Future in Motion

**PREMIUM TIRES FOR THE
DEMANDING ROAD**

EXTREMECONTACT™ FORCE

Extreme Performance Summer* 

Engineered to provide maximum traction and consistent performance for drivers who participate in high-performance driving events, track days, and endurance racing, the ExtremeContact Force utilizes a carefully-developed tread compound focused on longevity in high-performance driving conditions. The tire's continuous center rib and low-void, broad shoulders complement its reinforced internal construction, yielding precise handling and intense traction from the first lap, until the last.

EXTREMECONTACT™ SPORT 02

NEW

Max Performance Summer* 

Built to perform, the ExtremeContact Sport 02 is a tire drivers can depend on to deliver sharp handling; its asymmetric tread pattern offers confident control wherever the rubber meets road, wet or dry. Continental's specially-developed tread compound ensures the ExtremeContact Sport 02 retains its longevity while carving up the pavement, delivering the experience discerning drivers expect from their vehicles.

*NOTE: Like all summer tires, the ExtremeContact Force and ExtremeContact Sport 02 are not intended to be driven in near-freezing temperatures, through snow or on ice.

Shop by vehicle at www.tirerack.com/continental



ER-1

ENDURANCE RACING PADS

Lap after lap, hour after hour, this compound offers consistent performance that is ideal for the most intense sports car racing environments.



March 1 – April 30, 2023
www.tirerack.com/hawkooffer



TALON BRAKE KITS

High performance rotors and brake pads enable harder, more precise braking for your street vehicle.

HP PLUS
AUTOCROSS / TRACK PADS

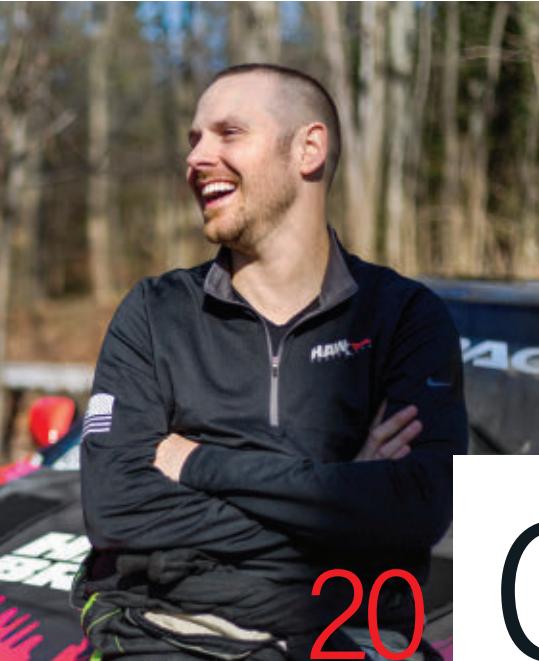
HPS
HIGH PERFORMANCE STREET PADS



STREET 5.0
HIGH PERFORMANCE PADS

FOR TRACK USE ONLY
MOTORSPORTS PADS
BLUE, HT AND DTC SERIES

SHOP BY VEHICLE AT TIRERACK.COM/HAWK



CONTENTS

SPORTSCAR

MARCH/APRIL 2023
VOL. 81 | ISSUE 2

SPORTS CAR CLUB
OF AMERICA INC.

6620 SE DWIGHT ST.
TOPEKA, KS 66619
• TOLL-FREE (800) 770-2055
• MON.- FRI., 8am to 5pm CENTRAL

© 2023, Sports Car Club of America, Incorporated.

All rights reserved. Reproduction without permission is prohibited. *SportsCar* (ISSN 0300-6387) is published 6 times a year for the Sports Car Club of America, Incorporated, 6620 SE Dwight St., Topeka, KS 66619, (785) 357-7222 by

RACER Media & Marketing Inc
17030 Red Hill Avenue
Irvine, CA 92614
(949) 417-6700

Material submitted must be accompanied by stamped, self-addressed envelope. *SportsCar* assumes no responsibility for unsolicited material. No part of this magazine can be reproduced without permission.

POSTMASTER

Send address changes to:
SportsCar 6620 SE Dwight St.
Topeka, KS 66619

Periodical postage paid at Topeka, KS 66675-9651 and additional entry offices. Subscription is part of SCCA Regular, Associate and Corporate membership fee.

Notice: "SCCA" and the wire wheel logo are trademarks and/or service marks of the Sports Car Club of America, Incorporated.

Advertisement of products in *SportsCar* does not necessarily imply endorsement or approval by the Sports Car Club of America.



FEATURES

- 20 THE SPICE OF LIFE**
DJ Alessandrini finds motorsports bliss in the variety mash-up weekends provide
- 26 A SPECIAL BLEND**
Combo events are a fun way forward in navigating fast-escalating costs
- 34 ROAD WARRIOR**
Veteran SCCAer Rob Krider hits the road in search of a unique Solo trophy
- 40 AND THEY'RE OFF**
Commentator/podcaster Brian Bielanski revels in the Hoosier Super Tour openers
- 42 JOURNEY TO THE PROS**
Chicago Region's Nate Cicero is in the fast lane on Mazda's competition highway
- 44 ASK THE EXPERT**
Talking fire suppression, Lifeline's Brand Manager knows whereof he speaks



DEPARTMENTS

- 8 FROM THE PRESIDENT**
SCCA President and CEO Mike Cobb
- 10 LATE BRAKING**
News gathering from around the SCCA world
- 18 POBST POSITION**
The champ reflects on his Solo roots
- 46 PRODUCT SHOWCASE**
The latest in safety equipment
- 48 FRONT LINE**
Celebrating SCCA's expertly trained workers
- 50 INSIDE SCCA**
 - 50 ROAD RACING**
Stewards Program Chair Ken Blackburn
 - 52 AUTOCROSS**
Catching up on Solo with Paul Brown
 - 54 ROADRALLY**
RR Latest from Board Chair Mike Bennett
 - 56 SCCA FOUNDATION**
By Jim Weidenbaum, Foundation BoD
- 58 MARKETPLACE**
You want it, someone has it
- 62 CALENDAR**
Thousands of events you need to attend
- 68 TOP GEAR**
Essential tools, accessories, and gear
- 70 FROM THE EDITOR**
In the post-SCCA National Convention afterglow

COVER PHOTOGRAPHY Austin Cupach



OFFICIAL PUBLICATION
OF THE SPORTS CAR
CLUB OF AMERICA

PRODUCED FOR THE SCCA BY:
RACER MEDIA & MARKETING, INC.

EDITOR Steve Nickless

EDITOR-IN-CHIEF Laurence Foster

ART DIRECTOR Ree Tucker

MANAGING EDITOR Molly Binks

CONTRIBUTING EDITORS

Rick Beattie, Paul Brown,
Rocky Enriken, James Heine,
J. Michael Hemsley, Jason Isley,
Richard S. James, Randy Pobst,
Philip Royle, Tom Schultz,
Jeff Zurschmeide

PROOFREADER Dyanne Gilliam

ILLUSTRATOR Paul Lagquette

**CONTRIBUTING
PHOTOGRAPHERS**

D.E. Baer, Perry Bennett,
Jay Bonvouloir, Rupert Berrington,
Rick Corvine, George Dwinell,
Dave Green, Jeff Loewe, Clark McLinnis,
Barbara Protos, Philip Royle,
Bill Stohler, John W. Wilmoth

PHOTOGRAPHER EMERITUS
Mark Weber

CEO & EXECUTIVE

PUBLISHER Paul Pfanner

EDITORIAL ADVISOR Jeff Zwart

VP/ASSOCIATE PUBLISHER

Bruce Kukuk

ADVERTISING DIRECTOR

Raelyn Stokes

GLOBAL SALES DIRECTOR

John Chambers

AD OPERATIONS Victor Uribe

VP OPERATIONS

Sandra Carboni-Alexander

PRE-PRESS Miguel Vega

PRINTING LSC

Communications, Pontiac, Ill

EDITORIAL CONTRIBUTIONS

are welcomed by *SportsCar*.
All materials are subject to our
standard terms and conditions.
SportsCar is not responsible for
unsolicited materials, and such
materials will not be returned.

**EDITORIAL/ADVERTISING
OFFICES**

Racer Media & Marketing, Inc.
17030 Red Hill Avenue,
Irvine, CA 92614
(949) 417-6700 | Fax (949) 417-6116
E-mail sportscar@racer.com
Toll-Free Advertising Line
(800) 722-7140
Outside USA (949) 417-6700

REPRINTS

Nick Iademarco at
niademarco@wri9htsmeclia.com

BACK ISSUES (949) 417-6700

SCCA MEMBER SERVICES

(800)770-2055

 RACER MEDIA &
MARKETING, INC.



MIKE COBB

PRESIDENT & CEO, SCCA INC.

YES!

As I write, we have just completed the 2023 National Convention (our best virtual one to date!), two outstanding Divisional Meetings (SEDiv and NEDiv) and MIDiv is fast approaching. A key discussion topic across all to date has been the need for all of us to continue our efforts and focus on driving engagement.

Engage is a verb. It requires action on our part to involve, serve and support those who are part of the growing SCCA community. Related to this, a common question across these meetings has been something like:

“Should our focus be on serving those we already have or on inviting others into the SCCA?”

My strong belief is that the answer to this question is an emphatic **YES!**

- Yes, we should focus on delivering the best possible experiences to our current members across their membership journey and at every event they choose to take part in—whether it be a Regional, Divisional, or National event.
- Yes, we should focus on executing events for enthusiasts currently outside the SCCA family—events that have low barriers to entry and high engagement opportunities, and events that allow folks to drive, experience or compete with others in the SCCA. This last part is critical. To capture a larger “share of enthusiasts,” we need to deliver event experiences that are inviting to those looking for something more like a Track Night in America Driven by Tire Rack experience, while providing access to more competitive spaces like Time Trials and Road Racing.

But there’s a catch (or two). First, we cannot be all things to all people, so we must develop and deploy experiences that are rooted in the SCCA wheelhouse. Secondly, we must understand that other people have different kinds of motorsports desires than we do. Our job is to invite as many current and future enthusiasts into the Club—and its many programs—as time, money, and resources allow.

So, we say **YES!** to both.

On the cover this month is DJ Alessandrini, who competes in SCCA Time Trials, Solo, and ProSolo, and drives at Track Night events. DJ is also competitive in a wheel-to-wheel series as well as sim racing, and he pays the bills by working for SCCA Official Partner, Hawk Performance. And, while DJ loves the experience of the Time Trials or Solo Nats paddock, he’s most passionate about competing against the best and he’s a podium-level challenger at any event where he gets behind the wheel.

Concurrently, there are many who prefer a different kind of enthusiast experience—one that offers a different blend of competition and experience. Across the country, we have a growing number of events that offer a smattering of options from the existing SCCA buffet of programs, all in one place over one event weekend. This event formula creates an enormous engagement space for enthusiasts while establishing an opportunity for all of them to get on track with the SCCA, their way.

Find out more about how we are saying **YES!** to current members, while inviting others into the family in this issue of *SportsCar* and online at scca.com.

I’ll see you on track soon! 🏁



ONE LEGENDARY SHAPE, 20 YEARS OF EXPERIENCE



SK1
KARTING
SNELL-FIA CMR-2016



SF4
FIA 8860-2018



SP1
FIA 8859-2015
SNELL SA2020

ADVANCED CARBON SHELL

Light weight, hand laid, autoclave cured shell.

3D INJECTED VISOR

High visibility, no distortion, with mechanical Pinlock® 120 fog resistant lens.

AERODYNAMICS

Developed in a wind tunnel to achieve ideal aerodynamics and optimum air flow.

COMMUNICATION READY

Optional fully integrated electronics, including Noise Reduction Earcups.

WWW.SCHUBERTHRACING.COM
North America: (978) 774-1615
service@SCHUBERTHRacing.com

@SCHUBERTHRacing  

Dealer inquiries welcome



SCHUBERTH



LATE broking

RUNOFFS 2024-2025

Big news at the 2023 SCCA National Convention was the announcement that Road America will host the SCCA National Championship Runoffs in 2024 and 2025. The popular 4,048-mile road course in Elkhart Lake, Wis., hosted the SCCA's premier Road Racing event in 2009-2013 and 2020. Dates will be Sept. 27-Oct. 6, 2024, and along a similar timeframe in 2025.



SCCA HALL OF FAME OPEN FOR NOMINATIONS

The SCCA Hall of Fame is currently accepting nominations for the 2023 class of honorees, with a deadline of June 15, 2023, to make the next field of candidates. Previous inductees have come from every Club activity and from every era, the HoF purpose being to preserve, protect and record the history and accomplishments of the Club for current and future members. (Meet the Class of 2022 on page 12.)

Any SCCA member can submit a nomination to the Hall of Fame Committee via scca.com/halloffame, e-mail at SCCAHoF@scca.com, or by mail to SCCA Hall of Fame, 6620 SE Dwight Street; Topeka, Kan. (NOTE: Those submitting nominations should include their own email address, phone number and/or mailing address in case they need to be contacted for more information about a nominee.)

THE 2023 SCCA NATIONAL CONVENTION

“Engage’ is a verb. It’s an action word. It means, ‘to attract or involve someone’s interest and/or to participate or become involved in experience,’” said SCCA President and CEO Mike Cobb at the Friday night, Jan. 20, Kick Off of “Engage 2023: The SCCA National Convention” which followed Thursday’s Annual Meeting and preceded the SCCA Hall of Fame Awards Ceremony. “Engage is an action word,” Cobb continued. “It requires action. It requires intention. It often can create an emotion, both positive or negative, [and] it always creates a connection of some sort. My belief is that [engage] drives experience. So as we roll through this [week], the phrase of the day is going to be ‘The ‘E’ Word Is the Key Word.’”

Engage. How do we collectively build a competitive advantage by focusing on and improving our ability to engage those already in the Club, as well as those outside the Club that we’d like to invite in? “[Over the next week] we’ll be looking at that and going through the gears, if you will, of People, Process, Programs, Partners, and Performance—our success framework where we’re focused on member experience, operational excellence, program experience, and development.”

Indeed, over its nine-day span, the third virtual SCCA National Convention continued the upward trend of the previous two online affairs, breaking both attendance and interaction records. At the Annual Meeting, Cobb presented the preliminary financial results for 2022 (independently audited financial

results will be presented to the membership later this year, as per the Club’s bylaws), with SCCA, Inc., concluding a profitable year. SCCA membership is at its highest in many years, and the member retention rate is performing admirably thanks to extensive work on the Member Account Portal found at my.scca.com.

A weekend of interactive Town Hall meetings was followed by five weekdays chock full of program-specific chat sessions and individual department “office hours”—73 separate sessions in total, with several highlights and keynote addresses.

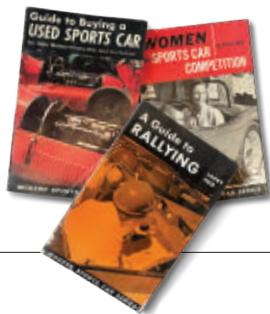
Note that all Convention sessions were recorded and are posted online for playback SCCA’s Member Account Portal on the “My Learning” tab at my.scca.com.

GREENLIGHT FUND UPDATE

Michelle Garcia and Collins Brant got their first taste of ProSolo competition at the 2023 Tire Rack SCCA ProSolo Series opener in Beeville, Tex., with help from the Howard Duncan ProSolo Greenlight Fund. Recipients receive free entry to their first ProSolo event, courtesy of the SCCA Foundation.

Garcia jumped into the deep end through a very competitive D Street class, while Brant learned how to run with the tree in his Subaru WRX in Race Tire Index 2.

Note that any donations made to the SCCA Foundation can be earmarked for the Greenlight Fund.



A PROUD HISTORY

It was Feb. 26, 1944, 79 years ago, when seven sports car enthusiasts met at the Boston, Mass., home of enthusiast Chapin Wallour to form a club dedicated to the preservation of sports cars—a small gathering from which emerged the Sports Car Club of America. Curious about Club history? Racer.com has a series of historical articles on this exact subject. Use the search bar to locate: "75 Years of Setting the Bar," "SCCA: Day One," "SCCA Goes Racing," "Road Racing Domination," "The Heart of the Club," and "The Modern Era."



LOOK WEST!
The San Francisco, Oregon and NW Regions want you to come race with them in May!



Jeff Zurschmeide



SCCA WOMEN ON TRACK

On March 1, the SCCA Women on Track initiative launched its second year of honoring women instrumental in making the Club tick. The initiative coincides with Women's History Month.

"This March Showcase allows us to share some of the amazing accomplishments women of the SCCA have achieved. It's 31 days of highlighting and thanking women for their impact and passion in all areas of the SCCA," said Linda Duncan, founding member and co-chair of the Women on Track committee.

Like last year, the 31 women honored will be featured on the Women on Track Facebook and web pages. Through the month of March, there was also a weekly wrap on SCCA.com. – **Brian Bielanski**

WEST COAST HOOSIER SUPER TOUR EVENTS PARTNER UP

San Francisco Region's Hoosier Super Tour at Thunderhill Raceway and Oregon Region's Super Tour events will be held on successive weekends, Friday-Sunday, May 5-7, and Saturday, May 13, 2023. The two Regions are hoping that the consecutive events will attract National competitors to make the tow to the west

coast, and then stick around for Northwest Region's Majors event at Pacific Raceways two weeks later, on May 27-28.

"This back-to-back format is the first time east coast racers could tour the west without having to go home between races," said San Francisco Region's John MacIntyre.

The three-event sequence can also qualify a driver for

the 2023 SCCA National Championship Runoffs before the end of May.

"To help incentivize all racers coming out for both Hoosier Super Tour races, SFR is offering free trailer storage between events," MacIntyre said. "For those who want to arrive-and-drive, many local teams are here to support you." – **Jeff Zurschmeide**

PMH POWERING DIVERSITY SCHOLARSHIP

Parella Motorsports Holdings, which promotes the SCCA Pro Racing-sanctioned Trans Am presented by Pirelli, Formula Regional America and Formula 4 U.S. series, has announced five female racers as recipients of this year's PMH Powering Diversity Scholarship.

Launched in 2021 as a way to create a more diverse field of drivers at the grassroots

GOING PLACES (LEFT TO RIGHT)

Hannah Greenemeier, Ava Dobson, Kaylee Bryson, Michele Abbate, and Amy Ruman.



level, the program provides recipients with race entries for SpeedTour events. This year's PMH Powering Diversity class includes two women racing in

F4 U.S. and two in Trans Am, as well as one working her way toward Trans Am competition.

The five are: Hannah Greenemeier, 20 (F4);

Ava Dobson, 14 (F4 when she turns 15 in June); Kaylee Bryson, 21 (SVRA, aiming toward TA); Michele Abbate (TA); and Amy Ruman (TA, Scholarship Ambassador). 📍



WOOLF BARNATO AWARD

SCCA's highest honor, the Woolf Barnato Award, is presented annually to a member who has made the most outstanding long-term contribution to the Club. Joining an illustrious list of luminaries is 2022 Woolf Barnato Award winner **Rocky Entriken** of the Salina Region.



"WE STAND ON YOUR SHOULDERS"

2023 SCCA HALL OF FAME INDUCTEES

"In the Annual Meeting and in [tonight's] General Session, we talked about the importance of engagement," said SCCA President and CEO Mike Cobb, "and how each of us as members play a role in creating an SCCA experience that invites and fosters that engagement. How we show up makes a difference.

"In that spirit," Cobb continued, "I want to thank tonight's Hall of Fame inductees and the Member of Excellence and Woolf Barnato award winners—nine of our finest. These are members who have made incredible contributions to this Club and the broader world of motorsports, and who have a combined 200-plus years of SCCA membership.

"Thank you for your many contributions, for the good seed you've sown in the SCCA. Obviously, we stand on your shoulders tonight and we're beyond grateful for your dedication. Stay safe, stay healthy and stay engaged with the SCCA."

BILL SCOTT Bill Scott's racing career began with an SCCA school in 1964, and he went on to compete in more than 120 races nationally and internationally. He was the

Formula Vee SCCA Runoffs champion and the European Championship Formula Vee winner in 1968, and the U.S. Professional Super Vee champion in 1971 and '72.

Bill's longest-lasting showcase was his care and service of Summit Point Raceway. He demonstrated that by utilizing the track seven days a week, it could become a financial success—a business model since used by other tracks. During his ownership, he expanded Summit Point from a one-circuit, 300-acre facility to its current four-circuit, 800-acre complex.

His relationship with Washington DC Region was strong; he was a long-time member and served for two years on its board. Perhaps most importantly, he created an accident-avoidance school for young drivers, and his teen driving program was a model for programs like Tire Rack Street Survival.

Bill passed away in 2009. His wife, Barbara Scott, formally accepted his induction into SCCA's Hall of Fame.

KATHY AND KENT PRATHER The Prathers epitomize the perfect racing partnership. While Kent was the face of Prather Racing, the business and at-track events would

not have achieved the level of success it saw without Kathy's crucial involvement.

Prather Racing grew to become the premier car and engine builders for multiple makes and manufacturers, but is closely aligned with British racing cars. Kent's record as a car builder and driver is in SCCA's top one percent. He competed in an impressive 32 consecutive Runoffs where he scored 15 podium finishes during his career.

Those National Championships were paired with two significant awards—the first being the Kimberly Cup in 1986 for most outstanding driver in SCCA Club Racing competition, and then in 2005 when he was presented with the President's Cup.

Kathy was instrumental in organizing paddock events and providing hospitality to the team, clients, and friends.

Sitting together in the Prather Racing garage, Kent and Kathy accepted their entry into SCCA's Hall of Fame, noting that it has been an incredible journey together for many, many years.

JIM JEFFORDS A Milwaukee-area racer, Jim Jeffords began his racing career in Jaguars, where he reportedly won 14 of his first 17 races. His run in the 1956 June Sprints got the attention of

General Motors' Ed Cole, who told him after the race, "That's the last time you drive against us."

That started the era of the Purple People Eater Corvette, the 1958 and '59 B Production National Championship winning car made famous by both its color and Jim's success behind the wheel.

Jim went on to help start the AMC Javelin racing team that ran in SCCA Trans Am competition. He also served on Road America's Board of Directors until his passing in 2014. He is a member of the Corvette Hall of Fame, the Legends of Riverside, and the Road Racing Driver's Club. He also earned Road America's Governor's Cup.

Jim's son, Patrick Jeffords, spoke on behalf of his father during the SCCA Hall of Fame induction ceremony. He noted many of his father's accomplishments, including the fact that Jim was the first editor of Milwaukee Region's newsletter.

ROCKY ENTRIKEN JR.

Robert "Rocky" Entriken Jr. was made an honorary member of the Kansas Region in 1969, and officially joined the Club two years later, serving as the Regional Executive in 1974. In 1976, Rocky became a member of the Wichita Region and was one of the founding members of the Salina Region in 1990.

Assigned to cover the



MEMBER OF EXCELLENCE

Selected by the SCCA Board of Directors, Member of Excellence recipients have shown great contribution to the Club overall regardless of competition area. The 2022 Member of Excellence is **Lee Hill** of SCCA's North Carolina Region and Central Florida Region who joined in 1993 and has a long history of service.

SCCA ELITE

(OPPOSITE, LEFT TO RIGHT) SCCA President & CEO Mike Cobb, who announced the additions to the SCCA Hall of Fame: Bill Scott; Kathy and Kent Prather; Jim Jeffords; Rocky Enriken Jr.; Wilma and Costa Dunias.

WILMA AND COSTA DUNIAS

Costa and Wilma Dunias have been active members of SCCA since 1967. Though many know the Dunias duo as members of the road racing community, the pair were also Event Chairs for the 1977 Solo National Championships, with Wilma holding that position again in 1979.

A recipient of the Woolf Barnato Award, David Morrell Award, and John McGill Award, Costa served early on as SCCA's Senior Vice President. He was instrumental in establishing the race steward training program, wrote the Executive Steward's Manual, and advised on the Stewards in Training Manual. He was also directly responsible for the establishment of Sports Renault, which carries on to this day as Spec Racer Ford.

At the Runoffs, Costa has been a driver, a Race Director, Assistant Race Director, and SOM Chair. Wilma has served a variety of road racing roles, including an incredibly challenging stint serving as gatekeeper for drivers who wish to meet with the Race Director at the Runoffs. In that role, she functioned as a good listener, a calming influence, and an information gatherer prior to meetings.

During their shared induction acceptance speech, Wilma recounted the trail that brought the couple to SCCA, and where the path has led more than 50 years later. 🍷

RELIVE THE CEREMONY

The entire 2023 SCCA Hall of Fame and Awards Ceremony is available for on-demand viewing: Search YouTube for "SCCA Hall of Fame 2023."

inaugural Solo National Championships in 1973 for *SportsCar* magazine, he has now competed in 100 percent of the National events and covered all but one year for the magazine (the year he was event Chair).

His Solo Stats book, compiled annually, features the driving record of every competitor who has ever participated at the Solo Nationals and is considered the bible of Solo Nationals statistics.

In his career, Rocky has won the Solo Cup, the Vern Jacques Award for contributions to *SportsCar* magazine, a Solo 1 National Championship, and multiple Midwest Division Solo Championships. In 2016, Rocky was honored with the Dick Berger Perseverance Award, presented in his case for his continued support of the Solo National Championships. He was also the first recipient of the Dave and Jo Richards Award, established in 2019 as Salina Region's highest honor.

From The Garage Automotive Museum in Salina, Kan., Rocky reminisced about his involvement with the Club and commented on his induction into SCCA's Hall of Fame."

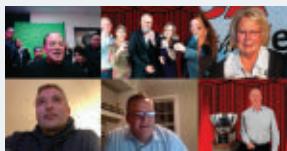
WINNERS ALL

TOM BURKE REGION AWARDS

Small: River Cities, Brandon Shea Hulet RE
Medium: Phoenix AZ Solo, Kevin Venisnik RE
Large: St. Louis, Mike Kenney, RE (2022)
Jumbo: Central Florida, Stephen Mullen, RE (2022)

REGION OF THE YEAR

Small: Iowa, Drew Hackett, RE
Medium: Continental Divide, Arnold J. Coleman, RE
Large: Utah, Kevin Schultz, RE
Jumbo: Washington D.C., C.W. Armbrust, RE



ROAD RACING AWARDS

(ABOVE, CLOCKWISE FROM TOP LEFT) Tom McCarthy's son, Terry; (left to right) Jesse and Jamie Prather with SCCA staffers Mike Cobb, Deanna Flanagan, and Eric Prill; Bev Heilicher; Jesse Prather; Steve Introne; and Richard Hromin.

President's Cup: Jesse Prather/Kansas
Jim Fitzgerald Rookie of the Year: Richard Hromin/Washington D.C.

John McGill Award: Tom McCarthy/San Francisco
Kimberly Cup: Steve Introne/New England

David Morrell Award: Bev Heilicher/Chicago
Mechanic of the Year: Carl Maffei/Northern New Jersey

SOLO AWARDS

Driver of the Year: Mark Daddio, New England
Rookie of the Year: Kevin Brewer, Houston

RALLYCROSS AWARDS

Dirty Cup: Keith Lightfoot, Colorado
Spark Plug Award: Rupert Berrington, Colorado, and Jon Olschewski, Utah
Divisional RallyCross Achievement: Southeast Division
Regional RallyCross Achievement: New England Region

ROADRALLY AWARDS

Robert V. Ridges Memorial Award: Peter Schneider/Northern New Jersey
Arthur J. Gervais Course Rally of the Year: Desert Sands/Arizona Border, John Sears and Karl Broberg, Rallymasters.
David Teter Touring Rally of the Year: Great Canyon/Arizona Border, Karl Broberg, Rallymaster.
Best New National Rally: Thunder Road/Cal Club, Joseph Akerman, Rallymaster
Best New Regional RoadRally Program: Allegheny Highlands Region, Bruce Gezon, Rally Chair
Divisional RoadRally Achievement: Midwest Division, Rich Bireta, Divisional RoadRally Steward
Regional RoadRally Achievement: Philadelphia Region, Jeff Jacobs, Regional Executive

THUNDERHILL IS THRIVING

San Francisco Region Properties Inc., dba Thunderhill Raceway Park, presented a check to its parent company, San Francisco Region-Sports Car Club of America, in the amount of \$250,000 as a dividend from operations in 2022. The presentation was made during the Saturday night social activities at the SCCA Driving School held on the 1.9-mile road course.

The dividend is the largest in the 30-year history of the California road course facility that opened in 1993. "We are very pleased and fortunate to be able to present this dividend to the San Francisco Region SCCA," noted Thunderhill CEO David Vodden.

SFR/SCCA Regional Executive Tim Sullivan thanked the team at Thunderhill for the dividend and all the hard work that has made the track facility one of the best in the nation in performance and reputation.

Thunderhill hosted close to 1,000 events in 2022 on its four surfaces with 502 of those on the racetracks and the balance on the skid pads. SCCA will race at Thunderhill five times in 2023. 🍷



Courtesy Thunderhill Raceway

DIVIDEND PAYOUT

The San Francisco Region's significant '90s investment is paying big dividends.



LATE broking

PROSOLO KNOCK-OUT

Tire Rack SCCA ProSolo competition gets a big enhancement this year, adding drama to the Super Challenge: Competitors will be divided into two Knockout Rounds, narrowing the field from 32 to eight. Elimination Rounds will then lead to a Top Eliminator.



Rupert Berrington



Philip Royce

IT'S A DATE
Autocrossing
SCCA-style is
the real thing—
#funwithcars.
Jump right in!

IT'S THE YEAR OF SOLO

If you've ever thought about wading into SCCA Autocross, this is the year to do it. And if you've competed before, it's time for a deeper dive.

Why?

This year marks the 50th running of the Tire Rack SCCA Solo National Championships, set for Sept. 4-8, 2023, at Lincoln Airpark in Nebraska's capital city. You're all invited to attend the most spectacular of homecomings.

But the fancy Homecoming logo isn't the only thing lined up for 2023: Between now and Nebraska, there's the National

Solo season, boosted by enhancements to the Tire Rack Solo National Tour and Tire Rack ProSolo Series, not to mention the addition of XS to the CAM Challenge.

There are many special events planned for the 50th running of the SCCA Solo National Championships including a Welcome Party unlike any other and the unique addition of several Heritage classes for older machinery.

Thinking about SCCA Autocross? Now's your chance. 📍



SOLOING'S GOOD POINTS

The "Road to Lincoln" Homecoming at the 2023 Tire Rack SCCA Solo National Championships includes a revised season-long points championship for the Solo National Tour that applauds top performances in the Nebraska Solo Nationals.

As in 2022, those competing in the Tire Rack SCCA Solo National Tour will earn points toward a season title. For 2023, drivers chasing the season-long title must compete in at least three Solo National Tour events all in the same class—just like before. This year, though, the Solo Nats. will also count towards that points total. And the two Solo National Tour events taking place after the Solo Nats. will count in the points race. 📍

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 FEBRUARY 2023

NAME	REF	REGION
Tony Ave	2	Ken Carolina
Ricardo De Moraes	2	Wash DC
Roger Feghali	2	New England
Eric Jensen	2	Ken Florida
Joseph Nyeste	2	Detroit

310 additional members have at least one referral.

REGION LEADERS

(Category based on 2022 year-end membership)

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

JUMBO REGIONS (800+):

Central Carolinas	4.0%
Washington DC	3.8%
Atlanta	2.3%

LARGE REGIONS (401-799):

Lone Star	5.9%
Northwest	3.7%
North Carolina	3.5%

MEDIUM REGIONS (200-400):

Phoenix AZ Solo	14.5%
Blue Ridge	10.3%
Tennessee Vly	7.2%

SMALL REGIONS (<200):

Rivers Cities	20.7%
Old Dominion	10.8%
Yellowstone	9.8%

...AND THEY'RE OFF!

The Tire Rack SCCA Solo National Tour series opened its 13-event 2023 schedule with the Tire Rack Red Hills Solo National Tour held March 10-12 at South Georgia Motorsports Park in Adel, Ga., and near-perfect weather led to incredible competition.

More than 210 entrants came out to compete across 33 different classes at the event hosted by SCCA's Red

Hills Region, with several class victories being decided by a fraction of a second. The site's large area allowed for flowing and fast courses across the asphalt, making for an amazing weekend in southern Georgia.

As well as ultra-close competition, the Red Hills event marked the debut of the recently revealed Ladies Bump class pilot program.

Full results are in the autocross section at scca.com.

EYES OF TEXAS

The 2023 Tire Rack SCCA ProSolo Series burst to life in the Feb. 24-26 season opener in Beeville, Tex.

As always, Houston Region's experience and the grippy Chase Field concrete and asphalt meant ample room to create open, fast, and flowing ProSolo courses—perfect for the debut of the new Super Challenge format. 📍

SOLO PAYOUTS

There are many reasons to compete in the Tire Rack SCCA Solo National Tour, Tire Rack ProSolo Series, and CAM/XS Challenge. But one big one justifying the move up to National competition is the availability of contingency payouts from a variety of manufacturers.

Signing up is free and easy—and you get stickers!

For the 2023 National Solo season, there are contingency sponsorship offerings from major brake, tire, and auto manufacturers, spanning all three of SCCA's National Solo series. For a full rundown of this year's Partners, log onto SCCA's Solo contingency webpage. 📍

WILWOOD RACING wilwood

CHAMPIONSHIP PROVEN COMPETITION BRAKE KITS

1982-1992 | Camaro/Firebird | Superlite 4R/ST
1988-1996 | Corvette | Superlite 6R/ST
1997-2013 | Corvette | AERO 4R/ST
2006-2020 | Honda Civic | Superlite 6R/ST
2006-2015 | Mazda MX-5 | Superlite 6R/ST

NEW 2013-2020 | Honda Civic | Superlite 6R/ST

- » Street and race options available
- » Aluminum six piston calipers with oversized rotors
- » Designed to work with all OEM master cylinders, boosters, rear calipers, anti-lock systems and electronics



Visit wilwoodracing.com, or contact our race specialists for assistance
805.388.1188



WILWOOD RACING wilwood

THE WILWOOD RACING DIVISION NEVER STOPS - SO YOU CAN!



A RALLYIST TOUR OF THE COUNTRY

RoadRally's Divisional and National tour of the country takes Regional events and ups the ante to make everything bigger: more challenging rallies, stiffer competition and more pride in the accomplishment. Check out the 2023 RoadRally schedule on scca.com/roadrally.



James Heine



Rupert Berrington

RAPID ACCESS

Heading back to centrally located Kansas for a grand 2023 RallyCross finale.

RALLYCROSS NAT'L C'SHIP RETURNS TO TOPEKA

The RallyCross National Championship will return to Heartland Motorsports Park in Topeka, Kan.—site of the 2017 and 2020 Nationals—in 2023.

This year's event, slated for Oct. 6-8, will build upon a solid foundation that includes a facility eager to host the event and a central location that encourages participation from across the country.

"Located 230 miles from Tulsa, 250 miles from Indianola, 550 miles from Denver, and 730 miles from Chillicothe, Ohio—all well-attended locations of recent RallyCross National events—Topeka is undeniably central to where RallyCrossers want to compete," said Rick Myers, SCCA's Director of Rally/Solo.

"When the RallyCross National Championship was first held in Topeka in 2017, it drew 123 competitors, which is near the cap of what the event can handle at any location. Then in 2020 when the event returned to Topeka during the height of the pandemic, turnout was still a healthy 112."

For the latest information, keep an eye on scca.com/rallycross and SCCA's RallyCross Facebook page. 📍

TRANS AM OPENERS ATTRACT A CROWD

The 2023 SCCA Pro Racing-sanctioned Trans Am Series presented by Pirelli season openers at Sebring International Raceway Feb. 25-26 and NOLA Motorsports Park March 11-12 packed them in, both off and on the track, with big fields in all five classes.

Among the highlights:

- **Matthew Brabham** continued his streak of podium finishes, winning the season opener at Sebring after mechanical failures struck down defending champion Chris Dyson and polesitter Justin Marks. Brabham cruised to victory in the No. 20 Gym Weed Ford Mustang, earning his fourth win in just six Trans Am starts.
- **Rafa Matos** experienced redemption at the 2023 Big Machine Vodka SPIKED Coolers-sponsored TA2-class Sebring season opener. After ending 2022 with a heartbreaking title loss, he opened up the new year with a well-paced win in his No. 88 3-Dimensional Services Group

Chris Clark



TEEN SENSATION

14-year-old Brent Crews notched his fourth TA2 win at NOLA.



Ford Mustang, his third-career win at the historic Florida track. Polewinner Connor Mosack led the first 19 laps of the 27-lap event, but got wheel hop on a late-race restart and lost both first and, eventually, second.

- CD Racing once again took the checkered flag in Trans Am Series Round Two at NOLA Motorsports Park, with the team earning its second 1-2 finish of 2023. This time, it was team owner and two-time champion **Chris Dyson** who claimed the victory in his No. 16 GYM WEED Ford Mustang, besting teammate Matthew

Brabham, who finished a close second. Justin Marks earned his second-consecutive Motul Pole Award of the season but missed a corner and lost significant time late in the race.

- In TA2 at NOLA, 14-year-old **Brent Crews** earned his fourth-career Trans Am victory. Following a hectic first lap, Crews settled into the lead in his No. 70 Franklin Road Apparel Ford Mustang and held on despite challenges from multiple contenders throughout the 37-lap event, claiming the top step on the podium for the first time in 2023. 📍

TTNT SEASON OPENER AT VIR

Virginia International Raceway was the place to be March 10-12 as the Tire Rack SCCA Time Trials National Tour Powered by Hagerty (TTNT) opening round included a car show from Driver Motorsports, sim racing from Apex Racing Lab, and many track day opportunities (sans the timing equipment found during Time Trials).

The car show from Driver Motorsports perfectly aligned with the Time Trials National Tour and brought a static

display of more than 150 Japanese show cars, along with a host of car enthusiasts who may not be intimately familiar with SCCA activities, into the weekend.

The TTNT season opener was everything one would expect—and more!—with new track records set in six classes on Saturday before snow (!) made Sunday's second full day of competition slightly more challenging.

Full results available at timetrials.scca.com.



John W. Wilmoth

VIRGINIA IS FOR (CAR) LOVERS

TTNT opener at VIR drew a big crowd!

TTNT RESULTS DATABASE

The shiny new SCCA Time Trials National Tour Powered by Hagerty track records and personal bests database is a great new tool for competitors. Find it at timetrials.scca.com under the "Records and Bests" tab. 📍

Ultra→**tech**™
Quality Fuels

**MAKE EVERY
TANK COUNT.**



Ultratech fuel. Proven to make your engine run cleaner, longer and more efficiently. Only at Sunoco.

Ultratech Quality Fuels™ is a trademark of Sunmarks, LLC. Top Tier™ is a trademark of General Motors Company. ©2022 Sunmarks, LLC. All Rights Reserved.



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

MEMORY LANE OUTLINED WITH CONES

I was in college, working on a business degree. But the most important thing in my world was autocross. And the most important autocross? The SCCA Solo National Championships. In the early 1980s, it was held in Salina, Kan.

SCCA didn't run in Melbourne, Fla., in those days, so my club membership dues went to the Indian River Sports Car Club (IRSCC). We had a great site on the old Valkaria airport, and I got thoroughly spoiled by huge courses and 100ft, 60mph slaloms.

I raced Danny Shields and Howard and Linda Duncan who came over from Tampa. We were all kids.

I also met Linda Blevins, and a couple of soap-opera episodes and six years later she became my wife. She also led me to the SCCA and Solo Nationals. I joined in 1980 just to go to Salina. Linda was running a perfectly self-restored Lotus Europa back then, regularly winning A Stock Ladies. I borrowed back the Opel Manta Rally I had sold to my brother. Dead stock, on the same Michelin ZX's it had when I got it. World's hardest tire.

I wanted to go to Salina to test my skills against the best in the country, and boy, was I humbled by the sheer number and variety of license plates

on all the cars. Cars and drivers from all over. Lots of shiny new cars and shiny new sticky-lookin' Euro tires.

No, not as prepared as today, but appearing far more ready than me and my mom and the faded Opel.

The drive from Coastal Florida to Central Kansas was almost 1,500 miles, and the Manta ran great—until I left the line, early on Day One. Blubbered like it was on three cylinders or worse. But Salina was also an old military airport runway and it had a lot of slaloms and offset gates. Transitions, not stop-and-go 180s. That helped a little.

I pushed hard because it was Nationals, and the car had no power, and I was young, and got a cone or two. But the time? Not bad. I was in it. How can this be?

Second run, same story. Running heats, there's no time to diagnose the mystery problem choking the car. The second run? Better. With a cone or two again. (Does that sound familiar, fellow autocrossers? Rookie nerves. Trying too hard. Overdriving.)

Third run, another good score on the clock, and another pylon. Ugghh. Coned every run. I hung my head. I knew better, but it was my nature to push hard. Very hard. Too

hard. I had not yet had my epiphany, which happened at a ProSolo event three years later when I tried to run a slightly slower time on purpose.

(I wrote a great column about it that will someday appear in my book. Promise.)

That 1980 afternoon, I didn't know where to start on my car repair. It had been fine. I went to K-Mart. (No Walmart back then, kids.) Got some oil and a filter, spark plugs and—willing to try anything once—an air filter.

And that was it! Somehow, the air filter had clogged badly the morning of Nationals. What the heck? Racing gods picking on the goofy rookie?

Day two. The fresh-breathing Manta ran all 75-horsepower strong, and its German chassis was fast in slaloms. I got a couple good runs in on my ZX stones.

Checked the results. "Read 'em and weep, Wannabe Racer Boy." If any one of my clogged-carb 37-1/2hp runs on Day One had been clean? Third. Woulda, coulda, shoulda been third. I was 12th. Still not all that bad, considering.

What a lesson in cone strategy: "Get a clean one in." Better yet, "Don't hit any!" (Easier said than done.)



The real lesson was in performing under pressure. When pulling to the line at Nationals, the heart pounds. Emotions must be tamed—at least mine did. The Solo Nationals were the biggest events in my life. The rest of the year was preparing for that moment. It reminds me so much of Olympic skating routines or floor exercises. *Press-shah!*

Back when I was at it, I saw many a strong local driver choke, and blow it at Nationals. To succeed, drivers must control their mental state and remain as calm as possible. Or at least I certainly had to. Some drivers come by this naturally. It is a gift in this precision sport that requires perfect execution and only offers a couple of attempts.

I remember looking over at an eventual many-time National Champ, Tommy Saunders, draped across the hood of his Lotus Elan like he was sunning on the beach, calmly smoking a cigarette, as though he had not a care in the world. And he won. A lot.

Me? I felt the weight of 10 elephants on my head and shoulders, but knew I had to deflect that anxiety somehow. One thing that worked for me was doing a lot of SIM. Yeah, in 1982, that meant closing my eyes and running the

course in my head. And I have a gift: ADD. Yup. Even if I had sweaty palms and a dry mouth on the grid, once I left the line, it all disappeared. My brain turns to stainless steel focus on the driving...on the good days.

I returned to the Tire Rack SCCA Solo National Championships a couple of years ago, driving a 1977 Rabbit, 35 years after my first National win in...a 1977 Rabbit. (Thank you, Geoff Zimmer!) Oh, how the memories came flooding back. I encountered a lot of names and faces I recognized from the '80s. Driving around Lincoln, Neb., and seeing a low, sporty car rumble by covered with stickers, I thought, 'Follow that car!' Just like 1980. Got a little jolt of exhilaration every time I saw a competitor around town, at the hotels, restaurants, gas stations, auto parts places.

The site was beyond huge, but the thrill of rolling in the first time was the same. What a well-organized paddock. Impressive tow rigs. A practice/setup course, and so many parties! I wanted to party afterward, sure, but I was serious about the competition.

And I had a major advantage: I was relaxed. I had Geoff telling

me what to do and watching over the "Lamborbunni." I had not been arduously preparing for this all year. It was not the most important thing in my whole life now, although each time I left the line it was, in fact. I had nothing to lose. It was good times turning good times. Or did I? Old war horse lost his pace? SCCA Hall of Famer burned out and going down in flames? Lost the fire, The Eye of the Tiger?

What the vast majority of road racers don't comprehend is the intensity of the Solo driving experience. The rewards to those who choose it are tremendous. Without the enormous risks of track driving with walls and dive bombers in The Vortex of Danger. Aggression, perfection, elation—all super-catalyzed and magnified by the magnificent SCCA Solo National Championships. 🍷

THOSE WERE THE DAYS
(TOP, left and right, and ABOVE) Pobst borrowed his rock-hard-tired Opel Manta Rally back from his brother, and hit the highway north from Florida for his first Solo National in 1980. Encouraged by his "woulda-coulda-shoulda-been third" eighth-place finish with an air-starved four-cylinder, he returned with an Opel 1900 (CENTER, right) in 1981. And with a '77 VW Rabbit (CENTER, left), our hero finally notched his first Solo National Championship in '83!

THE SPICE OF LIFE

DJ Alessandrini finds his motorsports bliss in the variety that mashups provide—and in helping others find similar joy

WORDS Jeff Zurschmeide | IMAGE Austin Cupach

There's a tendency for people in motorsports to get so focused on their chosen field of competition that they get siloed. Ask a road racer how they felt when they faced an autocross course for the first time, and you'll probably hear something like, "I had no idea it would be that challenging."

That's typical because different disciplines refine distinct skills. To be the best all-around driver, it pays to develop the widest possible range of experiences.

DJ Alessandrini of Brook Park, Ohio, is living out that process. By day he works for Hawk Performance, and even that was a conscious decision to immerse himself in motorsports every day.

"I was a medical equipment technician," Alessandrini explained. "I was looking for a change, and there was a job opening at Hawk. It seemed like a good fit, so I took a little leap of faith because I had established a long time ago, at least in my own mind, that racing is my thing. It always seemed kind of weird that I was working at something that had nothing to do with my actual passion."



HOT PURSUIT

Focused on becoming "the absolute best driver I can be," DJ Alessandrini wastes no opportunity. And his hustle is paying off.





“Autocross is hugely valuable to anyone’s race program—even just to knock rust off.”
DJ ALESSANDRINI

LOOK AND FEEL

For Alessandrini (TOP, No. 61), the passion took hold in autocross (ABOVE). Its unique demands, he said, have made him a better driver in all conditions ...

For Alessandrini, Solo competition has been the foundation of his driver training since he discovered the sport in 2014 at age 26.

“I did some local events at first, but I wanted to do more,” he recalled. “I went to the Toledo, Ohio, ProSolo in 2016 and that was the point where I got hooked. I finished dead last, but I knew I had to get better at this because I had so much admiration for the people who were just way better than me.”

By 2018, Alessandrini had won his class in six consecutive National Solo events.

“Autocross is hugely valuable to anybody’s race program,” he said, “Even just to knock the rust off at the beginning of the year, and then it’s really good to work on your own understanding of what makes a fast lap. I feel like anytime I’ve floated away from autocross, when I came back, I was rusty at it, which meant that there were facets of my driving that took a toll because I wasn’t autocrossing.”

ON THE BIG SCREEN

In addition to Solo, Alessandrini spent some time in karting before trying his hand at track driving, at least virtually. Spending time in e-sports helped him understand the full range of what was available in the real world.

“I bought a \$300 wheel that I clamped to my desk, and I started sim racing,” he said. “I started out chasing lap times and then, eventually, joined a league. I practiced 15 to 20 hours a week on the car and track combo that was going to be raced each Thursday night.”

Next, Alessandrini branched into SCCA Time Trials and then Road Racing. Among the secrets he credits for his success are coaching others and driving a variety of cars—usually to help other drivers understand the potential and the weak points of their rides.

“I’ve actually never done a Time Trial in anything that I owned,” he admitted. “I think the SCCA Time Trials are done very well, and I like

Rob Wilkinson



Rob Wilkinson



Austin Cuppach



Austin Cuppach



Rob Wilkinson

HUSTLE FACTOR

Alessandrini (LEFT) is a one-man whirlwind at the track, on an autocross parking lot, in his own driveway, at his Hawk Performance day job, doing whatever it takes to fuel his enthusiasm and gain experience by helping others. The "helping others" part (and maybe his writing skill?) led to the gift of a race-prepped Honda coupe, letting him further master his craft—and score drives in others' cars.

LISTEN AND LEARN



DJ Alessandrini and Tom O’Gorman have a podcast called Lizard Brains, where they talk about racing, life, and how racing is life.

“We don’t talk about cars,” Alessandrini explained. “It’s predominantly about racing. We talk about competition, we talk about driving, and we talk about the life behind having a laser focus on this one specific thing. It’s really just a good way for Tom and I to give our thoughts out to the universe, and maybe teach an idea to a whole bunch of people.”

You can listen to the Lizard Brains podcast on Apple Podcasts, Spotify, Speaker from iHeart, Google Podcasts, and more. —Jeff Zurschmeide



Rob Wilkinson

the vibe. There’s seriousness, but not too serious, and the people running that program are doing a really good job setting the tone for the event. Time Trials are always some of my favorite events.”

For a devotee of Solo, Time Trials, and Road Racing, an SCCA mash-up event is just the ticket for an exciting weekend. At these events, the Time Trials National Tours Powered by Hagerty share the track with SCCA Road Racing competition. Additionally, these events often include either Track Event lapping sessions, a Road Rally, an autocross or sometimes a combination of the three.

“I did the mash-up at PittRace,” Alessandrini says. “It was a lot of fun because we went out for our morning sessions and then we headed over to the autocross course and I drove somebody else’s car in the autocross, then jumped back in the Time Trial car for some more laps. Then we went karting later at the Pitt Race kart track. That was just a great day!”

TEACHING EXPERIENCE

Alessandrini has earned the respect of fellow drivers with a couple of Time Trials Nationals class wins to his credit. But more than that, his open and collaborative style brings other drivers to him for coaching and evaluation. One of his specialties is driving someone else’s car and offering advice about setup.

“Mostly that’s with people where I’ve already made some kind of connection,” he said. “I have very rarely driven somebody’s car who just reaches out to me, but I’ve never talked to them before. The value when I’m driving someone’s car is that I can provide data for the car and help navigate the driver through that data.

“If the event allows it, I can take them out for a ride in their own car,” he added, “which is absolutely a huge eye-opening experience. Also, since I’ve driven so many different cars, I have a good idea of how it should drive. The owner might have chased



Rob Wilkinson



Austin Cupbach

SERIOUS FUN

"My goal is to be the absolute best driver I can be," said Alessandrini, who's enjoying every step along the way.

the setup in the wrong direction and now he or she has no idea where to go with it.

"My experience in a bunch of different cars helps me to understand if there's something wrong with the car or if we need to work on the driver."

While some expert drivers make a business out of coaching, Alessandrini is there for the passion.

"I'm good at some things, but it's never been how to make money," he joked. "At the end of the day, my money just turns into how much I can race. So, the payment is giving me something to compete in. Most of the time now I'm driving other peoples' cars."

His penchant for helping others succeed in motorsports is how Alessandrini was given a car to get into road racing in the future.

"Peter Lier cursed me with the Road Racing sickness," he said with a laugh, "and I say that with all the love in my heart for Peter. He posted this car on a forum, saying he wanted to give it away. He didn't think it would be worth his time to sell the car, and he'd rather watch someone race who otherwise wouldn't be able to race. I didn't even know it was happening, but a bunch of people in this forum nominated

me. I submitted an application and I did my best to put in my passion for motorsports and competition. I worked on that paper until four in the morning; must have rewritten it like 50 times. A couple weeks later, Peter called and told me to drive down to Florida to pick up the car!

"I attribute that gift to my time in autocross," Alessandrini continued. "I built up a reputation for trying to be helpful, to always be an open book on setup. That was because I always thought the better everyone is around me, then my hunger to win will force me to be a better driver overall."

There's an old poem that says, "Variety is the very spice of life, that gives it all its flavor." The poet (William Cowper) might well have been talking about racing. For Alessandrini, variety in competition has made him a racer for all seasons and kept his interest keen.

"Anything I can drive, I feel like there's going to be something to learn," he said. "Whatever you can drive, you're going to learn something. You might be only a tenth off the pace in your car, but if you jump to a different car, it might expose a weakness of yours that you didn't even know existed.

"At the end of the day, my goal is to be the absolute best driver I can be." 🍷



Go from amateur to professional with the Skip Barber Racing pro-ladder system.

Since 1975, the Skip Barber Racing School has taken great drivers and made them champions. Today, we are training the next generation of winners with our amateur-to-pro ladder system. It's the fastest, most effective, and affordable way to turn your dreams of going from an amateur to a professional.

You start with our three-day and two-day advanced racing school and then can apply for a Competition License. The next step is advanced coaching in a Skip Barber professional touring car with world-class instructors at America's iconic tracks including Circuit of the Americas, Sebring International, WeatherTech Raceway Laguna Seca, VIRginia International Raceway, Lime Rock Park, Sonoma Raceway, and more.

Your professional racing career begins with a spot on the grid of the SRO TC America powered by Skip Barber series, driving the highly competitive TCA HPD Civic Si or the two-time Championship winning TC HPD Type R. From there, you can advance to the GT4 America Series with a seat in our Toyota GR Supra GT4. Bring your dreams to reality using the SBRS tried and true method; just ask Jordan and Ricky Taylor, Boris Said, Spencer Pumpelly, Joey Hand, Kenton Koch, A.J. Allmendinger, or Colin Braun.

Attend an SRO race and speak to one of our team members. Visit our website or call us today at 866-932-1949 and start your path to the podium!



866-932-1949

skipbarber.com

[#skipbarber](https://twitter.com/skipbarber)



Mash-up. Noun. "Something created by combining elements from two or more sources, such as a piece of music created by digitally overlaying an instrumental track with a vocal track from a different recording," says the Merriam-Webster Dictionary.

"...or a long weekend featuring a carefully scheduled blend of Sports Car Club of America activities," says nothing anywhere, officially. Yet.

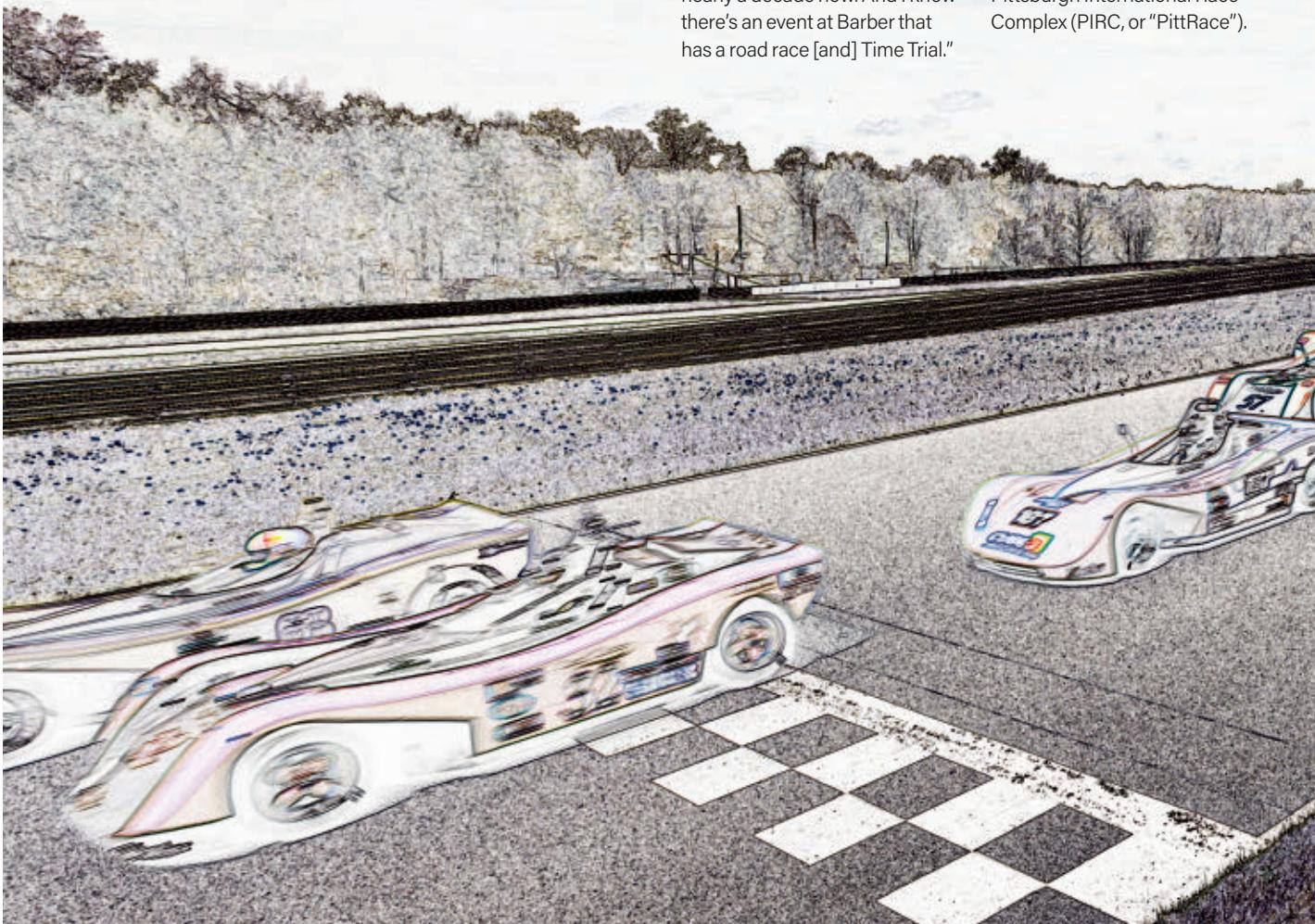
It's a great word, "mash-up", and while it doesn't seem especially SCCAish, and might not ultimately be the only word SCCA uses to brand these types of events, it's a word that perfectly describes what's going on here.

Mash-ups. Combo events. Sadly, there's no detailed history to review as no one has yet tracked weekend events combining two or more SCCA activities. A long look back will be an interesting research project for someone in the years to come though, as mash-ups take on a more visible and important role.

It's not a new idea, combining, say, a Drivers School with a Regional road race, autocross with a Time Trials or Track Night in America Driven by Tire Rack with a test day. Cal Club Region tried a multi-genre event years ago, *SportsCar's* Executive Publisher, Paul Pfanner, remembered, while SCCA Sr. Manager, Regional Track Program Development, Jon Krolewicz, noted at the January SCCA National Convention: "Both Central Florida and maybe Florida Region have hosted a Track Event or a Time Trial program during their test days for nearly a decade now. And I know there's an event at Barber that has a road race [and] Time Trial."

Texas Region, meanwhile, experimented with something unusual in the combo space a few years back, a single event that combined an autocross, RoadRally and Time Trial all on the same weekend.

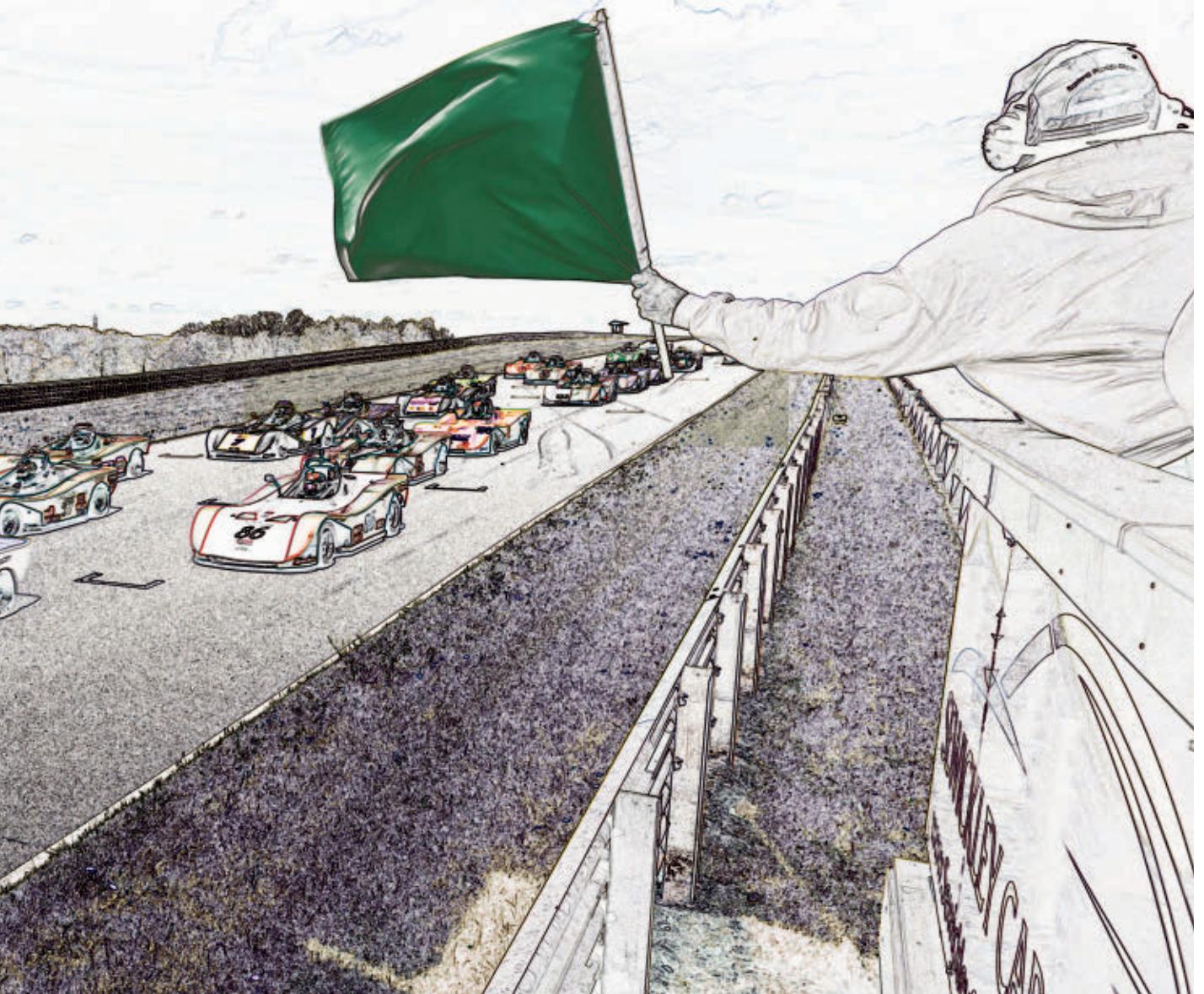
Clearly over the last two decades, several Regions have given mash-ups a go, with Time Trials, Track Nights and Track Sprints playing increasingly large roles in combination with autocross and road race events. Few, though, have been as successful or have become as well known as the Steel Cities Region's August event at the Pittsburgh International Race Complex (PIRC, or "PittRace").

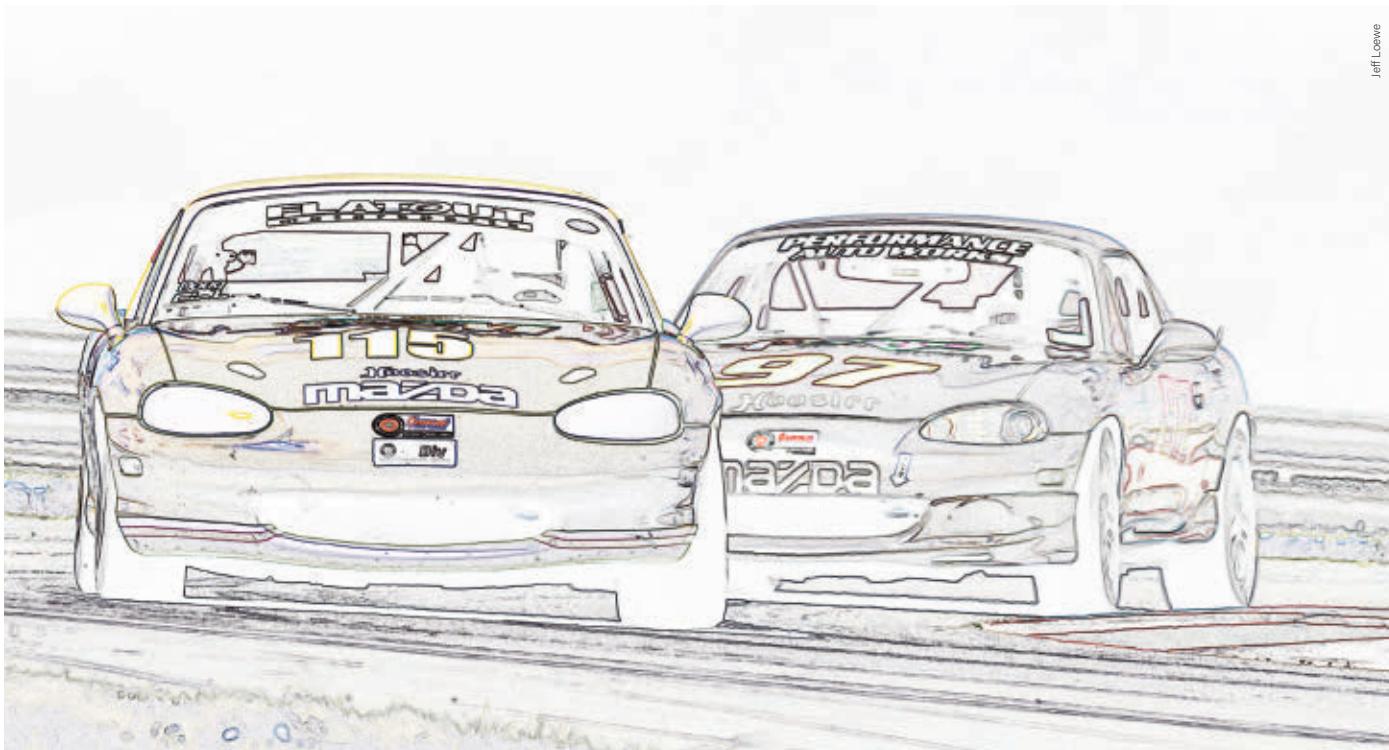


A SPECIAL BLEND

As the cost of event-hosting soars, Steel Cities Region's mash-up, multi-event weekends point a way forward

WORDS Steve Nickless | **IMAGE** Jeff Loewe





THE NEW MATH

Why all the talk? Why the attention given combo events at the 2023 SCCA National Convention, on social media, and here in *SportsCar*?

Primarily, the reason is financial.

"The Steel Cities combo event we've now done two years in a row," Krolewicz explained. "[They] had something like 370 entries two years ago, and then last year, in 2022, I think they had 415 combined. So, when you're thinking about, 'Well, you know, our road race event has 120-140 entries'—well, wouldn't it be nice to add another couple hundred?"

Indeed, track rental fees are on the upswing from coast to coast for many reasons that include tougher safety and insurance regulations, maintenance and materials cost increases, and increased demand for track time in many locales.

For Regions whose profit/

loss balances on a knife's edge in the best of times, a once healthy 60-80-car entry list can no longer carry the load.

Such was the position the Steel Cities Region found itself in looking ahead to its August road race in 2021, despite the boost it had received in converting its August Divisional to a Hoosier Racing Tire SCCA Super Tour date responding to a plea from the SCCA National Office in the pandemic-torn-apart 2020 season.

Early that year, Assistant Exec. Steward and Regional Treasurer Gene Kerns got an e-mail from SCCA's Topeka HQ looking to add a TireRack Time Trials National Tour Powered by Hagerty to the Region's August road race weekend at its PittRace home track.

"Gene called me and said, 'Can we do this; do something with this?' remembered Bob Albert, the Region's Comp Board Chair.

"In fact, the Region notched a net profit rather than an anticipated loss."

BOB ALBERT

"PittRace is not an inexpensive track," Albert added, "and we were already concerned about covering our costs that summer. We had several conversations with Jon [Krolewicz] in the SCCA National Office, and finally decided this would work."

That it "would work" was due in no small measure to the PittRace circuit's many unique features, notably separate North (1.6-mile) and South (1.2-mile) circuits sharing a paddock but with separate pit lanes so two events can run on separate courses simultaneously.

"We started out working on a weekend schedule," said Albert, an engineering project manager by day. "One night I was sitting there looking at it—the schedule

wasn't quite working—and then it hit me! We can split the track. By splitting it and re-working the schedule, both Gene and I realized, 'Wait a minute! Not only can we run the Time Trials on one track and the Divisional on the other at the same time, we can also switch to the full (2.78-mile) track on the second day and turn it into a Double Divisional.'"

As winter turned to spring, the planning got crazier: Kerns and Albert reckoned that using both North and South courses on Friday, they could add a Track Event, a Driver's School, and even a Track Night in America event.

To spice things up, on Saturday, a Track Sprint event was slotted into North Course activities.

Albert explained that the active Steel Cities Region Solo group previously had scheduled a two-day event on the spacious PittRace Vehicle Dynamics Area (VDA). Saturday afternoon, the organizers found

a slot for the Solo competitors to run out on the Long Course.

"We scheduled RoadRally in there, too," said Albert. "We did that the first year. Last year we didn't get many entries, so it got canceled. But we're trying again this year, making sure we get RoadRally cars there.

"Now everything we do as a Region is happening that weekend."

Well, except RallyCross: "There's no dirt here, and PittRace basically said no and, if you do that, you have to fix the grass," Albert added with a laugh. "Sorry, that idea went away."

"Bob [Albert] came to me for the first time in 2017 or 2018 and explained that [Steel Cities' August] road race weekend had been struggling," Krolewicz recalled. "They came to me and said, 'What do we do?' And I said, 'You need to add in some Time Trials stuff, and add in some other things.' They countered that they didn't have the space because of all the road race groups, [believing] that if they combined race groups, they were going to lose a bunch of race entries.

"Well, my hope was that if they lost race entries, they would gain back more in other entries. It took a little while to get to the point where they finally said, 'Okay, let's try it.' And they did—they probably lost about 30 road race entries, but that first year [2021], they gained hundreds.

"It hurt a little bit to have some of their road race folks

go, 'Hey, this isn't for me,'" Krolewicz continued. "But ultimately it created something that really helped make that weekend sustainable."

Indeed. Had the August weekend gone forward as a single NEDiv Championship points event in 2021, "we would have had just 80-100 cars," Albert said. "In the end, we had about 80. The Time Trials National Tour event added another 80."

Track Night in America attracted another 120 cars that first year, Albert believes, while the Region's autocross always pulls in 100-150. The Driver's School ("roughly 20") and the RoadRally ("maybe 15") were icing on the cake.

Importantly, while costs increased for hosting what was called the 2021 Steel Cities Region End of Summer Festival, entry fees more than covered the increase. "In fact," Albert said, "the Region notched a net profit rather than an anticipated substantial loss."

Music to a Region Treasurer's ears.

SILVER LINING

Although turning loss to profit by adding activities to the core road race and autocross weekend was plus enough, a Saturday night event brought it all together—a "silver lining" that covered over all the many challenges and first-year hiccups: the Pig Roast hosted by the Time Trials National Tour organizers

ONE (CAR) FITS ALL?



DYNAMIC DUO

Gene Kerns (left) and Bob Albert have overcome all combo-event challenges...except one.

Pennsylvanian Gene Kerns was the Assistant Executive Steward at the time and a Key Man (along with Steel Cities Region Comp Board Chair Bob Albert) in figuring out how to pull off an unprecedented sextuple-activity mash-up at the Pittsburgh International Race Complex in 2021.

Kerns, who was also Region Treasurer, has become, needless to say, a fan of the mash-up concept.

"Well, yes," he said. "But the unfortunate thing is that we haven't yet figured out a way for a driver to participate in Solo, Road Racing, Time Trial and maybe RoadRally all on the same weekend."

"A function of scheduling or because of rules differences," we asked?

"Well, if you're going to run at the pointy end of any field in any particular group, you have to do your car for that group right. Sometimes that makes it less optimum for success or even competing in another [activity].

"I think about that. Myself? I drive whatever I have wherever I can. I've got a Miata that I'm in the process of constructing for Road Racing and I realized that,

yeah, I'm going to be able to drive it in Time Trials and compete with it in Solo. It all depends on what's running on whatever weekend I can get to the track."

Miatas are unique in that (with a varying degree of equipment and preparation, of course) they are eligible and competitive in so many different SCCA activities. But upon further review, doesn't SCCA make it possible to compete with many different cars—even race cars—in a variety of places. A GT-Lite car, for instance, could compete in autocross, Road Racing, maybe even Time Trials.

Probably not a RoadRally, though...

"Probably not," Kerns said, laughing. "Once you push your car past a certain point [prepping it as a race car], it's no longer street legal. But my late wife and I used to race Showroom Stock with a Toyota MR2, and we did we did Solo and RoadRally with it, too. We both got our competition licenses in that car."

Mash-ups offer the intriguing prospect of truly maxing out track and cone time with your car on a weekend. We're looking forward to the stories. —**Steve Nickless**



BERCHAKMEDIA / MK BERCHAK images

with additional support at PittRace by...everyone, which is now an event fixture.

"We set the weekend schedule up so that everybody finishes up on Saturday at the same time so we can all participate," said Kerns.

As darkness descended, the expansive paddock was filled to bursting with hot food, warm bodies, and cold beer and, as the old saying goes, "A good time was had by all."

"Everybody got together around the barbecue grille and talked with each other," Kerns said.

"The Solo guys had been out on the road course burning up some tires on Saturday afternoon," Kerns added, "so there was common ground for discussion with the racers and the Time Trialers."

"The SCCA has always done pretty well at siloing itself," said Krolewicz. "You have, you know, the autocross chapter or the road race chapter or whatever the different groups are. But



"We're getting to a time that, as the world shrinks, it doesn't behoove us to be siloed anymore."

JON KROLEWICZ

we're getting to a time that, as the world shrinks because of information exchange, it really doesn't behoove us to be siloed anymore. The more we can all work together in a world where everybody engages makes a lot of sense."

The Saturday night Pig Roast was a community building capstone on a weekend befitting the mantra and dominant message of this year's SCCA National Convention: "The key word is the 'E'-word—Engage!"

GIVE AND TAKE

Despite the buzz and obvious attributes—they can be an important tool in the cost-containment arsenal—combo events are not without challenges that must be carefully thought through.

Atop that list is scheduling, a problem that initially seemed insurmountable but was ultimately solved by Steel Cities Region taking a page from the pro racing on live TV playbook: "block scheduling."

"I'm cheating a little bit because I'm an engineering project manager—have been for 43 years—that does big project-scheduling type stuff," Albert explained. "The first thing we decided to do was let everybody run their own event. Then we set

up the schedule by giving each of the groups their own time blocks. 'It's your own block,' we told them, 'and you can't run over your block. If you have a problem, you have to figure out a way to [solve it] within your block.' So, if road racers are supposed to be off the track at 10:00, they're off the track at 10:00."

Krolewicz further explained: "If you've been to a street course like Miami or St. Pete, you know that if Formula 2000 has a time block, it is Formula 2000's time block period. TV is going to go live on schedule and IndyCar is going on track on schedule and they don't care about hiccups in the F2000 event."

"The creation of and support for that block scheduling was really from my own experience inside that pro racing world, and just looking at [mesh-ups] believing if we want to do this, we're going to have to run it more like that."

The next step, as the weekend block scheduling bits and pieces began to fall into place, was to

QUALITY PRECISION RELIABILITY



#1 DIGITAL GAUGE USED BY TOP RACING TEAMS

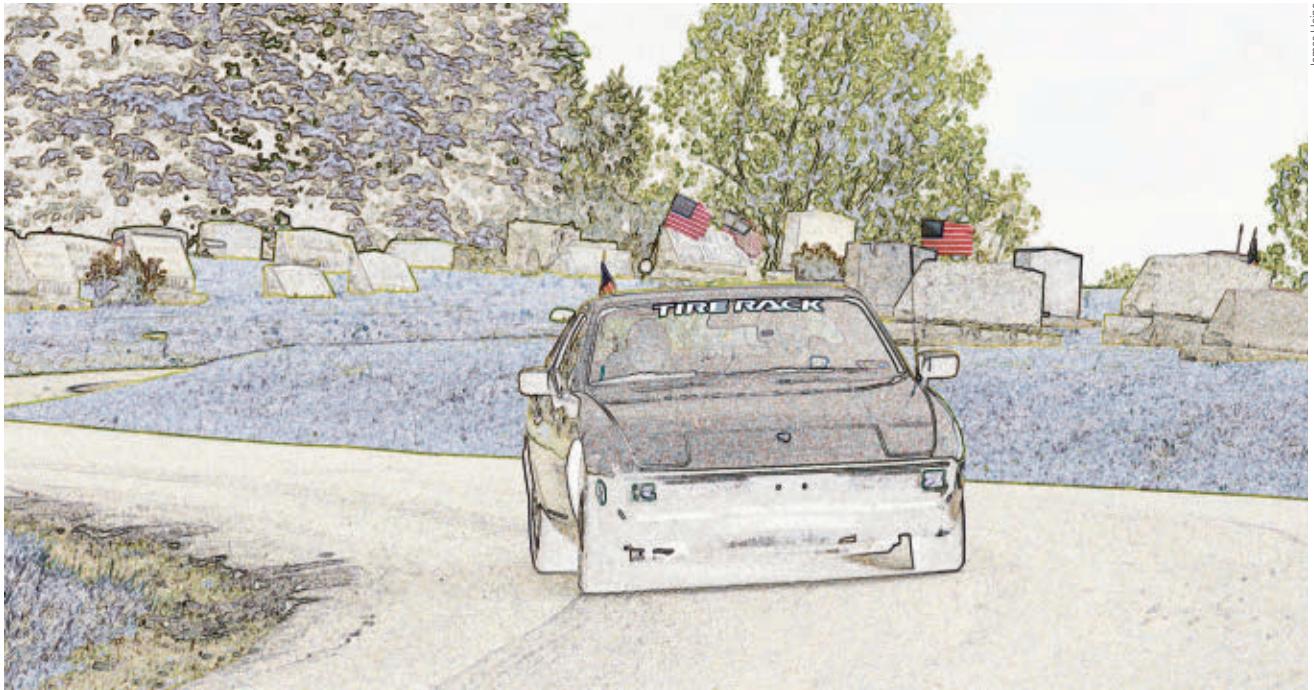
Intercomp gauges are built with the highest level of quality and are among the **most rugged gauges on the market**. **Racing teams use Intercomp gauges extensively**, in all forms of motorsports, for the most accurate tire pressure data on race day.

intercompracing.com

+1 763-476-2531 Worldwide



Intercomp[®]
advanced weighing technology . . . by any measure



James Heine

ask each of the groups to plan their problems in advance....

"You can't just say, 'Oh, here's my detailed schedule. It's gonna work,' said Albert. "You have to look at that schedule and say, 'Where are the weak points? If I have a problem, where is it going to happen and how will we deal with it?'"

"[Each of the groups] had to have at least some contingency plans. It's kind of like a [space travel] thing if you ever watched Apollo 13. It's work the problem, then go on to the next problem, and then the next problem."

It's obviously impossible to plan for every eventuality in advance, so extra time was factored in between blocks.

THE RESISTANCE

Scheduling is one of a mash-up weekend's bigger challenges, but there are others.

"For us, at the beginning, I was asked a lot, 'Are you sure we can do this?' It's just a confidence thing—taking the leap of faith that we can do this, and if we have a

problem, we can work it out," Albert said. "When Gene and I brought the idea to the [Region] board, the questions were, 'Okay, what if this happens? What if that happens?'"

"It's natural for folks to want to stay in their comfort zone and you just have to say, 'I don't know' or 'We'll work it out when the time comes.'

"And, like I said, you have to have a plan in advance because you're going to get asked those hard questions. For us, the thing that made it work was that we handed them the budget and said, 'Look, we can actually make money on this—a little bit, not a lot, but it'll be a lot better than losing money.'

"Ultimately all the Region people came out, everybody worked together to make this happen. It was not an effort of one; it started out as an effort of one or two, but once it was decided to go, [a lot of people] pulled together to make it happen."

Krolewicz picked up the "other challenges" discussion: "One

"I was asked a lot, 'Are you sure we can do this?' It's a confidence thing—taking the leap of faith."

BOB ALBERT

thing we see a lot of is road race folks, say, setting out to organize a Time Trials or track day event. And that doesn't always mesh because...well, look, the reason we're so 'siloe'd' is because of the many differences in approach to successfully running each of these different programs.

"At PittRace, what was really good was the road race folks working with the Time Trials folks working with the autocross folks, but each of them owning their own product. The participants all got the event they expected without the Time Trials chief steward, say, needing to learn about autocrossing or other specialty crossovers like that.

A crucial point: "On a mash-up weekend, you can't give the Time Trials folks their time and then if one of your races runs over, eat

into their time because, if you do that, they will never come back," said Krolewicz. "You have to pick your block time and own it, and whether you're racing, sweeping, or cleaning up, that's all you have."

Krolewicz foresees a day when neighboring Regions partner up putting on combo event weekends, pooling their specialties and areas of expertise.

MONSTER MASH

Budget pressures are causing more and more Regions to think "combo events." Albert recently shared budget details and scheduling philosophy with both Cal Club and Chicago Regions, and Krolewicz has fielded several calls since the SCCA National Convention.

Mash-ups bring a boost in entries and spin-off "engagement"—community building. And they are perfectly in alignment with the SCCA Mission Statement: "We exist to fuel a safe, fun and exciting motorsports experience for auto enthusiasts." 📍

SCHROTH[®]
RACING



COBRA[®]
MOTORSPORT



SHR III
XLT-EVO-FLEX



WALERO



SCHUBERTH



RACESENSE
FASTMATE RACING.COM



lifeline[®]



OMP



race
COM



GARMIN



NORTH: 100 FERNCROFT RD #208 DANVERS MA 01923
SOUTH: 119 BEVAN DR MOORESVILLE NC 28115
WWW.HMSMOTORSPORT.COM | 978-774-1615

EXCLUSIVE IMPORTER FOR SCHROTH, RACESENSE, WALERO, AND SCHUBERTH
DEALER INQUIRIES WELCOME!

HMS[®]
motorsport

I hate to admit this because inside I still feel like a kid. But I've been competing in SCCA events for more than three decades, and 30 years of racing officially categorizes me as an old dude.

While I don't care for the "old dude" label, 30 years is 30 years, and after wrenching on cars and driving around in circles with very few breaks, I'd gotten stale.

A year ago, I started looking for something new—something different, a new challenge. Luckily for me, in 2022, the SCCA came up with it—something new, a fresh formula. It was titled the Tire Rack SCCA Solo National Tour Points Championship, and it connected the 10 Tire Rack SCCA Solo National Tour events held across America utilizing a new points system to determine a year-long champion for each class.

Just what I'd been looking for. Sure, there were some hurdles.

Could I come up with enough money for tires, brake pads, gas, hotels and get the time off from work?

And, most importantly, could I get the approval from Mrs. Krider?

With her blessing, I figured the rest would fall into place. The prospect of an "Inaugural Season Trophy" was a powerful lure, and I was caught in its attraction.

The season and the series' first event was Georgia in March. My home in California to Georgia is geographically almost as far apart as possible in this country, so I decided to skip that event and set my sights on the second round of the season, Las Vegas, Nev. That I could avoid the expense of a cross-country drive and remain in championship contention was all down to the points-scoring system: Only a driver's best three finishes would be counted toward the championship. Enter as many of

the 10 events as you want, but only your best three results would count. Ties at the end of the season were to be decided based on finishing results at the Tire Rack SCCA Solo National Championships in Lincoln, Neb., though the Solo Nationals itself wouldn't provide any points toward the championship.

Make sense? It did to me. And, thus, did I become a road warrior.

Buckle up. In the words of Jerry Reed from *Smokey and the Bandit*, "We have a long way to go and a short time to get there."

NEVADA

I'd competed with my 2019 Ford Fiesta ST in the 2021 Las Vegas Solo National Tour event and finished second. "Fiesta" means "party" in Spanish, and Saturday night, my co-driver and good friend, Stephen Young, and I did just that, chasing the

lights of the Las Vegas Strip.

Not surprisingly, my racing results were affected on Sunday. Learning my lesson, I made major changes for the 2022 Las Vegas Tire Rack Solo National Tour in April. Besides a new front sway bar for the Fiesta, I left my great party friend behind and brought along a more... ahem, *responsible* pal, Keith Kramer.

Together, we put a new yellow livery on my Fiesta and, since the "FIST" was a grocery-getter, four-door hatchback, we came up with our own hashtag: #racethefourdoor.

Keith and I took my motorhome to Vegas, towed the Fiesta, and stayed at the track. The Strip would not get me, my money, or my liver this time. The result? A first-place finish for me in H Street, a trophy, and 100 championships points.

This was an excellent (and completely sober) start to the season.



CALIFORNIA

National Tour Round 3 was in Maryland, so I once again ducked the cost of a long cross-country trip. The good news was Round 4 offered a home-field advantage—the Crows Landing Solo National Tour event in California, my local track, just 95 miles from my house.

I easily won that event, picked up my second National Tour trophy, another 100 points, and thus the lead in the HS points championship.

I would love to tell you I won because “I’m so fast at my local track,” but that’s horse pucky. The reality is I won because I was the only one who showed up to compete in H-Street.

TEXAS

Round 5 was South Texas in May. I made the decision to endure the long drive to Beeville—1,676 miles—because not only did I still need 100 more points, but I needed to block other drivers from winning. Cameron Goode had won in Georgia and was registered for Texas. I needed to try to keep him from getting any more wins. To claim the title, I knew I needed an intelligent strategy, and I paid close attention to the points total to see which drivers would be the biggest threats. Winning an individual event and winning a season-long championship are very

different things. Championships require dedication, consistency and, of course, a little luck.

By May, gas prices were soaring so taking my motorhome (7mpg while towing) didn’t seem economical. I was better off just throwing the Yokohama ADVAN A052s in the back of the Fiesta and driving the car.

That’s the way I made the two-day-long drive to Texas to do battle with Goode. One of us was leaving there with 100 points.

In Texas, reality set in fast in the form of a fast red Honda Civic Sport driven by Matt Morhardt who took first place and “my” 100

points. Goode finished a close second and I finished third—disappointing, but good enough to maintain my season points lead.

The HS top two cars in Texas were Honda Civic Sports. I still needed another Tour win to get the maximum 300 points for the championship. Two full days of driving home after my defeat in Texas was a lot of time to ponder life’s choices.

Why was I doing this?

Would I be able to get another win against these 10th generation Civics?

Should I get another rescue puppy from the pound?

ROAD WARRIOR

The ultimate road trip—borrowed cars, competition in seven states, and more chasing glory in the inaugural Solo National Tour Points Championship

WORDS Rob Krider | MAIN IMAGE Rob Krider





WASHINGTON
Fourth SCCA Solo National Tour victory in 2022 after a come-from-behind win at Packwood.



NEVADA
First victory of the season with co-driver Keith Kramer sharing Fiesta prep duties.



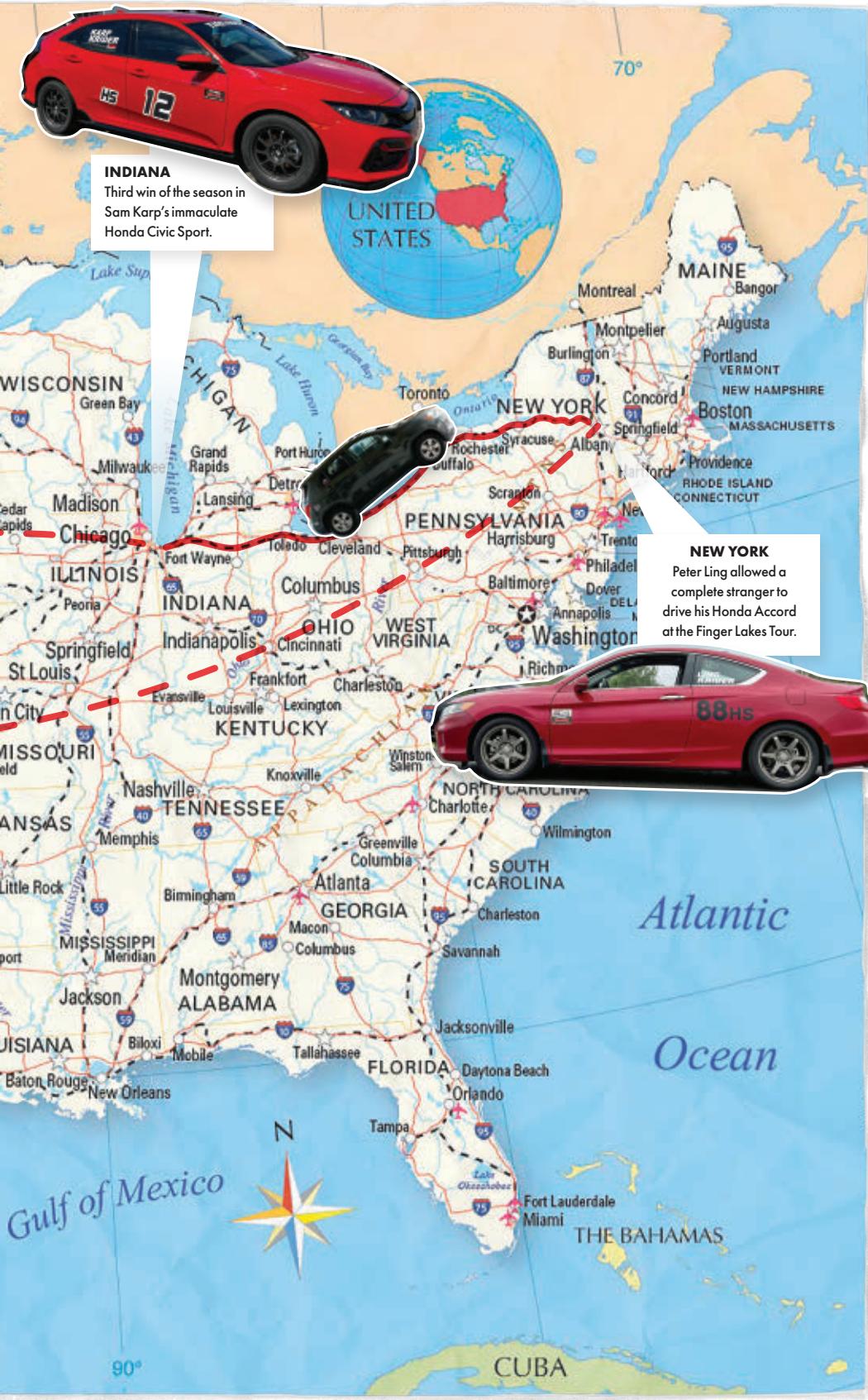
CALIFORNIA
The Fiesta is at home on three wheels—and sometimes just two.



TEXAS
The Fiesta, loaded down with tires, tools and tiny tent, made the 1,676-mile trek to Beeville.



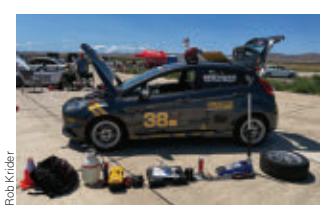
© One World-Nations Online Project



INDIANA
 Third win of the season in Sam Karp's immaculate Honda Civic Sport.

NEW YORK
 Peter Ling allowed a complete stranger to drive his Honda Accord at the Finger Lakes Tour.

AND SO IT BEGINS...
 (BELOW, TOP TO BOTTOM) Before the journey began, I put a new yellow livery on my 2019 Ford Fiesta ST at the Double Nickel Nine Motorsports shop and came up with my own hashtag, #racethefourdoor. In Nevada, I picked up the first of four 2022 Solo National Tour trophies with a solid H-Street win in Las Vegas. My Fiesta was all alone on the HS grid at Crow's Landing in California when nobody showed up to compete against me (and where I picked up my second victory on the season). Sam Karp and Yours Truly celebrate our 1-2 finish at the Peru Tour in Indiana—the SCCA Solo event that gave me my perfect 300-point score!



Rob Krider

Keith Kramer

Rob Krider

Alvin Cheng

Claude Lawrence

OUT IN THE FIELD...

My Fiesta did battle in a heavy 10th Gen Civic field (RIGHT) in South Texas (and lost). A quick alignment at the track was made possible thanks to Smart Strings portable alignment tool (FAR RIGHT).



During the long drive as my windshield killed a lot of large Texas bugs, I came up with a good plan: Convince Mrs. Krider that a summer vacation on the East Coast was exactly what she needed and then cyber-stalk SCCA members before begging one of them to let me co-drive their car(s) at Rounds 7 and 8, which were one week apart in June.

The process of begging via Facebook Messenger was awkward. "Hello, Stranger. I'm Rob Krider and I like to party and drive racecars. Can I take your daily commuter car and drive it like a complete maniac?"

Surprisingly, I found two dudes who were totally cool with it.

INDIANA

Round 7 was in Indiana, and like any respectable SCCA driver, I flew into Indianapolis carrying my Bell helmet onto the plane. This was a smart idea because the airline lost my checked luggage. I didn't even care. I could race in dirty underwear. I had my helmet and that was all I needed.

I grabbed an inexpensive rental car—a Chevy Trax with a warped right front rotor—and headed to Grissom Aeroplex to meet Sam Karp.

Karp, the nicest guy I have ever met, was kind enough to let me take a couple of practice laps on the Test-N-Tune course in his 2020 Honda Civic Sport. This was huge because I'd never even sat in a 10th generation Civic, let alone driven one in anger.

Sam was kind enough to show me how to turn off the traction

control using a method he referred to as "the pedal dance." You start the car, you press the brake, you hit a button, you engage the e-brake, you get out and run around the car, you rub your belly while patting your head, you jump back in, disengage the e-brake, look for a flashing light and then you go out on course.

Not only was Karp a nice guy, he also kept his car cleaner than any I've ever driven. I was scared to open the car door because every time I did, I left my fingerprint on the finish. Besides having a clean car, he had the setup on the Honda perfect, and he and I headed out on Saturday to absolutely go for it.

The bad news was, so did Claude Lawrence, who had the lead over me on Saturday by 18 thousandths of a second with Sam right behind by just 34 thousandths. It was insanely close, and the event would certainly come down to Sunday's runs.

Lying in my hotel room Saturday night, I couldn't sleep because I was haunted by those measly 18 thousandths of a second and how they were keeping me from earning the final 100 points I required for the championship.

Sunday, I jumped into Sam's impeccably clean Honda, did the pedal dance to get the traction control off, then headed out and set the fastest time in H Street in one of the biggest fields of drivers during the season. I overcame the 18-thousandths deficit, giving me the clear win for the weekend, and did all of this in a stranger's car, wearing dirty underwear, thanks to United Airlines.

This win also gave me my third first-place Solo National Tour trophy for the season, and those ever important 100 points, locking in my championship lead.

The cool part was that Sam improved from Saturday as well and earned second place, locking in the top two spots with his car! We celebrated together at the trophy presentation, and then I was off in my ratty rental car to pick up Mrs. Krider at the airport.

I had promises to keep.

NEW YORK

My wife and I enjoyed the week vacationing in Detroit and Toronto, catching Tigers and Blue Jays games as we made our way to upstate New York for Round 8, the Finger Lakes Solo National Tour event in Seneca Falls. While I headed to the Seneca Army Depot to meet another stranger and borrow his car, my wife toured the birthplace of Women's Rights. She was learning about American feminism (it started in 1848; now you know, too) and I was learning how to drive a 2015 Honda Accord.

Peter Ling, a guy even nicer than Sam Karp (I didn't think it was possible), offered to let me drive his Accord in the Tour. The crazy part was he wasn't even driving his car; he was running a buddy's X Prepared Corvette. Unfortunately, I missed the Test-N-Tune, which meant I would be learning how the Accord handled during one of three timed laps on Saturday. Not a great plan and it didn't go well; I nearly spun the car in the first corner. I struggled

with the big Accord all weekend and ended up finishing third.

I continued my vacation with Mrs. Krider into New York City and took her to a Broadway musical as a thank you for putting up with my Solo National Tour points-chasing schedule.

Later in the week, we finally ditched the Chevy rent-a-wreck and flew home to California. I skipped Round 9 of the series in Bristol, Tenn., HS won by Cameron Goode, giving him his second win of the season and a total of 297.35 points toward the championship.

WASHINGTON

As the series' final round approached, I had some strategy decisions to make. Do I go to Washington? I already had the maximum 300 points. The Packwood Solo National Tour was 889 miles from Fresno, which meant a lot more bugs would have to die at the hands of my Fiesta's windshield in order to compete.

But where things really got complicated: Round 10 was a double points event, meaning a driver with a previous single win (100 points) could go to Packwood, win both days, and come out with 300 points, which would force a tie breaker in Nebraska.

I didn't want the Solo Nationals to be a race I had to rely on to win the points championship. I wanted the Solo National Championships to essentially be a victory lap. To play it safe, I packed up the Fiesta and headed to Washington to play defense.



Rob Krider photos



Philip Royce

If somebody wanted 200 points in H-Street, they were going to have to beat me to get them.

I connected with a good friend of mine, John Linbarger, who lives in Washington, and he agreed to be my co-driver/tire warmer at the Packwood Tour. When we arrived at the scenic Hampton Mills, we found out we would be putting the Fiesta up against a Honda Civic from Canada, meaning H Street was going to be an international contest.

On Saturday, the two Canadians were sitting in first and second with me parked in third place after three stupid reckless dirty runs. I was driving like Mario. No, not Mario Andretti; Mario, the plumber from the video game. I was hitting cones like there might be gold coins underneath them. Preposterous.

Because of my poor driving on Saturday, the first 100 points of the double points weekend went to a Canadian. But on Sunday, trophy day, I got my act together, overcame the deficit and won the final round of the year, picking up my fourth Solo National Tour victory of the season, and ensuring nobody else in the country earned 300 points in H Street.

NEBRASKA

The points championship was a wrap in my favor so long as I attended the Tire Rack SCCA Solo National Championships in September. Since the 10th generation Honda Civic Sport seemed to be the fastest car in H-Street, I went back to cyberstalking people on Facebook

and connected with Terrence Ussery, who I competed against in Texas. He was down for letting me borrow his car for Solo Nats. In appreciation, I shipped him some Carbotech brake pads and a fresh set of tires. He was saving me a lot of gas money not having to tow my Fiesta to Nebraska.

To avoid hotel costs for the weeklong trip, I drove my motorhome. Since Terrence's Civic was the same color as my Fiesta, I cut stickers for the Honda to perfectly match the livery of my own car. When I arrived in Lincoln, I slapped all the stickers on the Honda and gave the Civic a quick alignment using a set of Smart Strings.

The 2022 Solo Nationals was epic—as expected when you have more than 1,000 crazy autocrossers in one place at one time. I got to say hello to new friends from all across the country; I raced big wheels with the Texas Lone Star Region; shared craft beers with strangers (I brought Tactical Ops Brewing Double Nickel Nine IPA all the way from California); and then went on course, drove hard and admittedly killed a few cones.

I finished ninth out of 28 entries in H Street, just outside of the trophies, but that was okay because I had another trophy on my mind.

As I completed my third run on the final day, I knew I'd officially become the 2022 Solo National Tour H-Street points champion during the inaugural season of the points series. That title is a mouthful and represents a massive undertaking and a lot of miles, but I had done it.

POSTSCRIPT

The first moment I heard the SCCA had a new script for its Solo National Tour events, I knew I wanted to play a role—a starring role. Here's what it took to earn a title:

In total, I traveled 15,021 miles (5,130 in my Fiesta, 5,103 in airplanes, 4,224 in my motorhome and 562 in a crappy rental car), competed in seven different states (Nevada, California, Texas, Indiana, New York, Washington and Nebraska), drove four different cars (Fiesta, two Civics and an Accord), won four Solo National Tour events (Las Vegas, Crows Landing, Peru and Packwood), earned 620.81 points (maxed out at 300), and officially competed for 14 minutes, 18.313 seconds.

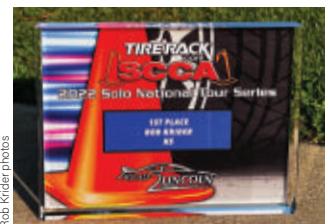
A reasonable person might say that 15,000 miles for just 14 minutes of competition is insane. Well, nobody said any of this was reasonable. This is motorsports, folks.

Obviously, it's insane, but the glory of a championship in a series' inaugural season will live on in my heart forever. 🍷

Rob Krider writes the monthly column Confessions of a Cone Slayer for San Francisco Region's magazine The Wheel, and he wrote the novel Cadet Blues, available on Amazon. See Rob's feature story "Points Taken" in the January-February 2023 issue of SportsCar for a close-up on the five drivers who not only scored the maximum 300 points but followed up with a Solo National Championship.

FUN AND GAMES

ProSolo-style adult big-wheel racing was available for fun in the Texas Lone Star Region's portion of the Nationals paddock (FAR LEFT). (LEFT) I'm leaning against this car like I own it, but it's actually Terrence Ussery's Honda Civic Sport at the Solo Nationals wearing my Fiesta livery. Meanwhile, I took my forgiving wife to a Detroit Tigers baseball game (BELOW) and did some vacationing during the free week between the Peru and Finger Lakes Tours.



Rob Krider photos

MEDALS, MILES AND MEMORIES

A lot of miles, a lot of late nights and a lot of dead insects during my 15,000 miles of travel. At the end of the season, four National Tour trophies adorn the wall in my office, and there's a sweet piece of acrylic on the desk.



AND THEY'RE OFF

2023 Hoosier Super Tour opens with big fields, fierce action and an international audience | WORDS Brian Bielanski | IMAGES Jay Bonvouloir

The green flag flew on the 2023 Hoosier Racing Tire SCCA Super Tour with the opening rounds at the iconic Sebring International Raceway in Florida on Jan. 13-15, and the home of the Formula 1 United States Grand Prix, Circuit of The Americas in Austin, Texas on Feb. 11-12.

Combined turnout for the first two Super Tour weekends

was up from 2022. A crunch of the numbers of cars qualifying for the Saturday rounds of each weekend, shows Sebring down 42 cars but COTA up 61—a gain of 19 cars over last year.

With big fields in all the races, there was no lack of action at Sebring. The Saturday finish in Spec Miata saw the first six cars cross the line separated by less than a second, with Tyler

Gonzalez, from St. Cloud, Fla., taking the win by just 0.108 seconds over Axel Cabrera.

B-Spec was dominated all weekend by Frank Schwartz who made the “Snow Bird Tow” from his home in Michigan. Schwartz won Saturday’s race by 13.483 seconds and Sunday’s race by 11.495 seconds.

Chilly mornings greeted the races for both Rounds 3 and 4

“A highlight of both weekends was the live-stream coverage, new for 2023.”

BRIAN BIELANSKI

at COTA, with first session temperatures near freezing on both mornings. While the mornings were cold, the action on the track was hot.

VETERANS TO THE FORE

(LEFT) Fall-Line Motorsports boss Mark Boden made a clean sweep of the Hoosier SCCA Super Tour openers, undefeated in his four Sebring and COTA T-2 starts.

(BELOW, TOP TO BOTTOM) Perennial Spec Miata National Champ Jim Drago bounced back from a rough-and-tumble first race to win Race 2 at COTA; Scotty B. White's Viper hounded Boden's Porsche throughout both Florida and Texas weekends, notching a trio of runnerup finishes; outside the Mazda Top-10 sweep in the EP/FP/HP/GTL/B-Spec Group 3 races at COTA, there was impressive marque variety...



Mark Boden continued his domination of the Touring 2 class. After sweeping the first two rounds at Sebring, he did it again in Austin, driving his potent Porsche 997.1 C2 to Victory Lane in both races.

It was a tale of two races for two-time Spec Miata National Champion Jim Drago. On Saturday, he was dumped out of first place on the fourth lap of

green flag action, taking him out of contention. But on Sunday, Drago found redemption. He started fifth and drove to the front to take the win.

The Green-to-Checker Initiative appears to be working. Most races at Sebring went without full-course cautions. COTA had a few more slowdowns, but T2 driver Scotty B. White says he feels the racing is cleaner.

White said on the Inside the SCCA podcast, "It's been better this year, so far. Guys are sort of getting it."

White is happy the Initiative sparked conversation. "It's not fun to come 3,000 miles and ride around in third gear idling," White said.

He was not alone in appreciating the "hot pulls"—safety teams moving a disabled car to a safe location under a local caution flag—at both events that kept the races green.

A highlight of both weekends was the live-stream coverage, new for 2023. As of this writing, the live streams from Sebring and COTA had more than 37,000 views.

One of the things the stream team enjoyed from the announce booth was the interaction with the fans in the live chat. It was also interesting to see the number of fans watching from Europe and the Far East, many people commenting they were watching SCCA Club Racing for the first time. 🍷



JOURNEY TO THE PROS

From indoor karting to SCCA Spec Miata to drafting on the Daytona banking in the IMSA-sanctioned Idemitsu Mazda MX-5 Cup Presented by BFGoodrich, it's been a whirlwind ride for Nate Cicero.

WORDS George Tamayo | MAIN IMAGE Ignite Media

When Chicago Region SCCA member (racing Spec Miata and Spec MX-5 with the Club) Nate Cicero finished eighth and top rookie in race two of the IMSA-sanctioned Idemitsu Mazda MX-5 Cup Presented by BFGoodrich season-opener at Daytona, he added more weight to the idea that the improbable can occasionally be anything but.

Cicero, 18, doesn't come from a family of racers, or even automotive enthusiasts. As a child, he developed his fascination with all things automotive all on his own.

"From when I was two or three years old, I just fell in love with cars," he says. "Even my first words had to do with cars."

So began his journey to the cusp of a career as a professional racecar driver.

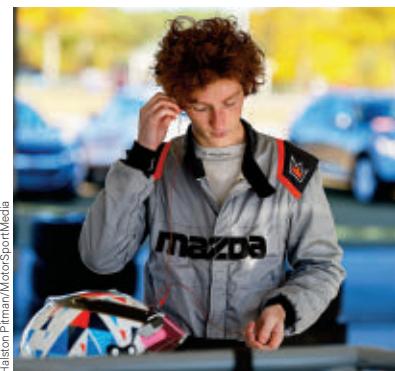
Aged 10, he took his first step into racing at the Grand Prix New York indoor karting facility outside of New York City. There was no masterplan to turn pro, yet it soon became clear that Cicero had a budding talent. Fortunately, the facility was also where Cicero met former SCCA Spec Miata racer Stevan McAleer, his current MX-5 Cup team co-owner. Within two years, guided by McAleer, Cicero transitioned from indoor rental karts to full-on outdoor race karts.

"Once I started racing outdoor at Oakland Valley Race Park with Stevan, our plan was to work our way up the ladder with the

eventual goal of racing with Mazda since he (along with Chad McCumbee) had a team already competing in the MX-5 Cup," Cicero explains.

Cicero's progress through the karting ranks was swift, culminating in a win in the 2021 ROK Cup USA in Las Vegas, his first time competing in the Senior Division for 125cc TaG karts. The performance brought Cicero an invitation to the Mazda Spec MX-5 Shootout in Sebring (see sidebar), where his performance earned him a \$50,000 scholarship and paved the way for his move to racing in cars.

"The following year [2022] was pretty successful in Spec MX-5 with a win and a few



Halston Pittman/MotorSportMedia

SHOOTOUT SUCCESS, PT. 2
Nate Cicero's 2022 Spec MX-5 performances got him an invite to his second Shootout (ABOVE), this one for a scholarship to take him into the 2023 Idemitsu Mazda MX-5 Cup.



BANK ON IT

Daytona's 2023 Idemitsu Mazda MX-5 Cup opener was in at the deep end for rookie Nate Cicero. The 18-year-old Chicago Region SCCA member (BELOW) was drinking from the firehose on his move up to pro-level racing, but still put in a top-10 performance in the loaded and super-close field (LEFT).



Ignite Media

podiums," recalls Cicero, now on the roster of McCumbee McAleer Racing (MMR). "That led to an invitation to the 2022 MX-5 Cup Shootout.

"Of course, I hoped to win," he says, "but just like with the 2021 Shootout, I told myself that even if I don't win it's a great opportunity to get two days of track time surrounded by amazing coaches and people that I could learn from. When they announced me as the winner, I was super surprised and really happy."

For the first race of Cicero's 2023 MX-5 Cup rookie season, he was in at the deep end. While he'd raced once before on Daytona's high banks, the level of competition was an eye opener.

"While I'm not trying to rush anything, at the same time if I can go for the win, I'm going for it"

NATE CICERO

"There was a lot I wasn't expecting," he says. "Once I got in the car, I felt my pace was pretty strong. I had to figure out the draft, which was at a much higher level than in Spec MX-5.

"I made a mistake in the first race that I got a penalty for. But the second race was a lot better. I stayed in the front group, had the third fastest lap and ended up eighth. The competition was way higher than anything I've experienced, but it was super fun."

Cicero believes his biggest challenge is striking the right balance between aggression and discretion. He's been called out for being overly aggressive at times in the past. Yet when the competition is as sharp as it is now, there's little reward in being overly cautious. It's something he knows will come with experience.

Going forward, he's looking at the rest of the season as a learning and growth process, with another top-10 finish on the streets of St. Petersburg adding to that. But, he says, "While I'm not trying to rush anything, at the same time if I can go for the win, I'm going for it."

It's a strategy that's served him well so far. 🍷



MAZDA
MX-5 CUP

PRESENTED BY: **BFGoodrich**

Every Idemitsu Mazda MX-5 Cup Presented by BF Goodrich race is streamed live on RACER.com and archived at The Racer Channel on YouTube. Don't miss rounds 5 & 6 at WeatherTech Raceway Laguna Seca, May 12-13. And for all the latest Mazda MX-5 Cup news, check out mx-5cup.com and RACER.com

INSTRUCTION MANUAL

Earning a spot in the 2021 Spec MX-5 Shootout was a big deal in itself for Chicago Region SCCA member Nate Cicero, and a potential jump-off to big things. Exciting stuff, but the New Yorker just had one little, if absolutely crucial detail to take care of beforehand...

"I had one day to test the MX-5 and learn how to drive a manual, H-pattern transmission," he recalls. "I had a weekend of kart testing, then I had one day at Roebing Road with a Spec MX-5, before going back to North Carolina for a karting race and then to the [Sebring] shootout in the middle of the following week. It was a huge challenge, but I was able to figure it out reasonably well."

Cicero managed to master three pedals and an H-pattern shifter alright – so much so that he netted a \$50,000 Spec MX-5 Scholarship and made the move from karts to cars in 2022 Spec MX-5 competition.



PRESSURE COOKER

Nate Cicero (ABOVE, right) and fellow 2021 Spec MX-5 Shootout scholarship winner Westin Workman with the spoils.

ASK THE EXPERT

WORDS Jeff Zurschmeide
IMAGES Courtesy Lifeline USA

What's new in fire suppression systems?
SportsCar talks with Brandon Marshall,
Brand Manager, Lifeline USA



FINGER ON THE PULSE

Up and down the ranks, the factory team at Lifeline USA takes safety seriously. Brand Manager Brandon Marshall is no exception ...

Lifeline USA is among the leading manufacturers of motorsport fire suppression systems in America, selling both SFI and FIA-rated systems. In the wake of environmental concerns and rapidly advancing EV adoption, fire suppression technology has changed substantially in just the past five years. We sat down with Lifeline's brand manager Brandon Marshall to ask about the latest updates.

SPORTSCAR: What's new in fire suppression when it comes to SCCA competition?

MARSHALL: Well, we [recently] phased out our Zero 2000 suppressant in terms of new production. We will still support existing systems for up to 10 years, but we've replaced the Zero 2000 which used AFFF [Aqueous Film-Forming Foam] with Zero 2020 which uses an ABF foam. ABF stands for the

classes of fire it's used against.

If you walk through any paddock, I would say Zero 2000 is the most common kind of system. But around 2017, they were using it in Europe to fight big fires, and they found that AFFF can get into drinking water, potentially causing cancer. So, we started looking for an alternative. It turns out that the foam we use doesn't have those same chemicals but, at the same time, we found a better material in that ABF foam.

With the new foam, we were able to go from a four-liter bottle down to a three-liter bottle. That gives the system a smaller footprint and lighter weight because it gets rid of two and a half pounds of fluid and uses less bottle material, as well as being more effective.

SPORTSCAR: You also sell a gaseous system using 3M's Novec 1230, which you call "Zero 360". What's the reasoning behind that?



MARSHALL: Most people use the foam system because the price point gets you to the FIA or SFI requirement, for most classes, for less than \$450. The Zero 360 system starts at \$699, but I would say that system is easily our second-best seller.

The difference is, with foam being water-based, it has to spray directly on the fire. It does a good job of choking the fire out and preventing reignition because the water helps cool and the foam will

MANY NEEDS, ONE BOTTOM LINE

Lifeline USA offers sturdy, lightweight fire suppression systems for a wide variety of competition applications, its engineers focused these days on the unique challenges of EVs—on- and off-road.

smother the fire; but again, it has to be sprayed directly on the fire.

Another downside is that being water-based, it can damage your electronics and corrode bare metal and it is really a pain to clean up. If you've had a fire, you've got bigger problems, but 95 percent of the bottles we get in for service have been set off by accident.

Novec, on the other hand, attacks a fire three-dimensionally. Since it's a gas, it will expand and fill the volume of the engine bay or the cockpit. It will create a cloud and attack the fire.

It also helps draw out heat. When people hear "gas" they think of Halon back in the day where it would suck the oxygen out of the area. Novec does not do that. It creates a barrier versus taking the oxygen away.

I mentioned accidental discharges earlier? Well, if you spray Novec everywhere, it's not going to hurt your AIM dash, your Motec, whatever you've got; and then it just evaporates. There's no cleanup, and it doesn't leave any residue behind.

SPORTSCAR: Is there a weight difference between these systems?

MARSHALL: Oh, yeah. With Zero 2000, the entire system weighed about 15 pounds, and with Zero 2020, you're talking about 12 pounds for the entire thing. Then with Zero 360, because of how it works, we can use less of it and still be more

effective. So, it's half the size, and half the weight of the bottle.

The heaviest 2.25-kilogram Zero 360 system we have, which is a steel bottle mechanical system, comes in right at 10 pounds. Then we have an aluminum bottle with electric activation, and we can save another 1.2 pounds and get down to around nine pounds.

SPORTSCAR: Everyone has heard about EV battery fires. Do you have systems specifically oriented toward EVs?

MARSHALL: We do. That's a very hot topic throughout Europe and our R&D team is UK-based. They've been doing a lot of work in military, motorsports, and even mining equipment.

They've also worked with the FIA in Formula E. Right now, the only agent that's allowed to be used against EV fires is Novec 1230, which is what we use.

We have the Zero EV system, which is four kilograms of material designed specifically for EVs or hybrid vehicles. It meets FIA Tech List 52, which is the toughest set of requirements that the FIA has in terms of testing. We're starting to see a lot of these systems in LMDh vehicles at Le Mans and Daytona.

SPORTSCAR: Where can readers learn more about all this?

MARSHALL: At lifeline-fire.com where they will find a list of our dealers all over the country. 📍

lifeline®

Champions of Safety

Lifeline Fire & Safety Systems is the leading manufacturer of safety equipment and fire suppression systems in the motorsport industry. Ongoing research and development enables Lifeline to produce the most innovative products on the market, with a strong commitment to quality construction and environmentally responsible operation.
lifeline-fire.com | (540) 251-2724

COPSE FIA 8853 6-POINT HARNESS

Designed and made in Lifeline's UK factory. Features a unique, lightweight buckle mechanism made from high quality aerospace-grade materials designed for easy, positive latching. Includes high-contrast, pull-down loops on lap and shoulder adjusters and Velcro for communication cables and drink tubes. Available in black, blue, and red.
\$369.99-\$499.99



ZERO 2020 FIA 3-LITER FOAM FIRE MARSHAL

NEW FIA 3-liter foam system that completely changes the game for FIA entry-level systems. The very best in foam-based suppression systems, the Zero 2020 range offers fast heat absorption and knockdown capabilities. Cost-effective, FIA-homologated foam system appropriate for any grassroots-level racer. **\$439.99**



ZERO 360 FIA 2.25KG NOVEC 1230 FIRE MARSHAL

A leap forward in fire suppression capability utilizing 3M Novec 1230 gas suppressant, this system is budget friendly and approximately half the size and weight of a traditional 4-liter AFFF system (and more effective even with its smaller size). **\$699.99**



ZERO 275 0-4M3 LIGHTWEIGHT 8865 SYSTEM

Lifeline outperforms every brand in the market again (including Lifeline). In 2019, Lifeline added the Zero 275 to a comprehensive family of systems meeting the stringent FIA 8865 standard. This compact system weighs under 3.5kg including ancillaries, is appropriately sized for GT sedans and prototypes alike, and resets the benchmark for fire knockdown and reignition prevention. **\$2,099.99**

FIA LED RAIN LIGHT

FIA rain lights are now mandated by several North American racing series, and the Lifeline FIA LED Rain Light is the only light that meets the new FIA Technical List 76 requirements for rain lights. This light significantly increases your chances of being seen in even the worst conditions.
\$199.99



FIA BOLT-ON STEERING QUICK RELEASE

Manufactured using lightweight aircraft quality aluminum. Works in conjunction with any aftermarket steering wheel boss that has a 6x70 PCD fitment. Both male and female splines are precision gearcut incorporating a master spline for accurate alignment. Available in black anodized (non-FIA), electric/pin, and weld-on options.
\$359.99





VINTAGE Motorsport

THE JOURNAL OF MOTOR RACING HISTORY

ADD VINTAGE MOTORSPORT
TO YOUR SPEED READS

SPECIAL OFFER

Subscribe to **Vintage Motorsport** and
add a **RACER** subscription for just \$24.
Save 55% off cover price.

Subscribe now at RACER.com/VMsubs
or call **(877) 425-4103**

Offer available only in the U.S.
Please inquire for foreign subscription rates



VintageMotorsport.com | facebook.com/VintageMotorsportMagazine | twitter.com/VMMagazine



RACER.com | twitter.com/racermag | facebook.com/racermagazine | instagram.com/racermag | youtube.com/TheRacerChannel

WORKERS IN DEMAND

An SCCA National Convention Conversation with John Doonan

INTERVIEWER Brian Bielanski | MAIN IMAGE Rick Corwine



IMSA President John Doonan joined SCCA Vice President, Road Racing Eric Prill for a keynote I moderated during this year's SCCA National Convention. Doonan's roots are in the SCCA, and he was instrumental in cultivating the SCCA's long-standing partnership with Mazda during his tenure there. Our Saturday evening conversation ran the gamut from how the SCCA and IMSA are working together to grow sports car racing in the U.S., to IMSA's new GTP class and what that means for the future of international sports car racing. We also talked at length about how SCCA volunteers are critical to the success of IMSA weekends. Here's a small slice of that hour-long conversation. —Brian Bielanski

"From the heart, there's no chance we can run our events without SCCA marshals."

JOHN DOONAN, IMSA

Brian Bielanski: I would also add that many people may not know that we—the SCCA—service IMSA events with workers. And, also, if an SCCA member who is a corner marshal wants to journey overseas—to Le Mans or to any of the World Endurance Championship or Formula One races—if he or she takes the

steps through the SCCA to get licensed and to be trained, they will be welcomed with open arms. We have a contingent from Milwaukee that goes to Le Mans every year to flag. It's not hard to do if you want to do it.

John Doonan: A hundred percent! Last year I was standing on the front straight at Le Mans after 24 Hour qualifying, and all the marshals had come in from the corners and were relaxing at the side of the track. I engaged with a lot of them. They were not necessarily workers who had traveled from the U.S., but they talked about the same in exchange. They want to come here and there are enough events.

You talked about the [Hoosier] Super Tour events that just happened here in Florida—European workers could come and participate in one of those while they're coming to work at the Rolex 24. So, I think there's a lot of convergence that's possible there.

For me, the other thing that this has done is I had the opportunity last June at the [Chicago Region] June Sprints and then a few other weekends to go out and work a corner myself. The feedback I got from the SCCA marshals about their experiences at IMSA events will really help be a catalyst of positive change. I want to hear those things.

From the heart, there's no chance we can run our events—not just here at

Daytona, but any of the other ones throughout the season—without marshals and staff from SCCA. I've gotten some good feedback from existing marshals about, "Why this? Why that? Could we do this?" and I want to be part of making sure that the experience anyone from SCCA has at an IMSA event is nothing but positive.

And, to your point, Brian, perhaps they themselves want to go overseas or work a major IMSA race that they haven't yet done.

BB: You know, they say if it's not on Instagram, it didn't happen. I've seen the photo evidence of you and [SCCA CEO] Mike Cobb flagging at the June Sprints!

JD: It is true. It was awesome. We have a Turn Three group now that I think will be forever friends. It was a beautiful day. The sad part was, I worked a bunch of sessions, but not all of them, because my doggone phone never stopped ringing. I was instructed to leave my cell phone at home next time.

So, when you see me on a corner next time, I'll have locked my phone in the hotel room and will not have it at the track.

But it was an awesome experience. I told Mike, Tiffany and the others on the corner that I had not had that much fun at a racetrack in a long time. These IMSA weekends are awesome, don't get me wrong—the Rolex 24 at Daytona

WHERE THE ELITE MEET
(FAR LEFT) IMSA and SCCA
Presidents work the '22 June Sprints!



is historic. But being able to go back to my roots, to SCCA, and participate like that was fantastic. I hope to do it again real soon.

I got my whites that weekend, and I hope to wear them again real soon. 🍷

NOTE: You can hear the entire conversation with John Doonan and Eric Prill on the *RacingWire Podcast Network* which is available on most popular podcast apps. Members can also watch the *Saturday night Convention keynote* via their member portal on [my.SCCA.com](https://www.my.scca.com).

2022 WORKERS OF THE YEAR

The nationwide Summit Racing Equipment SCCA Road Racing program wouldn't be possible without the hard work of hundreds of volunteers. Each year, a select few are honored as an SCCA Worker of the Year presented by Mazda.

The 2022 SCCA Worker of the Year awards were announced last year during the All-Participant Dinner at VIRginia International Raceway during the SCCA National Championship Runoffs.

"To each and every volunteer around the country, thank you so very much for your time, dedication, and commitment," said Deanna Flanagan, SCCA's Director of Road Racing. We'll learn more about these nine individuals in an upcoming *SportsCar* feature.

Flagging & Communications: Ben Tyler, Cincinnati and North Carolina Regions

Pit & Grid: Vanessa and Valerie Farret, Washington D.C. Region

Race Administration: Sam Fouse, North Carolina Region

Race Data Technician: Paul Morrison, Mahoning Valley Region

Scrutineer: Gary D'Abate, Atlanta Region

Start: Steve Mortimer, Steel Cities Region

Steward: Michael West, Mid-South Region

Timing & Scoring: Wanda Helser, Blackhawk Vly. Region



SEEING RED

In search of solutions to increasing disregard of the yellow flag...

DOUBLE YELLOW, displayed at all Stations — indicates the entire course is under a yellow. All stations will display double yellow flags for all pace and safety car laps. Slow down, NO PASSING. However, cars may carefully pass emergency vehicles and other cars that are disabled or off pace.

During a Double Yellow flag condition, be aware the lead car is responsible for controlling the field and getting the field to slow down in a smooth, orderly fashion. A pace or safety car may be employed to bring the field under control. If leaders will recognize their position and this responsibility, they can assist getting the field under control quicker, assist the safety car getting to the field quicker, allowing the emergency vehicles to more promptly respond, with the potential of clearing an incident quicker, then getting back to racing sooner.

In recent years, we seem to have experienced less and less adherence to these rules and protocols. We as competitors want more uninterrupted green flag racing laps. That is why we race for the fun and the competition. In an effort to increase green flag racing laps, the SCCA has begun to analyze data to see if there is something that can be identified to correct and make improvements. This is what we now know as the Green-to-Checker (G2C) Initiative. Through all the data thus far collected there is not one clear race class or type of driver that can be clearly identified as the problem.

But as both a competitor and as a Steward, I do see one common thread that could help us generate more green flag laps than any other single item. It is for drivers to respect and obey the Yellow Flag Rules.

How does closely obeying the Yellow Flag Rules provide more green flag laps?

First, no driver puts on their helmet, straps in, cinches their belts and rolls out with the intent to go on track and spin or hit another

YELLOW FEVER

Lack of respect for the yellow flag, standing or waved, can have serious consequences | **WORDS** Ken Blackburn, Chairman, Stewards Program | **IMAGE** Jeff Loewe

As we wrapped up another great SCCA National Convention, I could not help but reflect on some of the comments and questions SCCA Vice President of Road Racing Eric Prill and I heard during the Green-to-Checker and Road Racing Town Hall sessions. There was much discussion on and offline about “flags.”

The use of flags as a way to communicate, likely originated centuries ago with ships sailing the world. The use of flags in motorsports began in the early 1900’s and became more universal in the 1920’s.

Flags continue to be utilized today as a means of communicating with the competitors, both starting and finishing as well as conditions on the track along the way.

In light of some of the Convention discussions, I thought it may be timely to address the Yellow Flag and its use:

GCR 6.1.1 FLAGS; B. YELLOW FLAG

STANDING YELLOW — You are approaching an incident where your or another’s safety is at risk. The racing surface may be clear but there is immediate danger to you and others if you left the racing surface. Slow significantly and proceed through the incident at reduced speed. There is no passing from the flag until past the emergency incident.

WAVED — You are approaching an incident that has great danger to you and others. The racing surface may be partially or completely blocked. Slow significantly and be prepared to stop. All efforts should be made to proceed through a Waving Yellow Flag in single-file order. There is no passing from the flag until past the emergency incident.

car or barrier. However, when racing at 10/10ths, accidents will happen. It is what we do in response to these incidents that effects the green flag laps remaining.

In recent years, we have witnessed more and more competitors speeding through yellow flag zones—not slowing adequately to allow safety workers to respond comfortably to the stranded car. In fact, we have witnessed competitors continuing to race, sometimes side by side, through a yellow flag zone with workers on the ground responding.

We have also witnessed competitors not moving over to the opposite side of the track, away from the incident, but instead passing closely by the responding safety workers. This has resulted in more than one incident: At one track, a wrecker was totaled when an out-of-control race car slid into it while the safety workers were responding.

(Why do you think we now see additional safety vehicles dispatched to an incident to act as “blockers” for responding safety workers?)

All this has led to many of our tracks no longer doing “hot pulls” and requiring the field to be under a full-course yellow behind a safety car. At most tracks, this means at least three laps of green flag racing and 10-15 minutes of racing time lost. How can you blame them when race cars are speeding by as emergency personnel try to do their work?

At most tracks, emergency workers are not trained professionals paid to risk their lives dealing with race cars speeding through their work zone.

How can this be fixed? The fastest way is for competitors to obey the yellow flags. The race leader should slow the field and the other competitors gather closely behind the leader. Doing this allows the field to be under control when the safety car is dispatched and possibly saving one yellow flag lap. The responding safety teams need clear safe track time to extricate drivers and move disabled

“It is up to you [drivers] to protect our workers. What will you do the next time you see a Yellow Flag?”

KEN BLACKBURN

race cars to safe locations. This cannot happen so long as cars continue to be strung out around the track, running at speed.

One track proposed the “Code 35” flag rule or “virtual safety car” be imposed when safety workers responded on track to incidents. An excellent initiative, allowing workers to respond more quickly to accidents and drivers and, at the same time, preserving the track position drivers had built through hard racing among themselves.

Unfortunately, the driver community complained about this initiative which was designed for their benefit. Now the Code 35 rule is all but gone. Result? More laps under a full-course yellow.

Second, competitors need to do a better job acknowledging flags and conditions by signaling the corner workers holding the yellow flag. This elevates their confidence that you have seen the flag and have slowed with your car under control.

SCCA F&C workers are some of your biggest fans. They spend long days out in the sun, rain or cold to signal you of changing track conditions for your safety. Please acknowledge their efforts. They will appreciate it.

Drivers, it really is up to you how you want to race and to be raced against. The yellow flag could be out for you, and responding to you may be delayed by your fellow competitors continuing to race at speed around the track.

Please also be aware that F&C workers are now prevented from responding to incidents on a “hot” track. Why? Even the most highly trained and best-intentioned corner

workers can escalate incidents by putting themselves and others in great danger. This was highlighted by an incident during the 1977 South African Grand Prix at Kyalami. On lap 22, a driver pulled off to the left side of the main straight with the car on fire. This situation caused two marshals on the opposite side of the track to respond. One was carrying a 40-pound fire extinguisher. Both marshals crossed the track without permission.

Unfortunately, the marshal with the fire bottle was struck by an oncoming car, killing him instantly. The fire bottle struck the driver, young Tom Pryce, also killing him instantly, and then that car hit a third car. As a result of responding to one driver’s mechanical misfortune, two people were tragically killed.

While we as Stewards appreciate that our volunteer F&C workers want to respond quickly to incidents and drivers, we are also responsible for their safety, too. At the end of a weekend, we want everyone to be able to go back home safely.

In closing: Drivers, you are participating in a dangerous sport. However, you have surrounded yourself with a roll cage and are sitting in a specially designed containment seat, wearing a fire suit, gloves, a head and neck restraint and helmet, strapped in with a 5- or 6-point harness. Our F&C workers and emergency workers have none of that protection. It is up to you to protect them. In doing so, we will all receive quicker responses from them when needed and will get back to more green flag racing laps.

Hopefully, this helps us all to understand the role we play generating more green flag laps at events. Potentially the easiest single thing we can do to achieve this goal is to add as a part of our pre-race checklist, when on the grid, the question: ‘What will you do the next time you see a Yellow Flag?’

Look forward to seeing you at a racetrack soon. 📍

**TIME FOR CHANGE**

Changes to the SCCA Tire Rack ProSolo Series, notably to the Super Challenge, will streamline events, take the professionalism up a notch, and power up the weekend joy!



CHARTING THE CHANGES

The ProSolo Super Challenge gets an exciting “freshen-up,” and lots more | **WORDS** Paul Brown | **IMAGES** Rupert Berrington

For 2023, Tire Rack ProSolo Series will see some of the most significant operational changes it has seen in many years. Much of this was covered in a preseason Zoom meeting, which was held before the rules were formally released. But codification didn't contradict any of the announcements.

The big change has to do with Super Challenge competition. In the past, the first round or two were a bit tedious, even for competitors. This year we'll see a “cut-line” approach: The Round of 32 will be split into two 16-driver groups. This allows separating two-driver teams and eliminating that source of potential delays.

Each group of 16 will be offered two runs per side—pretty much just like a regular class competition heat. The Top 8, based on how they performed compared to their dial-ins, will advance to the second round.

The Round of 16 will be run the same way, with all drivers taking two runs per side. Any remaining two-driver teams will require a two-driver lane situation, just as in class competition.

The surviving eight drivers from this round will then advance to a traditional elimination bracket, which will be run in the familiar format. Eight drivers with no tire warmups proceed reasonably efficiently.

Why is this good? For one, no more tire warmups needed. Running two groups of 16

drivers through two runs per side should take a fraction of the time it took to run 16 pairs in the old format—no warmup runs, no downtime waiting for a pair to finish before the next pair could be staged, far fewer manual starts, etc. Oh, and this should be exciting for both competitors and spectators. Announcers will have a learning curve, and we will be dependent on good T&S software; but both of those have been strengths of the program anyway.

For now, Ladies and Bonus Challenges will remain with the old format, but if this proves to be successful with the Super Challenge, there is no reason this couldn't be expanded to those Challenges. (That's not official, just an observation based on years of experience as a competitor and rules writer.)

On another note, entry fees are up. This was announced in the Zoom meeting, but some competitors expressed surprise when registration went live for the Beeville ProSolo.

SCCA hasn't always been good about analyzing just how much it costs to operate events. ProSolo and Solo National Tour events have a fair amount of overhead, with the traveling truck(s) and trailer(s) along with the field staff who at times have to be flown in. There's a budget needed in order to actually operate these events as they should be operated. That budget was larger than the

existing entry fees would cover. In addition, over the past two years, significant investment has been made in the ProSolo program to bring the level of the events up to the high standards worthy of the event title. So, fees are up. For anyone traveling any distance to events, the entry fee is not a significant fraction of the expense of competition. So long as the quality of event operations matches expectations, this should be a win.

Elsewhere, the rerun rule has been simplified. Now all reruns will be taken from the two-driver grid. This should eliminate any confusion about who has a rerun and the resulting loss of future runs that was all too common last year.

Anyone believing they have a rerun, whether it's their own idea, their crew, or an overzealous announcer, will have a reality check in the two-driver grid. If no rerun is needed? No harm; just head to impound.

ProSolo SuperPass holders will receive double Challenge cash payouts. This applies to Bonus, Ladies, and Super Challenges.

There are, of course, the usual minor tweaks—class updates, Index updates, Finale qualifying levels, and dates. And now we have half points for the Finale which simplifies some calculations and will have the side benefit of reducing the chance for ties in season points.

We'll see you at the starting line! 🏁

Trans Am

PRESENTED BY



Trans Am presented by Pirelli takes center stage on MAV TV. Race replays, plus *Road to Glory*, fill the Thursday night primetime block starting at 8:00 pm following each National Series race weekend.

MAV TV

Check your local listings for the correct time in your area





THE BEAT GOES ON
Sitting down with RoadRally Board Chair Mike Bennett for a 30,000-foot overview of the sport in 2023.

guests or ride-alongs in the participating vehicle, must submit a Trial Membership.

This latter change brings the program in line with other SCCA activities, Bennett explained. Before its adoption at the beginning of the year, it precipitated “a lot of discussion” at the RoadRally Board’s December Zoom meeting as well as late at the SCCA National Convention. (For a complete explanation of these changes, see the RoadRally Board’s Feb. 20 Technical Bulletin available on the RoadRally page at scca.com.)

The change was a “very strong ask from the National staff,” Bennett explained.

“While, for most events the requirement will increase costs, I personally think RoadRally is still a screaming bargain,” Bennett said. “If you look at the total cost to participate in a RoadRally versus other SCCA programs, it’s still not much money compared to other opportunities to compete.”

And, speaking of competing, Bennett said the RoadRally Board also has “reinforced that everybody in the vehicle needs to sign a waiver—child or adult, participant or passenger, it doesn’t matter.”

What won’t change in 2023 is the RoadRally Board’s commitment to Zoom meetings, which have proved popular and helpful, Bennett said.

“We’re going to continue the quarterly Zoom get-togethers. We’ll probably have three; probably in April, July, and October, but we don’t have specific dates yet.”

Bennett’s bottom line for 2023? For RoadRally, it will be a positive year: “I guess we’ve already covered this, but not only does the rally program survive, it’s thriving. It’s active. We’ve got a lot going on. Yes, some of the costs are up, but it’s still the easiest and least expensive form of grassroots motorsports. People should come out and give it a try.” 🍷

LOOKING BACK, LOOKING AHEAD

The world is ever-changing | **WORDS** James Heine | **IMAGE** Courtesy Mike Bennett

Whether in your part of the world spring is here or, if not, hopefully just around the corner, the March and April pages on the calendar are sure signs that the 2023 rally season is upon us. To preview 2023—and to look back at 2022—we sat down recently with RoadRally Board chairman Mike Bennett to reflect on the state of the sport.

First, last year “was a good year for rallying,” Bennett said, noting that the health of the sport was an important topic at the 2023 SCCA National Convention’s RoadRally Town Hall meeting.

“In 2022, participation was up. There were more Regions involved, more events were offered, more entrants in the events by significant percentages,” Bennett said. “We’ve had a strong recovery from COVID.”

“If you look at 2022 versus 2021 versus 2020, we’ve been on an upward trajectory that’s pretty sharp. I don’t see 2023 being as much better than 2022 as 2022 was better than 2021, but I think the health of the program is good.”

Looking at the start of 2023, “we’ve got lots of events on the schedule,” Bennett

said. “We’ve got about 25 Divisional and National events already scheduled, and we’ve got about 30 Regional, Social, and Trek events scheduled. Plus, it’s early February, so more will come.”

Bennett added that his assessment was confirmed at a recent RoadRally Board meeting by National Events Committee co-chair Mike Thompson. “Mike commented that there certainly are a lot of National events this year, and that’s a good thing,” Bennett said.

Among those good things is the 2023 United States RoadRally (USRRC), which this year will feature twin host Regions, Bennett added.

Two things that will be different in 2023 compared to 2022 are a modest increase in sanction fees and, more important, the expansion of a rule that applies already to Divisional and National events; now it also will apply to Regional rallies, Social rallies, and Trek events. The rule? At least one member of a participating team must be a full SCCA member or have obtained a Weekend Membership. Other team members, including



THE BRAND YOU TRUST.



Summit Racing™
Competition Steering Wheels
Great Look and Feel
as low as **\$99.99 each**
🔍 SUM Competition Marker

Summit Racing™
Engine Assembly Lubricant
Keeps Critical Parts Protected
SUM-LUBE4OZ **\$5.99 each**
🔍 SUM Engine Lubricant 4



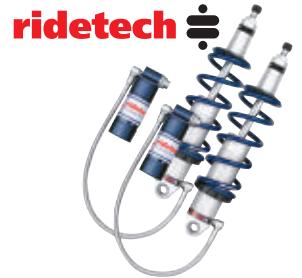
Office Gaming Chair
Support While Working or Winning
SUM-P1049 **\$139.99 each**
🔍 SUM Gaming Chair



RedTop
12-Volt Starting Batteries
Stronger Burst of Ignition Power
as low as **\$269.99 each**
🔍 ULT RedTop 12



Street Series
Spark Plug Wire Set
Eliminate Voltage Leaks and RFI
DFR-SPW1005HS-RD **\$54.95 set**
🔍 DFR Street



Adjustable Coiler Kits
Superior Handling
as low as **\$1,960.00 kit**
🔍 ART Adjustable Coilers



DTC 30 Brake Pad Sets
Consistent Feel and Bite
as low as **\$202.89 set**
🔍 HWK DTC 30



Wheel Stud Sets
Press-In or Screw Style
as low as **\$27.00 set of 10**
🔍 MSR Wheel Stud Sets

RECARO



P1300 GT Racing Seats
Maximum Safety and Comfort
as low as **\$9,125.00 each**
🔍 REC P1300 GT

wilwood **DISC BRAKES**



EXP 600
Plus Super
High-Temp
Racing
Brake Fluid
Better Brake Performance
WIL-290-620 **\$22.96 each**
🔍 WIL EXP 600

OMP



HRC-R Racing Seats
Ergonomic Design
as low as **\$979.00 each**
🔍 OMP HRC Seats

K1 RaceGear



GT-2
Driving
Suits
Extra Safety
with Lots of Flare
as low as **\$669.99 each**
🔍 KOR GT-2



UNBEATABLE SERVICE, TECH ADVICE, SATISFACTION, AND SELECTION.



Order by 10 PM EST: In-Stock Parts Shipped That Day!
1.800.230.3030 • Int'l: 1.330.630.0230



SummitRacing.com

SCode: 2303SC • Prices subject to change without notice. Visit SummitRacing.com for current pricing. Typographical, description, or photography errors are subject to correction. Some parts are not legal for use in California or other states with similar laws/regulations. Please check your state and/or local laws/regulations. © 2023 AUTOSALES, INC.

SCCA LEGACY STORIES

It's all about preserving much of the Club's lesser-known history

WORDS Jim Weidenbaum, SCCA Foundation Board

Like most members, I joined SCCA for the cars but, early on, I was hooked by the friendly and often hilarious stories. I mean, how else would you find out who set the fastest naked night lap time at Road Atlanta? (If memory serves me well, the alleged driver went on to win a Trans Am championship.)

So many SCCA stories from special individuals are out there, but generally not captured in any formal way. To that end, the SCCA Foundation is about to launch a long-term project aimed at capturing them.

The thing about a club—our Club—is that the whole is greater than the sum of its parts. But without the individual parts, the whole would not be what it is today. Unfortunately, the individual contributions, moments, and stories get forgotten in the shadow of the larger Club. What's needed is a way to capture as many first-hand accounts of how we got to where we are today as possible.

Just as today's children struggle to imagine a world without the Internet or smart phones, it is hard to imagine SCCA without Spec Miata, Street Prepared, RallyCross, or Track Night in America Driven by Tire Rack. It goes deeper than the creation of racing types or classes; it's how Timing and Scoring, corner marshalling, race tech, and stewarding have evolved.

There are individuals in our Club who know the background behind SCCA innovations, traditions and, of course, hijinks. To preserve this history requires gathering multiple stories and points of view.

The SCCA Foundation wants to capture all of these: the great stories of the individuals who comprise our Club and their unique backstories. Working with the SCCA Archives team at the International Motor Racing Research Center (IMRRC), we want to collect stories and share them in a way that future readers and viewers can understand, and also appreciate the relevance years and decades from now.

While the SCCA Hall of Fame memorializes the accomplishments of outstanding individuals, this Legacy Stories program is intended to capture other meaningful histories and stories from a broader representation of our Club.

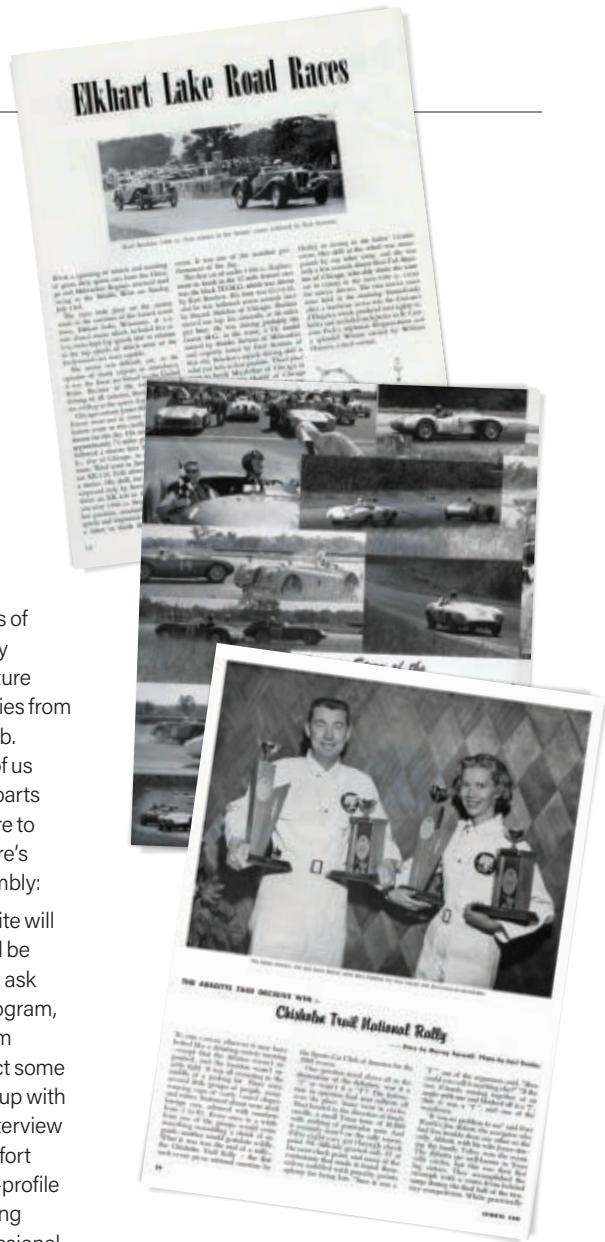
So, how to begin? I think many of us have stared at a bunch of boxes of parts knowing we had to start somewhere to make a race car out of them. So, here's how we're going to begin our assembly:

- On the SCCA Foundation website will be a link to a form where you will be asked to outline your story. We'll ask you to categorize it by SCCA program, class, car, position, or other. From these submissions, we will select some representative ones and follow-up with an e-mail, phone call, or web-interview depending on the person's comfort with technology. For a few high-profile areas we will move from capturing iPhone or Zoom videos to professional production. We expect most of these to be between five and 15 minutes long if recorded in an audio or video format.
- Depending on the topic, we will work with the IMRRC for support material and/or look to those being interviewed to share any photos, articles or notes they may have. We are more interested in why things happened than capturing what happened. For example, why was there interest in developing Spec Renault versus details on development of specific rulesets.
- While we want to see what our members suggest, our first Legacy Story will be on SCCA Race Registrars. For many new racers to SCCA, the first person they saw on a race weekend was the Registrar—super organizers, problem-solvers, ombudsmen, ambassadors, and vice

principals when people stepped out of line, both literally and figuratively. Before the days of MotorsportsReg, it was mailing in checks with sufficient time to arrive before race day; then it was taking registrations to the Race Director and coordinating with T&S, etc. These jobs require countless hours of work, and we want to hear their stories—from them, or their literal or acting families for those whom the Club may have already lost.

The mission of SCCA Legacy Stories is to preserve and share the history of our Club in order to build connection, insight, and understanding of SCCA's beginnings, development, challenges and solutions for the benefit of future generations.

Do you have a story to share? If so, please go to www.sccafoundation.org and click on the link for "Legacy Stories" today. 📍



MAX TRACK TIME

TESTING SOLUTIONS FOR EVERY RACER



MAY 11
ROAD AMERICA



JULY 22-23
NCM MOTORSPORTS PARK



SEPTEMBER 4-5
SEBRING INTERNATIONAL RACEWAY



MAY 29-30
VIRGINIA INTERNATIONAL RACEWAY



JULY 27
ROAD ATLANTA



OCTOBER 19
HALLETT MOTOR RACING CIRCUIT



JUNE 8
DAYTONA INTERNATIONAL SPEEDWAY



AUGUST 19-20
HALLETT MOTOR RACING CIRCUIT



NOVEMBER 9
SEBRING INTERNATIONAL RACEWAY



NOVEMBER 30
CIRCUIT OF THE AMERICAS

MAXTRACKTIME.COM



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.



IVEY ENGINES, INC.

4722 NE 148th Ave. Portland, Oregon 97230
(503) 255-1123
www.IveyEngines.com

KINSLER

We did the Lucas metering for the Can-Am: 60's thru 70's; still do. Any injection: Road race, Sprint cars, Boats, Indy 500, NASCAR Cup, Drags, Motorcycles, Bonneville, Pullers, Street, etc. EFI, Constant Flow, Lucas Mechanical



Action Express Cadillac, '14, '15, '16, '17, IMSA Champs, '18, '21 Won driver & Mfr. Champs, overall '20 Daytona 24 Hrs.



Hard coated billet housing has four grooves above and below two diaphragms to lock them in place.

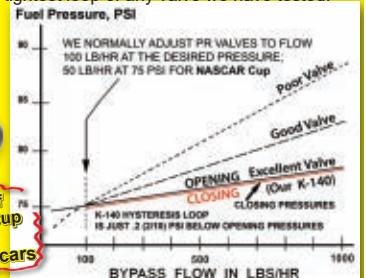
Smallest and Lightest But Highest Flow

Zero failures since introduction in 1996.

Monster Mesh™ Filter

K-140 Pressure Relief Valve

All the components, are carefully measured for each valve build, and recorded. This valve has the tightest loop of any valve we have tested:



10/3 Element
(248) 362-1145

EFI Injectors, all makes of Pressure Relief Valves and Lucas Mechanical Metering Units, need 3 micron protection, but 3 micron filters plug up too quickly, so most racers use 10 micron, which is too coarse. We made this new element for NASCAR Cup cars: 10 micron premium paper top layer to take out 95% of the dirt, with a 3 micron precision Fiberglass lower layer. Details: Kinsler.com

Troy, Michigan USA

sales@kinsler.com

I/O PORT RACING

OMP Driver Suits

BELL Helmets

SIMPSON Helmets

BELL Helmets

COOLSHIRT COOLSHIRT

ESS Fire Systems

AUTOPOWER SAFETY EQUIPMENT

Roll Bars, Cages, and Restraints

i/o port RACING SUPPLIES

Seat Back Brace

Window Net

ioportracing.com • 1-800-949-5712 • 14 Juniper Drive, Lafayette, CA

Raybestos
The best in brakes

PERFORMANCE[®] FRICTION BRAKES

HAWK
PERFORMANCE
BRAKE PAD TECHNOLOGY OF CHAMPIONS™

brembo

STOPTECH
Racing

PORTERFIELD
RACING BRAKE PADS
CALIFORNIA

Your largest, most knowledgeable source for racing brake pads & parts!!

Don't forget to ask for your NASA or SCCA discount!!

Porterfield Enterprises 1767 Placentia Ave Costa Mesa, CA 92627
(949) 548-4470 www.racebrakes.com

XRP

MOTUL

tilton

Setrab
Oil Coolers

wilwood
DISC BRAKES

RED LINE
SYNTHETIC OIL

DEI

KEEP HEAT, DIRT AND MUD OUT OF CONNECTORS & SENSORS

SENSOR & CONNECTOR COVER

- PROTECT SENSORS & CONNECTORS FROM HEAT & DEBRIS
- SLIDE OVER FOR FULL PROTECTION

EXTREME HEAT BARRIER

FLOOR & TUNNEL SHIELD

- LIGHTWEIGHT, FLEXIBLE HEAT BARRIER
- BLOCK ENGINE & EXHAUST HEAT FROM INTERIORS
- PROTECTS COMPONENTS

IMPROVE PERFORMANCE & KEEP COOL!

EXHAUST WRAP

- REDUCE UNDERHOOD HEAT BY 50%!
- IMPROVE EXHAUST PERFORMANCE
- EASY UPGRADE TO ANY PERFORMANCE VEHICLE

DEI
DESIGN ENGINEERING, INC.

PICK UP DEI PRODUCTS TODAY AT

800.264.9472 • DesignEngineering.com

Summit
RACING EQUIPMENT

JEGS



CHICKEN HAWK RACING
TOP TEAMS - TOP TIRE WARMERS
SUPPLIER TO SRO PIRELLI WORLD CHALLENGE

- SET YOUR HOT PRESSURE IN THE PITS
- START HOT TO GO FAST
- SAVING HEAT CYCLES MAKES TIRES LAST LONGER



845-758-0700 • www.chickenhawk racing.com



KRJ RACE PRODUCTS

hans

RECERTIFICATION

Your Best Source for Hans Recerts and Much more.



Details: www.krjraceproducts.com/services
KRJ Race Products 317-496-6767



A DIVISION OF MARK STEWART ENTERPRISES, INC.



- Bolt-in Roll Cages for SCCA and Club Racing Completely pre-fit Weld-in cages
- Options such as NASCAR-style door bars, X-bracing and many others
- Competition Roll Bars for Solo I, and time trials
- Headers for many makes and models

(205) 608-1156 | Fax: (205) 608-1441
E-mail: info@KirkRacing.com



comprent motor sports
Road Racing Preparation & Fabrication

OUR SERVICES

- Road Racing Preparation
- Fabrication & Welding
- Transmission Repair
- Data Installation & Repair
- Ground Up Restoration
- Formula Enterprise Gen 2 & Gen 3 SRF Rentals available
- Part Sales



EAST COAST DEALER
Sales & Service for Lifeline Fire Systems



Swift 014/016
Elite/Staffs Transmission Importer
SRF & FE/ESR Customer Service Representative

(706) 543-1797
Providing Quality Service to the Racing Industry since 1988
www.comprent.net | Athens, Georgia




MOTOROLA SOLUTIONS NO MORE STATIC!!!

Complete Digital System ONLY \$899

Extra Crew ONLY \$399

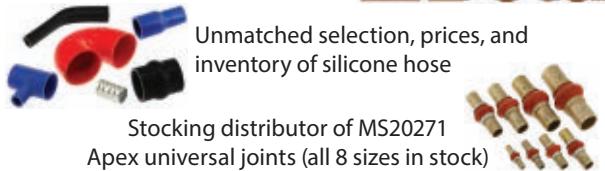
SameDay Shipping with Phone and Live Video Tech/Sales Support



www.sampsonracing.com / 866.396.7231



Beta Tools Motorsports Distributor 



Unmatched selection, prices, and inventory of silicone hose

Stocking distributor of MS20271
Apex universal joints (all 8 sizes in stock)

Pegasus Auto Racing Supplies 1-800-688-6946 order line
2475 South 179th Street 1-262-317-1201 fax line
New Berlin, WI 53146 1-262-317-1200 tech line

PegasusAutoRacing.com
Ether Advanced Site Search™ • Detailed item descriptions
Real-time stock status • Technical information & articles

RACE ENGINES LAST LONGER WITH SWAIN COATINGS

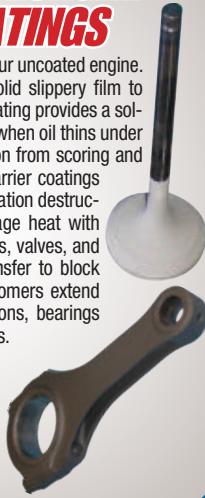
Swain coated engine parts are more durable than your uncoated engine. Our uniquely bonded lubrication coatings add a solid slippery film to your high revving piston skirts. This oil-attracting coating provides a solid film of lubrication to protect skirts when oil thins under load. This gives you greater protection from scoring and wear. Tough and durable, thermal barrier coatings can protect piston domes from detonation destruction and improve combustion. Manage heat with coated domes, combustion chambers, valves, and exhaust ports by retarding heat transfer to block and oil bath. Many of our race customers extend tear down intervals by coating pistons, bearings and combustion chambers.



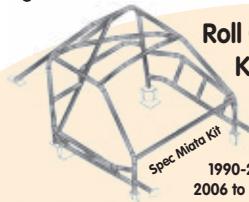
SWAIN
TECH COATINGS

585-889-2790

www.swaintech.com
Scottsville, NY 14546



miataCage.com



Roll Cage Kits

1990-2005
2006 to 2015

Adjustable Drop Links



Lightweight Wheel Spacers
1/4", 3/8", 1/2"

Steering Shaft Adaptor - Splined with QD



Hard Top Mounts
1990-2005



SM Build Package Deals - from Basic to complete turn key.

PROLITE 15x7 Spec Miata

Championship Equipment Since 1980

www.panasport.com
call 310.473.0071 for information

OIL COOLERS: Mocal • Setrab • Laminova
www.mocalusa.com

Distributor: BAT Inc. 941 355-0005
sales@batinc.net

PORTER RACING PACIFIC CROSSLE

Warehouse distributor and dealer for the following products

panasport® AURORA

PENSKE HAWK

Parts for ALL Formula Fords – U.S. Importer for Crossle Cars and Parts

RENTALS: FC-FF-CF Swift DB6, Crossle

Trackside Support
Engine and Transaxle Services
Complete fabrication & repair facilities

(209) 722-7373
4814 E. Childs Ave., Merced, CA 95340
www.PorterRacing.com

The Original

• Carbon-kevlar brakes

• Hundreds of different brake pad configurations

A better performance edge... Madison Hts, MI 48071

www.racing-stuff.com • call 248-585-9139

CHASSIS
WHEELS
PEDALS
SEATS
BUTTON BOXES
HAND BRAKES
GAUGES

RICMOTEC
RACING SIMULATORS

MIAMI, FL USA www.ricomtech.com (305) 417-9241

lifeline
Champions of Safety

ZERO 360 Systems

- Latest Novac™ extinguishant
- Unique remote discharge
- Ultra lightweight
- Compact size

ZERO 2000

- Unique foam extinguishant
- Specially designed atomizer nozzle

FIA and SFI Approved • Sales & Service in the USA

INDUSTRY LEADING FIRE KNOCKDOWN CAPABILITY
QUICK RELEASES • RAIN LIGHTS • ROLL CAGE PADDING

(714) 847-1501
www.subesports.com
North American Distributor of Lifeline Products.

HyTech Exhaust

New patented collector designs
Exhaust development and manufacturing
All types of race engines current to vintage

949.581.2181 | www.hytechexhaust.com
12 Hammond Dr., Suite 203, Irvine, CA 92618

Want to advertise with us?

classifieds@racer.com
(949) 417-6713

USED GOODYEAR AND OTHER MAJOR BRAND RACING TIRES

ALL 10-, 13-, 14-, 15-, 16-, 17- and 18-inch sizes.
Latest compounds, half to full rubber.
Low prices, quick service. Phone any time.

(262) 740-0180
JBRacingtires@sbcglobal.net
www.JBRacingtires.net



wilwood RACING

POWER. CONTROL. PRECISION.

wilwood.com/racing | (805) 388-1188

www.injector.com

Sales  **Service**

marren fuel injection

Dependable Since 1986 Knowledgeable (203) 267-FUEL (3835)

SAVE THE DATE

Don't miss out on connecting with 45,000-plus SCCA members in these upcoming must-see issues of SportsCar...

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

July/August 2023

Showcase: Solo Nationals Prep Guide
 Editorial Cover Feature: Insight: The Unpublicized SCCA Race, Rally and Autocross Volunteer Tasks You've Never Heard of
 Reserve space by: June 8
 Materials due: June 22
 Mails: July 13

September/October 2023

Showcase: Runoffs Prep Guide
 Editorial Cover Feature: Who Will Win the SCCA National Championship Runoffs?
 Reserve space by: July 20
 Materials due: August 3
 Mails: August 26

November/December 2023

Showcase: TBA
 Editorial Cover Feature: The Champions Issue: Road Racing, Solo and RallyCross SCCA Nationals
 Reserve space by: October 19
 Materials due: November 2
 Mails: November 25

Reserve your space in

MARKETPLACE

now! (800)722-7140

FUEL SYSTEM INNOVATIONS



RACING FUEL FUEL CELLS atlracing.com

atlracing.com
 800-526-5330 atl@atlracing.com



TRACK FACTS

KNOWLEDGE = SPEED
 THE INDUSTRY'S FIRST MOBILE APPLICATION TO REPLACE YOUR MANUAL SETUP NOTEBOOK.

Try the Full Version FREE (for 6 Months!)

PARTNER CODE: 5900
 No credit card required

trackfactsapp.com

WWW.RACING-STUFF.COM



street 13" 14" 15" 16" race/solo ul 13" 14" 15" c8 13" 15" 16" 17"

panasport

Averill Racing Stuff Madison Hts, Mich  ph.248-585-9139 fax.248-585-9242

NUMBER KITS & GRAPHICS

Magnetics, Reusable Vinyl Cling & Vinyl Numbers

- Fast & Affordable • Easy Online Ordering
- Call for a FREE Brochure
- SCCA Members Save 10% w/code: SCCA10



FireStorm GRAPHIX

FireStormGraphix.com 603-809-4139

We ♥ toes.

Precise, portable alignment tools for any vehicle.



SMART RACING PRODUCTS
 PRODUCTS.COM

MADE IN USA

CALENDAR

SPORTS CAR CLUB OF AMERICA MARCH/APRIL 2023

Find SCCA Club Racing, Rally, and Solo Events Near You

MEMBER BENEFITS

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



Trivinci Systems, Race Keeper, a Runoffs contingency sponsor, offers members special pricing on its **Road-Keeper** HD video datasytem.



Porterfield Enterprises offers 15% off retail on all Porterfield and Hawk brake pads and 10% off on PF and Raybestos brake pads to all current SCCA members.



SCCA members can save 15% on **Blayze** actionable in-depth one-on-one coaching sessions via video.



Mazza Vineyards Lake Erie Wine Country wines offers free shipping on all wine orders over \$50 to SCCA members.

Out There Brands offers a 15% discount to members on its quality pop-up tents, chairs, flags and other branded paddock displays.



Spark Virtual Racing, turnkey racing simulator providers, offer SCCA members a 5% discount on simulators and 10% discount on tuning and consulting services.

InterContinental Hotels Group (IHG) extends the best available room rates at all nine of its premier hotel brands to current SCCA members.



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

PRO RACING SCCA PRO RACING



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. (TA2 only)
- 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:** WeatherTech 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



FORMULA 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.



ROAD RACING
Date: Track/Region



HOOSIER SUPER TOUR

- scca.com/supertour**
- 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.
- Jul 2-5:** Road America, Wis.



U.S. MAJORS sccamajors.com

NORTHEAST CONFERENCE

- Apr 7-9:** VIRginia International Raceway, Va. (Hoosier Super Tour)
- 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 Park - Thunderbolt, N.J.
- Aug 18-19:** Thompson Speedway Motorsports Park, Conn. (Note: Friday/Saturday event)

NORTHERN CONFERENCE

- Apr 29-30:** Blackhawk Farms Raceway, Ill.
- May 13-14:** Mid-Ohio Sports Car Course, Ohio
- Jun 23-25:** Road America, WeatherTech 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

- 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

- 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

- 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 Rcwyl/Milwaukee
- Apr 28-30:** Blackhawk Farms Rcwyl/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

GREAT LAKES

- gldsscca.com**
- Jun 23-25:** # Nelson Ledges Road Course/Neohio
- Jul 29-30:** Double Regional, Mid-Ohio Sports Car Course/Cincinnati
- Sep 23-24:** Fall Festival of Speed, Gingerman Raceway/South Bend

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**
- Apr 20-21:** Driver's School, Thompson Speedway Motorsports Park/New England
- 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 19-21:** The Michael "Doc" Saddleton Memorial, Nelson Ledges Road Course/Mahoning Valley

May 25-28: Lightning Challenge, Mazda Invitational; New Jersey Motorsports Park/South 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 4-6: # The Devil in the Dark 12-Hour, New Jersey Motorsports Park/South Jersey
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 Jersey Motorsports Park/South Jersey

NORTHERN PACIFIC norpacscca.org

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 sedivrracing.com

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: Roebbling 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

CALENDAR KEY

All dates/events subject to change

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

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

Jun 2-4: Sebring International Raceway/Central Florida
Jul 1-2: Roebbling 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
Aug 25-27: (Double SARRC), Barber Motorsports Park/Tennessee Valley
Sep 2-3: E Sebring International Raceway/Central Florida
Sep 23-24: E Daytona International Speedway/Central Florida
Oct 21-22: Roebbling Road/Buccaneer
Oct 27-29: Sebring International Raceway/Central Florida

SOUTHERN PACIFIC

May 5-7: Inde Motorsports Ranch/Arizona

SOUTHWEST sowdivscca.org

Oct 26-29: October Fest-Double Regional, Eagles Canyon Raceway/Texas

REGIONAL DRIVER'S SCHOOLS

CENTRAL cendiv-scca.org

Apr 13-16: Drivers' School, Double Divisional Road Race, Blackhawk Farms Raceway/Milwaukee

NORTHEAST nediv.org

Jun 02-03: V Full Competition Drivers' School, Pittsburgh International Race Complex/Steel Cities
Aug 24-27: Drivers' School, End of Summer Spectacular, Regional Road Race, Pittsburgh International Race Complex/Steel Cities

ROCKY MOUNTAIN coloradoscca.org

Apr 27-30: Ice Breaker Drivers' School, Regional Road Race, La Junta Raceway/Continental Divide

SOUTHEAST sedivrracing.com

May 20-21: E Drivers' School, Regional Road Race, Sebring International Raceway/Central Florida

SOUTHWEST sowdivscca.org

Oct 26-29: Drivers' School, October Fest-Double Regional Road Race, Eagles Canyon Raceway/Texas
Nov 09-12: Drivers' School, Fall Roundup Double Regional Race, MotorSport Ranch Cresson/Texas

SCCA ACCREDITED SCHOOLS

FULL COMPETITION LEVEL

Aiuto Custom Coaching Solutions
 (928) 300-1442
indemotorsports.com/the-ranch/scca-licensing-school

Allen Berg Racing School
 (888) 722-3220
allenbergracingschools.com

AMG Driving Academy
 (888) 604-1766 amgacademy.com

Bertil Roos Racing School
 (800) 511-7606 racenow.com

BIR Performance Driving School
 (866) 511-7606 birperformance.com

BMW of North America (888) 345-4269
bmwperformancecenter.com

Fast Lane Racing School
 (888) 948-4888 raceschool.com

Kaizen Autosport Racing School
 (919) 741-7151 kaizenautosport.com

Lucas Oil School of Racing
 (561) 200-7223 lucasraceschool.com

MSR Houston
 (281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools
 (303) 666-4113 go4itservices.com

Porsche Track Experience USA
 (888) 204-7474 porschedriving.com

Primal Racing School
 (770) 573-1010 primal.racing

Radford Racing School
 (480) 403-7600 radfordracingschool.com

Skip Barber Racing School
 (866) 932-1949 skipbarber.com

Spring Mountain Advanced Driving School (800) 391-6891
springmountainmotorsports.com

Team Stradale
 (815) 727-7234 teamstradale.com

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

Allen Berg Racing School (888) 722-3220
allenbergracingschools.com

Bertil Roos Racing School
 (800) 722-3669 racenow.com
allenbergracingschools.com

Fast Lane Racing School
 (888) 948-4888 raceschool.com

Kaizen Autosport Racing School
 (919) 741-7151 kaizenautosport.com

LevelUp Racing School (920) 838-6612
levelupracingschool.com

Lime Rock Driver's Club
 (860) 435-5000 limerockclub.com

Lucas Oil School of Racing
 (561) 200-7223 lucasraceschool.com

Pettiford's Go 4 It Racing Schools
 (303) 666-4113 go4itservices.com

Primal Racing School
 (770) 573-1010 primal.racing

Pro Drive Racing School
 (503) 285-4449 prodrive.net

ProFormance Racing School
 (253) 630-5130
proformanceracingschool.com

Radford Racing School
 (480) 403-7600 radfordracingschool.com

Skip Barber Racing School
 (866) 932-1949 skipbarber.com

Team Stradale
 (815) 727-7234 teamstradale.com

NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School (888) 722-3220
allenbergracingschools.com

CONTACT

SCCA
 Sports Car Club of America.

OFFICERS

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

SCCA NATIONAL OFFICE

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

EXECUTIVE LEADERSHIP

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

SCCA PRO RACING

Toll Free: (800) 770-2055
 Main: (785) 357-7222
 7230 Buckle Commons Suite 136
 Brownsburg, IN 46112
www.sccapracing.com

SCCA ENTERPRISES

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

SCCA DIRECTORS

AREA 1: PETER SCHNEIDER
 (908) 938-8750; pschneider@scca.com
AREA 2: BOB CRAWFORD
 (301) 728-1023; bcrawford@scca.com
AREA 3: LYN HODGES WATTS
 (352) 207-8344; lhodgeswatts@scca.com
AREA 4: DAYLE FRAME
 (517) 889-1117; dframe@scca.com
AREA 5: PETER JANKOVSKIS
 (630) 738-0288; pjankovskis@scca.com
AREA 6: MARK WEBER
 (314) 583-8259; mweber@scca.com
AREA 7: K.J. CHRISTOPHER
 (213) 842-2363; kjchristopher@scca.com
AREA 8: CLAY FRAMER
 (719) 338-3434; cturner@scca.com
AREA 9: CHARLIE DAVIS
 (650) 740-7898; cdavis@scca.com
AREA 10: CHARLES DOBBS
 (607) 742-6123; cdobbs@scca.com
AREA 11: DALE SHOEMAKER
 (702) 406-5817; dshoemaker@scca.com
AREA 12: STEVE STRICKLAND
 (540) 798-7037; ssrickland@scca.com
AREA 13: JEFF ZURSCHMEIDE
 (503) 330-3010; jzurschmeide@scca.com

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

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

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

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

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

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

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

CENTRAL [cendiv-scca.org](https://www.cendiv-scca.org)
May 13: **TE TS** Blackhawk Farms Raceway/Milwaukee

GREAT LAKES [gldscca.com](https://www.gldscca.com)
May 6: **TA** Nelson Ledges Road Course/Neohio
Jul 1-2: **TT** Putnam Park Road Course/Indianapolis
Jul 28: **TT TE** Mid-Ohio Sports Car Course/Cincinnati

MIDWEST [midiv.org](https://www.midiv.org)
Apr 18: **PDE TE** World Wide Technology Raceway/St Louis
May 9: **PDE TE** World Wide Technology Raceway/St Louis
Jun 13: **PDE TE** World Wide Technology Raceway/St Louis
Jul 11: **PDE TE** World Wide Technology Raceway/St Louis
Aug 8: **PDE TE** World Wide Technology Raceway/St Louis
Sep 12: **PDE TE** World Wide Technology Raceway/St Louis
Oct 10: **PDE TE** World Wide Technology Raceway/St Louis

NORTHEAST [nediv.org](https://www.nediv.org)
Apr 8-9: **TT TE** Dominion Raceway & Entertainment/Washington DC
Apr 27-30: **TE TT** Pittsburgh International Race Complex/Steel Cities
May 20-21: **HPDE TT TE** Dominion Raceway & Entertainment/Washington DC
Aug 24-25: **TE** Pittsburgh International Race Complex/Steel Cities

NORTHERN PACIFIC [norpacscca.org](https://www.norpacscca.org)
Jun 23-25: **TT TE** Thunderhill Raceway Park/Reno
Sep 8-10: **TT TE** Thunderhill Raceway Park/Reno

ROCKY MOUNTAIN [coloradoscca.org](https://www.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 [sedivracings.com](https://www.sedivracings.com)
Apr 21: **TE** Daytona International Speedway/Central Florida
Apr 21-23: **HC** Pine Mountain State Resort Park/Eastern Tennessee
Jun 2-4: Flag Rock Park Rec'l Area/Blue Ridge
Jul 23: **TE** Michelin Raceway Road Atlanta/Atlanta
Aug 25-27: Flag Rock Park Recreational Area/Blue Ridge

CALENDAR KEY

All dates/events subject to change

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

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

Nov 12: **TE** Michelin Raceway Road Atlanta/Atlanta
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
SOUTHWEST [sowdivscca.org](https://www.sowdivscca.org)
Apr 15-16: **TE TT** Eagles Canyon Raceway/Texas
Jun 17: **TE TT** Eagles Canyon Raceway/Texas
Jul 15: **TE TT** Eagles Canyon Raceway/Texas
Aug 12: **TE TT** MotorSport Ranch Cresson/Texas
Oct 21: **TE TT** MotorSport Ranch Cresson/Texas

TIME TRIALS NATIONAL TOUR
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
CENTRAL [cendiv-scca.org](https://www.cendiv-scca.org)
May 13: Tire Rack Street Survival School, Milwaukee Area Technical College, Oak Creek Campus/Milwaukee
Sep 29-30: Tire Rack Street Survival School, Yoder Autocross Site/Wichita

NORTHEAST [nediv.org](https://www.nediv.org)
Jul 29: Tire Rack Street Survival Event, Montgomery County Community College/Philadelphia
Sep 23: Tire Rack Street Survival Event, Montgomery County Community College/Philadelphia
Oct 21-22: Teen Tire Rack Street Survival School, Saratoga Auto Museum/Mohawk Hudson

NORTHERN PACIFIC [norpacscca.org](https://www.norpacscca.org)
Apr 16: Teen Tire Rack Street Survival School, Portland International Raceway/Oregon

Jun 9-10: Tire Rack Street Survival, Regional Public Safety Training Center/Reno
Check [streetsurvival.org](https://www.streetsurvival.org) for a complete schedule

SOLO

TIRE RACK SCCA SOLO NATIONAL TOUR
Apr 21-23: Airport Landing, Crows Landing, Calif. (tentative)
May 5-7: Chase Airfield, Beeville, Texas
May 28-29: Airport West Ramp, Lincoln, Neb.
Jun 9-11: zMAX Dragway, Concord, 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, Ill.
Jul 28-30: Seneca Army Depot, Romulus, N.Y.
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 CAM/XS CHALLENGE
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
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
Check [scca.com/pages/starting-line-for-events](https://www.scca.com/pages/starting-line-for-events)

REGIONAL

CENTRAL [cendiv-scca.org](https://www.cendiv-scca.org)
Apr 22-23: Vibrant Arena at The Mark/Great River
May 13: Tire Rack Street Survival, Milwaukee Area Technical College, Oak Creek Campus/Milwaukee
May 27-28: Brady Street Stadium - Davenport Schools/Great River

GREAT LAKES [gldscca.com](https://www.gldscca.com)
Apr 8-9: Test-N-Tune, Kil-Kare Raceway/Western Ohio
Apr 16: Blue Grass Stockyards Regional Market Place/Central Kentucky
Apr 16: Test-N-Tune, Fortress/Ohio Valley
May 5-7: Test-N-Tune, Autocross, Mid-American Air Center/Southern Indiana
May 7: Grissom Aeroplex/Indianapolis
May 14: (Points) Fortress/Ohio Valley
May 20-21: Points event, Grissom Aeroplex/Indianapolis
May 27-28: West Virginia University Parkersburg/Southern West Virginia
Jun 2-4: Mid-American Air Center/Southern Indiana
Jun 10-11: Mid-American Air Center/Southern Indiana

Jun 10-11: Points event, Grissom Aeroplex/Indianapolis
Jun 11: (Points) Fortress/Ohio Valley
Jun 24-25: (Points) West Virginia University Parkersburg/Southern West Virginia
Jun 25: (Points) Governor's Cup, Fortress/Ohio Valley
Jul 8: Points event, Indiana State Fairgrounds/Indianapolis
Jul 9: (Points) Fortress/Ohio Valley
Jul 15-16: Mid-American Air Center/Southern Indiana
Jul 16: West Virginia University Parkersburg/Southern West Virginia
Aug 6: (Points) Fortress/Ohio Valley
Aug 16: PAX Challenge, Fortress/Ohio Valley
Aug 26: West Virginia University Parkersburg/Southern West Virginia
Aug 26-27: Mid-American Air Center/Southern Indiana
Sep 3-4: Grattan Raceway/Western Michigan
Sep 10: West Virginia University Parkersburg/Southern West Virginia
Sep 13: PAX Challenge, Fortress/Ohio Valley
Sep 23-24: Mid-American Air Center/Southern Indiana
Sep 27: PAX Challenge, Fortress/Ohio Valley
Sep 30-Oct 1: Points event, Grissom Aeroplex/Indianapolis
Oct 4: PAX Challenge, Fortress/Ohio Valley
Oct 7-8: Mid-American Air Center/Southern Indiana
Oct 14-15: Mid-American Air Center/Southern Indiana
Oct 21-22: Grattan Raceway/Western Michigan
Oct 26-27: Solo Test-N-Tune, Grissom Aeroplex/Indianapolis

MIDWEST [midiv.org](https://www.midiv.org)
Apr 16: St. Charles Family Arena/St Louis
Apr 23: Eddyville Raceway Park/Des Moines Valley
Apr 30: Novice School, St. Charles Family Arena/St Louis
May 6-7: Test-N-Tune, Lincoln Airpark/Nebraska
May 28: St. Charles Family Arena/St Louis
Jun 17-18: Columbus Air Force Base/Mississippi
Jun 18: Charity Event, St. Charles Family Arena/St Louis
Jun 23-25: Test-N-Tune, Lincoln Airpark/Nebraska
Jul 7-9: Lincoln Airpark/Nebraska
Aug 3-6: Lincoln Airpark/Nebraska
Aug 13: St. Charles Family Arena/St Louis
Aug 18-20: Test-N-Tune, Lincoln Airpark/Nebraska
Aug 19-20: Columbus Air Force Base/Mississippi
Sep 3: St. Charles Family Arena/St Louis
Sep 17: St. Charles Family Arena/St Louis
Sep 29-30: Tire Rack Street Survival, Yoder Autocross Site/Wichita
Sep 29-Oct 1: Test-N-Tune, Lincoln Airpark/Nebraska
Oct 1: St. Charles Family Arena/St Louis
Oct 7-8: Columbus Air Force Base/Mississippi
Oct 15: St. Charles Family Arena/St Louis
Oct 27-29: Test-N-Tune, Lincoln Airpark/Nebraska

NORTHEAST [nediv.org](https://www.nediv.org)
Apr 8: Test-N-Tune, Jones Beach State Park/New York
Apr 8: New Meadowlands Sports Complex/Northern New Jersey
Apr 15-16: Test-N-Tune, New Meadowlands Sports Complex/Northern New Jersey
Apr 23-: Test-N-Tune, Centre County Public Safety Center/Central Pennsylvania

Apr 23: Warminster Community Park/Philadelphia
Apr 23: Nassau Live Center/New York
Apr 29: New Meadowslands Sports Complex/Northern New Jersey
Apr 30: Centre County Public Safety Center/Central Pennsylvania
May 6: Level 2 school, Summit Point Motorsports Park/Washington DC
May 13-14: Champ Event, Regency Furniture Stadium/Washington DC
May 19-21: Mid-State Regional Airport/Central Pennsylvania
May 21: Test-N-Tune, Summit Point Motorsports Park/Washington DC
May 28: Nassau Live Center/New York
Jun 4: Nassau Live Center/New York
Jun 4: Centre County Public Safety Center/Central Pennsylvania
Jun 23-25: Mid-State Regional Airport/Central Pennsylvania
Jul 7-9: Cone Killer Classic 17, Mid-State Regional Airport/Central Pennsylvania
Jul 29: Tire Rack Street Survival Event, Montgomery County Community College/Philadelphia
Jul 30: Nassau Live Center/New York
Aug 5-6: Racing Against Leukemia, Moore Army Airfield (Devens Airfield)/New England
Aug 12-13: Mid-State Regional Airport/Central Pennsylvania
Aug 27: Centre County Public Safety Center/Central Pennsylvania
Aug 27: Nassau Live Center/New York
Sep 3: Fall Classic, Jones Beach State Park/New York
Sep 17: Centre County Public Safety Center/Central Pennsylvania
Sep 23: Tire Rack Street Survival Event, Montgomery County Community College/Philadelphia
Oct 6-8: Mid-State Regional Airport/Central Pennsylvania
Oct 15: Jones Beach State Park/New York
Oct 21-22: Teen Tire Rack Street Survival School, Saratoga Auto Museum/Mohawk Hudson Mountain Twist/Big Sky
Oct 7-8: Crows Landing/San Francisco
Oct 28-29: Team Challenge, Interclub Challenge, Moore Army Airfield (Devens Airfield)/New England
Oct 29: Nassau Live Center/New York
Oct 1: Jones Beach State Park/New York

NORTHERN PACIFIC norpacscga.org
Apr 16: Teen Tire Rack Street Survival, Portland International Raceway/Oregon
Apr 29-30: Test-N-Tune, Rocky Mountain Twist/Big Sky
May 13-14: Portland International Raceway/Oregon
May 19-21: Fresno Fairgrounds/San Francisco
May 20-21: Crows Landing/San Francisco
May 20-21: Points event, Rocky Mountain Twist/Big Sky
May 26-28: Expo Idaho/Snake River
Jun 3-4: Hampton Mills/Oregon
Jun 9-10: Regional Public Safety Training Center/Reno
Jun 10-11: Points event, Rocky Mountain Emergency Services Training Center/Big Sky
Jun 16-18: Expo Idaho/Snake River
Jun 17-18: Crows Landing/San Francisco
Jul 15-16: Points event, Rocky Mountain Twist/Big Sky
Jul 22-23: Crows Landing/San Francisco
Jun 24-25: Hampton Mills/Oregon
Aug 5-6: Hampton Mills/Oregon
Sep 9-10: Points event, Rocky Mountain Twist/Big Sky
Sep 16-17: Portland International Raceway/Oregon

Oct 7-8: Points event, Rocky Oct 12-13: Points event, Rocky Mountain Twist/Big Sky
Oct 21-22: Portland International Raceway/Oregon
Nov 4-5: Crows Landing/San Francisco

ROCKY MOUNTAIN coloradoscca.org
Apr 29-30: Colorado Air and Space Port/Colorado
May 7: Colorado Air and Space Port/Colorado
Jun 9-11: Rigby Middle School/Eastern Idaho
Jun 10-11: Test-N-Tune, Colorado Air and Space Port/Colorado
Jun 23-25: Bonneville High School/Eastern Idaho
Jul 1-2: Test-N-Tune, Colorado Air and Space Port/Colorado
Aug 13: Colorado Air and Space Port/Colorado
Oct 1: Gimmick Event, Colorado Air and Space Port/Colorado

SOUTHEAST sedivrracing.com
Apr 28-May 1: Five Flags Speedway/Gulf Coast
Apr 29: Roebing Road/Buccaneer
May 21: Fernandina Beach Municipal Airport/Buccaneer
Jun 9-12: Five Flags Speedway/Gulf Coast
Sep 30: Roebing Road/Buccaneer
Oct 28: War at the Shore, Roebing Road/Buccaneer

SOUTHERN PACIFIC
Apr 9: Hilo Drag Strip/Big Island of Hawaii
Apr 14-15: zMAX Dragway/Central Carolinas
Apr 15: Vidinha Stadium/Hawaii
Apr 15-16: Spence Field /Red Hills
Apr 16: Smokies Stadium/Eastern Tennessee
Apr 16: Las Vegas Motor Speedway/Las Vegas
Apr 16: Fernandina Beach Municipal Airport/Buccaneer
Apr 22-22: Kino Sports Complex/Arizona Border
Apr 23: Maui Motorsports Park/Hawaii
Apr 30: Las Vegas Motor Speedway/Las Vegas
May 6-7: Training Day School and Autocross, USMC Marine Corps Air Station Cherry Point/North Carolina
May 20: Vidinha Stadium/Hawaii
May 20-21: Spence Field /Red Hills
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

SOUTHERN PACIFIC
May 7: Musselman Honda Circuit/Arizona Border

SOUTHWEST sowdivscga.org
Apr 16: NOLA Motorsports Park/Delta
Apr 29-30: Lamar Dixon Expo Center/Central Louisiana

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

RALLYCROSS

NATIONAL CHAMPIONSHIP
2023 event to be announced

REGIONAL

CENTRAL cendiv-scca.org
May 7: Southern Iowa Speedway/Iowa
Aug 13: Southern Iowa Speedway/Iowa
Oct 22: Southern Iowa Speedway/Iowa

GREAT LAKES gldscca.com
Aug 5: Jackson County Fairgrounds/Southern West Virginia
Oct 21: Jackson County Fairgrounds/Southern West Virginia
Nov 11: Jackson County Fairgrounds/Southern West Virginia

MIDWEST

midiv.org
May 27-28: Deyeme Racing/St Louis
Jun 23-24: Santa Fe Trail Cycle Park Inc/Kansas
Aug 5-6: Deyeme Racing/St Louis
Sep 9-10: Deyeme Racing/St Louis
Sep 30-Oct 1: Deyeme Racing/St Louis

NORTHEAST

nediv.org
Apr 29: Blue Lot at Okemo Mountain/New England
Apr 15-16: Nebraska City Rally Bowl/Nebraska
Apr 29-30: Nebraska City Rally Bowl/Nebraska
Jun 3-4: Nebraska City Rally Bowl/Nebraska
Jul 22-23: Nebraska City Rally Bowl/Nebraska
Oct 26-27: Nebraska City Rally Bowl/Nebraska
Oct 7-8: Nebraska City Rally Bowl/Nebraska
Nov 4-5: Nebraska City Rally Bowl/Nebraska
Nov 18-19: Nebraska City Rally Bowl/Nebraska

SOUTHEAST

sedivrracing.com
Apr 14-17: St. Lucie County Fairgrounds/Central Florida
May 13: Florida International Rally and Motorsport Park/Central Florida
Jun 10: St. Lucie County Fairgrounds/Central Florida

SOUTHERN PACIFIC

Apr 14-16: Camp Verde Equestrian Center/Arizona
May 12-14: Camp Verde Equestrian Center/Arizona
Jul 15-16: Antelope Valley Fairgrounds/Cal Club
Sep 22-24: Camp Verde Equestrian Center/Arizona
Oct 20-22: Camp Verde Equestrian Center/Arizona
Oct 28-29: Antelope Valley Fairgrounds/Cal Club
Nov 10-12: Camp Verde Equestrian Center/Arizona
Nov 18-19: Antelope Valley Fairgrounds/Cal Club
Dec 8-10: Camp Verde Equestrian Center/Arizona
Dec 16-17: Antelope Valley Fairgrounds/Cal Club

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

ROADRALLY

NATIONAL/DIVISIONAL
2023 schedule to be announced

REGIONAL/DIVISIONAL

CENTRAL cendiv-scca.org
May 6: Ride the Roster, Flying J Travel Center, South Beloit Ill./Chicago
May 7: Badger Burrow RoadRally, Panera Bread, Fitchburg, Wis. /Milwaukee
Jun 2-3: Hyatt Place - Verona, Wis./Milwaukee
Jun 3-4: Country Inn & Suites - Prairie du Chien, Wis./Milwaukee
Sep 22-23: Oktoberally, Wintergreen Conference Center and Clarion Hotel & Suites, Wisconsin Dells, Wis./Milwaukee
Sep 24: Badger Coulees, Wintergreen Conference Center and Clarion Hotel & Suites, Wisconsin Dells, Wis. /Milwaukee

GREAT LAKES

gldscca.com
Apr 23: Dogwood Daze Regional Tour, BP/McDonalds - Indianapolis, Ind./Indianapolis
Sep 8: Hampton Inn, Gaylord/Detroit
Sep 9: Hampton Inn, Gaylord/Detroit

MIDWEST

midiv.org
Aug 19: Tulips Redux, Troy Park & Ride, Troy, Ill./St Louis

NORTHEAST

nediv.org
Apr 14: Green Grand Prix, Watkins Glen International/Glen
Apr 23: Divisional TSD Tour, Subaru World of Hackettstown, N.J./Northern New Jersey
Apr 23: Regional TSD Tour Rally, Subaru World of Hackettstown, N.J./Northern New Jersey
Apr 30: Steel Haul, Holiday Inn Express - Hammarville, Pittsburgh, Pa./Steel Cities
Apr 28-29: Steel Haul, Holiday Inn Express - Hammarville, Pittsburgh, Pa./Steel Cities
May 6: Ciocca Corvette Agency, Atlantic City, N.J./South Jersey
Jul 29: Rally Against Leukemia, New Hampshire Motor Speedway, Loudon, N.H./New England
Sep 9: All the Myriad of Ways NGTA, Southington Drive In, Plantsville, Conn./New England
Sep 9: Hurdle GTA, Southington Drive In, Plantsville, Conn./New England
Oct 20-22: USRRC, Exton, Pa., and Vineland, N.J./South Jersey
Oct 21: Up the Creek, Prestige Diner, Atlantic City, N.J./South Jersey
Oct 22: South Jersey Devil RoadRally, Prestige Diner, Vineland, N.J./South Jersey
Oct 28: Ciocca Corvette Agency, Atlantic City, N.J./South Jersey
Dec 3: 34th Teddy Bear Rally, Social GTA, Subaru World of Hackettstown, N.J./Northern New Jersey

SOUTHEAST

sedivrracing.com
Apr 22: Pine Mountain RoadRally Trek, Barber Vintage Motorsports Museum, Leeds, Ala./Alabama

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

MARCH/APRIL 2023 ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-75 YEARS

25-YEAR MEMBERS (1998)

Steve P Abner	Kentucky
Carol Alenius	Milwaukee
Kolin Aspegren	Buccaneer
Christopher Eric Bailey	New England
Deborah L Beebe	Central Florida
Ron Belcher	Cal Club
James Bell	Red Hills
Linda Beman	Finger Lakes
Peter J Berta	Chicago
Joseph Boruch	New England
John F Brotbeck	Indianapolis
Stephen K Brown	Washington DC
Eric Brunamonti	Columbus SC Club
Brian N Burdette	Lone Star
Jason E Burns	Susquehanna
Todd F Butler	Oregon
Danny Cadow	Central Florida
Joseph G. Caffey	Philadelphia
Joe Calderone	Atlanta
Jane Carr	Central Florida
Henry R Carr III	Central Florida
JR Carson	Central Florida
Denise A Cashmore	Arizona Border
Steve Chadwick	San Diego
Sherman Chao	Central Florida
Timmy Chapman	Florida
Margaret (Maggie) Clark	Cal Club
Mari L. Clements	S West Virginia
Robert D Coffee	Colorado
Genevieve Conrad	Cal Club
Rudy E Consolacion	Neohio
Kaitlin Coulter	Chicago
Jeane Criss	Steel Cities
Alan R Cross	Atlanta
Dean Alan Curtis	NE Pennsylvania
Michael J Dalton	Chicago
Jim Daniels	Oregon
Tami Daniels	Oregon
Harold R Davis	Southern Indiana
John Davison	Central Florida
Paul DeAlva	Arizona
G.J. Dixon III	New York
Al Donovan	Oklahoma
Mark G Downing	Ohio Valley
Matthew S Downing	Ohio Valley
Monica C Downing	Ohio Valley
Tricia A Downing	Ohio Valley
Ben Drerup	Lone Star
Helen M Duncan	Blackhawk Valley
Dave Dunning	Oregon
Christian Edstrom	Cal Club
Justin M Elder	Land O'Lakes
Rene Espinosa Jr.	Washington DC
Curt Faigle	St Louis
Eric Ferguson	NW Ohio
Karen C Ford	Cal Club
Dayle Frame	Western Michigan
Audrey Freda	Alabama
Daniel W Frost Jr.	Oregon
David H Garner	Indianapolis
Thomas H Gibson	San Francisco
Brian Goodwin	San Diego
Daniel L Govero	St Louis
Murrie V Graser	Eastern Tennessee
Stefan Haag	Lone Star
Kent Hamilton	Arctic Alaska
Eric R Hanson	Northwest
James A Hayter	Ohio Valley
Charles E Hearn Jr.	Houston
Tim Heaton	Nebraska
Mike Herrick	Nebraska
Pamela Hironaka	Las Vegas
Larry Holt	Western New York
Lynn Husting	Cal Club
Jeffry John Janoska	Detroit
Ian Jefferies	Central Florida
Richard C Johnson Jr.	New England
Ed Kamowski	Chicago
Bob Kellett	Central Florida
Fred A Kirsch	Neohio
Brian Kleeman	Washington DC
James Lachenmaier	Colorado

Colin Lawrence	New England
Dennis G Lex Sr.	Detroit
Gwen Magero	Central Florida
W Mark Manuel	Central Kentucky
David R Mapes	Washington DC
Sandra McBride	Texas
Gary D McDaniel	San Francisco
Dan Miller	Oregon
Shawna Miller	Oregon
Matt Miskoe	New England
Kristen P Moore	Oregon
Jeffrey Moran	South Jersey
Michaela Morhaus	St Louis
John F Morris	Finger Lakes
Timothy Murphy	New England
Peter Charles Norton	North Carolina
Ron Olsen	Chicago
Jennifer Parker	Hawaii
Richard Peirce	Central Florida
William J Pennington II	North Carolina
Alane Faye Perry	Oregon
Robert Clark Perry	Finger Lakes
Lyndell Pickett	Ozark Mountain
Timothy Piontek	Detroit
Adam C Popp	Cincinnati
Michael Quinn	North Carolina
Tim Radley	Cincinnati
Marilyn Rassweiler	Florida
Dudley B Redhead	Oregon
Matt Regan	Chicago
Norman C Reimer	Buccaneer
Greg Reno	Kansas
Paul K Rieffle	Steel Cities
Gail A Robinson	Washington DC
Robbe Robinson	Washington DC
Matt Robison	Oregon
Nilda M Rollan	Florida
Selin M Rollan	Florida
Matthew Michael Rowe	New England
Christopher Rudy	Cincinnati
Tyson D Sawyer	New England
Charles Schenck	Detroit
Clement A Schmitt	Wichita
Katy Schofield	Central Florida
Susan Schuster	Milwaukee
Scott M Sesin	Northwest
Karl J Severson	Cal Club
Darryl F Shoff	NE Pennsylvania
Russ Siggelkoe	New England
James F Smith	Philadelphia
Chelsea Snyder	Kansas City
Carl Somerton	Snake River
Warren E (Ned) Spieker Jr.	San Francisco
Carol G. Stephens	Central Florida
John L Stephens	Central Florida
Mark Stewart	Alabama
Jerrold H Streckert	New England
Stacey D Strout	New England
James A Susko Jr.	NW Ohio
Kevin M Sweeney	Central Illinois
Rob Tarrien	Detroit
Stephen G Telehowski	Detroit
Carl Totillo	N New Jersey
Lawrence Troemel	Milwaukee
Charles I Turner	Cal Club
Mary E Turner	Cal Club
Tom J Udee	Milwaukee
Brian M Vondran	Mahoning Valley
Donald R Waldorf	Washington DC
Chris Weldy	South Bend
Michael F Whitaker	Central Florida
Michael Wille	Houston
Tina D Williams	Kansas
Beverly Williams	Cincinnati
Paul S Williams	Cincinnati
Diane Wojtkowiak	South Jersey
Matt Wojtkowiak Sr.	South Jersey
Len Wolford	Northwest
Jeff Yatsko	N New Jersey
Angelo Zarra Jr.	New York
Dallas Zebrowski	Glen
Scot Zediker	San Francisco
Todd Zuercher	Fort Wayne

30-YEAR MEMBERS (1993)

Catherine S Albrecht	Oregon
Richard A Albrecht	Oregon
Ken Anderson	Washington DC
George Archibald	Central Florida
David A Ball	Atlanta
Jeffrey S Barrow	Cal Club
Dennis R Barschow	Ohio Valley
Arnold K Beebe	Mohawk Hudson
James W Bell	Florida
Chris John Bene	Chicago
Ralph O Boles	Central Florida
Jane Bowling	Central Florida
Tad Bowling	Central Florida
D J Brabec	Chicago
Phillip Brabec	Chicago
Richard Breesse	Florida
Colleen M Breslin-Noles	Western New York
Jay A Buerger	Colorado
Gini Campbell	Oklahoma
Stephen D Chisholm	Washington DC
Skip Clark	Finger Lakes
Rev Thomas J Cook	San Diego
Nicole M Cooper-Cefalo	NE Pennsylvania
Kenneth J De Nault	Des Moines Valley
Ronald De Vogel	San Francisco
James H Desenberg	South Bend
Ann DeVogel	San Francisco
John Draneas	Oregon
Charles Duncan	Blackhawk Valley
John H Eberhardt	Blackhawk Valley
Richard W Egge	Atlanta
Mitchell R Ferguson	Atlanta
Richard Fitzgerald	Washington DC
Joseph Foglia	South Jersey
Jeffrey Logan Francis	San Francisco
Rex Franklin	Central New York
Robert Gendron	Central Florida
Kim P. Gibson	Land O'Lakes
Keith Gillespie	Arizona
Ellen Glover	Neohio
Peter Glover	Neohio
Carey Grant	Mid South
Thomas A Gray Jr.	New England
Wiggy Greacen	Arizona Border
Terry Harms	San Francisco
Dale S Hoag	San Francisco
Margaret Hohl	St Louis
Mike Hope	Central Carolinas
Thomas D Hunt	Washington DC
Rob Ippolito	Red Hills
Jeff Jacobs	Philadelphia
Jeanne Kelly	Chicago
Robert Kelly	Chicago
Jonathan B Kinberg	Washington DC
James M Krzyzewski	South Bend
Nancy A Krzyzewski	South Bend
Joel Ladoniczki	Central Florida
Linda Ladoniczki	Central Florida
John Burton LaRue	Indianapolis
J.D. Layson	Detroit
Ted Lewis	Arizona
Catherine LoDuca	New York
Christopher A Lorenz	St Louis
Lowell E Marx	Ohio Valley
Wade McBride	Texas
Sean McKenna	San Francisco
Stephen C Middendorff	Oregon
Michael H Murray	San Francisco
William R Neal Jr.	North Carolina
Joe Perlo	Philadelphia
Evan J Peteroy	New England
Jim Phlamm	Chicago
Richard P Platt	Philadelphia
Steven D. Powers	Arizona
Bryon Prokopf	Southern Illinois
Diane F Prokopf	Southern Illinois
Jim Rice	San Francisco
Connie Ritchie	NW Ohio
Lynn Ritchie	NW Ohio
Stephen J Rose	Land O'Lakes
William W Shearer	Neohio
Colin P Sheidler	Washington DC

Debra Sleeth	Central Florida
Mayo T Smith	New York
Ray R Smith	Hawaii
Tristan D Smith	Atlanta
Emmitt Denton Staley	North Carolina
Tom Stevens	Central Florida
Jason Stone	Ohio Valley
Sam Tabone	Detroit
Rickey O C Thompson	North Carolina
William Hugh Thumel	North Carolina
Ann Tucker	Mid South
Michael Varacins	Chicago
Frank E Vessell	Central Carolinas
Judith L Warren	Washington DC
John A Weisberg	Finger Lakes
James B Wickersham	San Francisco
Patricia Wickersham	San Francisco
Tom Wickersham	San Francisco
James Wise	Central Florida
Greg Woelke	San Diego
James Woody	Chicago
Steve Zellent	Western Michigan

35-YEAR MEMBERS (1988)

Lynn Aavang	Arizona
Bryan Addis	Ohio Valley
Robert W Anderson	Chicago
Lawrence C Bacon	San Francisco
D E Baer	Cal Club
Ron Baker	Reno
Robert G Barlow I	Finger Lakes
Gregory A Baugh	Arizona
Richard Benson	Colorado
Michael Bentley	New England
Helena Bevis	New England
Scott Bevis	New England
Scott Biersteker	Chicago
William H Black III	North Carolina
Allison Bondie	Detroit
Jack Bottoms	Western New York
Robert R Breton	San Francisco
Steven A Brown	Washington DC
Rick Brown	San Francisco
Dane Harman Campbell	Oregon
Steven F Carbone	San Francisco
Donald C Carl	NE Oklahoma
Donna M Chesnut	Western New York
Craig Conway	Central Florida
Gregory A Creamer	Milwaukee
Wesley D Cunningham	Houston
James C Demmer	Detroit
Daniel D Deuble	Chicago
Anna K Devillers	Glen
Elizabeth M Drake	New England
Michael B Eidlin	Northwest
Leibert R Ellis	San Francisco
John A Emmons	Land O'Lakes
Christine M Fecteau	Detroit
Holly Fernandez	Detroit
Kate Fisher	Arizona Border
David F Free	Philadelphia
Donna L Galuardi	New England
Sam Goins	Cincinnati
Cherie Hazelton	Central Florida
Ken Hazelton	Central Florida
Susan F Herald	Steel Cities
Steve Himmelsbach	Blue Mountain
William R Hirabayashi	Land O'Lakes
Bill Hunter	Washington DC
David Jackson	San Francisco
Roger H Johnson	Houston
Gary Koepke	Milwaukee
Val Korry	Northwest
Marina Kraft	Des Moines Valley
Bruce Kromminga	Washington DC
JR Lane Jr.	Northwest
Marc A Lear	Cincinnati
Amy Lee	Hawaii
Mark B Leonard	Cal Club
Greg Lund	Northwest
Raymond Maliszewski	South Jersey
Ronald J Mallak	Kansas City
Vincent J Marinkovich	Cal Club

Gerard T Martinez	Chicago
Devillo H McCann Jr.	Finger Lakes
Tim Meek	Atlanta
Joy Meyers	Chicago
Steven J Mieritz	Fort Wayne
Timothy P Minor	Blue Ridge
Richard I Mitchell Jr.	Atlanta
Robert C Moeller	Washington DC
Chris Moore	Red Hills
Nicole Morhaus	St.Louis
Kathleen T Muramoto	Colorado
Walt Nelson	Western Michigan
Wayne A Nicolette	Washington DC
Dave Onyschuk	Chicago
David L Osolkowski	Western New York
Michael E Pettiford	Colorado
C Skip Pfeffer	Milwaukee
Jane Langenfeld Pfeffer	Milwaukee
Nanetta L Phillips	Houston
Michelle Prokopf	Southern Illinois
Richard Reed	Northwest
Robert Rehklau	Southern Illinois
Kurt Ristow	Land O'Lakes
Jeffrey Robb	North Carolina
Robert Roth	Land O'Lakes
John W Rowe	Texas
Aimie Ruth	Chicago
Joyce Ruth	Chicago
Neal Ryan	San Francisco
Robert Schauer	San Francisco
Lisa L Schenkel	Blue Ridge
Dennis Schneider	St.Louis
Peter Schneider	N New Jersey
David A Schradly	San Francisco
Judson Scott	Tennessee
Steve Selmants	Mahoning Valley
Frederick Semple	Oregon
Bob Skinner	Oregon
Pamela Smith	Central Florida
Ernest Spada Jr.	Oregon
Gaylord W Spaulding	Chicago
Paula D Spencer	Chicago
David A Spinweber	Detroit
John A Spitznas	Blackhawk Valley
Steve Stadel	Blackhawk Valley
Anne Steele	San Francisco
John Steinmetz	New England
James Richard Strapp	Ohio Valley
Arlene L Stream	Des Moines Valley
Caleb T Stream	Colorado
Richard Struve	Des Moines Valley
Paul Louis Swanson	Florida
Barbara Tamraz	Cal Club
Kenneth G Taylor	Central Florida
Paul Eric Taylor	Colorado
Robert Phillips Taylor Jr	San Francisco
Wayne Tofel	Indiana Northwest
Tom Trieschmann	Chicago
Timothy Turner	Blackhawk Valley
Carol Uller	Cincinnati
Mark L Utech	Land O'Lakes
Mary M. Hollis Utech	Land O'Lakes
Thomas F Wallace	Detroit
Maureen A Wheeler	Mid South
Charles Wicht	Central Florida
Susan H Wiseman	Ozark Mountain
Claudia Wolfson	Washington DC
Ken Woolley	San Francisco
Robert T Yamashita	San Francisco
Richard S Yanus	Neohio
John S Yarosz	NE Pennsylvania
John J Yorkey	Utah
Barry L Young	Washington DC
Edward Zabinski	Atlanta
Edward A Zebrowski	Glen
Marie Zitz	Central Florida

40-YEAR MEMBERS (1993)

Al Abersson	Atlanta
Dennis J Bay	Detroit
Gary C Bennett Sr.	South Carolina
Lisa Blockinger	Great River
Walter Boyce	Detroit

Robert Brooks	Cal Club
Albert W Chan	Detroit
Charles K Crawford	Washington DC
Lawrence D Crowley	New England
Jennifer L DeHart	Susquehanna
Darryl DesMarteau	Central Carolinas
Michael Drouin	San Francisco
J Timothy Dunn	Neohio
Charles (Chris) C. Dvorak	Chicago
Armand Eshleman	Land O'Lakes
James Richard Frank	Washington DC
Bret Frank	Cincinnati
William Kevin Galey	Cal Club
David E Goebel	Eastern Tennessee
Linda Goebel	Eastern Tennessee
Kay J Goldsmith	Arizona
Jonathan Goodale	Colorado
Brian Green	New England
Kevin Halloran	Montana
Scott D Harvey Jr.	Detroit
Mike Haworth	Eastern Tennessee
Brian Thomas Himes	Delta
Michael F Jones	South Bend
Mark L Kennedy	Central Florida
Glenn L Lange	Blackhawk Valley
Greg Lapinski	Oregon
Raymond C Lecuyer	Blackhawk Valley
Thomas Lepper	San Francisco
Burt S Levy	Chicago
Patricia Lybarger	Blackhawk Valley
Neil B MacArthur	New England
Frank L P Marshall	San Francisco
Mike B Messenger	West Texas
Steven C Meyer	Cal Club
Aaron S Miller	Detroit
Tom Morgan	San Francisco
M G Purnell	Tennessee Valley
Robert Roumimper	San Francisco
Sharron M Shields	Central Florida
John D Snook III	Eastern Tennessee
Susan A Toler	Cincinnati
Jim Mario Valdez	Oregon
Penny D Vanschuyver	Central Florida
Chuck Waller	SW Louisiana
James M Weidenbaum	Oregon
Jim Whitaker Jr.	Northwest
Denise Wieman	Des Moines Valley
Joe Wilkinson	Texas
James Young	Ohio Valley

45-YEAR MEMBERS (1978)

Paul T Abbott	Central Florida
Garwood L Anderson II	Colorado
Colan D Arnold	Des Moines Valley
Terry Bassett	NW Ohio
Harold D Belizaire	Neohio
Thomas M Betz	Central Florida
Karl E Broberg	Arizona Border
Martin P Burk	Washington DC
John E Campbell	Oregon
Willard Alvis Cantrell	Washington DC
Jerry Casini	San Francisco
Richard L Cole	Detroit
Stephen Coole	Central Florida
Richard J Corwine	Land O'Lakes
Michael A Cyphert	Neohio
Charlie Davis	San Francisco
Judy M Dean	Glen
Rodney Derrick	Utah
Donna L di Natale	Kansas City
Mark Fickenschler	Mahoning Valley
Rod Folia	New England
Dennis P Friert	Western New York
Charles Dennis Gabriel	North Carolina
Louis J Giallanella	N New Jersey
Richard B Grundy	San Francisco
Duane L Harrington	Neohio
Carl G Hayssen III	New England
Marvin A Hodges	Houston
Charles Hold	Atlanta
William R Hornack Jr.	Neohio
Jeffrey F Jackson	Southern Indiana
Cynthia Traylor Jansen	Cal Club

Douglas S Jewett	Atlanta
Ricke D Katko	Central Florida
Eric Carl Krueger	Milwaukee
Leroy P Lacy	Continental Divide
John Peter Montano	San Francisco
Gary D Moser	Southern Illinois
Paul W Neal	Gulf Coast
Cornell H Newcombe	Continental Divide
Lenore Panas	N New Jersey
Lorri Ann Payne	North Carolina
Ken Payne	North Carolina
Allan F Pierce	Central Carolinas
J Dane Pitarresi	Oregon
Wayne G Reuter	Northwest
John H Rudder	Nebraska
Steve Sargis	Blackhawk Valley
Beverly J Sattler	Phoenix AZ Solo
David Schnoerr	Florida
Howard Severson	San Francisco
Dale William Silver	Western Ohio
David Leroy Simerly	San Francisco
Sherman Simmons	Montana
Marc Simmons	Finger Lakes
Kevin M Smith	Colorado
Nelda F Snow	Cal Club
Walter Thomas Stark	Chicago
Stephen Steeb	Detroit
Vivian Stegall	San Francisco
Dean J Stoker	San Francisco
Samantha J Stoker	San Francisco
David D Stone Sr.	Saginaw Valley
William Styczynski	Chicago
Donald Taylor	New England
Marcia L. Ulise	San Francisco
Wava Utt	Milwaukee
Peter A Wawro	Cal Club
Kathleen Wenzel	Central Florida
Estus White III	Central Carolinas
Grant Wilcox	Detroit
Thomas A Williams III	Gulf Coast
Arnold R Zucchi	San Francisco

50-YEAR MEMBERS (1973)

Joseph P Abbamont Jr.	Central Florida
Bruce F Andersen	Blackhawk Valley
Barbara L Archer	Oregon
Kathleen A Arken	San Francisco
Joseph W Atkinson III	Glen
Margaret Ball	Chicago
Bruce Howard Bettinger	Wichita
Frank T Beyer	Central New York
David E Calafato	N New Jersey
Ronnie P Chuck	San Francisco
Marcy H Crawford	San Francisco
Douglas N Cummings	Cal Club
Ron Doyle	Colorado
Joanna B Ellis	New England
Patricia Enzman	Blue Mountain
George C Feldbauer	Old Dominion
Lorne D Fritz	NE Pennsylvania
Richard G Gallup	Central Florida
Richard W Gent Jr.	Neohio
Philip G Gott	New England
James J Goughary	Houston
Joseph H Gray	Susquehanna
Sandra L Gray	Susquehanna
James A Gutowski	N New Jersey
Bruce Hagopian	San Francisco
Sam Halkias	Ohio Valley
John S Henderson	Central Carolinas
Charles M Henry	Detroit
Don A Hogue	San Francisco
Michael Horwitz	Chicago
Rick J Hughey	Glen
Judy Hurtt	Chicago
Donald E Knop	Nebraska
John W Lampley	Central Carolinas
Dan O Layton III	St.Louis
Wolfgang Maik	Cal Club
David J Manley	Philadelphia
Blaise L Merchlewitz	Eastern Tennessee
George W Miller	New England
Lee Miller	Indianapolis

James N Myers	Washington DC
Alan Naber	St.Louis
Nicolas J Neilsen	San Francisco
Roger T Nuttall	San Francisco
Michael D Outen Jr.	Central Carolinas
David E Pettigrew	New England
Alfred M Sanzari	New York
John C Sheridan	Mohawk Hudson
Charlie Stolz	San Francisco
Tom Sullivan	Washington DC
John Tartaglia	New England
Frederic D Thierbach	Chicago
Stephen H Thomson	Land O'Lakes
JR Todd	Central Carolinas
Lynn S Todd	Central Carolinas
Marsha E Toombs	Finger Lakes
Patricia A Turley	Detroit
William Zitzka	Salina
Bruce Waller	New York
James C Whitaker	San Francisco
Joseph O Whiteley II	Susquehanna
Terry A Whitlock	Philadelphia
Bill J Young	Arizona

55-YEAR MEMBERS (1968)

Terry Allard	Colorado
Philip Currin	Central Florida
Jack L Dysart	Milwaukee
Arthur L Fanter	Great River
Martin M Fogel Jr.	San Francisco
Gayle Franklin	Oklahoma
Ron Franklin	Oklahoma
James Griffin	San Francisco
Pete A Hanas	SW Louisiana
John W(Bill) Harris	Oregon
Carl M Heuer	Las Vegas
William R Kautz	Chicago
Richard Knoblauch	Washington DC
Kip Laughlin	Washington DC
Barbara McClellan	San Francisco
Jerry K Miller	Nebraska
Charles V Moran	Old Dominion
Peter Nielsen	Glen
S Jay Novak	Detroit
Rip Psyc	Steel Cities
James P Ray	Houston
Peter J Regna	N New Jersey
Robert H Rosen	Washington DC
Tom L Simpson	Central Illinois
William A Stevens Sr.	Cincinnati
Dave Weitzenhof	Neohio

60-YEAR MEMBERS (1963)

James T Bennett	Neohio
Terry B Chapman	Lone Star
Robert F Criss	Steel Cities
Jim R Downing	Atlanta
David C Giorgi	Neohio
Donald Barrie Haaversen	Land O'Lakes
J Robert Henderson	Finger Lakes
Ronald C Jesberger	New York
Henry Knauz	Chicago
K David Nokes	Rio Grande
Bill Perry	Chattanooga
Duane F Rost	Des Moines Valley
Ernest W. Stalder	Washington DC
Richard D Stark	Northwest
John D Treder	San Francisco

65-YEAR MEMBERS (1958)

Anatoly A Arutunoff	NE Oklahoma
Paul Bender	South Bend
Richard Gilmartin	New England
William Green	Glen
Roger E Many	Cincinnati
Sophia M Payton	Indianapolis

75-YEAR MEMBERS (1948)

Dean Bedford	Detroit
--------------	---------

NEW PRODUCTS



PAKELO RACING ENGINE OIL SAE 0W30 EVO

Pakelo SAE 0W30 EVO racing engine oil is a high performance synthetic lubricant, specific for competition engines. The product is the result of long-term racing experience and after continuous research, with additives that guarantee excellent protection under extremely heavy-duty conditions.

risiperformanceoils.com



XIMPACT ALPHA PATRIOT GLOVE

New for 2023, Impact has added the red, white and blue Patriot to its popular Alpha glove lineup. Designed with a unique parabolic pattern and single-piece palm, the Alpha glove's construction eliminates seams and fabric bunching from the palm area. Featuring lightweight fire-retardant Ultra-Grip, the gloves comply with the SFI Foundation's 3.3/5 Specification.

\$204.95 ximpactusa.com



MERU ASCENT CARBON BRACE

The Meru Safety Carbon Ascent restraint has been approved by the SFI Foundation, Inc., making the device the first FHR with a built in shock absorber approved for racers. Successfully crash tested at the Indianapolis CAPE facility, the Meru team was able to make a nearly 80 percent reduction in forces through the head without sacrificing neck safety.

\$1,250 meru-safety.com

TOP GEAR

Accessories, Tools, and Gear for Racers



SPEEDWAY MOTORS VIPER MID-TOP SFI 3.3/5 RACING SHOES

Speedway Motors' Viper mid-top lace-up racing shoes feature a hook-and-loop top closure and a soft-compound sole for maximum comfort and excellent pedal feel. Leather- and FRC-constructed with double-stitched contrasting seams, they are SFI 3.3/5 rated.

\$97.99 speedwaymotors.com



BREMBO MX-5 CUP BRAKE SYSTEM UPGRADE

Brembo and Mazda introduced an all-new brake system for MX-5 Cup cars at the 2023 Daytona series opener. The Brembo front calipers and discs were developed as an upgrade for OEM components. Up front, forged aluminum 4-piston calipers with stiffer design, racing pistons, and racing "high roll back" seals. Discs are 2-piece, full floating, and measure 310 x 28 mm.

brembo.com/en and mazdaspeedstore.com



DESIGN ENGINEERING GEN-3 BLACK ONYX TURBO SHIELD/BLANKET

Design Engineering, Inc. has once again raised the advanced turbocharger-protection bar with its new GEN-3 Black ONYX Turbo. Featuring a silicone-coated basalt outer layer, multiple stainless steel and silica inner layers, and increased seam strength, the GEN-3 Turbo Shield was made to be the stealthiest, strongest, most heat-resistant shield available anywhere.

\$329.05 designengineering.com

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



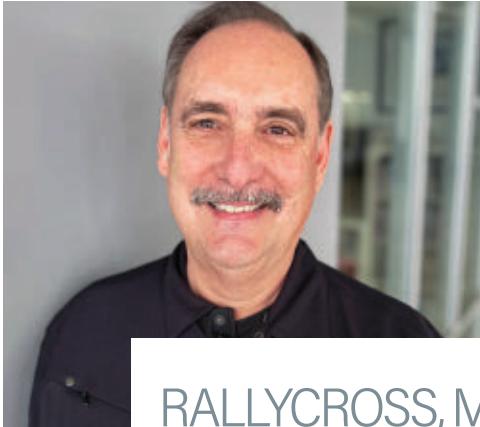
BEST SEAT IN THE HOUSE.

FIND TRAINING AND EVENTS NEAR YOU:



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





Molly Binks

STEVE NICKLESS

EDITOR, SPORTSCAR MAGAZINE
NEW ENGLAND REGION

RALLYCROSS, MASH-UPS AND MORE

Enjoyed my first-ever Virtual SCCA National Convention! Yes, I missed all the between-sessions hallway chats that were so much fun in the old days, during my first go-round as *SportsCar* editor. But “attending” from the convenience of my home office, no canceled flights or pricey hotel rooms, coffeemaker always close...

There were some definite plusses.

Navigating via the Whova app took tech luddite *moi* some getting used to, but from SCCA CEO Mike Cobb’s cheery greeting on Thursday, Jan. 19, straight through to the Friday night, Jan. 27, 9:00pm Solo Dept. sign-off (which, regrettably, I missed), the sessions, Town Halls and seminars flowed briskly with very few technical issues.

Reportedly attendance was up from last year, up from the last pre-pandemic “in person” National Convention, and as I saw things, quite upbeat. Huge kudos to SCCA’s Manager of Region Communications, Training and Events Abby Scher—and really to the entire SCCA National Office staff—for a brilliant job.

Better still, Convention chatter pointed the way to contacts and conversations in the weeks following, among them some informative phone time with

SCCA Director of Rally/Solo Rick Myers.

I’ve had RallyCross on my mind since getting the chance to interview the nine National Champions for *SportsCar* in the wake of the 2022 RallyCross National Championships in Colorado. One of my favorite Convention presentations was Wednesday’s

“RallyCross Site Acquisition” with well-spoken RXB Safety Steward Mark Macoubrie. So, it was fun for me getting to talk RallyCross with Myers, the former Detroit Region RE, who has had his own enthusiasm for that sport since 2005. Myers shared then-fresh details of this year’s RallyCross National Championship event and its return to Topeka (see “Late Braking”) as well as his efforts to re-establish a RallyCross National Tour. (There are now two 2023 events with hard work ongoing behind the scenes.)

Meanwhile, the Convention “Combo Events” seminar is where I first heard the names Jon Krolewicz, Gene Kerns and Bob Albert (among many others). Following up with those three super-enthusiasts led to several hours of phone time and a story that was a lot of fun to write. Please check out the two features “The Spice of Life” and “A Special Blend” up front in this issue for an in-depth look at the mash-up concept and one young driver who has made the combo-event concept work for him.

“Blend” is Steel Cities Region-specific, but their success in overcoming the hurdles of scheduling, resistance to change, and logistical challenges are well worth any Region’s consideration.

“For some of the smaller and medium-size regions,” SCCA Sr. Manager, Regional Track Program Development Jon Krolewicz told me, “this is a matter of survival.”

Enjoy this issue and do start clearing your post-holidays January 2024 schedule for next year’s SCCA National Convention. 🍅

“I’ve had RallyCross on my mind since getting to interview the nine 2022 National Champs...”

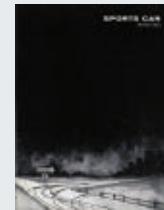
FROM THE ARCHIVES

10 YEARS AGO... MARCH 2013



- Inside, an upbeat feature on the Formula SAE program with the award-winning U of Kansas machine on the cover.
- The 2013 U.S. Majors Tour/Super Tour/Double National weekend at Sebring got big-time S coverage.
- Editor Philip Royle’s “ProSolo 201” How-To—as valuable today as it was then.

60 YEARS AGO... MARCH 1963



- The “new and elaborate” 1962 GCR was a big talking point at the 19th annual SCCA Convention.
- Visitor R.L. Knudson labeled the Mercedes-Benz Museum in Stuttgart “an enthusiast’s paradise.”
- The very first USRRC series event at Daytona on Feb. 3 “came within a few gallons of being rained out.”

75 YEARS AGO... MARCH/APRIL 1948



- Russ Sceli’s “How to Acquire a Sports Car” resurrection of a (gasp) basket case Bugatti 38.
- Alec Ulmann continued his “Ramblings on Juke Box and Automobile Body Design” editorial.
- Reports from the Miami, Philadelphia and Boston Regions highlighted a wide variety of activities and plans set for the year ahead.

YOU & YOUR CAR

On America's Best Racetracks



Hooked On Driving, America's Premier Performance Driving Program



View events near you and sign up:

www.hookedondriving.com

- Over 19 Million miles, from 18 years of quality track time
- Focus on safety first, fun and skills development
- Hundreds of racers started with HOD
- Efficient, friendly, on-time events
- Private track event management services



SPEED

RUNS IN

THE FAMILY



PROXES RS1
Full-slick competition

PROXES RR
DOT competition

PROXES RA1
DOT competition

PROXES R888R
DOT competition

PROXES R1R
Extreme performance summer



TOYO TIRES[®]