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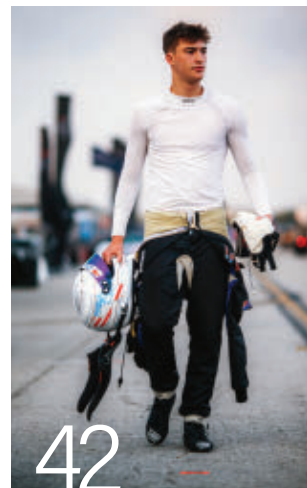
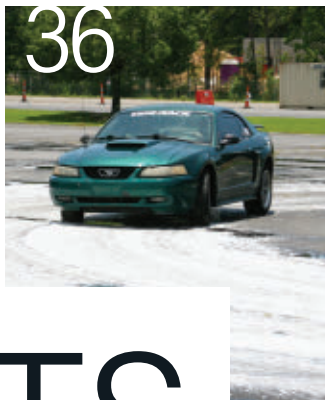
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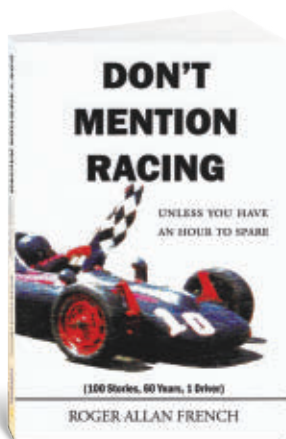
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6620 SE DWIGHT ST.
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RACER MEDIA & MARKETING, INC.

EDITOR Steve Nickless

EDITOR-IN-CHIEF Laurence Foster

ART DIRECTOR Ree Tucker

MANAGING EDITOR Molly Binks

CONTRIBUTING EDITORS

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

PROOFREADER Dyanne Gilliam

ILLUSTRATOR Paul Laguerre

CONTRIBUTING

PHOTOGRAPHERS

D.E. Baer, Perry Bennett,
Jay Bonvouloir, Rupert Berrington,
Rick Corwine, George Dwinell,
Dave Green, Jeff Loewe, Clark McInnis,
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

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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.

HOMEcoming 2023: COMPETITION OR CAMARADERIE?

As you've likely surmised by looking at the cover of this edition of *SportsCar*, much of our focus is on the momentous 50th running of the Tire Rack SCCA Solo National Championships, taking place Sept. 5-8, 2023, at Lincoln Airpark in Nebraska's capital city.

According to this year's Solo National Championship Grand Marshall Howard Duncan, who's been to a few of these events, the first one took place in Wentzville, Mo., back in 1973. Over the next 49 years, the National Championship event was delivered across multiple venues and supported by thousands of SCCA members, leaders, and drivers. And now—49 events and likely close to 120,000 runs later—the SCCA has one of the most unique jewels in all of amateur North American motorsports in its portfolio. *(Note: for an in-depth view of SCCA Solo and Solo National Championships history, make sure you check out Rocky Entriiken's article in this very issue.)*

IT'S ABOUT COMPETITION.

Not only is the Solo National Championships rich in history and value to the Club—just like the SCCA National Championship Runoffs—both Championships bring forth the best of the best in terms of drivers, machinery, and event leadership. *(More on the 60th running of the Runoffs in a future edition of SportsCar!)*

IT'S ABOUT CAMARADERIE.

The Solo National Championships was first held in Lincoln in 2009, and it's been like a second home to SCCA Solo drivers and their families ever since. According to Howard, "For most folks, this is one of their vacations every year." Everyone seems to get along and there's much cooking and camaraderie. Yes, these folks are serious competitors, but they're also friends who are thrilled to see each other back in Lincoln every year.

IT'S ABOUT BOTH—RIGHT?

To sum it up, I think the Solo National Championships—especially the 50th running—is about both. Yes, we'll work tirelessly to deliver a quality event backed with solid execution, enabling best-of-the-best competition. And yes, we'll do our best to remember and honor those who invested so much time and effort to get us to the 50th. And we'll do it all while celebrating with our families—given or chosen—on the concrete beach that is the Lincoln Airpark. *(And yes, we hope to deliver a few surprises along the way.)*

I hope you plan to join us in Lincoln this September for the Homecoming event of the Tire Rack SCCA Solo National Championships. It will certainly be an incredibly special occasion, marked by the return of an amazing group of people, to a place regarded as the ultimate "home" of Solo competition and camaraderie. 🍷

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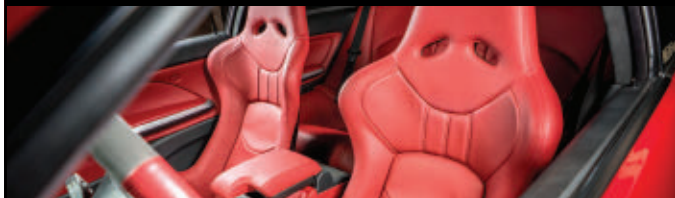
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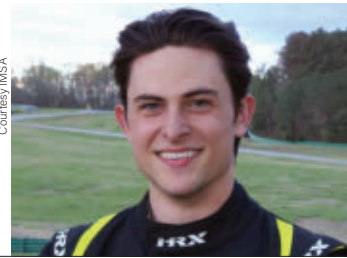
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ALLAER OFF TO JOLLY OLDE

FC National Champion Nolan Allaer competed in the Hoosier Racing Tire SCCA Super Tour opener at Sebring, then jetted off to England where he will compete in all seven weekends/18 races in the BRSCC National Formula Ford Championship. The 21-year-old Detroit Region member has joined another American SCCA'er, Elliott Budzinski (a Team USA Scholarship winner in 2022) in the top-flight Ammonite Racing team, and notched a pair of sixths in the season openers at Oulton Park.

Courtesy/MSA



HOOSIER RACING TIRE SCCA SUPER TOUR HEADLINES



Seven of the 10 2023 Hoosier Racing Tire SCCA Super Tour (HST) rounds are in the record books as we wrap up this May-June issue, with two more likely concluded leaving only the Chicago Region June Sprints at Road America (June 23-25) before turning our attentions exclusively to the ongoing SCCA U.S. Majors Tour races

and final preparations for the SCCA National Championship Runoffs, Sept. 23-Oct. 1.

The 2023 HST story so far:

SEBRING INTERNATIONAL RACEWAY | JAN. 13-15

Cool but sunny conditions on both Saturday and Sunday were perfect for horsepower and led to the setting of 11 new track records, notably Chip Romer's

"MVPs of the [chilly Road Atlanta] weekend? The F&C, pit and grid, tech, and other volunteers."

SPORTSCAR STAFF

1:56.442 (115.628) eclipsing the old P1 and Formula Atlantic records and making him the quickest SCCA racer ever around

Sebring. New livestream coverage, a collaboration between SCCA and DriversEye Live, kicked off to rave reviews.

CIRCUIT OF THE AMERICAS | FEB. 11-12

The 287 names on the Circuit of The Americas HST entry list included several SCCA National Champions and series regulars—Michael



Barbara Photos

P1, P2 COMBO?

In response to participant feedback from the 2022 SCCA National Championship Runoffs relating to some of the smaller-subscribed classes, in 2023 at the VIR Runoffs, the Prototype 1 (P1) and Prototype 2 (P2) classes will run a combined race group if each class fails to have 15 cars appear during Runoffs qualifying. If P1 and P2 each achieve the 15-entry threshold, the two classes will run separate races, with those races being back-to-back on Friday, Sept. 29.

NUMBERS GAME

The Group 8 (T3, T4, B-Spec) field provided real thrills on the Road Atlanta weekend. Blair Deffenbaugh's B-Spec Honda, No. 187, fourth on Saturday, was class runnerup on Sunday.

Jeff Loeve

Lewis, Danny Steyn, Charles Russell Turner, Chip Romer, Tony Ave and many more. Turner eked out the win over a hectic 42-car SRF3 battle royale on Saturday, with David Ogburn clinching a dramatic SRF3 Sunday win during a race that went an extra lap.

BUTTONWILLOW RACEWAY PARK | FEB. 24-26

Weather and the ranks of tireless volunteers were the twin storylines of the late-February HST weekend at Buttonwillow Raceway Park. Steady rain on Friday continued into Saturday, flooding portions of the 3.02-mile circuit. Pumps did little to remove the standing water, forcing a complex and rapid change to the course layout for Saturday activities. Fortunately, Buttonwillow has several—and thankfully Sunday was dry, with mostly sunny skies...

MICHELIN RACEWAY ROAD ATLANTA | MAR. 10-12

Cool temperatures and sun pushing through clouds meant typically excellent racing on Saturday of the Road Atlanta Super Tour weekend. Sunday rain made life challenging for the volunteers, but a series of non-stop great races—notably 23 of the 36 drivers in Saturday's huge Group 1 (STL, STU, T2) field braving the rain and putting on a stellar show—made it all worthwhile.

VIRGINIA INTERNATIONAL RACEWAY | APR. 7-9

With fingers crossed and high hopes for clear weather, SCCA's top road racers descended upon VIRginia International Raceway for the North Carolina Region-hosted fifth HST weekend. Among the highlights? A Saturday

Formula Vee free-for-all won by Donnie Isley who started the last lap fourth but ended up with the win by .072sec. For all on hand, a great opportunity to better familiarize themselves with VIR, which will again host the SCCA National Championship Runoffs.

HALLETT MOTOR RACING CIRCUIT | APR. 22-23

Saturday morning dawned overcast with temperatures in the low 40s for the start of the Super Tour weekend at Hallett hosted by Ark Valley Race Group—chilly but a warm enough backdrop for some fantastic races, many not decided until the last couple of laps. Sunday was more of the same—blue skies prevailing on a spring Sunday in the Osage Hills of Northeastern Oklahoma.

THUNDERHILL RACEWAY PARK | MAY 5-7

Storm clouds, intermittent rain showers and a terrifying Saturday thunderstorm that halted proceedings on Saturday failed to dampen spirits on the HST's first visit to Thunderhill Raceway Park. The weekend was unique, too, featuring HST points races on Friday and Saturday followed by a Regional Western Shootout Championship race Sunday—a long weekend of racing with a magnificent trophy on offer for the top finishers across all three days.

For complete results, log onto scca.com/pages/super-tour.

In the next issue of *SportsCar*, look for notes from Portland International Raceway, May 13-14; Watkins Glen International, June 2-4; Road America, June 23-25. 📍



CATCH THE ACTION

(ABOVE) Still-photo screen captures from a soon-to-be-classic YouTube video.

RALLYCROSS IS A BLAST!

"It doesn't get much more fun than that!" And with that enthusiastic endorsement from former RallyCross National Champion Bret Hunter, a promotional video produced by SCCA ("Find your fun! SCCA RallyCross") kicks off two minutes of unadulterated RallyCross eye candy.

But that's not the only RallyCross video online: In late September 2022, the RallyCross National Championship event at Pikes Peak International Raceway in Colorado crowned nine SCCA National Champions. There, independently produced videos illustrate the action from down low, up high, and even inside.

Search for "2022 RallyCross National Championships" on YouTube. And enjoy! 📺



D.E. Baer

ACTION NON-STOP

Hectic SRF3 scrapping up and down the order both days on a soggy Buttonwillow.



LATE broking

FRA SCHOLARSHIP

Courtesy of Honda Performance Development and Honda Racing Corporation, the 2023 Formula Americas champion will receive a scholarship worth up to \$600,000 to compete in the Japan-based Super Formula, including an engine supply to run with a Honda-powered team selected by HRC.



Gravin Baker



Michael Levitt / LAT Images

GTP RETURNS

Returning champions, veteran teams, plus a mouth-watering array of new machinery from Acura, BMW, Cadillac and Porsche, has been a winning formula so far for IMSA's revived GTP class.



LAT Images

TUNE IN TO IMSA

With a spectacular array of new machinery marking the sea change from the old Daytona Prototype International (DPI) to the new Grand Touring Prototype (GTP) class, IMSA's 2023 WeatherTech SportsCar Championship season rolled off to an eye-popping start. With four races in the record books, a fierce struggle for GTP wins among a variety of manufacturers has emerged, teeing up the promise of an amazing points battle through summer races ahead.

The partnership between SCCA and IMSA means that being part of the action is easy. SCCA workers will be key to the success of upcoming races at Watkins Glen International, Canadian Tire Motorsport Park, Lime Rock Park, Road America and VIRginia International Raceway.

For more information about how you can work an IMSA

race, check with the SCCA Region that's local to each IMSA event.

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

IMSA WEATHERTECH SPORTSCAR C'SHIP 2023 SCHEDULE

DATE	VENUE
Jan 20-22	Roar Before the 24
Jan 26-29	Rolex 24 at Daytona
Mar 15-18	Mobil 1 Twelve Hours of Sebring
Apr 14-15	Acura Grand Prix of Long Beach
May 12-14	WeatherTech Raceway Laguna Seca
Jun 22-25	Sahlen's Six Hours of the Glen
Jul 7-9	Canadian Tire Motorsports Park
Jul 21-22	Lime Rock Park (GT only)
Aug 4-6	Road America
Aug 25-27	VIRginia International Raceway (GT only)
Sept 15-17	Indianapolis Motor Speedway
Oct 11-14	Motul Petit Le Mans at Michelin Raceway Road Atlanta

MONITORING THE MAJORS

Eyes glued to the road racing premier Hoosier Racing Tire SCCA Super Tour schedule, it's easy to lose track of the action in the U.S. Majors Tour. Happily, results from the 38 Majors races are equally easy to find and follow: log onto scca.com/pages/2023-majors-schedule. 📻

SUMMIT POINT GALLERY

Action from the NE Conference Majors Tour opener (CLOCKWISE FROM TOP): Brian Cates (21) and Morgan Burkhard (02) each won SRF3 races; Tim Minor (81) doubled in FC; Spec Miata double winner Rob Hines (4); Saturday GT2 winner Jared Odrick (01).



Barbara Photos photos





MORE YOUNG GUN

The Trans Am Series presented by Pirelli "Young Gun Award" is up for grabs again in 2023. All drivers under the age of 25 competing in the Big Machine Vodka SPIKED Coolers TA2 Series—and 19 have registered so far—will be eligible to win a \$20,000 cash prize, which will be presented to the season's top points earner at the year-end awards banquet.

2023 RUNOFFS SCHEDULE, SMX AND MORE

With the Sept. 23–Oct. 1 SCCA National Championship Runoffs just five months away, the SCCA National Office has released a preliminary event schedule. The weeklong event at VIRginia International Raceway is currently slated to include three days of testing (Sept. 23–25) and three days of qualifying (Sept. 26–28) to be followed by three days of racing (Sept. 29–Oct. 1).

- The SCCA Club Racing Board, in collaboration with SCCA Staff, is currently considering modifications to the qualifying day format. A virtual town hall to discuss potential adjustments was scheduled for May 16—after our press deadline—with feedback from the community likely to be posted on the SCCA.com website and covered in these pages in our next issue.
- New for 2023, the Runoffs will include a special

demonstration class, as permitted by the General Competition Rules (GCR), with the event acting as the championship season finale for the Spec MX-5 Challenge, often referred to as "SMX." Frequently seen at SCCA Road Racing weekends, SMX will feature a single qualifying session, with two races during the Runoffs weekend.

SMX will not be recognized as an SCCA National Championship race.

- At its core, the Runoffs serves to crown SCCA's National Champions, but the event is far more than that," said Deanna Flanagan, SCCA's Director of Road Racing. "The Runoffs is a showcase for SCCA's racing program at the highest level. It's also an opportunity for Club members and spectators to travel to the event, and for those who can't make it in person to enjoy the



professional live video stream presented for free online.

"It's important to the Club to do everything possible to provide high-level, exciting racing for all to watch, while also delivering the National Championship experience," Flanagan continued, "which is why this year's Runoffs will showcase Spec MX-5 Challenge races. SMX is a growing segment, with the class likely becoming part of the National SCCA Road Racing program at some point in the future." 📍

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 APRIL 2023

NAME	REF	REGION
Jonathan Staggs	7	Neohio
Brian Ghidinelli	4	San Fran
Megan Taylor	4	Texas
Teena Larsen	4	Texas
Jorge Ortiz	3	Puerto Rico
Sharon Prip	3	Cen Fla

670 additional members have at least one referral

REGION LEADERS

(Category based on 2022 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Central Carolina	8.3%
Chicago	5.5%
North Carolina	5.1%
LARGE REGIONS (401-799):	
Neohio	9.9%
Steel Cities	7.3%
Utah	6.5%

MEDIUM REGIONS (200-400):

Phoenix AZ Solo	19.1%
BlueRidge	16.9%
Tennessee Vly	13.5%

SMALL REGIONS (<200):

Mississippi	21.1%
River Cities	20.7%
Lake Superior	17.9%

TRACK NIGHT IN AMERICA OFF AND RUNNING

One of SCCA's most accessible activities, and one of its most popular, the Track Night in America Driven by Tire Rack (TNiA) series has kicked off 2023 in grand style. For everyone from seasoned enthusiasts looking for extra seat time, to those with absolutely no previous on-track experience, TNiA has proven to be an outrageously fantastic place in which to have #funwithcars.

From January to December, Track Night—entering its ninth season—will travel to more than 30 racetracks.

TNiA events are affordable with event discounts offered continuously throughout the year. What do we call affordable? How does roughly \$170 per event for three 20-minute sessions in the Hawk Performance Novice Experience, Intermediate, or Advanced group sound?

And that's not all, as pace laps and support from the SCCA team of driver coaches and administrators all add to the experience.

An SCCA membership isn't even required,

although SCCA members will receive a \$20 discount every time they enter.

Log onto tracknightinamerica.com for schedule information. 📍



AFFORDABLE ASPHALT

Low-cost Track Night entry fees are the real deal...

SPIKED COOLERS JOINS THE TA2 FRAY

The SCCA Pro Racing-sanctioned Trans Am series' popular TA2 class got a new title sponsor for 2023, and will henceforth be labeled the "Big Machine Vodka SPIKED Coolers TA2 Series." Big Machine Distillery owner Scott Borchetta (RIGHT) is the reigning TA2 Masters champion.



Chris Clark



Gavin Baker

FRA, F4 U.S. OPENERS AT NOLA

- Ryan Shehan scored back-to-back wins in the SCCA Pro Racing-sanctioned Formula Regional Americas Championship Powered by Honda (FRA) season opening weekend at NOLA Motorsports Park on March 11-12. A quick jump at lights out placed the 18-year-old in control of the race before the field even reached Turn 1, and he led start to finish, repeating that feat in Sunday's Race 2.

- New Zealander Callum Hedge took his first FRA win on Sunday afternoon in the final race of the NOLA weekend. Making his FR Americas debut, the driver steadily improved throughout the weekend, notching a sixth-place finish in Race 1 and third-place finish in Race 2 before finally climbing atop the podium after leading from lights to checkered in Race 3.

- Carl Bennett secured his first Formula 4 United States

FIRST TIMERS

(ABOVE) Jimmie Lockhart romped flag-to-flag to win back-to-back Formula 4 U.S. races on Sunday in Louisiana. (RIGHT) Series sophomore Carl Bennett nabbed his first F4 U.S. win in the season opener.



Gavin Baker

Championship Powered by Honda (F4 US) win in the season-opening race at NOLA on Saturday afternoon March 11, kicking off his second season in F4 US with his first-career podium finish.

- Jimmie Lockhart reached the top step of the podium for the first and second time in his career in Sunday's F4 US Race 2 and 3 at NOLA. The Floridian started from the pole and led all the way in both races.

"Our first race this weekend was pretty unlucky, but to come back to get two wins today is pretty good," said Lockhart from the podium. "In both races, we were able to just get out early and drive away with it. Great car; great race. It ran really well."

Both series resume just after our press deadline on May 18-21 at Road America. Complete results are posted at framericas.com and f4uschampionship.com.

THE ULTIMATE TRACK ATTACK COMPETITION

The all-new NorAm Time Attack Council Championship presented by Grassroots Motorsports is a new series that aims to simplify time trials. Its format lets drivers easily collect points in participating events across Global Time Attack, Gridlife, and SCCA Time Trials.

"We're thrilled to partner with the NATA Championship and believe in its mission to promote a healthy time attack community across different regions, classes, and sanctioning bodies," explained Tom Suddard, Grassroots' Director of Marketing and Events. "We hope [to] grow the sport as a whole and bring new faces into this fantastic corner of motorsports."

Additional detail and regular updates can be found at natachampionship.com.

HAWK HELPS NOVICES HIT THE BRAKES IN TNiA

Hawk Performance has swooped in this year to sponsor the Track Night in America Driven by Tire Rack (TNiA) Novice Experience. Part of that support will include a \$40-off coupon credit that can be used at hawkperformance.com to purchase, say, two bottles of Hawk Performance HP600 brake fluid, a DOT 4 formula designed for track activities.

Track Night's Hawk Performance Novice Experience is perfect for those new to being on track, or for those who are unfamiliar with a particular circuit and would like some guidance. Pace laps, drivers' meetings, and targeted instruction offer Novice Experience participants a great introduction, while also giving them room to enjoy.



ON THE ENTRIES REV LIMITER

With 335 autocrossers expressing interest as this is written, the May 25-29 Spring Nat'l's at Lincoln Airpark—the next event on the Tire Rack SCCA Solo National Tour calendar—has hit its entry limit. Understandable as the combo event is on the same site that will host the Tire Rack SCCA ProSolo Finale and Tire Rack SCCA Solo National Championships in September.



A RALLYIST TOUR OF THE COUNTRY

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in the accomplishment.

Better yet, there's no special license or equipment needed to step up from a Regional into a Divisional or National event.

And there will be events all year, held in eight different

states coast to coast, from January in Minnesota to November in Michigan.

Check out the 2023 RoadRally Divisional and National schedule on scca.com/roadrally. 📍

DELAWARE CROSSING AT THE 2023 USRRC

As noted in the last issue, a highlight of the 2023 RoadRally season will be the Oct. 20-22 United States RoadRally Challenge (USRRC), a three-day blast of a weekend that brings the RoadRally community together for fun, competition, and fellowship.

The USRRC traditionally moves locations from one year to the next, and this year's event focuses on the Garden State and beyond. Hosted by the South Jersey Region with a boost from the Philadelphia Region on Friday, the opening day marks the 50th anniversary of the Little Appalachian Rally with a Course Rally before crossing the Delaware River into South

Jersey for a pair of RoadRallies in and near Vineland.

Though the USRRC is certainly a challenge to win, the courses are friendly enough for novices to enter. Why not

take on the challenge? Log onto scca.com/roadrally for additional details. 📍

GREAT ROADS BECKON

2023 U.S. RoadRally Challenge will be a three-day Penn.-to-N.J. whirlwind.



David Hedderick



SOLO NATIONAL TOUR LATEST

The May 5-7 Tire Rack SCCA South Texas Solo National Tour event at Chase Field saw 141 drivers take timed runs under breezy and sunny conditions on Saturday, with a dramatic weather change on Sunday to showers, then to lightning which caused a three-hour delay.

Competitors and staff alike persevered, though, and once runs resumed, the surface dried within the hour and the event was still completed with time to spare.

To avoid confusion, in this case "Chase Field" refers to the South Texas airport in Beeville, not the home of Arizona's Major League Baseball team. The airfield layout utilizes multiple runways rather than a wide patch of surface, which creates a unique and challenging course that still featured a great balance of sweepers and offsets. To compensate for the unique space outline, the event was run with two heats and a single-grid format, instead of the typical Solo National Tour layout with a pair of grids.

Arrival day coincided with Cinco de Mayo, and Lone Star Region is among the best in the country to celebrate that occasion with. The inspired dinner was hosted in the event's "big tent" on site.

As at all four of the Solo National Tour events held to date, there was plenty of other action, which can all be rehashed perusing the complete results, available at scca.com/pages/championship-tour. 📍



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

"ASK ME ABOUT MY PROJECT CAR"

"Ask Me About My Project Car" says the sticker and tote bag from SCCA partner *Grassroots Motorsports*. Like, "Ask me about my grandchildren," right?

We all love to share details of our special creations and resurrections, don't we? I do! So, here's a garage tour of some of the cars I'm working to get together.

Let's go chronologically:

"We all love to share details of our special creations and resurrections, don't we? I do! So, here's a garage tour of [mine]..."

1985 VW Golf, not even a GTI. Originally, anyway. My very first race car, purchased new via a special Volkswagen program designed to repopulate their SCCA Pro Racing VW Cup Series with the new Mk II's, although nobody called them that back then. Same exact car—a survivor—showing 15,000 race miles. It's now with Sterling Chase in Denver, being "reinvigorated" with a next-gen VW ABA 2-liter 8-valve engine, aiming for about

120hp, with modern fuel injection, and a new Bilstein suspension in tribute to the original race kit.

Funny, that is about 50 more horsepower than stock, but it will still be a rather pokey vintage car in today's world. I can't wait to get it out again. Planning to duplicate the livery from the win at the St. Petersburg Grand Prix in front of the Central Florida Region home crowd and my family.

It still has the same cage, which I had to fight with Sterling to keep, because it is *original* for goodness sake. Almost 40 years old. I got my first wins in this same car, in VW Cup, and even got one back after being penalized out of first in both of them. (That's for another column...). A year later it was featured on the cover of *Auto-X* magazine, now *Grassroots Motorsports*.

Talk about your roots!

1990 Volvo 740 Turbo, The Flyin' Moose, budget endurance racer. I got this car for 24 Hours of Lemons racing back when I was driving for Volvo in World Challenge. Ten years ago, wow. It steadily improves, and

we've even won with it, thanks to co-drivers Lara Vernon, Jack Goldey, and especially racer and young-ish guru of old Volvos, Sam Collier.

Rear-drive, about 200-wheel hp, it is great fun to drive. It made a big step forward with much wider wheels and Yokohama AD09 tires from Tire Rack, Wilwood and Hawk brakes, and even more from an engine build and tuned engine management by Collier. Still an all-Volvo drivetrain, proudly.

1998 BMW M-Free. You read that right: 'Bout five years ago, I'm on the phone catching up with my old racing buddy Lou Mindar (who also owned the above-noted VW Golf at one point in the 1990's), and he says he's looked into repair costs of the wrecked M3 race car he bought, decided it wasn't worth it, and has called a couple shops in town about giving it to one of them. I stared at the phone. *Giving it?!*"Lou, if you are giving that car to anyone, you are giving it to me!"

Hooked up the trailer and rolled into his driveway five hours later, formulating a plan for it all the way there. I had friends at Lanier Tech

CROWD FAVORITE

The Flyin' Moose is a head-turner—and race winner!



CHASING RABBITS

Bilstein Cup race-winning '85 Golf is now in Denver, friend Sterling Chase breathing into it new life.

here in Gainesville, Ga., and I took it to them for the bodywork. (It's a race car; it doesn't have to be perfect, right?). Then we moved it over to John Leverett in the Motorsports degree program for a going over, end-to-end, with BimmerWorld parts and an AST Suspension setup.

COVID held it up a couple years, but I just brought it home a few days ago. It's close, friends. Lanier did the subframe reinforcements, wheel bearings, seat belts, on and on. Exciting. The M-Free.

1991 Volvo 740 SE Turbo Wagon.

You know how dangerous it is to surf the classifieds, right? Four years ago, I came across this beauty in the Volvo Club of America classifieds and could not resist. Drove it home from Oakland, Calif. Murdered out all black-on-black—maybe original paint; full IPD suspension, Bilsteins, a T-5 Mustang manual gearbox, and the star of this Swedish show, an ultimate Frankenstein Volvo B230, 2.3-liter 4-cylinder build featuring the rare 16-valve head *and* the turbo! (Only available in

Italy for tax purposes.) Bought not built, I must admit, but I love it.

The project part? Clutch slips, because the gearing is too tall and because the 16-valve is famous for zero bottom end. But, at 3000rpm up, hang on. That turbo kicks in and here comes the next upgrade demand—a limited slip because it's one-wheel-peel in the lower gears.

I estimate 300hp—impressive in one of these famous-sleeper wagons. (One of Paul Newman's 740s with a Buick V6 Turbo swap just sold for 80 grand, by the way.)

1994 Pontiac Trans Am. Engine-out project currently living under a rotting car cover behind another friend's place, ACI Motorsports, at Road Atlanta. Was another Lemons car, and we were having a great time at a race 10 years ago when it blew a head gasket. I brought it home maybe four years ago as well and enticed a young mechanic to help revive the car in exchange for driving it.

That's something I am always looking for: "Will work for racing."

Well, he left, and another



THE M-FREE

Racing buddy Lou Mindar planned to give away the wrecked BMW M3 race car he'd unwisely purchased; Pobst overheard the plan, and suggested another ...





“Air Force pilot buddy Nate said I could keep the Trans Am in his garage and he’d work on it. And, oh man, did he ever.”

CARS CAVALCADE
(CLOCKWISE FROM TOP LEFT) Volvo 740 SE Wagon, and, yes, Classified Ad surfing can be dangerous; Pontiac Trans Am Lemons car, currently rotting, engine out, under a car cover; pride and joy ‘Smokey and the Bandit’ lookalike demanded proper attire for the family photo album; ‘74 Karmann Ghia marriage-saver...

young dreamer pulled the engine; then he left, too.

After that, my young Air Force pilot buddy Nate came to visit and rebuilt the engine in my garage, so that’s ready anyway. Just needs the installation, maybe a rebuild of the trans, and then an end-to-end freshening—mostly hydraulics and some scary wiring—before it gets back on track.

1974 VW Karmann Ghia. Bought to save my ex-girlfriend’s marriage. It kept blowing up expensive hot-rodged VeeDub flat fours. They were fighting over it, so I made an

offer they could not refuse and got it out of there. Bought a used engine with dual Dell’Orto carbs and made a deal with a local Atlanta shop to get it going, in return for coaching a couple of their racing clients.

That was four years ago and no progress has been made as far as I know. The coaching turned out to be difficult to arrange. But someday...

Finally, the big star: a **1977 Pontiac Trans Am**, done full Smokey and the Bandit black and gold with Screaming Chicken on the hood. Got it over pizza and beer with Nate in California. He said I could keep it in his garage, and he’d work on it. And, oh, man, did he ever. Nate has been relentless, installing parts from Summit Racing, Holley, Baer Brakes,

Year One wheels, Pypes Exhaust and Toyo Tires, plus many trips to local stores and machine shops.

He just finished a full build on the original 400 V8, featuring aluminum heads and roller cam and rockers, before deploying to Saudi Arabia in service of our fine country.

Next, we are after a Tremec TKX 5-speed. The T/A is gorgeous. Autocrosses planned; it’s not a race car. Already hit an October SCCA Solo at Thunderhill and it handled great.

I stuck on a big black mustache, and with the correct shirt and cowboy hat, I imagined I looked like a skinny Burt Reynolds. My friend Loxley of athenaracing.org (a Girls-in-STEM education program) was a near perfect Frog (Sally Field) sporting a thrift store wedding dress for Halloween. 🍷

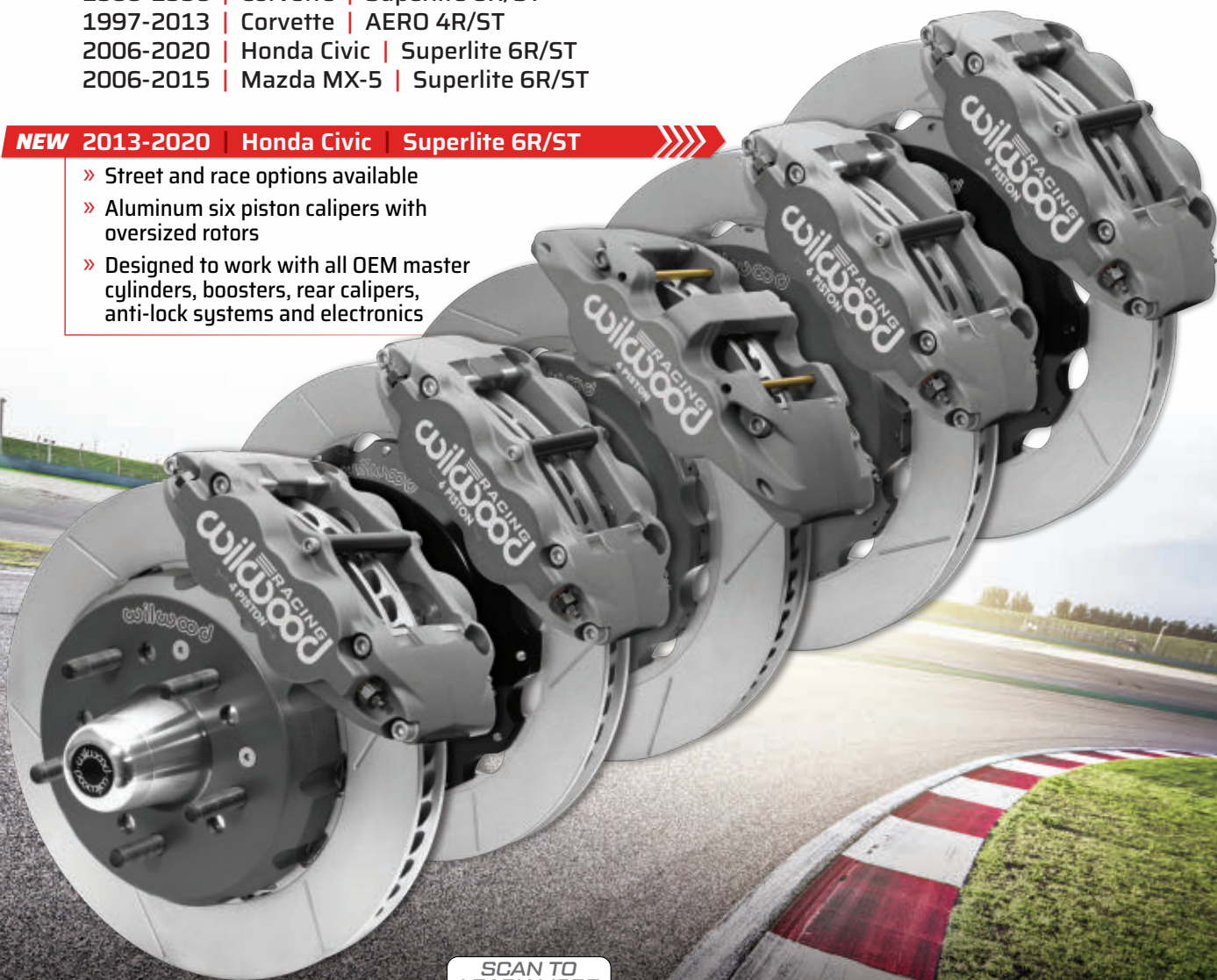
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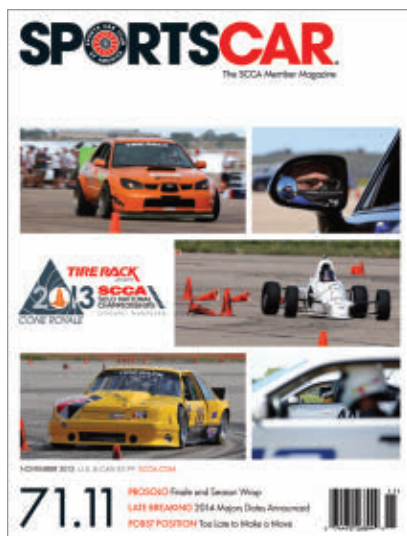
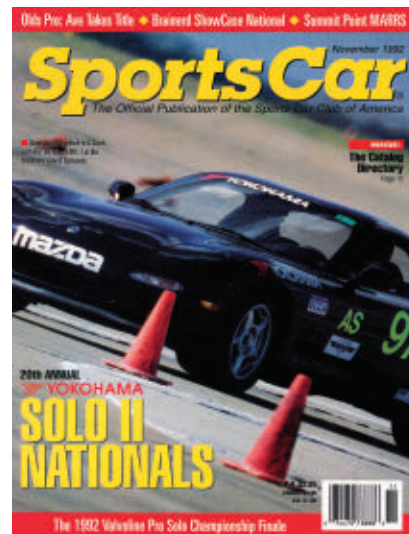


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HOMECOMING

As the autocross family packs and preps for the Golden Anniversary Tire Rack SCCA Solo National Championships, an evergreen newspaperman-slash-father figure looks back... | **WORDS** Rocky Entriken

In the beginning, Vern Jaques wanted to create a hillclimb program for his home San Diego Region. Like so many great discoveries—penicillin, America, the Pylon Rule—what he ended up with was far removed from his original intent.

In the '60s, the sport of autocross (or slalom or gymkhana or trials, whatever) was largely conducted by local non-SCCA clubs and governed by area "councils" whose rules were as varied as the imaginations of their authors. My own first event in 1965, at an abandoned airfield on Long Island, N.Y., would probably be considered a Solo Trials by today's standards. I shared my brother Buck's MGA; he hit 4th gear and novice me was deep into 3rd.

At the time, the SCCA was a minor player in the sport, mostly Regions which had no racetrack available.

According to an article Jaques wrote for the March 1998 issue of the late John Kelly's *North American Pylon*, the activity that became Solo II—and is now simply "Solo"—was an afterthought tossed into Jaques' hillclimb bucket by SCCA's then-Board of Governors. Jaques didn't think SCCA members would even embrace that aspect.

"I didn't believe that a national organization could be of any value to Solo 2 competitors,"



TIME AFTER TIME AFTER TIME ...

It took several years for the SCCA Solo National Championships (now proudly sponsored by Tire Rack) to find its 'groove' as journalist and SCCA Hall of Famer Rocky Entriken remembers.

he wrote, choosing the Arabic numeral. "History, of course, has proven *very much* otherwise!"

The growth was startling. Jaques was appointed chair of the Solo Events Committee in 1969, followed by Grant Reynolds the next year (two of the first three names on the Solo Cup, the sport's top honor). On SCCA's staff, the Rally Director had Solo added to his duties (and the program is still titled "Rally/Solo" to this day).

Truly, the sport has grown beyond Vern Jaques' wildest imaginings. The SCCA just in the past five years (which includes the COVID years) has sanctioned almost 900 Solo events per year at which some 67,000 drivers participated annually.

In 1971, Schlitz Beer sponsored a series of Schlitz Cup events around the country. Several SCCA Regions were selected to put on a three-event solo series using a tiny rulebook that fit neatly into a shirt pocket—rules that were almost totally optional. That same year, the now Solo Events Board decreed that each of SCCA's seven Divisions would conduct a Divisional Solo II Championship in 1972, for, in 1973, the first-ever Solo II Nationals would take place at Mid-America Raceway in Wentzville, Mo. The St. Louis Region, solidly grounded in conducting road races at MAR, would host.



“WIND SWEEPIN’ DOWN THE PLAIN”

Even before Vern Jaques tried to reorganize hillclimbs, Oklahoma Region moved to expand its year-end event in December 1966 as a “Divisional Gymkhana Championship.” Twelve drivers trekked in from Colorado, New Mexico, Kansas and Missouri to join 30 from the OKC area. There were seven classes—three for sports cars, two GT classes, a Ladies class and an “X” class for

race cars, including a race-legal Formula Vee that set overall FTD.

Two courses were set up at Oklahoma City’s Shepherd Mall, “fast” and “slow.” The Vee won neither, unable to hold the turns on the slow course nor match Corvette power on the fast one, but superior in the composite score.

Two years later, Midwest Division officially scheduled a formal Divisional championship event, believed to be the first Division to do so, in Stillwater,

Okla. Again, two days, two courses, which became the pattern for MiDiv’s then-annual championship and the template for the Tire Rack SCCA Solo National Championships—although not always followed in the earliest runnings.

MISSION IMPOSSIBLE

Viewed through the prism of today’s Solo National Championships, it seems implausible that the 1973

inaugural could even have happened. It ran Oct. 20-21—still the latest date ever for the Solo Nationals but a pleasant autumn weekend nonetheless.

Autocross was still largely a Regional, non-SCCA sport. The most common venue was a shopping center parking lot, empty because of blue laws of the day that closed the merchants’ doors. But needing a “big” venue for a National event expected to attract maybe 100 cars, the



Perry Bennett

CLOUDS, CROWDS, CONES AND CONCRETE

(LEFT) Nor rain nor heat nor gloom of night will keep the SCCA Solo warriors from their appointed rounds. (BELOW & BOTTOM) Hard up against the 1000-entries barrier in 1992, space was nonetheless found for multiple runs and memorable banquet.

Paul Dylro / SCCA archives



SCCA archives



Paul Dylro / SCCA archives



SOCIAL MEDIA

In the halcyon pre-Facebook/IG/TikTok days of yore, license plates and "I'd rather be ..." frames were the way we broadcast our priorities!

inaugural was given to the St. Louis Region to conduct at its Mid-America Raceway track, a 2.86-mile asphalt ribbon in the hills of Wentzville west of St. Louis. The long course began at Turn 7 and ran upstream to a box-stop finish at Turn 1.

To the astonishment of the host Region, 224 drivers showed up.

They found a dirt and gravel paddock. The 100-second-long course was merely an extended

series of slaloms on the racetrack. Same for the 35s short course—down and back on the dragstrip. A failed timing system resulted in the starter calling "1...2...3...GO!" into a walkie-talkie, and a timer a mile away punching a stopwatch. Timing to .01 sec. Complete revision of the long course on the Solo Events Board's demand delayed Saturday's start to afternoon. There were 15 classes (one Ladies, on an index). Most

drivers only got two runs on each course. Only EP, AM and BM got a third run on the short course.

Not exactly an artistic triumph.

But it must be understood that the state of Solo in 1973 was not what it is today. And St. Louis Region, very experienced with road racing at MAR, was not really an autocross group. This was a different animal entirely.

Still, the cream rose to the top. E. Paul Dickinson from Ohio



John Rudy / SCCA Archives



Rupert Berrington



Rupert Berrington

Valley Region won A Stock in an underpowered Porsche 911T and would become the only 1973 champion to repeat in 1974 (and 1975, and 1976). He later began an autocross driving school. (*SportsCar* later sent Yours Truly to do a story on the school; it's where I first was taught the concept of "look ahead").

In 1973, the idea of a National Championship was still delicious enough to attract a coast-to-coast entry. Among the other champions were Stan Cox from Central Carolinas Region in a Beech Formula Vee, running in A Mod because of wide tires (he'd be a Solo Vee today). He won the class but was not FTD for the weekend. That honor fell to Harry Gompf, Cincinnati Region, who won A Prepared in a Porsche 914-6.

Other champions included John Anderson of Lone Star Region in B Stock; Keith Feldott, Chicago, C Prepared; Craig Johnson in BP and Dan Ripley in ES, both from San Francisco.

None of the five (including Cox) would return for a second try in later years.

IT'S PERSONAL

S*portsCar* Editor Steve Nickless told me this story could be something of a personal retrospective. I have, after all, been there from the beginning. Some parts inevitably will be, some just memory, some regurgitating the factual history.

Somehow the events of the '70s stand out more clearly in my mind than those of the '80s and beyond. I think it's because the '70s was the era

when individual Regions bid on the events, and each was at a different site. In 1980, we began returning to the same site every year and the pictures in my mind just seem to run together.

Or maybe it's just because I'm getting old and have been engaged with this silliness since 1965.

But I'm not the only 100-Percenter. There are seven of us. I think we're all just trying to outlive each other now. We have champions among us, but none is a real trophy threat anymore. And in the next issue of *SportsCar*, I'll introduce you ...

RULES, REGS, RED BOXES

The Solo Events Board had two bids to do the 1974 Solo Nationals and, in a curious

decision, awarded both at the same time, going with the big Chicago Region first and letting smaller Kansas Region have it in 1975. But what Chicago had for a site was a small, paved circle track in Lake Geneva, Wis., which also had a short dragstrip running through the ends of the flat oval. The paddock was gravel. Undeterred by the problems of 1973, and perhaps helped by the proximity of metro Chicago/Milwaukee, 249 competitors showed up.

It had just one course, which ran up one side of the oval, down the dragstrip, up the other side of the oval, then finished on the dragstrip's runoff. That finish is the only place I've ever caught 4th gear in my Spitfire at a Solo Nationals.

The SEB stuck its nose into



Rupert Barrington



Rupert Barrington

"In 50 years, the Solo National Championships have only run on 11 sites in nine cities..."
ROCKY ENTRIEN

the course design again, but a good thing this time to pull it away from a high concrete wall beside the oval. It rained and a couple of cars still found the wall.

Come 1975 and I was the event chair, using the Airport Park site in Salina (now the Berkley Family Recreation Area where Salina Region still runs). I had a mission: No SEB meddling at the event itself. I had 1.15 miles of a former concrete airport runway and I lobbied to set up the two courses in advance and have them inspected and approved.

In the process, I invented the Pylon Rule.

It was an afterthought really. The inspection was in May for an event in October and we marked the course with red barn paint, using a 2-inch paint roller, so it would be the same five months later. (Those boxes were still vibrant when the Nationals returned to Salina in 1980, five years later.)

Again, this was a consequence of the way autocross happened in the mid-'70s. There were all kinds of pylon rules (the short course at Wentzville only had a 1-sec penalty). Common among them was the "wobble rule." If the cone wobbled, you got the penalty. It often generated arguments. My red boxes suggested a solution. The 1975 rule was that as long

IN LIVING COLOR

(OPPOSITE) Forbes Field, another SAC air base, entered the vernacular in 1995, with big planes coming and going (TOP, FAR LEFT) on the nearby active runway providing between-runs entertainment. (BOTTOM, FAR LEFT) The course walk in 1998. (LEFT) Pedal power then, e-bikes now. (BELOW, LEFT) A spectacular Solo Nationals lineup in Topeka (Forbes Field), 1995.

as the cone was within the outer edge of that red box, a 2-inch fudge factor, no penalty. The SEB gave me some pushback but after they saw it in action, they put it into the rulebook.

(I've always maintained they got it wrong. They wrote it that if *any* part of the cone was inside that outer edge, no penalty—the down or out we know today. Doesn't matter. It works and has for the past half-century.)

The funny thing is that it was only a few years ago the 2-inch border was eliminated and just "a box" is now required around the cone.

ISSUES AND ANSWERS

The 1970s really was a period of trial and error. After Salina, the event flowed to Columbus, Ohio, with Ohio Valley Region, then Fort Worth with Houston and Texas Regions, back to Kansas with Wichita Region using their ex-airport racetrack near Hutchinson, then back to Fort Worth with Texas (and chair Wilma Dunias, now an SCCA Hall of Famer) becoming the first to try it a second time.

Columbus was the only other Nationals designed as a one-course event, run on access roads of the Ohio State Fairgrounds. It seemed that just because a venue was in a major city didn't guarantee a major site. The Solo Event Boards of the day began looking at venues rather than hosts,

although in Texas it got both.

Fort Worth—an ex-airport racetrack named Greater Southwest Raceway—gave competitors concrete again and they liked it! Oddly, the two events there were quite different. In 1977, the paddock was within the arms of the former airport terminal and the two courses were set up out on the wide runways—one the responsibility of Houston Region with Texas Region designing the other. The 1979 event put the courses where the '77 paddock had been, two courses separated by a tire wall.

The '77 event, the first with multi-Region responsibility, was virtually two unrelated one-course events. A competitor ran three runs on Saturday and two more on Sunday, all on the same course, and the best time each day was added to a total. The North Course was used by 13 classes with 177 cars, while eight classes with 176 cars ran the south course.

Two years later the SCCA Solo II Nationals paid its first return visit to a venue, Texas Region going it alone, this time with the format of using both courses, but only two runs on each.

Sadly, after 1979, the site became a commercial and light industrial park, no longer suitable for flight, race or Solo.

In between, Wichita Region's round in Hutchinson adopted the long/short format, highlighted by a special slalom on the long



Rupert Berrington

EYES ON

(MAIN) Crowd size has grown right along with the entry list. (BELOW) ProSolo finale now plays on the Solo Nationals stage.

course—five vertical gates somewhat offset to each other. You had to go through all five, but left-to-right or right-to-left was your choice. It was calculated there were 32 different ways to do it. The long course was about two minutes in length, the short about 40sec.

Indeed, the wanderings of the 1970s were a series of learning experiences, each host Region having its own issues for the next host to fix...or try to. It's how SCCA learned to conduct a competition which has grown to become the world's largest sports car championship.

TIME AND TIME AGAIN

The 1980s inaugurated the practice of returning to the same venue until that venue was just no longer suitable. Only once more would the Solo Nationals pay a single visit to a site. Also, the entry had grown to where a weekend event was no longer practical. The '80 and '81

events in Salina were three-day events, Friday to Sunday—one course in the morning, the other in the afternoon. That format didn't last long.

For the 10th anniversary Nationals in 1982 Chicago got the bid once more, this time with a much more suitable site—the parking lots of Marriott's Great America amusement park. It would be the last visit to asphalt for almost a quarter century, and the last to feature just three days of competition.

By now, the event had made its two return visits to Salina's Airport Park, with Kansas City Region hosting, and the event began to take on the look we know today. At those events, two courses of roughly the same length and been set up on the mile-long runway with a paddock in between. Chicago Region's event adopted much the same format, and also created a device which has been copied nationwide—the Chicago Box.



Rupert Berrington

The Nationals would return to Salina's Airport Park three more times before it outgrew the site and moved across town. But in those three were sown the seeds of today's extended four-day format and organization.

San Francisco Region in those days had established itself as not only sending many of the best autocrossers—27 champions in the first seven years alone—but also for its curmudgeonly grumbling, "That's not how WE do it!" Rather than a fast/slow or loose/tight or long/short format, the northern California contingent preached, how about just two courses, but different?

They got their chance in 1983.

Kansas City again won the bid to do the event at Salina's Airport Park and invited San Francisco to co-host. 532 drivers arrived in the Middle America town, and everybody got six runs, three on each course, which was by now commonplace.

In 1985, a remarkable thing happened. The venue was still Airport Park in Kansas, but the host Region was Saginaw Valley! What? That Region is based in the thumb of Michigan! It was actually Davey and Joyce Looman and Chuck Sample who'd sold the Solo Events Board on trying a new concept (and Saginaw Valley to lend its name to the bid). They would recruit specialty chiefs from all over the nation. To say the experiment was successful would be an understatement. It's how the event has been organized ever since, ending the days of a host Region being responsible for much more than local liaison, and calling upon the impressive talents of members nationwide to put it all together.

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UP, UP AND AWAY

That 1985 event, with 609 drivers, seriously stretched the capacity of Airport Park's paddock, but Salina had an ace up its sleeve. On the other side of town was this huge municipal airport, formerly Schilling AFB, part of the Strategic Air Command, with an apron in front of a hangar known as Big Bertha. The Airport Authority gave its assent and Nationals simply moved across town in 1986 for nine more years as the entry grew to 762 drivers.

There was even a five-year experiment there with a Solo I Championship. While two Solo II courses were set up on the tarmac allowing a rich variety of course design, the Solo I courses used the whole area. Four Solo I events

were run 1986-1990, with course designs intended to emulate turns typical of hillclimbs, albeit on the flat. In 1989, the Solo I Nationals detoured to Hutchinson's Sunflower Aerodrome, using its airport-style racetrack in a Time Trials type event. But the event never caught on then, averaging about 100 entries each year. More recently what was Solo I has moved under the SCCA Road Racing umbrella, rebadged as Time Trials, and is enjoying a renewed championship in Bowling Green, KY.

The autocross version, meanwhile, lost its Roman numeral. It's just "Solo" now.

A key scheduling change happened in 1987. Someone realized the event had grown

to almost a weeklong affair, "So, why was it still attached to a weekend? Let's go all week and leave the weekend for travel! Monday becomes setup and course walk, Tuesday-Friday is competition."

And it has been that way ever since.

Sometime later, the ProSolo Finale was tacked on to the schedule. In '86 SCCA tried doing a ProSolo, Solo I and Solo II all in the same week, calling it the "Solo Olympics" and even giving medals to the winners—and was promptly slapped down by the U.S. Olympic Committee. Turns out "Olympics" is a proprietary word, so we never did that again, despite the truly Olympian aspect the Solo Nationals has become.

FAR AS THE EYE CAN SEE

In 50 years, the Solo National Championships has only run on 11 sites in nine cities, six of them in the first seven years. From the '80s on, we'd pretty much stay put until we just outgrew our home—the paddock more than the competition pavement. Salina's Municipal Airport lasted until the entry passed 700. Then, in 1995, it was on to Forbes Field in Topeka—another SAC base. The paddock there was tight but still held an entry over 1,100 until the competition surface became too broken up. There was a three-year period—2006-'08—Heartland Park Topeka enjoyed being the site of both the Solo Nationals, on its asphalt paddock, and the National Championship Runoffs on the road course (at different



**"Hey, wait a minute, guys!
We have this massive
airport in Lincoln!"
MARK WALKER**

times, of course). For 2009, both events moved elsewhere, Solo to the Lincoln Airpark: SCCA was searching for a new venue when Nebraska Region's Mark Walker called out, "Hey, wait a minute, guys! We have this massive airport in Lincoln!"

Another former SAC base. Very big. It is suggested that as you look north through the empty paddock area, you can see the curvature of the Earth.

There is so much acreage in Lincoln that when the Missouri River flooded in 2019, inundating Offutt AFB, Lincoln had room to let the Air Force park several

of its planes there for three years and still paddock all the SCCA cars plus run Nebraska Region's practice course. The airport even repaved much of what we use for paddock in asphalt for the planes. (A nice touch was they even scored the asphalt in 25x25-foot squares to retain the markings which defined the paddock.)

STANDING TALL

For those who were there, the 2001 Solo Nationals at Forbes Field stands out. Drivers were just setting off on their first runs when the news filtered in about an airplane crashing into the World Trade Center's North Tower. By the time it was realized this was not just some accident, the North Course was running Heat 2 and the South Course

WELCOME HOME

(OPPOSITE & LEFT) What it lacks in glamor, the week-long SCCA Solo National Championships makes up for in a "community" feel almost unparalleled in motorsports.

had started Heat 3. Both heats finished, but then everyone was instructed to leave the site. The Air National Guard had driven a phalanx of large trucks and armed Humvees to the edge of its tarmac as a barrier. SCCA was not "kicked out." Rather, it was SCCA's decision not to contribute to the chaos, but to get out of the way until aviation authorities had a clearer idea of what was happening. We returned on Thursday to finish the event, everyone getting three runs on only the South Course. Six heats on Thursday, nine on Friday. Cars pounded off the start in 16sec intervals.

Conventional wisdom was that was too quick because workers could not keep up. They kept up. The determination of everyone to get the event done was electrifying. Terrorists would not impact our freedom.

BUNKERING IN

What terrorists could not do, COVID did, the global pandemic shutting down the 2020 Solo Nationals and messing up the event count. Last year was supposed to be the 50th running of the event, but instead this year becomes the "50th Running and Anniversary." If anything, COVID has turned the Nationals into a more self-contained event. Gone are the treks to the far side of Lincoln for the Wednesday and Friday awards banquets at the Lancaster

Event Center. Trophies are now handed out a few minutes after a heat is completed, even before impound has cleared and while the next heat began its runs. Now the trophy ceremony, with an actual 3-step podium for the top three in each class and time for a winner interview, became a more intimate occasion with everyone in the heat's classes close by.

The Wednesday evening banquet has become an alfresco affair in the Big Tent, which became two tents with an open promenade between them. This now is the occasion of Solo's primary awards—Solo Cup, Driver of Eminence, the Johnson and Berger awards and others—without the drone of 175 or so class trophy winners.

BRINGING IT HOME

The Solo National Championships arrived in Lincoln in 2009 and since then has never had an entry below 1,100 drivers. Max (so far) was 1,375 in 2018, when SCCA set up a registration computer and the early rush to enter crashed it. Themes for each championship arrived 10 years ago with a James Bond motif, and since then there have been beach parties, Star Wars, Game of Thrones, Top Gun, Back to the Future and this year...Homecoming.

What a long, strange, challenging, wonderful road home these 50 years have been. 📍



Brian Nooney / SCCA archives

HOWARD DUNCAN SCCA HALL OF FAME 2022

The position of Rally/Solo Director was something of a revolving door, no one lasting more than six years, until Howard Duncan arrived on the scene. The easy answer to Howard Duncan's legacy is the more than 30 years as the driving force behind the growth of the SCCA National Solo program. Yes, his SCCA legacy goes even deeper than that, but his most visible role was as Solo's leader—for good reason.

Under his 30-year guidance as an SCCA Staff member, the National Solo program moved into the major leagues by developing high-quality, long-term event sites and building an immense volunteer team. This process has helped the Tire Rack SCCA Solo National Championships event to grow from 500 entries in the mid-1980s to a record 1,375 entries in 2018.

Duncan was instrumental in securing, and then maintaining, SCCA's longest-running partnership with Tire Rack. His fingerprints are also visible in the Tire Rack Street Survival program, RallyCross, and the creation of the SCCA Hall of Fame, of which he is now a member. He was recognized previously as the 2014 Woolf Barnato Award winner—unprecedented for an SCCA member who earned the award primarily for his work as a full-time employee.



Julie Seater

ROGER H. JOHNSON SCCA HALL OF FAME 2015

Texan Roger H. Johnson wrote the book on autocross course design—literally. In the mid-1990s, inspired by fellow SCCA Hall of Famer Karen Babb's convention presentation, Roger used his course design acumen and production graphics background to create a course design manual readily available on the internet for all to use.

In time, the knowledge collected has grown to fill 125 pages. Roger created his first Tire Rack SCCA Solo National Championships course in 1991, and since has designed a dozen more, including one for the Tire Rack SCCA ProSolo Finale. He has taken his presentation on course design far afield as well, to Alaska and even to Chile, improving the quality and safety of autocross course design. He has twice served as Chair of the Solo Nationals (2005, 2006). One of two Roger Johnsons famed in the Solo community, he declares himself "The Real" Roger...



SCCA archives

ROGER E. JOHNSON SCCA HALL OF FAME 2008

Roger E. Johnson from Ohio, for his part but not of his volition, has been dubbed "The Famous" Roger. He represents a special aspect of the sport of Solo—its ascension to being a serious and commercially viable form of motorsports competition.

His is among the most recognizable names in the sport, as a top competitor and a six-time National Champion. However, his contributions to Solo and the Club in general do not stop there, as he has contributed to the wellbeing of the program by serving on committees, promoting events, and working with sponsors to heighten the awareness of Solo.

Roger E. served as the Master of Ceremonies for the Solo Nationals for many years, including 2001 when the event was halted Tuesday morning, Sept. 11, because of the terrorist attacks on New York City and Washington D.C. At the Wednesday banquet, where no awards were given, Johnson delivered a stem-winding speech, "We must persevere," to inspire competitors who would resume competition the next day.



Rupert Berrington photos



BOB & PATTY TUNNELL SCCA HALL OF FAME 2020

Bob and Patty Tunnell are individually among the top performers in SCCA history. Together, they're the cream of the crop. Their trophy haul is impressive: Patty has 15 National Championships in 11 different classes, Bob has seven in seven different classes. Both have done it in five different categories. Together they own 22 championships, third among family teams. Patty owns 26 Nationals trophy finishes, most among women; Bob's 27 is eighth on the men's list.

The pair appropriately shared the Driver of Eminence Award in 2002 for consistently demonstrating excellence behind the wheel, and an exemplary degree of sportsmanship, dedication and unselfishness. Patty claimed the Roger Johnson Spirit of the Sport Award in 2002 while Bob was the 2007 Solo Cup winner for outstanding contribution to the Solo program.

And still, the trophies are only a small reason the pair are among the most recognizable figures in SCCA. Bob has been a Chief Steward for Nationals for the last 20 years and served on the Solo Events Board. His foray into professional motorsports was as General Manager of Seattle International Raceway in the early '80s, and he brought the first-ever SCCA Trans Am race to Seattle in 1983.



Darwal / SCCA archives

KAREN BABB SCCA HALL OF FAME 2011

Karen Babb leads all SCCA Solo competitors with 20 National Championships across a remarkable 42-straight years of Solo Nationals competition. She has served the Solo program in countless capacities, including course designer, specialty chief, and program administrator, as well as an event organizer at all levels of events. She has long served the sport as a member of the Solo Events Board and then as the SEB Secretary, carefully and methodically crafting the language for meeting minutes, tech bulletins and the rulebook.

Babb is one of the finest examples of the philosophy within the Solo community that drivers also serve as event and program officials who make the sport possible and is one of those rare individuals who has excelled in both areas.

Karen and husband Ron shared the Solo Cup in 1997 and were Nationals chairs in 2015-2017.



MARC GERSTEIN SCCA HALL OF FAME 2007

Marc Gerstein is recognized, along with two other SCCA Hall of Fame members, Vern Jaques and Grant Reynolds, as originators of the formal SCCA Solo program. The trio were the initial recipients of the Solo Cup in 1978.

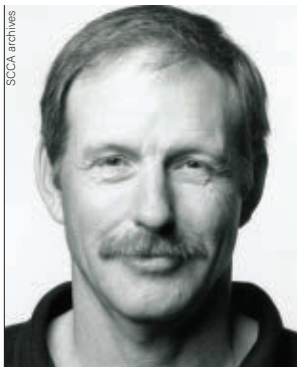
Gerstein was at the forefront of creating the Safety Steward programs for what was then Solo I (now Time Trials) and Solo II. He had been an active participant in Solo, HillClimbs and Club Racing.

He was the recipient of the Woolf Barnato Award, SCCA's highest honor, in 2004.

VERN JAQUES SCCA HALL OF FAME 2005

Many view the late Vern Jaques as the father of the sport of Solo. He wrote an early 1970s article for *SportsCar* magazine proposing that the SCCA create a new category of competition for single cars at moderate speed. The Board of Governors decided to go forward with the idea and tapped him to chair the committee that expanded the idea and created the original set of rules. He also served as Chairman of the Solo Events committee.

The sport of Solo, as we know it today, is descended from what Jaques started. He was an authority on Lotus cars and a reliable contributor to both *SportsCar* magazine and *Competition Press*, the forerunner of today's *AutoWeek*. He wrote about all forms of SCCA competition, was recognized three times as *SportsCar's* Outstanding Contributor, and was among the seven inductees of the inaugural class of SCCA's Hall of Fame.



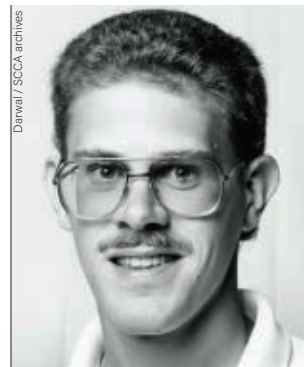
SCCA archives

JIM MCKAMEY

Jim McKamey was best known for bringing a series of wild homebuilts to Nationals in the 1980s and early '90s for the A Modified and B Modified classes. He won five championships (and wife Trudi five more)—first the Taurus and Taurus II designs for AM and BM, then the MRC T5, and in-between a sleek silver Triumph TR6 for F Prepared.

Trudi won two BML championships in the T5, earning three more in AML with the upgraded T5A.

But McKamey's everlasting impact may have been as the face of the traveling McKamey Schools, co-founded with Jean Kinser, teaching the skills of autocross nationwide. The schools still run today as the Evolution Performance Driving Schools. McKamey was named Driver of Eminence in 1993.



Darwal / SCCA archives

MARK DADDIO

Call him Mr. Consistency, Mark Daddio has competed in 30 Solo Nationals and has never failed to take a trophy finish back home, with 13 National Championships, third on the all-time men's list.

His prowess was recognized from the start when he was Rookie of the Year in 1988, and in 2000 with the Driver of Eminence award when he had "only" 15 trophies, and seven championships. He has won in five categories and eight different classes.



Dinah Chapman

E. PAUL DICKINSON

The first breakout star of the Solo Nationals and the first to win two, three, four and five championships, was E. Paul Dickinson. He rode those accomplishments to establish perhaps the first real autocross school—the Automotive Institute of Driver Education, or AIDE—at his compound in West Virginia.

E. Paul was one of the first 15 champions in 1973, the only one to repeat in 1974-1976, winning A Stock in a Porsche 911T. He picked up one more in 1980 when he brought a Lotus 7 to win A Prepared.



Racing veteran, Runoffs champion, hard-charging businessman and engaged SCCA board member Tony Ave says just keep your eyes on the basics

WORDS Jeff Zurschmeide

MAIN IMAGE Jeff Loewe



Rick Corwine

FUN

Few racing drivers have had as much success as Tony Ave, and few have enjoyed that success in such a variety of cars as well as in the business side of racing.

From SCCA Road Racing and the SCCA Pro Racing-sanctioned Trans Am Series to Indy Cars, IMSA and NASCAR, the Wisconsin native and three-time National Championship Runoffs champion has learned what it takes to win.

"My dad was a two-time world

snowmobile champion," Ave explains.

"We were in the snowmobile business in Wisconsin when I was little. When I was about 12, I started to race snowmobiles. Dad, meanwhile, got a Sports 2000 and started to race in SCCA. He won the June Sprints in 1982, and then raced in the Pro Sports 2000 championship through the '80s."

Coming from a racing family, Ave saw a clear path to a career, but it was bigger iron that really caught his imagination.

"Before my dad had a race car, we had a neighbor named Jim Gustafson who had a Can-Am car," Ave recalls. "We went with him to the Brainerd Can-Am race in 1979. There I saw Keke Rosberg driving one of Paul Newman's Budweiser cars. I was standing on the inside of Turn 2 and could hardly see over the fence, but Rosberg went through there wide open with his hands flailing, lap after lap.

"Right then and there I decided, 'I want to be like that guy.'"

TRIPLE THREAT

Tony Ave snatched an overdue third SCCA National Championship Runoffs win at VIR in 2022.



/ FUNDAMENTALS

"I NEVER WORKED A REAL JOB AFTER THAT!"

By the time he finished high school, Ave was racing snowmobiles at a professional level, and was good enough to make some money at it. His father, like most fathers, wanted Tony to get an education, so they struck a deal.

"I had no interest in going to school; I just wanted to race," Ave remembers. "Well, he had that Sports 2000 and he was done running it. He said he would keep the car and I could run it at whatever Regionals I could

afford, as long as I went to school. So, I went to college to satisfy that deal and I used his Sports 2000 to get my National license."

Like many before him, Ave's experience in SCCA Road Racing became a springboard into professional racing.

"Right as I was graduating college, I was running Nationals with sponsorship from Ski-Doo," Ave says. "I was also racing snowmobiles for them. I won the June Sprints, and I won a National at Mid-Ohio and at Pocono,

and I ended up with the fastest lap at the Runoffs before the fuel pump quit. So, we didn't finish very good, but it got me noticed. I got a ride in what was then called the Oldsmobile Pro Series."

That short-lived pro series featured Sports 2000 chassis fit with Oldsmobile's Quad 4 engine rather than the Ford 2-liter used in SCCA racing.

Ave won the 1992 championship in the series, and in his words, "I never worked a regular job after that."

POWER PLAY

Ave's first Runoffs win came at Heartland Park in 2007—prelude to the Trans Am success he would have, Corvette equipped, 2009–2011.



Richard S. James



Courtesy, Tony Ave

TONY AVE MOTORSPORTS

Tony Ave's business is building and fielding cars in professional racing series.

"I still race the IMSA prototypes, if it's at a track I like," he says, quickly adding that the main business of the Maiden, N.C.-based Ave Motorsports is facilitating pro racing for others.

"We provide the shop, the staff, the tooling, all the equipment, the trucks—everything," he explains. "Customers buy the cars and come to us, and we basically take over from there. We take the cars to the racetrack, maintain them, engineer them, and repair them between the races. We run all the test programs. All they really have to do is own a car and a helmet.

"That's a big part of our business now."

—JEFF ZURSCHMEIDE

BUILDING A CAREER

Ave soon turned to GT cars as a place to build his career, debuting with Pratt & Miller and Riley Technologies in Trans Am. At the same time, he had his eyes on professional open-wheel racing.

"I passed up on a lot of sports car opportunities that I probably shouldn't have, but I wanted to race Indy cars so bad," Ave reveals.

"I spent all my time racing [Formula] Atlantics and Indy Lights, and I won a bunch of those races. But I got hurt in 1996 in an Atlantic car at the June Sprints—an accident that just about killed me. The timing was terrible because I was in talks with two different CART teams about racing for them the following year, but while I was laid up, the big split with the Indy Racing League happened and there was no more opportunity."

Recovering from the crash, Ave had to overcome the challenge that thwarts many pro drivers at some point in their careers: Making a comeback.

"To make a living, I would go down to Central America and race Trans Am cars," he says. "We were paid well to do probably eight or 10 races. It was kind of a big deal back then. That kept me in money and in race cars.

"Here at home, I bounced around Trans Am and sprint cars, midgets—anything I could get in. I turned down several IRL opportunities, though, because the teams

were not very strong, and they were wrecking a lot of cars and hurting a lot of guys."

Experience and the memory of his Road America crash was making Ave smarter about where to focus his efforts, and that drew him to America's biggest racing organization.

"I was biding my time and ended up with some opportunities down here in Mooresville, North Carolina, doing some NASCAR stuff," he says. "I did some ARCA races, too, and always ran well. The real problem was that by then I was in my mid-30s and all they wanted to talk about were 18-year-old kids. The offers I got were mostly to set cars up for the kids to race."

THE NEXT PHASE

Racing is a tough business. In order to stay in it, you need to own your destiny. In his mid-30s, Ave launched a new side of his career to build his own vehicle, literally and figuratively.

"The late 1990s/early 2000s is when I got into the business of building Trans Am cars, because I'd done so much of that kind of racing," Ave says. "I had a great relationship with the Rileys, and they were at a point where they didn't have enough staff or time to do that. As a smaller shop, I started my own deal.

"I was also building NASCAR show cars to make extra money, but I really did it to run my own cars."



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Chris Clark

The experience and reputation that Ave had gained as a driver now came to work for him as a car builder. As a consumer of his own products, Ave also had the perfect opportunity to show what he and his cars could achieve on track.

"I came out and won both the June Sprints and the Runoffs in 2007," he says. "Then the business just exploded. We couldn't build them fast enough!"

Today, Ave is a builder and team owner for competitors in SRO, IMSA, and Trans Am, as well as maintaining an active presence in SCCA Road Racing, competing in six different classes this season.

"Racing is a very hard business to make money in, so I've always adapted to whatever would pay the bills," Ave explains. "We're at a point now, we've got 27,000 square feet and 18 employees plus a lot of people who we fly in. Frankly, we're looking at another building just because we are out of space. It all just exploded."

"I have a parts business, too, called RPXpress.com, which goes to races with some tractor trailers—that's really going gangbusters. So, we have a lot going on."



Chris Clark

LESSONS LEARNED

With a long career in motorsports behind him and several good decades still left to enjoy, Ave, 54, has a wealth of knowledge as well as the rare quality of wisdom. The cross-pollination between Club and pro racing gives him a unique perspective on each discipline.

"The main reason I went back to SCCA is that I enjoy it," he says. "I like sprint format racing, and I enjoy a two- or three-day weekend where you practice, qualify, and then race a couple times."

"In GT racing, I also love that we're still allowed to build the cars we want and modify them; build our own engines and do gear ratio changes. All that stuff is kind of gone from pro racing, so from that standpoint, it's not as exciting for me."

"Everybody asks me why I go back and spend so much time racing SCCA. To me, I have not found anything else I like to do."

He gives back as well, serving on SCCA's Club Racing Board as the liaison to the GT and American Sedan committees while supporting the Formula and Sports Racer committee.

"My wife would tell you that occupies a lot of my time," Ave says. "The only time she sees me now is late at night when I get

LEAVING A MARK

Much of 2010 and 2011 champ Ave's greatest success was earned in the "new era" Trans Am. (LEFT) On route to the TA2 victory at Lime Rock Park in 2015. (LEFT, BELOW) Celebrating his 100th Trans Am start with a 19th career victory, Belle Isle, 2019.

home, and she [has to suffer through] CRB conference calls every couple weeks, too."

As the reigning GT-3 National champion and as a car builder with long standing, Ave brings both credibility and deep knowledge to the job which he says is "very much a thankless job a lot of times."

"But I want to help the Club out," he adds. "I enjoy the racing and, if I can help a little bit, I do."

Ave's past and present experience in SCCA racing also informs his approach to pro racing, as a driver and as a team owner coaching his clients.

"Pro racing has gone in a direction of more multi-class events," he explains. "Different categories competing against each other every week—the amateur car alongside the pro-am and pro cars every week. In all the Club racing I did when I started out in Sports 2000, we never had our own race except at the Runoffs. In Regionals and Nationals, we were always running with Atlantics and the faster sports racers, plus some of the slower cars, like Continentals."

That experience gave Ave the skills to navigate any racing scenario.

"You definitely learned how to race among different cars," he says. "Sometimes you could use that to your advantage and sometimes it worked against you. But there's more to that than I thought there would be when I was younger. Back then I was frustrated having to deal with other classes of cars messing up our race. That's what we used to think. But I've learned you can use that as an advantage, and that stands out."

LOOKING AHEAD

Now in his mid-50s and running a successful business across several sanctioning bodies, Ave has little time for navel-gazing. But he does look to the future, and he's not done racing.

"I'm 54 now and I'm hoping I have at least 20 or 25 years of working left in me," he says. "I'm still enjoying what I'm doing. I really like doing the SCCA Hoosier Super Tour races.

STEPPING STONES

(BELOW) Wisconsin-native Ave was the S2000 winner at the '91 SCCA Road America June Sprints. (BELOW, MIDDLE & BOTTOM) Following his father's footsteps into snowmobile racing through the early 1980s.



But I've always wanted to race hydroplanes, so I think I might try. I might go to a hydroplane school and see if I like it. Maybe start messing around with boats a little bit, just for fun."

As a consistent winner over the past four decades, Ave can speak from successful experience. Asked if there's a secret to running up front, he's direct and blunt.

"To me, there's really no secrets," he says. "It's just a lot of hard work. I do all the engineering on all of our cars, though, of course, we hire out now and then if we have too many cars. But I can tell you that some of the most expensive engineers I've dealt with, right up to the IndyCar, NASCAR Cup level—most of those guys overcomplicate things. They just don't stick to the basics enough.

"The basics' is where your money's at, I'm telling you. You can have the fanciest computer hanging out down by that car if you want, but if you don't know how to get your tire pressure set right at the right time, all the rest is a waste of time.

"I don't think that's a secret. I think it's really just hard work and discipline, a focus on the basics—that's the biggest thing. 🍎



DRIVE TO SURVIVE

Every parent's worst nightmare? The "There's-been-an-accident" phone call. In search of peace of mind, it's time to get with the program... | **WORDS & IMAGES** Melanie Murray, National Coordinator

Fifteen years ago, my husband went to something called an "autocross" with his little RX-7 and came home saying he had signed our daughter up for a "Tire Rack Street Survival" teen driving program. As I understood it, the one-day class was supposed to help her learn how to be a more self-assured

and safer driver. Based on what I was experiencing from the passenger seat, this was an excellent idea and might help with my blood pressure.

Our daughter was a very timid driver, but it was amazing to watch how, over this eight-hour day, she came out of her shell and went from not being thrilled

to be there to enjoying the challenges that they gave her.

By the end of the day, she knew she would be joining her father at the autocross the next day and her coaches had offered a co-drive for the next year.

I was not going to be left behind and this quickly became a family affair.

Over the next two years,

we all joined in the fun. As my daughter left home for college, she was excited to drive her "new-to-her" Camaro.

Then on one of her first trips home, we got the call that every parent dreads: She had gotten in a wreck. Thank goodness she was not hurt in what was a one-car incident. She was, however, unhappy



"His next words have stayed with me for 15 years: 'Thank God she took this class.'"
MELANIE MURRAY

because the next day was an autocross, and she would not be able to drive her car!
 Her Street Survival coach

was at the event and had her walk him through the accident. Afterwards, he talked to me and explained that he'd told her what she did wrong and then what she did right.

His next words were what has stayed with me for the past 15 years: "Thank God she took this class."

She may have gotten into a

GO TEENS!

The Tire Rack SCCA Street Survival program is having a life-saving impact on teenage drivers all across the U.S., adding a "P.S." to the SCCA gospel, #FunWithCars—Safely. It's very much a family affair, too, to the South Carolina Region Murray family, with mom Melanie (instructing, front of the class, in photo BELOW LEFT) now the SCCA National Coordinator.

wreck, but she got herself out of a more dangerous situation. Her coach believed that without the skills she had acquired in the school, she might not have survived the wreck at all.

The two things she later told me helped her most in avoiding a much more severe accident were the skid pad and anticipating the unexpected with lane changes at the last minute. Even today, she believes that her staying calm and looking ahead to know her surroundings were things she can attribute directly to that class.

After this incident, I became more and more involved in the Tire Rack SCCA Street Survival program. I helped organize the event and then went on to teach the class. I made sure my next two children also went through the class. I told Scott Dobler, the SCCA National Coordinator at the time, that if he ever hit the point he wanted to step down from the position, I was interested.

When I got that call late last year, I was ready and excited to be able to help.

Street Survival saved my daughter. I know it has helped my other two children become safer drivers as well, and you can be sure that in two or three years, I'll make sure my two grandsons take the class. Although there's always concern when it's your teen out on the road, their shiny new Tire Rack Street Survival skills go a long way toward providing peace of mind. 🍷

CLOSE TO HOME

Automobile accidents are the second leading cause of death among teenagers. That stat really opens your eyes.

As a parent, it's terrifying to get that call that an accident has happened. I would like to challenge every Region to address the ugly statistics and help SCCA give back to the communities around us.

How? Consider hosting a Tire Rack Street Survival school event, helping young people polish and improve on the basic skills they get in drivers ed. They will learn how to look ahead and be prepared for what might happen.

The important side benefit is that your Region improves its community relations because non-members see the good of our events.

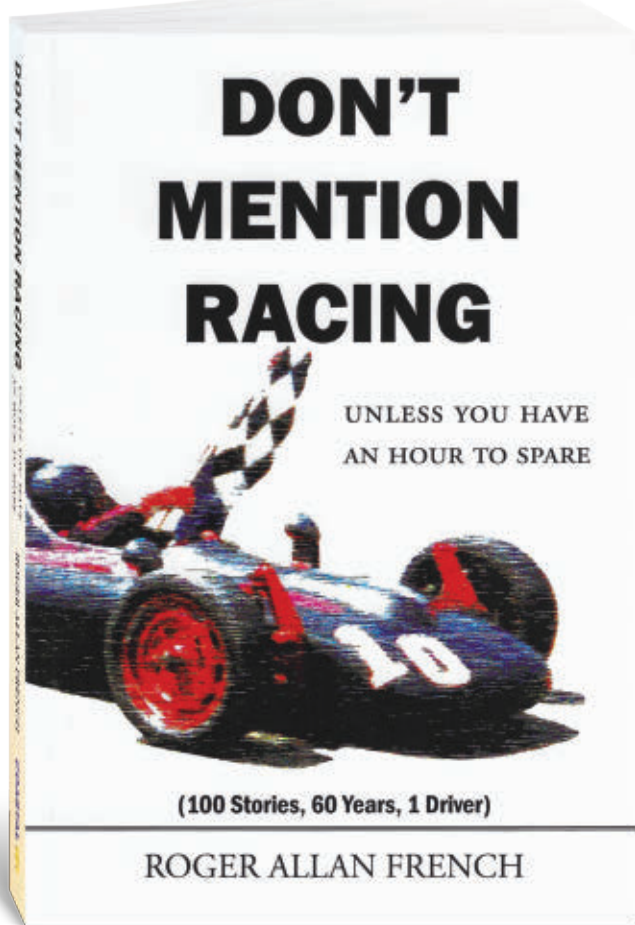
Note that there are sponsors that can help put on a Street Survival event so that the entire cost is not placed on the Region. If yours chooses to hold an autocross on the same weekend, SCCA's Solo group will assist, offering a 50 percent reduction in sanction and insurance for the first event of the year with this combination at the same location.

For more information regarding the program, please feel free to e-mail me at StreetSurvival@SCCA.com. Learn more about the program at www.streetsurvival.org.

—MELANIE MURRAY

DON'T MENTION RACING

"...Unless You Have at Least 15 Minutes to Spare" was the sign on Roger Allan French's office wall for more than a decade. In 2022, the New England Region member penned an insightful, wonderful new book collecting 100 of those "15-minute" racing stories. One-and-a-half excerpted here. | **WORDS** Roger Allan French | **IMAGES** Courtesy of the author



The book opens with its author's overview of his more-than-60-year career in the sport, racing and often winning in everything from stock cars to FVs and FFs, to GT-3, T1, karts and, most recently, back into Vees. Along the way, French served as an SCCA Grid Marshal, flagger, rescue marshal (in Europe), Tech Inspector, racing instructor and Chief Competition Instructor.

After eight years racing stock cars on quarter-mile ovals, he enlisted in the U.S. Air Force, then took advantage of the G.I. Bill to get both a Bachelor's and a Master's degree. After bumming around Europe in the summer of 1971, he got a fulltime job Stateside—which he very quickly tired of, and which is where we pick up the story. —Ed.

ROAD RACING DAY 1— PADDOCK MARSHAL

By mid-summer of 1972, I was working too hard and too long, seven days a week. I wanted my weekends back, and I needed more in my life than work. So, I decided to figure out how I could either get a pilot's license or drive a formula race car.

When my long work project finally ended, I spent a weekend at local airports checking on pilot schools and license requirements. The next weekend I drove to the racetrack at Thompson, Connecticut, where nothing was happening except one guy was repairing an Armco barrier next to the track. When I asked about races, he told me to come back in two weeks for an SCCA weekend. That was good advice. He let me walk the track, too—the entire 1.6-mile road course. I tried to imagine what it would be like in a race car, but I couldn't picture it. It didn't look or feel at all like Hudson or The Pines, the only tracks I'd raced on.

That same day I drove to Lime Rock Park, a racetrack in northwestern Connecticut. It was closed...no racing that day. I talked to someone working at the entrance. Unlike Thompson, he would not let me in and didn't know when the next race was. But he did give me directions to Lotus Racing East, just 10 or so miles west, he said, over the border into New York.

"They sell formula race cars," he said. I drove there next.

The guy at Lotus Racing East wasn't interested in me when he found out I knew little about formula cars beyond attending three Formula 1 races at Watkins Glen and two in Europe. But he nonetheless helped my racing career along by letting me sit in a Lotus Formula Ford that was in the parking lot in front of the shop.

It was a tight fit—too small for a 6' 1" driver. I couldn't get far enough down in to see if my shoulders fit. But it was a nice feeling being wedged in the Lotus. I liked the simplicity of the instrument panel—just a tach, oil pressure and water temp gauges, and a few switches.

The image I conjured up perched in that Lotus was more real than walking the track at Thompson. The feeling I got was...I needed to know more. I either wanted to do this or I *needed* to do this, although I wasn't exactly sure what "this" was. So, while wedged, almost, into a Lotus Formula Ford, I developed a one-step plan to find out.

I would go to Thompson for the weekend of SCCA races. I needed to get involved first, trusting that involvement would lead to driving a formula race car.

I showed up there early that Saturday morning, with no clue of how anything worked—starting with how to get into the track. Fortunately, I found Registration, some nice people working there, and good advice.



THE WRENCH INCIDENT (THAT MADE ALL THE DIFFERENCE)

Let me tell you about the wrench incident which happened while I was standing there. It made a huge impression on me and taught me a lot about SCCA Club Racing. While I was signing on, a guy came up to register his car and crew with another volunteer. She found a folder with his name or car number on it, and also found a note. Then she reached under the counter and handed him a torque wrench. She said that he had lent the wrench to a driver he didn't know but who had asked to borrow one at the last event. When the other driver went to return it, this guy had already packed up and left the track. So, he asked around and was told to leave it at Registration with information about the car number and class; they would get it back to the owner.

At the stock car tracks back then, if you didn't guard your tools, they were stolen. No one borrowed a tool from someone he or she didn't know. This whole story—lending an expensive tool to a stranger, leaving without it, and still getting it back—greatly impressed me.

It was a lesson in trust and about the SCCA, but it was also a lesson about life. Witnessing "trust" means more than words can express.

After registering and witnessing "the wrench incident," I asked about working at the race.



The registrar told me that the Paddock Chief, Bob Raymond, was looking for volunteers to work in the paddock. "Go to the paddock gate," she said, "and look for a guy with a beard."

I found Bob right away and he put me to work. Paddock Marshal was a great job for a first-time volunteer. I got to see a lot of what happened, learn about the different classes of race cars, and meet drivers and crews. I learned what open-wheeled cars were, the difference between FVs and FFs, and the difference between production and GT cars; about drivers suits and checking belts

and ensuring that gloves were on. Plus, being next to Tech, I learned what was needed on a race car. I listened to drivers and crews talk about the cars and the processes and the tracks and the corners, as well as the risks and the rewards. Cars that were towed back from a crash went to Tech next to us and I got to see how safe or unsafe some of them were. I learned about qualifying processes.

AN EARLY LOVE AFFAIR

(TOP LEFT & RIGHT) The author's first Vee, an AD Mk IV, at Thompson (Ct.) in 1973.

(ABOVE & LEFT) Competitive at last!

A D-13 acquired in '79 got French his first win (Bryar '83) and an IT sponsor (in '86, with 2-year-old daughter Heather as crew chief). (BELOW) Wrenching at Big Brother/Big Sister Day-at-the-races in the 1980s.



It was an amazing introduction to and education in SCCA racing, all in one day. My desire to somehow drive a formula car intensified.

ROAD RACING DAY 2—FORMULA VEE "FOR SALE"

The decision not to go after a pilot's license but rather to drive a formula race car was made that Saturday at Thompson. I wasted no time researching



SCCA AND FAMILY

(FAR LEFT) Author French is still active in FV, well taken care of by the N.J.-based Advantage Motorsports. (LEFT) When he's not driving, he's volunteering: Here flagging at Palmer (Mass.) Motorsports Park in 2021. (BELOW, LEFT) 2005 family photo (wife Susanne, son Brian and daughter Heather) in front of Ed Dunbar's GT3 VW Scirocco with which French would garner seven titles.



what it would take get to drive a formula car. I don't consider myself impulsive, yet, on Sunday at the SCCA races, with next to no research, I acted on that decision.

It was a fast and steep learning curve. The attitude of everyone I met at Thompson was all I needed to know. I liked and thought I could fit into this world, this fraternity that I knew almost nothing about.

Hovering over one car on Sunday morning—I don't recall what class it was in—the driver/owner started a conversation with me as if we had been talking before and were interrupted.

It was like everyone already knows everyone else.

He showed me how he checked for full throttle from pedal to carb. I'm sure he didn't know that what I got out of that was touching his race car, not the stock car "hands-off-or-lose-a finger" attitude.

A small moment followed by a big lesson learned.

And then I saw a guy using masking tape to make a sign on the side of his small red Formula Vee. It said, "For Sale". So, I bought it.

I tell people that I bought it there and then. I did agree to buy it then, but money didn't

change hands until four days later, on Thursday evening. But I checked it out, not thinking at first that I would buy it. It was an old and suddenly non-competitive Autodynamics Mark IV. It was small, narrow, and had the typical shape of a formula car. It had a square tube frame with a VW front end bolted on, a seat and gas tank, fairly standard rear suspension with a Z-bar which meant nothing to me, and a backward 1200cc 40hp VW engine and VW 4-speed manual transmission.

The owner had already ordered a new state-of-the-art D-13. So, the Mark IV was for sale, and on sale.

I asked my brother if he could store a car inside his garage for the winter. He said he had no room for an extra car. And then he said—and I don't know why he added it—"unless it's a race car, then I always have room." He was thinking of another stock car, but even when I told him it was a Vee, he agreed to tow and store it. So, on Thursday night, we went and got it.

All I had to do then was figure out what had to be changed, how to do that, and how to get a racing license and whatever else I needed.

I had a formula race car and the strong desire to race it. I just didn't have a plan. 🍷

French competed in Formula Vee for 15 seasons and, after swapping the Mk IV for a new D-13, was the NERCC FV Champion in 1983 and 1986. Those years were just the start, really, of a wild ride that lasted through multiple cars and karts and classes that continues in Formula Vee. Counting his early stock car years, he competed in an estimated 650 races, notching 70 wins and nine championships, all while serving in a number of SCCA volunteer capacities, making friends and gathering stories.

You must buy this book—several copies. (You will enjoy the other 98.5 stories!) Give one to anyone who doubts "joining SCCA for the cars but staying for the people."

Order from the publisher at www.coastal181.com or directly from the author (he'll autograph one for you) via dontmentionracing@gmail.com. —Ed.



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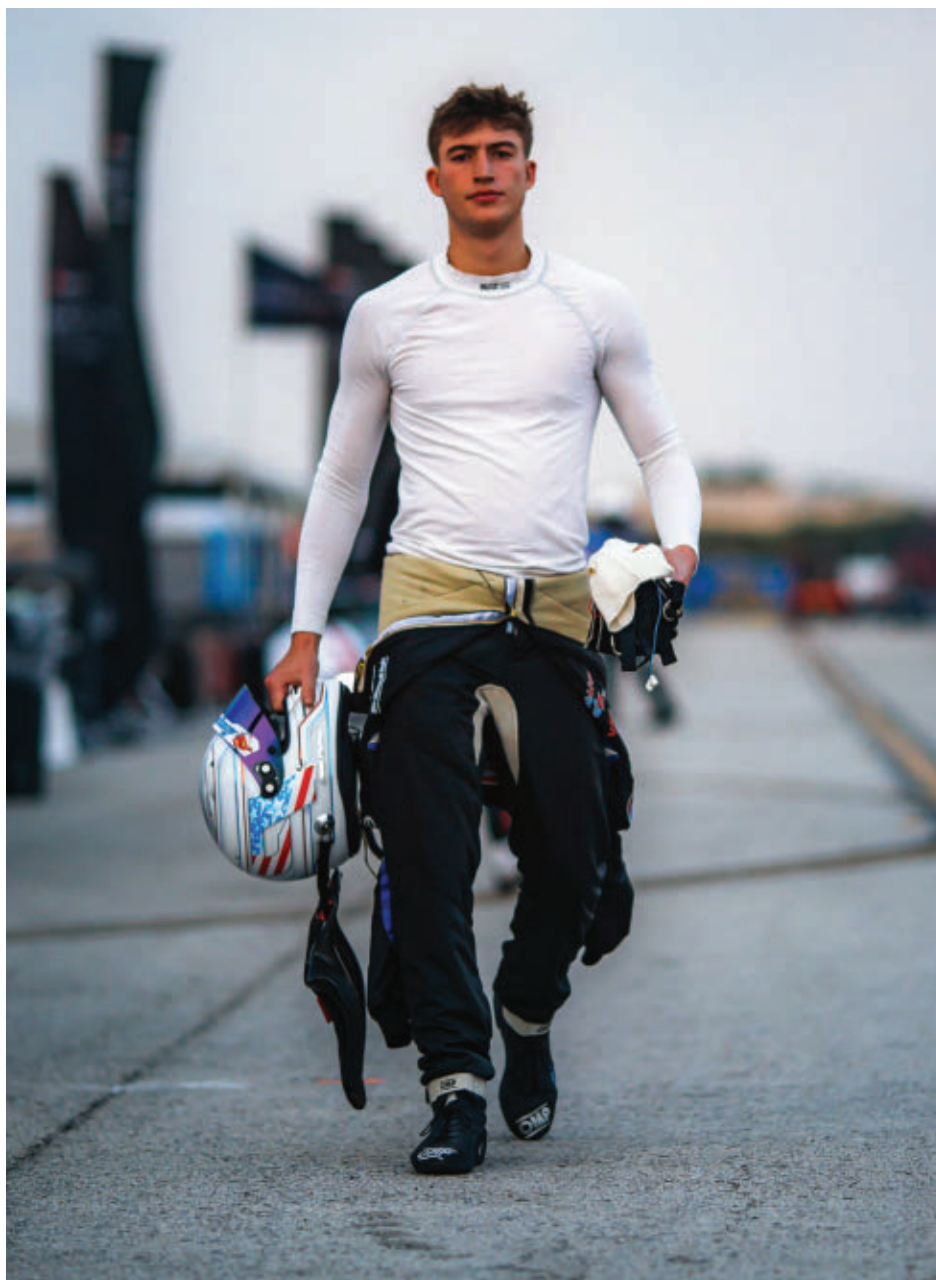
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HUNTING OPPORTUNITIES

Sam Paley wants to drive racecars for a living, and he's filling his quiver with the right tools to achieve his goals | **WORDS** Richard S. James | **MAIN IMAGE** Kenneth Midgett



Like many drivers, Sam Paley has found there are likely many more opportunities in sports car racing vs. single-seaters. After several years of karting, then training in both the Skip Barber and Lucas Oil driver schools, Paley stepped up to the SCCA Pro Racing-sanctioned Formula 4 U.S. Championship in 2017.

Budget struggles, though, and some challenges within the team meant the Kentucky native and SCCA Cincinnati Region member never completed a full F4 season.

But in 2019, he saw an Idemitsu Mazda MX-5 Cup presented by BFGoodrich Tires series race for the first time while at Circuit of The Americas. It steered his racing career in a new direction.

"I was there watching the IndyCar race. The [MX-5 Cup] racing was incredibly close—it looked like a lot of fun," Paley said of his first encounter with the series that he has made his home in since 2021.

"And it looked like a great steppingstone into the sports car world," he continued. "The biggest reason I transferred over from open-wheel world into the sports car world was I think it's a lot more cost friendly, I think it's easier to get a seat. I think there's just a lot more opportunity to advance your career."

As Paley observed, there are only so many top-level professional single-seat series in the world, and it takes a lot of money to get into them. There are far more opportunities to race sports cars.

ALL BUSINESS

(OPPOSITE & RIGHT) Kentucky-born SCCA Cincinnati Region member Sam Paley, majoring in sales and marketing at the University of Indiana, is building a solid racing foundation in Mazda's MX-5 Cup. (FAR RIGHT) The ex-karater and Skip Barber School grad made his pro debut in the SCCA Pro Racing-sanctioned Formula 4 U.S. Championship. (RIGHT, BELOW) Paley (No. 28) nabbed a podium finish in the 2023 Idemitsu MX-5 Cup season opener at Daytona International Speedway.

Al Arena / Ignite Media



Garin Baker



Speaking of opportunities, Paley won Rookie of the Year in his first full season of MX-5 Cup competition. That award, and the scholarship money that went along with it, played a big part in keeping him going into 2022 and returning this year.

"It was huge. That scholarship definitely helped me race in 2022; without that prize money I wouldn't have been able to race. That was a very important moment for my career.

"Unfortunately we didn't have the best season last year; we had a lot of unlucky events. But the prize payouts that Mazda provides—both in the per-race payout and the end of the year—is great for drivers because it really rewards performance and it helps keep talented drivers. Cost is always an issue in this sport," he added.

Paley, a key part of the McCumbee McAleer Racing team (which also runs 2022 Mazda Scholarship winner and Chicago Region SCCA member Nate Cicero) opened 2023 with a third-place finish in the first race at Daytona International Speedway, plus a pole-position start for the second race. He followed that up with a third and a fifth on the streets of St. Petersburg, and two top-10 finishes at Weathertech Raceway Laguna Seca in early May to lock down sixth place in the standings with four weekends and eight races remaining.

Paley balances racing with his studies at the University of Indiana's Kelly School of Business, where's

Al Arena / Ignite Media



he's majoring in professional sales and marketing—skills he hopes will come in handy in his motorsports career. He helps fund it all by coaching.

Though he's working tirelessly toward his degree, his heart lies in the driver's seat.

"My goal, honestly, is just to stay in the racecar as long as possible. Any racecar that I'm in—any racecar that I'm able to drive—is a win for me, because a lot of people aren't lucky enough to keep their foot in the door and keep driving. There's a lot of stuff off the track that can sometimes be bigger than the stuff on the track.

"Hopefully I can continue climbing that ladder [toward] the pinnacle of motorsports and one day race in the Daytona 24 Hours, the Le Mans 24 Hours. For now, my goal is just to keep racing."

"Hopefully I can continue climbing [the] ladder. For now, my goal is just to keep racing."

SAM PALEY

Paley mentioned that the off-the-track side of racing is sometimes bigger than the on-track stuff, and that's where his studies come in. Marketing and self-promotion play an important role in every driver's career; he believes his education gives him a leg up—an advantage in securing sponsorship, talking to potential teams, and just promoting himself in general.

While his ultimate goal is to move into the bigger ranks, he's not only enthusiastic about the racing in MX-5 Cup, but believes the competition is

giving him the right experience to compete at another level.

"MX-5 Cup is, I think, the best racing in the country, maybe even in the world," he explained. "The cars are designed for close racing—they don't have roofs, which really enhances the draft effect. And they don't have much downforce; there's no dirty air so you can follow incredibly closely. It's pack racing—basically NASCAR racing on a road course. The racing is very intense, it's super close, and there's always action, whether it's at the front of the pack or the back. You really never get a break and you never have a dull race.

"That's why we see so many incredible close finishes and just really exciting races to watch, for the fans both at the track and on TV. That close, exciting racing is truly exhilarating for the driver and it's awesome to be a part of it." 📍



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Courtesy Michael West

PUSH ME, PULL YOU

Longtime Mid-South Region member Mike West had to be “pushed,” but he has flourished in the SCCA, as a steward and as a driver.

“Bobbie told me to go find a car and go racing. Only thing was that it had to have fenders.”

MIKE WEST

workers. (“When Bobbie said she loved working corners, I knew she was a keeper!”)

Promotions at work took him away from Memphis for a while, but he and Bobbie were back in 1987, again working corners at the new Memphis International Raceway. That’s when Bobbie encouraged Mike to try a new level of involvement.

“She said, ‘I don’t want to be sitting in our rocking chairs when we get old and having to listen to you say I coulda, woulda, shoulda.’ She told me to go find a car and go racing. Only thing was that it had to have fenders.”

West has now held a competition license for 16 years, competing most recently in Spec Miata.

Along the way, fellow Region members encouraged him to become a Steward. He finally relented when he learned that he could steward and still continue racing. While participating as a steward, late SCCA Hall of Famer Sue Roethel encouraged him to join the Court of Appeals and engaged Bobbie in the effort to convince him. He has since served several times on the Court, including four and a half months while he was in Germany calling in to conference calls at 2:00 a.m.

There is not much West has not done as a steward. He’s been the Steward of the Course, Safety Steward, and look for him in Tech at the Runoffs this year. As a Race Director, he always ends his safety briefings by asking the drivers, “If we’re not having fun, why are we here?”

West said he has a “love affair with [my] avocation.” We are lucky to have him helping us have fun.

WORKERS OF THE YEAR

First of a series: Michael West and twin sisters Vanessa and Valerie Farret were feted at the 2022 SCCA National Championship Runoffs for their love of the sport and dedication as SCCA volunteers | **WORDS** J. Michael Hemsley

2022 STEWARD OF THE YEAR MICHAEL WEST, MID-SOUTH REGION

Mike West is a car guy. He got his driver’s license at 15 and, like a lot of us, he got interested in racing by listening to the Motor Racing Network.

In college, a friend who was an SCCA member got him to attend some Solo

events. And he found *Competition Press* & *Autoweek*, which introduced him to the wider world of racing. He joined SCCA in 1974 after he had graduated and had a job. The Mid-South Region put on Solo events, so he participated. When the Region decided to try putting on a road race, he and his wife, Bobbie, decided to be corner

2022 PIT AND GRID WORKERS OF THE YEAR
VALERIE AND VANESSA FARRET,
WASHINGTON D.C. REGION

Twin sisters Valerie and Vanessa Farret consider SCCA to be their track family and second home. Their dad raced a Formula Ford at Summit Point in the 1980s, and they both have long been interested in racing.

When a friend of Vanessa's asked her to meet at the track, she did and was hooked. Her girlfriend's husband was Chief of EV, so she joined SCCA in 2007 and worked in Emergency Services.

"EV is an adrenaline rush," said Vanessa. "It's a lot of fun, as you never know what the next call will be and what challenges we will face."

She worked in EV for 11 years, then crewed for her boyfriend, Rich Hromin, for a few years before joining the Pit & Grid crew in 2019 and has been there since.

Twin sister Valerie, meanwhile, worked in Emergency Services and did some flagging before becoming a full-time member of the SCCA in 2018.

"Vanessa got me hooked on the SCCA family, and boy what a family it is," said Valerie. "Everyone is accepted, and there are so many specialties to choose from."

After working EV for a number of years, she decided on a change, and joined her sister on the Pit & Grid team. Valerie is now Pit Chief for Washington DC Region, and "With my sister by my side and the crew I have, we have the best time, which is why we do it."

The sisters are happy with their specialty and have no plans to try any others.

Valerie summed up the sisters' "Why": "It's funny because those outside the track community don't understand why we would spend hours on our feet in the cold, heat,

Courtesy



Courtesy

SERVING IN STEREO

Twin sisters Vanessa (TOP, at left, and right ABOVE —we think) and Valerie (with the hat) caught the SCCA bug from their FF racer dad. Vanessa started in Emergency Services, and Valerie soon followed.

"Vanessa got me hooked on the SCCA family, and boy what a family it is."

VALERIE FARRET

rain, wind, and last year, Hurricane Ian at the Runoffs! But to me it's where I feel at home and where I belong.

"Being a part of something so special that all comes together so beautifully when the volunteers get together, allowing road racing to be what it is today. It's a team effort all the way around."

It is a team effort, and SCCA is honored to have the Farret sisters on the team. 📍



THE QUESTION
How do we embrace growth and new technology without displacing existing race cars?

LIGHTING THE ROAD AHEAD

A two-day strategy session gave practical shape to many of the thoughts and hopes for SCCA Road Racing's future... | **WORDS** John LaRue, Chairman, Club Racing Board | **IMAGE** Jeff Loewe

The Club Racing Board (CRB) and key members of the SCCA Staff recently met face-to-face for two days of strategic planning in an effort to chart the future course for the SCCA Road Racing program. The meeting was expected to be a free flow of ideas and concepts and it did not disappoint.

Here's a brief synopsis of what transpired.

We began the meeting by trying to define a successful event. Metrics included the number of entries, level of competition, satisfaction level of the competitors and volunteers, as well as profitability. Next, we looked at the organizational structure of the program.

- Should SCCA maintain the Regional, U.S. Majors Tour, and Hoosier Racing Tire Super Tour structure, or would it be better to streamline?
- At some events we have an abundance of entries while at others we struggle. Can entries be better distributed to make better use of track time and allow a better on-track experience?

We considered the future of our classes and tried to map out what they should look like.

- How do we structure classes to embrace growth and technology without displacing existing race cars?
- Each class should develop a plan of evolution which will permit the CRB and Advisory Committees to get in front of potential issues.

We discussed the staffing of events.

- Increasing use of technology to help reduce required manpower (i.e., in-car light systems).
- Alternatives to our current technical inspection process. As cars and technology evolve, so too should our inspection process. Do we have the manpower and technical capacity to properly inspect these new cars?

We discussed the more immediate concern of increasing competition and participation during the season at Regionals, Majors, and Hoosier Super Tours.

- Does the National Championship Runoffs drive participation through the season or do the season championships drive Runoffs?
- How can SCCA increase the importance and value of Conference/Regional Championships as well as Runoffs?

All of us on the CRB and SCCA Staff are mindful of the legacy of our SCCA Road Racing program but realize that as times change so, too, must our program to remain relevant. SCCA members and participants face challenges in their racing, personal, and business lives that are very different from those encountered just 10 short years ago. SCCA faces similar challenges in its competition programs, not only for racers and volunteers, but also for venues and time on the track.

The CRB looks forward to introducing new ideas and concepts aimed at improving the SCCA Road Racing program in the coming months. 📍



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The real joy is being there

WORDS Paul Brown | **IMAGE** Rupert Berrington

The Tire Rack SCCA Solo National Championships is 50 years old this year. Wow! That's maybe even more impressive than a marriage reaching that milestone. At least with a marriage there's the continuity of those two individuals being involved throughout. With the Solo Nationals, there are only a few 100 percenters. I don't have the numbers handy (Rocky Entrikey does, however, and shares it elsewhere in this issue) but my guess is that there are hundreds or even thousands of competitors who attended just one. Many of us, though, fall somewhere between.

My experience with the Solo National Championships started in 1985, so I missed the first dozen or so. If my family had been into SCCA I could have competed in a few more, though I would have been too young to do anything other than spectate for quite a few of those first years.

I can't speak to those events I missed. I've been to nearly three-quarters of them now and haven't missed any since I started. Every year of that was shared with hundreds of my SCCA family, so we can look back on that shared journey together.

It is fun to ponder all the changes that we've made in the big event. Lots of those changes have percolated down to the Tire Rack SCCA Solo National Tours, Divisional and even Regional events. On the other hand, lots of changes percolate up.

My first year, 1985, Solo Nationals was held at the East Crawford site in Salina, Kan. Paddock was wherever you could find a spot around the perimeter. I'm pretty sure timing used air hoses that we drove over for triggers. Timing and Scoring was entirely manual.

For grid, we lined up in number order and the line moved forward continually so there was no fixed place for tools, coolers, and all the other stuff we expect to have available in grid. The age of the R-comp tire was just



RIGHT THIS WAY

Is this the year you start collecting memories of Nebraska in the fall?

beginning, though since that started with Yokohama not everything has changed. I drove my car the 600 miles to Salina that first year on my competition tires, but I did learn that that was a good way to heat cycle the tires to death, and that well-worn competition tires were not much fun at highway speeds in a heavy downpour.

Speaking of rain, that is another near-constant over the years. There have been just a handful of events that didn't have rain during competition at some point. A meteorologist autocrosser pointed out that Salina was more likely to see rain in early September than Seattle was, so at least we got an explanation. SCCA acquired ProSolo in 1986, so 1985 was the only year of my tenure where the Pro Solo Finale wasn't part of Solo Nationals week.

Entry levels have gotten bigger and bigger. Fortunately, operational efficiency has allowed us to keep the event at four days, though there have been a number of years where we struggled to complete a day's competition on the scheduled day. Some of those were equipment related (timing and/or vehicle carnage), some were weather related (if it's raining so hard that the timing trips are underwater, there's just no way to put cars through the course, and lightning is a frequent enhancement to a rain storm so we've had more than a few shutdowns for that safety issue), and some are a combination of just about everything going

wrong at once. Tuesday in 2018 was exactly that, but as with many of these learning opportunities, we did, in fact, learn from our experiences and improvements were made.

What else has changed? The term "software" is now mainstream. We have custom software for Timing and Scoring as well as for registration. There was a time when postage was one of the larger expenses facing all levels of SCCA. Barcode scanners are cheap and reliable. Network connectivity is something we expect to have at all times.

The 9/11 attacks on the World Trade Center and Pentagon happened on a Tuesday morning in 2001. Cell phones weren't common, so those of us on site that day didn't hear the news until we got reports from people coming from off site. Now we expect to see real-time results on Solo Live, updated as each driver finishes a run.

There used to be a rule that Solo Nationals results had to be mailed out within two weeks of the event. That goal was only occasionally reached, but the rule was in place. We have two grids now, with fixed spots assigned to each competitor. Assigned paddock space has only been around for a few years.

One thing that hasn't changed is that when the starter waves a competitor onto the course, it's just that driver doing his or her best to drive that course.

Here's to seeing many of you at the homecoming—the 50th Solo National Championships this September. 🍷



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ON THE MAP

Key members of the RoadRally Regional Development Committee: (RIGHT) John Poulos and (BELOW RIGHT) Cheryl Babbe.

FINE ART

Creating a RoadRally Road Map for Regions | **WORDS** James Heine

For a beginner, mastering the skills to create—or perhaps enhance—a Regional RoadRally program can sometimes seem daunting. Where do I begin? How much work is involved? What are the rules? Is there a timetable I need to follow?

The mission of the RoadRally Regional Development Committee is to answer those questions and support Road Rally programs across SCCA by serving as a resource that makes available the institutional knowledge accumulated by veteran rallyists and committees.

The committee has been in existence for a while “but not continually,” observes John Poulos, its current chairman. “I understand it was active a few years ago in some manner, then it kind of went dormant, and now it’s reactivated. A few of us decided to sign up and see how we could promote—advocate for—Regions regarding rallying, contributing in whatever way we can, considering that it’s all volunteer work, so as our time and resources permit.”

In addition to Poulos, a member of the Texas Region, the committee is composed of Michael Beliveau (New England Region), Ray Kriegbaum (Central Florida Region), Tom Woodside (Detroit Region), and Cheryl Babbe (Arctic Alaska Region). All have significant experience as competitors and organizers.

“The committee has been active now for two and a half or three years,” Poulos adds.

The committee has spent time considering Regions’ needs and opportunities where it can provide help, and one result is the new RoadRally Road Map, the first “leg” of which was made available last fall in the “Rules & Documents” section of scca.com/roadrally.

“The first sections (‘leg’) focus on the what and the why of RoadRally and how a rally program can add value to an SCCA Region,” Poulos says.

The Road Map is one of several initiatives

undertaken by the committee. The effort is spearheaded by Poulos and Babbe, with content and reviewer contributions drawn from numerous long-time rallyists.

The rationale for the RoadRally Road Map is simple: There is all kinds of information about RoadRally scattered across the Internet, Poulos explains. Bringing those resources together, to the benefit of organizers and competitors new to the sport or to a particular style of rally, is the chief aim.

“The SCCA is a very decentralized organization,” he says. “The action takes place in the Regions, and coordinating, sharing and guiding across [many of them] is challenging.”

The goal of the Road Map is to help people navigate that information by providing a narrative that is coherent, readable, and even occasionally entertaining, Poulos explains, noting that while the SCCA is a decentralized organization, for its programs, like RoadRally, there are standards.

“There are certain things that are done in common, certain rules established and codified under the RoadRally Board and the National Events Committee,” Poulos says. “Those are understood. Yet, there’s a lot of rich variety across active Regions—the ones that participate in rally—about how to conduct a RoadRally, how to organize a series, the types of RoadRallies they do.

“The Road Map recognizes that variety, that diversity of styles and ways of doing things, but there are common elements that need to be, should be, communicated or made easier, particularly for SCCA Regions that are new at this or wanting to expand.

“So, a lot of what Road Map is about is introducing these concepts in some organized manner and helping expand and energize their rally programs.”

Poulos admits that assembling all this information is a daunting task. Some of it is outdated or scattered in random



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ways, but just as likely “it’s probably sitting on people’s hard drives, some of which we may not even be aware of.”

The committee’s intention through the Road Map is not to replace any of that information or become “the all-encompassing encyclopedia of rallying,” which, Poulos notes, would be an overwhelming job and become “thousands of pages long.” Rather, it is to provide, especially in the recently published first ‘leg,’ of the Road Map, a coherent story “about what rally’s about, the types of rallies, [and] how a program can develop,” Poulos says.

“The new sections we’re working on get into the specifics of how you organize a rally, what are the various things you need to do from start to finish, how you build a program, how you have a competitive series, things like that.”

Once again, Poulos adds, the committee is trying to provide an organized, coherent overview, pointing to sources that are valuable and have already been published.

“That’s the spirit of what we’re doing,” he says. “We’ve gone through, published, the first leg of the rally if you will, and now we’re working on the next several sections. We’re aiming to pull those together in the next few months, and have it become a useful guide from start to finish.”

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FIRST FRUITS

The Neohio Region made good use of its Region Development Grant, hosting a successful Day of Motorsports outreach at Nelson Ledges which attracted enthusiasts from many local communities.

A HELPING HAND

Reaching out to the local community with help from the SCCA Foundation's Region Development Grant Program

WORDS Jeff Jacobs, Chairman, and Arnie Coleman, Executive Director, SCCA Foundation | **IMAGE** Brian James

The SCCA Foundation is offering SCCA Regions a helping hand with community outreach and local program growth opportunities through the Region Development Grant (RDG) program. Most Regions find that core programs consume most of their annual budget and leadership time. Without broader community outreach and connection, though, a Region cannot grow. Which is where Foundation's RDG program comes in, making supplemental funding available in support of eligible Region initiatives.

While Regions and local sponsors must cover the majority of program expenses, the Foundation Grant program exists to fill any remaining financial gap.

Importantly, to qualify for Grant funding through the Foundation, a Region program must have an educational or charitable purpose consistent with the mission and purpose of the SCCA. Typically, the program must also reach beyond existing members to the general public or an underrepresented or disadvantaged demographic. This requirement is legally mandated to maintain the non-profit 501(c)(3) status of the Foundation and the deductibility of donations to the Foundation, which help make this program possible.

So, for example, a Region may need funding for an exhibit space at an auto show to educate the public about teen safe driving. In addition to or as an alternative to promoting the Tire Rack Street Survival program, there might be

educational flyers providing safe driving tips, suggestions for ways parents might help their teens to learn to drive safely, and opportunities to build driving skills at local SCCA events.

(Note: Having the program available to the general public relates to who is invited to participate but does not prohibit compliance with the sanction and insurance requirements around weekend memberships once an individual decides to participate. Simply hosting a novice school for existing SCCA Club members would not qualify as a charitable purpose.)

Grant applications for the purchase of equipment that will only benefit members of the Club or event sites generally will not qualify as an educational or charitable purpose without further explanation. For example, requesting funds toward the purchase of an emergency truck for road racing events would not qualify as an educational or charitable use of the funds, though funding a public demonstration of crash extraction would be.

A good example of a successful Grant submission was by the Neohio Region which received a \$3,000 grant to assist with conducting a Motorsports Expo and Training "Day of Motorsports." The Region contributed \$3,000 of its own money to fund the project. The event will showcase to the public the programs that Neohio offers (autocross, Time Trials, SCCA Road Racing, Street Survival, Road Rally, and RallyCross).

It will feature SCCA program booths, a behind-the-scenes look at volunteer specialties and competition opportunities, speakers, safety training for F&C workers, a driving simulator, track ride-alongs, and a car display. This event is meant for anyone interested in learning more about the SCCA and the programs the club offers. (Have a look at the full agenda: neohioscca.com/event/a-day-of-motorsports/.)

For additional information on the Foundation's Region Development Grant program and to apply for a grant, click the "Grant" link at sccafoundation.org.

ADDITIONAL TIPS ON REGION DEVELOPMENT GRANT SUBMISSIONS:

Answer every question on the survey. Mark non-applicable questions as "N/A." (Survey Monkey identifies applications with blanks as incomplete, thereby blocking the request from advancing to the selection committee.)

Be clear and concise, but complete and quantitative in your project descriptions and question responses.

Provide tangible (quantitative) solutions and results achieved through this grant.

Ensure the Region makes a financial contribution, with the grant request supplementing the Region's expenditure to complete the project.

Ensure your project purpose is sufficiently described as meeting a charitable purpose related to education and training and is open to the general public. ☺

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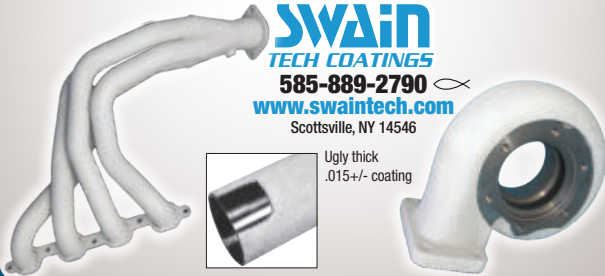
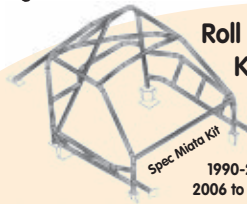


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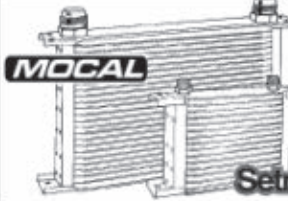

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Mazda Team Support
Program members receive stock and competition part discounts, and all SCCA members are eligible for Mazda S-Plan "no hassle" pricing on new vehicles.



Bravo Trailers offers

SCCA members a free door caddy with the purchase of any of its new "work better, load easier and tow better" trailers.



Penske Racing Shocks offers 10% off any service, parts, or new shock purchases to all SCCA members.



TrackMustangsOnline.com will send a free TMO keychain (pay shipping cost only) to all Mustang-track-enthusiast SCCA members. Check out its unique web site!



Budget offers "do

it different, do it better" special discounts for both business and leisure car rentals, and SCCA members can enjoy up to 20% off its promotional rates.



Racetrack RV Rentals, a website designed for racers and vendors seeking RVs delivered directly to the track, offers SCCA members a 10% discount up to a maximum \$50 off.



Hagerty offers SCCA

members a 5% discount on collector car, motorcycle, race car and boat policies as well as annual insurance policies, plus 30% off on-track insurance for Track Night in America events. (Discounts n/a in CA, TN or MA.)

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](https://www.gotransam.com)

Feb 23-26: Sebring International Raceway, Fla.
Brabham (TA); Matos (TA2); Dallenbach (TAH); Lowry (XGT); Saunders (SGT); Hoffman (GT)
Mar 9-12: NOLA Motorsports Park, La.
Dyson (TA); Crews (TA2); Evans (XGT); Sanders (SGT); Attaway (GT)
Mar 23-26: Michelin Raceway Road Atlanta, Ga.
Dyson (TA); Zilisch (TA2); Hoffman (XGT); Sanders (SGT); Griffin (GT); Dallenbach (TAH)
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.
Tolson (TA2); Meynet (GT); Goldman (TA)
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 [f4usampionship.com](https://www.f4usampionship.com)

Mar 9-12: NOLA Motorsports Park, La.
Bennett; Lockhart; Lockhart
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](https://www.framericas.com)

Mar 9-12: NOLA Motorsports Park, La.
Shehan; Shehan; Hedge
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](https://www.formularacepromotions.com)

Mar 23-26: Michelin Raceway Road Atlanta, Ga.
(F1600, F2000, Atlantic)
Apr 28-30: Mid-Ohio Sports Car Course, Ohio
(F1600, F2000, F1000, Atlantic, RCFFS, Formula Vee, VS2000)
May 26-29: Lime Rock Park, Conn.
(F1600, F2000, F1000)
Jun 8-11: Pittsburgh International Race Complex, Pa.
(F1600, F2000, F1000, Atlantic, RCFFS, Formula First, Formula Vee)
Jul 7-9: Road America, Wis.
(F1600, F2000, F1000, Atlantic)

Jul 28-30: New Jersey Motorsports Park, N.J.
(F1600, F2000, F1000)
Aug 18-20: Summit Point Motorsports Park, W.Va.
(F1600, F2000, F1000, Atlantic)



ROAD RACING



HOOSIER SUPER TOUR

[scca.com/supertour](https://www.scca.com/supertour)
Jun 2-4: Watkins Glen International, N.Y.
Jun 23-25: Road America, Wis.



U.S. MAJORS

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

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

Jul 1-2: Roebing Road, Bloomingdale, Ga.

MID-STATES CONFERENCE

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

Sep 2-3: MSR Houston, Texas

WESTERN CONFERENCE

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



DYNAMIC DUO

Veteran Matthew Brabham (20) and team boss (and reigning champ) Chris Dyson are already pulling away in the Trans Am points.

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Sep 23-Oct 1: VIRginia International Raceway, Va.

REGIONAL/DIVISIONAL

CENTRAL cendiv-scca.org

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

Aug 25-27: Jack Pine Sprints Double Divisional, Brainerd Int'l Raceway/Land O'Lakes

Sep 8-10: Autobahn Circuit Joliet/Chicago

Oct 6-8: Blackhawk Farms Raceway/Chicago

GREAT LAKES gldscca.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

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

NORTHEAST nediv.org

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 norpaccca.org

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

Jun 30-Jul 2: High Plains Raceway/Colorado



Barbara Photos

Aug 18-20: Last Chance, High Plains Raceway/Colorado

Oct 13-15: La Junta Raceway/Continental Divide

SOUTHEAST sedivrracing.com

Jun 2-4: Sebring International Raceway/Central Florida

Jul 1-2: Roebing Road/Buccaneer

Jul 22-23: 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: Roebing Road/Buccaneer

Oct 27-29: Sebring International Raceway/Central Florida

Nov 3-5: Michelin Raceway Road Atlanta/Atlanta

SOUTHWEST sowdivscca.org

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

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.

▲ MAJORS DEVELOPMENTS

Approaching the halfway point of the 2023 SCCA Majors Tour, titles remain up for grabs in all six Conferences. (ABOVE) STU-class double winner Chip Herr at Summit Point, W. Va.

REGIONAL DRIVER'S SCHOOLS

CENTRAL cendiv-scca.org

Jun 24-25: Evo School Phase 1 & 2, Hawkeye Community College Regional Transportation Training Center/Iowa

NORTHEAST nediv.org

Jun 2-3: V Full Competition Drivers' School, Pittsburgh International Race Complex/Steel Cities

Jun 2-4: Novice School and Autocross Event, Seneca Army Depot/Finger Lakes

Jun 24-25: Evo Autocross School, Moore Army Airfield (Devens Airfield)/New England

Jun 25: Level 2 Autocross school, Summit Point Motorsports Park/Washington DC

Aug 24-27: Drivers' School, End of Summer Spectacular, Regional Road Race, Pittsburgh International Race Complex/Steel Cities

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

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

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Senior Director, Business Operations

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SCCA PRO RACING

Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

www.sccapro racing.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) 738-0280; pjankovkis@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 TURNER

(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; sstrickland@scca.com

AREA 13: JEFF ZURSCHMEIDE

(503) 330-3010; jzurschmeide@scca.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 primalracing.com

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
allenberggracingschools.com

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

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
allenberggracingschools.com

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

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

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

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

Thompson Speedway Motorsports Park
(877) 226-7223 theracingschool.com

Waterford Hills Road Racing Inc.
(248) 623-0070 waterfordhills.com

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

CENTRAL cendiv-scca.org
Jun 3: TT TATS Blackhawk Farms Raceway/Milwaukee
Aug 25: HPDE Road America/Milwaukee

GREAT LAKES gldscca.com
Jul 1-2: TT Putnam Park Road Course/Indianapolis
Jul 28: TT TE Mid-Ohio Sports Car Course/Cincinnati

MIDWEST midiv.org
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
Jun 4: TT Pittsburgh International Race Complex/Steel Cities
Jun 24-25: HPDE TT TE Dominion Raceway & Entertainment/Washington DC
Jul 2: TT Pittsburgh International Race Complex/Steel Cities
Jul 15-16: HPDE TE Summit Point Motorsports Park/Washington DC
Aug 24-25: TE Pittsburgh International Race Complex/Steel Cities
Jun 10-11: HC Weatherly/Northeastern Pennsylvania
Jun 23-25: HC Pagoda Hillclimb Reading, Pennsylvania/Blue Mountain
Jul 28-29: CRE New Hampshire Motor Speedway/New England

NORTHERN PACIFIC norpacscga.org
Jun 23-25: TT TE Thunderhill Raceway Park/Reno

ROCKY MOUNTAIN coloradoscca.org
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
Jun 2-4: Flag Rock Park Rec'l Area/Blue Ridge
Jul 23: TE Michelin Raceway Road Atlanta/Atlanta
Jul 28-30: HC Robbinsville, NC/Central Carolinas
Aug 25-27: Flag Rock Park Recreational Area/Blue Ridge

▼ RUBBER MEETS ROAD

The Tire Rack SCCA Track Night in America season is in full swing. Catch the full schedule of remaining events at tracknightinamerica.com



Track Day by Tony

Nov 12: TE Michelin Raceway Road Atlanta/Atlanta
Nov 24-25: Sebring International Raceway/Central Florida

SOUTHERN PACIFIC

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

SOUTHWEST sowdivscga.org
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

TIMETRIALS NATIONAL TOUR

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
Schedule at tracknightinamerica.com

STREET SURVIVAL SCHOOLS

CENTRAL cendiv-scca.org
Jun 10: Tire Rack Street Survival, Route 66 Raceway/Chicago
Sep 29-30: Tire Rack Street Survival School, Yoder Autocross Site/Wichita

MIDWEST midiv.org
Jul 22: Street Survival, Lincoln Airpark/Nebraska
Oct 8: Street Survival, Des Moines Area Community College/Des Moines Valley

NORTHEAST 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 norpacscga.org
Jun 9-10: Tire Rack Street Survival, Regional Public Safety Training Center/Reno

SOUTHEAST sedivracings.com
Oct 8: Tire Rack Street Survival, James Ward Ag Center/Tennessee

Check streetsurvival.org for a complete schedule

SOLO

TIRE RACK® SCCA SOLO NATIONAL TOUR

Jun 9-11: zMAX Dragway, Concorde, N.C.
Jun 16-18: Grissom Air Reserve Base, Peru, Ind.
Jun 23-25: Fredrick Regional Airport, Fredrick, Okla.
Jul 2-3: Bristol Speedway, Tenn.
Jul 7-9: Hampton Mills, Packwood, Wash.
Jul 14-16: Route 66 Speedway, Chicago, 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

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

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

REGIONAL

CENTRAL cendiv-scca.org
Jun 10: Route 66 Raceway/Chicago
Jun 10-11: Carpio CENEX/Badlands
Jun 11: Cordova Dragway - 1320 Promotions/Great River
Jun 11: Iowa City Municipal Airport/Iowa
Jun 16-18: Truck Drivers Training Lot/Land O'Lakes
Jun 24-25: Hawkeye Community College Regional Transportation Training Center/Iowa
Jun 25: Bismarck State College Community Bowl/Badlands
Jun 30-Jul 2: Mossville Caterpillar AC Lot/Central Illinois
Jul 8-9: Hawkeye Community College Regional Transportation Training Center/Iowa
Jul 15-16: Truck Drivers Training Lot/Land O'Lakes
Jul 16: Bismarck State College Community Bowl/Badlands
Jul 21-23: Chippewa County Airport/Lake Superior
Jul 23: Vibrant Arena at The Mark/Great River
Jul 30: Hawkeye Community College Regional Transportation Training Center/Iowa
Aug 6: Brady Street Stadium - Davenport Schools/Great River
Aug 13: Hawkeye Downs Raceway/Iowa
Aug 18-20: Continental Brimley Development Center/Lake Superior
Aug 20: Vibrant Arena at The Mark/Great River

Aug 20: Bismarck State College Community Bowl/Badlands
Aug 26-27: Carpio CENEX/Badlands
Aug 27: Iowa City Municipal Airport/Iowa
Sep 2: Southpark Mall/Great River
Sep 16: Brady Street Stadium - Davenport Schools/Great River
Sep 23-24: 63rd Oktoberfest, La Crosse Fairgrounds Speedway/Land O'Lakes
Sep 23-24: Carpio CENEX/Badlands
Oct 1: Iowa City Municipal Airport/Iowa
Oct 8: Vibrant Arena at The Mark/Great River
Oct 15: Hawkeye Community College Regional Transportation Training Center/Iowa

GREAT LAKES gldsscca.com

Jun 2-4: Mid-American Air Center/Southern Indiana
Jun 2-4: (Points) Grissom Aeroplex/South Bend
Jun 2-4: Traders World (points)/Cincinnati
Jun 4: Blue Grass Stockyards Regional Market Place (points)/Central Kentucky
Jun 9-11: Chippewa County Airport/Saginaw Valley
Jun 10-11: Toledo Express Airport/Northwestern Ohio
Jun 10-11: Mid-American Air Center/Southern Indiana
Jun 10-11: Points event, Grissom Aeroplex/Indianapolis
Jun 11: (Points) Fortress/Ohio Valley
Jun 17-18: (Points) Tire Rack/South Bend
Jun 18: Kil-Kare Raceway/Western Ohio
Jun 23-25: Test & tune, Traders World/Cincinnati
Jun 24-25: (Points) West Virginia University Parkersburg/Southern West Virginia
Jun 24-25: Toledo Express Airport/Northwestern Ohio
Jun 25: (Points) Governor's Cup, Fortress/Ohio Valley
Jun 25: NCM Motorsports Park, Points/Kentucky
Jul 8: Points event, Indiana State Fairgrounds/Indianapolis
Jul 8-9: Test & Tune, NCM Motorsports Park, Points/Kentucky
Jul 8-9: Owens Community College Center for Emergency Preparedness/Northwestern Ohio
Jul 9: (Points) Fortress/Ohio Valley
Jul 15-16: Mid-American Air Center/Southern Indiana
Jul 16: West Virginia University Parkersburg/Southern West Virginia
Jul 21-22: Tire Rack/South Bend
Aug 6: (Points) Fortress/Ohio Valley
Aug 16: PAX Challenge, Fortress/Ohio Valley
Aug 18-19: Subaru Challenge, Subaru of Indiana Automotive/Indiana Northwest
Aug 19-20: (Points) Tire Rack/South Bend
Aug 20: NCM Motorsports Park, Points/Kentucky
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 15: Indianapolis Speedrome/Indianapolis
Sep 16-17: NCM Motorsports Park, Points/Kentucky
Sep 23-24: Mid-American Air Center/Southern Indiana
Sep 23-24: Kil-Kare Raceway/Western Ohio
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 7-8: Kil-Kare Raceway/Western Ohio
Oct 14-15: Mid-American Air Center/Southern Indiana
Oct 14-15: (Points) Tire Rack/South Bend
Oct 21-22: Grattan Raceway/Western Michigan
Oct 26-27: Solo Test-N-Tune, Grissom Aeroplex/Indianapolis

MIDWEST midiv.org

Jun 3-4: Berkley Family Recreation Area /Salina
Jun 3-4: Frederick Regional Airport, WWII Airborne Demonstration Team Foundation/Oklahoma
Jun 11: Eddyville Raceway Park / Des Moines Valley
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
Jun 25: Crowder College/Ozark Mountain
Jul 1-2: Landers Center/Mid South
Jul 7-9: Lincoln Airpark/Nebraska
Jul 22: Street Survival, Lincoln Airpark/Nebraska
Aug 3-6: Lincoln Airpark/Nebraska
Aug 5-6: Landers Center/Mid South
Aug 5-6: Remington Park/Oklahoma
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 16-17: Remington Park/Oklahoma
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 7-8: Remington Park/Oklahoma
Oct 8: Street Survival, Des Moines Area Community College/Des Moines Valley
Oct 15: St. Charles Family Arena/St Louis
Oct 27-29: Test-N-Tune, Lincoln Airpark/Nebraska
Nov 11-12: Remington Park/Oklahoma

NORTHEAST nediv.org

Jun 2-4: Pittsburgh International Race Complex/Steel Cities
Jun 2-4: Seneca Army Depot/Finger Lakes
Jun 4: Lake Erie Speedway/Misery Bay
Jun 4: Nassau Live Center/New York
Jun 4: Centre County Public Safety Center/Central Pennsylvania
Jun 9-11: Pocono Raceway/Northeastern Pennsylvania
Jun 16-17: Red Baron Grand Prix, Corning Community College/Glen
Jun 16-17: Harrisburg Farm Show - Elmerton Lot C Paved Lot/Susquehanna
Jul 8: Highmark Stadium/Western New York
Jun 18: Regency Furniture Stadium/Washington DC
Jun 23-25: Mid-State Regional Airport/Central Pennsylvania
Jun 24-25: Moore Army Airfield (Devens Airfield)/New England
Jun 25: Leidos Field at Ripken Stadium/Philadelphia
Jun 25: Summit Point Motorsports Park/Washington DC
Jul 7-9: Cone Killer Classic 17, Mid-State Regional Airport/Central Pennsylvania
Jul 9: Oxford Valley Mall/Philadelphia

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 = Time Attack
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.

Jul 9: Highmark Stadium/Western New York
Jul 14-16: Track & Tune, Seneca Army Depot/Finger Lakes
Jul 15: Regency Furniture Stadium/Washington DC
Jul 16: Warminster Community Park/Philadelphia
Jul 22-23: Battle at the Bay, Bader Field/South Jersey
Jul 29: Tire Rack Street Survival Event, Montgomery County Community College/Philadelphia
Jul 30: Nassau Live Center/New York
Aug 4-5: Arnot Mall/Glen
Aug 5-6: Corning Community College/Glen
Aug 5-6: Racing Against Leukemia, Moore Army Airfield (Devens Airfield)/New England
Aug 11-12: Harrisburg Farm Show - Elmerton Lot C Paved Lot/Susquehanna
Aug 11-13: Track & Tune, Seneca Army Depot/Finger Lakes
Aug 12-13: Mid-State Regional Airport/Central Pennsylvania
Aug 13: Regency Furniture Stadium/Washington DC
Aug 25-27: Track & Tune, Seneca Army Depot/Finger Lakes
Aug 27: Centre County Public Safety Center/Central Pennsylvania
Aug 27: Nassau Live Center/New York
Sep 3: Nassau Live Center/New York
Sep 9: Fall Classic, Jones Beach State Park/New York
Sep 15-16: Harrisburg Farm Show - Elmerton Lot C Paved Lot/Susquehanna
Sep 17: Centre County Public Safety Center/Central Pennsylvania
Sep 23: Tire Rack Street Survival Event, Montgomery County Community College/Philadelphia
Sep 23-24: Seneca Army Depot/Finger Lakes
Sep 30-Oct 1: Watkins Glen International/Glen
Oct 6-8: Mid-State Regional Airport/Central Pennsylvania
Oct 6-8: Seneca Army Depot/Finger Lakes
Oct 14: Regency Furniture Stadium/Washington DC
Oct 15: Jones Beach State Park/New York
Oct 20-22: Track & Tune, Seneca Army Depot/Finger Lakes
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
Oct 14-15: Watkins Glen International/Glen
Nov 3-5: Harrisburg Farm Show - Elmerton Lot C Paved Lot/Susquehanna

NORTHERN PACIFIC norpacacca.org

Jun 3-4: Hampton Mills/Oregon
Jun 4: Menard Memorial Sports Center/Arctic Alaska
Jun 9-10: Regional Public Safety Training Center/Reno
Jun 9-10: Fresno Fairgrounds/San Francisco
Jun 10-11: Thunderhill Raceway Park/San Francisco
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
Jun 17-18: Hampton Mills/Northwest
Jun 24-25: Hampton Mills/Oregon
Jul 15-16: Points event, Rocky Mountain Twist/Big Sky
Jul 22-23: Crows Landing/San Francisco
Jul 23: Alaska Raceway Park/Arctic Alaska
Aug 5-6: Hampton Mills/Oregon
Aug 5-6: Chugiak High School/Arctic Alaska
Aug 12-13: Hampton Mills/Northwest
Aug 19-20: Skyview Middle School/Arctic Alaska
Sep 9-10: Points event, Rocky Mountain Twist/Big Sky
Sep 16-17: Alaska Raceway Park/Arctic Alaska
Sep 16-17: Portland International Raceway/Oregon
Oct 7-8: Points event, Rocky Oct 12-13: Points event, Rocky Mountain Twist/Big Sky
Oct 14: Bremerton National Airport AKA Bremerton Raceway/Northwest
Oct 21-22: Portland International Raceway/Oregon
Nov 4-5: Crows Landing/San Francisco

ROCKY MOUNTAIN coloradoscca.org

Jun 9-11: Rigby Middle School/Eastern Idaho
Jun 10-11: Test-N-Tune, Colorado Air and Space Port/Colorado
Jun 17-18: (Points) McGee Park/Rio Grande
Jun 23-25: Bonneville High School/Eastern Idaho
Jun 25: Motorin' at the Metra, Metra Park/Yellowstone
Jul 1-2: Test-N-Tune, Colorado Air and Space Port/Colorado
Jul 29-30: (Points) McGee Park/Rio Grande
Aug 13: Colorado Air and Space Port/Colorado
Sep 16-17: (Points) McGee Park/Rio Grande
Oct 1: Gimmick Event, Colorado Air and Space Port/Colorado
Oct 14-15: (Points) McGee Park/Rio Grande

SOUTHEAST sediv racing.com

Jun 9-12: Five Flags Speedway/Gulf Coast
Sep 30: Roebeling Road/Buccaneer
Oct 8: James Ward Ag Center/Tennessee
Oct 28: War at the Shore, Roebeling Road/Buccaneer

SOUTHERN PACIFIC

Jun 2-4: The Pre-Tour, ZMAX Dragway/Central Carolinas
Jun 3-4: Bristol Motor Speedway (points)/Eastern Tennessee
Jun 24: Vidinha Stadium/Hawaii
Jun 24-25: Bristol Motor Speedway (points)/Eastern Tennessee
Jun 25: Kino Sports Complex/Arizona Border
Jun 25: Maui Motorsports Park/Hawaii
Jul 9: Musselman Honda Circuit/Arizona Border
Jul 23: Kino Sports Complex/Arizona Border
Jul 23: Maui Motorsports Park/Hawaii
Aug 13: Aloha Stadium/Hawaii
Aug 20: Aloha Stadium/Hawaii

Aug 20: Kino Sports Complex/
Arizona Border
Aug 27: Maui Motorsports Park/Hawaii
Sep 16-17: Westgate Mall/West Texas
Sep 22-23: Hobbs Motorsports
Park/West Texas
Sep 24: Maui Motorsports Park/Hawaii
Oct 22: Maui Motorsports Park/Hawaii
Nov 4-5: Westgate Mall/West Texas

SOUTHERN PACIFIC

Jun 4: Hilo Drag Strip/Big Island of Hawaii
Sep 24: Aloha Stadium/Hawaii
Sep 17: Aloha Stadium/Hawaii

SOUTHWEST

Jul 1-2: Westgate Mall/West Texas
Jun 11: NOLA Motorsports Park/Delta

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

RALLYCROSS

NATIONAL CHAMPIONSHIP

Oct. 6-8: Heartland Motorsports Park,
Topeka, Kan.

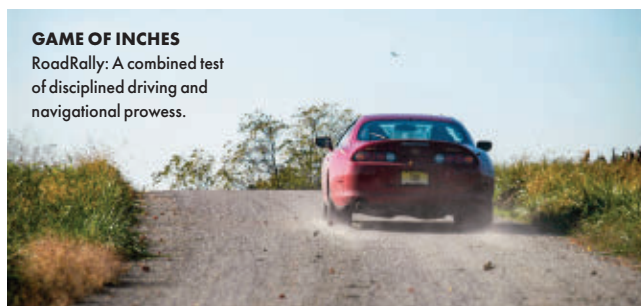
REGIONAL

CENTRAL

Jun 23-25: ARX Training
Complex/Milwaukee
Jul 14-16: Byron Motorsports Park/Milwaukee
Aug 4-6: ARX Training Complex/Milwaukee
Aug 13: Southern Iowa Speedway/Iowa
Aug 25-27: Road America/Milwaukee
Sep 22-24: ARX Training
Complex/Milwaukee
Oct 20-22: Byron Motorsports
Park/Milwaukee
Oct 22: Southern Iowa Speedway/Iowa
Nov 4-5: Freeze Your Curds Off, Weigel
Farm, Shullsburg, Wis./Iowa
Nov 10-12: ARX Training
Complex/Milwaukee
Dec 3: The Rally Valley/Iowa

GREAT LAKES

Aug 5: Jackson County Fairgrounds/
Southern West Virginia
Oct 21: Jackson County Fairgrounds/
Southern West Virginia
Nov 11: Jackson County Fairgrounds/
Southern West Virginia



James Heine

GAME OF INCHES

Road Rally: A combined test
of disciplined driving and
navigational prowess.

MIDWEST

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

Jun 3-4: Nebraska City Rally Bowl/Nebraska
Jun 3: Glove Hollow Christmas Tree
Farm, Plymouth, N.H./New England
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

Jun 10: St. Lucie County
Fairgrounds/Central Florida

SOUTHERN PACIFIC

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

U.S. ROADRALLY CHALLENGE

Oct. 20-22: Exton, Pa.—Vineland, N.J.

NATIONAL/DIVISIONAL

Updated schedule at [scca.com/roadrally](https://www.scca.com/roadrally)

REGIONAL/DIVISIONAL

CENTRAL

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

Jul 1-2: Putnam Purple Cow Precision
Road Rally, Putnam Park Road Course,
Greencastle, Ind./Indianapolis
Aug 6: The World Famous Ice
Cream Road Rally, Dairy Queen,
Owensboro, Ky./Southern Indiana
Sep 8: Hampton Inn, Gaylord/Detroit

Sep 9: Hampton Inn, Gaylord/Detroit
Oct 14: Valiant Bar and Grill,
Chelsea, MI/Detroit

MIDWEST

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

NORTHEAST

Jun 3: Pennsylvania Farm Show Complex
& Expo Center, Pottsville/Susquehanna
Jun 17: ChesMont Historical Trek, Panera
Bread, Wayne, Phil./Philadelphia
Jul 17: Lost in Maryland Road Rally,
Dominion Raceway & Entertainment,
Thornburg, Va./Washington DC
Jul 8: Pennsylvania Farm Show Complex
& Expo Center, Pottsville/Susquehanna
Jul 23: Heck's And Back Divisional Road Rally
GTA, Saucony Creek Craft Brewery +
Gastropub, Kutztown, Phil./Philadelphia
Jul 29: Rally Against Leukemia,
New Hampshire Motor Speedway,
Loudon, N.H. /New England
Jul 30: New Hope Auto Show Every Car
Road Rally, New Hope Solebury School
District, New Hope, Phil./Philadelphia
Aug 12: Pennsylvania Farm Show Complex
& Expo Center, Pottsville/Susquehanna
Sep 9: Pennsylvania Farm Show Complex
& Expo Center, Pottsville/Susquehanna
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 14: Pennsylvania Farm Show Complex
& Expo Center, Pottsville/Susquehanna
Oct 20-22: USRRC, Exton, Pa., and
Vineland, N.J./South Jersey
Oct 21: Up the Creek, Prestige Diner,
Vineland, N.J./South Jersey
Oct 22: South Jersey Devil Road Rally,
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

Jul 30: New Hope Auto Show Every Car
Road Rally, New Hope Solebury School
District, New Hope, Phil./Philadelphia

Aug 12: Pennsylvania Farm Show Complex
& Expo Center, Pottsville/Susquehanna

Sep 9: Pennsylvania Farm Show Complex
& Expo Center, Pottsville/Susquehanna

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 14: Pennsylvania Farm Show Complex
& Expo Center, Pottsville/Susquehanna

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

Oct 21: Up the Creek, Prestige Diner,
Vineland, N.J./South Jersey

Oct 22: South Jersey Devil Road Rally,
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

NORTHERN PACIFIC

Aug 25-26: GOLDEN WEST 2023
Road Rally, La Quinta Inn by Wyndham,
Rancho Cordova, CA/San Francisco

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Rancho Cordova, CA/San Francisco



Rupert Berrington

SLIDEWAYS ON PURPOSE

Make this your year to try on
SCCA RallyCross. Come out
to play in the dirt, on a closed
course somewhere near you!

MAY/JUNE 2023 ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-70 YEARS

25-YEAR MEMBERS (1998)

Robert J Dietz	Neohio	5/5
Jim Williams	Nebraska	5/5
Richard M Goodin	North Carolina	5/6
David Green	Wichita	5/6
Tom Kubo	San Francisco	5/6
Kevin B Kurth	Detroit	5/6
Art Martinez	Wichita	5/6
Donald L Bunch	Houston	5/7
George Curtis	Utah	5/12
Dot E Donaldson	Des Moines Villy	5/12
Don Bayley	North Carolina	5/14
Christopher Ciufo	Finger Lakes	5/14
Pamela Ciufo	Finger Lakes	5/14
Don Crawford	Oregon	5/14
Michael Steven Gent	Oregon	5/14
Steven L Glaab	Nebraska	5/14
Gayle Kovacs	Oregon	5/14
Scott A Dowd	New England	5/17
Steve Couture	Central Carolinas	5/19
Tim Reardon	Central Florida	5/19
Bill Washburn	New England	5/19
Tom Klauer	San Francisco	5/20
Tina Sanchez	South Jersey	5/20
L James Farris	Central Carolinas	5/26
Jean Quick	North Carolina	5/27
Tina Kelly Reilly	New York	5/27
Steve Wynne	Oregon	5/27
Tomas R La Costa	N New Jersey	5/28
Patrick Villaume	New England	5/28
Peter Villaume	New England	5/28
Robert D Brist	Land O'Lakes	6/3
Aaron Stein	Cal Club	6/3
Jeanne M Breton	San Francisco	6/4
Fred R Brinkel	Washington DC	6/4
Todd Buras	Central Florida	6/4
Tim Price	NW Ohio	6/4
Bob Weir	Milwaukee	6/4
Stephen Yeoh	Cal Club	6/4
Danielle Perry	Finger Lakes	6/5
David Bauer	Florida	6/9
Bruce A Boyer	Ohio Valley	6/9
Taryn L Hodge	Ohio Valley	6/10
Chris Jennerjahn	Indianapolis	6/11
Kristie Jennerjahn	Indianapolis	6/11
Dan Pike	Houston	6/11
Roger V Gisolfi	Washington DC	6/15
Richard Koscik	Chicago	6/18
Kirk Meline	San Francisco	6/18
Jack K Wickham Jr	Glen	6/18
Tami Fountaine	SW Montana	6/19
David W Badger	Mahoning Villy	6/24
Michael Litscher	Kansas City	6/24
Paul A Morrison	Mahoning Villy	6/24
Kenneth Burke	N New Jersey	6/25
Brian A Meyers	Central Florida	6/25

30-YEAR MEMBERS (1993)

Robert J Bedelis	Milwaukee	5/10
Joyce Malone	Las Vegas	5/11
Carol McClintock	Detroit	5/11
Jennifer Merideth	Detroit	5/11
Peter D Uller	Cincinnati	5/11
Steven Whitehouse	Kentucky	5/11
Stephen Zamborsky	Philadelphia	5/11
Sean R Tate	Saginaw Villy	5/12
Krista B Crotty	New England	5/18
Doug Jacobson	Central Illinois	5/18
Lars Lattstrom	Central Carolinas	5/18
Matthew D Mansur	Oregon	5/18
Ed M Martin	Buccaneer	5/18
Scott D Sanda	Chicago	5/18

Claude H Solanas	San Francisco	5/18
Teresa Lynn Ellerby	Iowa	5/20
Brian J Megliola	New England	5/20
Marcia A McBride	South Bend	5/21
Dick Gagliardi	Chicago	5/24
Scott Seck	Central Florida	5/24
Clark Stephens	Central Florida	5/24
Michael B Cooke	North Carolina	5/25
MG (Ret) Jack von Kaenel	Detroit	5/28
Glenda Meyers	Phoenix AZ Solo	6/7
Jonathan Scannell	New England	6/7
John Jacobs	Des Moines Villy	6/8
Jennifer Lyn O'Brian	Houston	6/8
David H Steger Jr	Atlanta	6/8
Charles R Boehly	Finger Lakes	6/9
Gregory Byrne MD	Texas	6/9
Ken Jones	Northwest	6/9
Emily Ours	W Michigan	6/9
Bruce Schlaebitz	Big Sky	6/9
Mark T Senior	North Carolina	6/9
Janet M Stehlik	Colorado	6/9
Martin Bartlett	Central Carolinas	6/10
Michael A Snyder	Washington DC	6/10
Alan J Hulse	Central Florida	6/15
Steve Jeffries	Arizona	6/17
Jonathan Start	W Michigan	6/17
Jon Lamkins	New England	6/22
Vaughn F Sasse	Arizona	6/22
Mike Tonner	Reno	6/22
Ken L Christiansen	Iowa	6/23
Brian Novak	Detroit	6/23
Georgiana Silvestro	San Diego	6/23
Mike Edmunds	Mahoning Villy	6/29
Michael Manning	San Francisco	6/29
Jennifer Isley	Cal Club	6/30

35-YEAR MEMBERS (1988)

Danny Kellermeyer	Detroit	5/6
Stu Hanssen	Cal Club	5/9
Elena McCaughey	Central Florida	5/9
Toni Stanley	Buccaneer	5/9
Joseph Woodward	South Bend	5/10
Dell Haverland	Florida	5/11
Judy Gumpert	St Louis	5/12
Raymond L Barker	Wichita	5/16
Katie Elder	San Francisco	5/17
Ralph C Elder	San Francisco	5/17
David Carl Freiboth	Northwest	5/17
William T Jordan	San Francisco	5/17
Margaret Miller	Land O'Lakes	5/17
John G Quaile	New England	5/17
Justin Joe Reno	Colorado	5/17
Enid Ann Wagner	San Francisco	5/17
Peter C Wagner	San Francisco	5/17
Doug Anderson	San Francisco	5/19
Doug Seim	Cincinnati	5/20
Carter Thompson	Tennessee	5/20
Carol L Busher	Glen	5/23
John David Church	Land O'Lakes	5/23
Norman Fucini	Florida	5/23
John Dillon	Cal Club	5/27
Rick Malone	Las Vegas	5/27
Jerry Rukavina	Montana	5/27
Joel D Schotz	Phoenix AZ Solo	5/27
Mary E DeYoung	Chicago	5/31
J A Lagod	Chicago	5/31
Ronald J Leonard	Colorado	5/31
Kenneth J Grimm	Detroit	6/2
Richard James	Cal Club	6/3
Gloria A Larson	Colorado	6/7
Sondra Fuchs	Central Florida	6/8
Warren Kawash	New England	6/9

Mike Doolin	Utah	6/13
Martin Horton	Cal Club	6/13
Foster J Cooperstein	New England	6/15
Joe Carl Goeke	Northwest	6/15
Ron Copeland	Ohio Valley	6/16
Mark B Albers	Steel Cities	6/20
Beulah Jones	Oregon	6/21
Phil Sherman	Texas	6/21
Mike Scanlan	New York	6/22
Adam Walker	Des Moines Villy	6/23
Michelle Walker	Des Moines Villy	6/23
Paul F Thomas	Atlanta	6/28
Dave Guerrieri	Mohawk Hudson	6/29
Maggie Guerrieri	Mohawk Hudson	6/29
Keith Nunes	San Francisco	6/29
Mark E Walker	Nebraska	6/29
Erik Johansen	Delta	6/30
Todd F Keaton	Arizona	6/30

40-YEAR MEMBERS (1983)

Steve Bollinger	South Bend	5/3
Anthony J Branco	Central Carolinas	5/3
Gary Graf	Steel Cities	5/3
Tom Jedlicka	Chicago	5/3
Jeffrey J Jordan	Chicago	5/3
Glenn Log	North Carolina	5/3
Ralph A Porter	Indianapolis	5/3
Brian P Schofield	Central Florida	5/3
Derek Schofield	Central Florida	5/3
Joseph Gumkowski	W New York	5/10
Jack Hurley	Atlanta	5/10
John L Mills	Ohio Valley	5/10
Gerald N Stein	Central Florida	5/10
Durk Edwards	San Francisco	5/13
Kathleen Bradley	Colorado	5/16
Frederick J Hawley	W Michigan	5/16
Michael Overstreet	Central Florida	5/16
Ron Vince	Colorado	5/16
William M Wright	Des Moines Villy	5/16
Tom Stanford	Blackhawk Villy	5/17
Nicholas A Becker	San Francisco	5/24
Richard Brandt	Chicago	5/26
Matt Lawrence	Houston	5/26
Roger A Siebenaler	N New Jersey	5/26
Stephen Yavorski Sr	N New Jersey	5/26
John Baker Welch	Chicago	6/6
Edward C Heffron	Central New York	6/7
Dan Hendren	West Texas	6/7
Salvatore Sarra	New York	6/7
Stacy C Reed	Washington DC	6/10
Barbara Lundberg	Oregon	6/14
James Pribel	Chicago	6/14
Irvin B Sherman	N New Jersey	6/14
Michael Stern	Cal Club	6/14
Carl E Bolch	Neohio	6/21
Sharon Rollow	Atlanta	6/21
Gary M Whipps	Arizona	6/22
Michael Bernstein	San Francisco	6/28
Roger B Kessinger	Cal Club	6/28

45-YEAR MEMBERS (1978)

Robert Ames	Oregon	5/1
Peter H Baalke	Milwaukee	5/1
Douglas B Case	N New Jersey	5/1
Charles Dobbs Jr	Glen	5/1
Timothy B Elliott	W New York	5/1
Gary J Fernandes	Oregon	5/1
Richard Fredericks	New York	5/1
Jim Graffy	Oregon	5/1
Nile Heermans	Glen	5/1
David P Kopcik	S New York	5/1
Bruce W Livermore	Land O'Lakes	5/1
Thomas Clark McCoy	Oregon	5/1

Wendell Miller	Oklahoma	5/1
Alan Lee Murray	Land O'Lakes	5/1
Steven A Orofino	New York	5/1
James S Petrek	San Francisco	5/1
Donald A Ploegman	Blackhawk Villy	5/1
James F Regan	New England	5/1
Dean P Robidoux	New England	5/1
Monte Neil Shelton	Oregon	5/1
Betsy Speed	Central Carolinas	5/1
James M Sperr Jr	Neohio	5/1
Bob Stehlik	Colorado	5/1
Mark A Stevenson	Houston	5/1
Marc Briley	Lone Star	6/1
Brent Alan Cary	Indianapolis	6/1
Bruce Endicott	Oregon	6/1
David P Head	NW Ohio	6/1
Kathleen Jesk	Chicago	6/1
David E Leonard	Philadelphia	6/1
Stephen Pope	New England	6/1
R Tambourine Sr	Chicago	6/1
Roy Tambourine	Chicago	6/1

50-YEAR MEMBERS (1973)

Ron Birmingham	Wichita	5/1
Patrick Brennan	S New York	5/1
Patrick M di Natale	Kansas City	5/1
Dian E Dingle	Susquehanna	5/1
Dale Faust	Badlands	5/1
Michael G Havlick	Central Carolinas	5/1
Paul F Leimer	Washington DC	5/1
John K Maurus	Land O'Lakes	5/1
Connie E McIntyre	Mohawk Hudson	5/1
Matt Pericles	Atlanta	5/1
Michael C Powles	Land O'Lakes	5/1
Douglas Schumacher	Iowa	5/1
Gordon P Taylor	San Francisco	5/1
Carol A Cone	Atlanta	6/1
David W Davies	Glen	6/1
Les A Devillers	Glen	6/1
Hight Flexman	Arizona	6/1
Joe Gonzalez	Florida	6/1
Richard D Habersin	Florida	6/1
Robert R Hohorst	N New Jersey	6/1
Robert C Kaiser III	Ohio Valley	6/1
Richard D Minnich	Des Moines Villy	6/1
Danny J Salkawske	Great River	6/1
Edward J Sica Jr	South Jersey	6/1
Jon B Van de Car	Mohawk Hudson	6/1

55-YEAR MEMBERS (1968)

Phil P Alspach	Ohio Valley	5/1
Richard W Colburn	Cincinnati	5/1
Frank A DelVecchio	New England	5/1
David G Dickoff	Oregon	5/1
Randy Krup	Blackhawk Villy	5/1
Chuck D Shapiro	Florida	5/1
Bruce Barletta	Finger Lakes	6/1
Gloria Jean Blaha	Indianapolis	6/1
Jan Coleman-Mitchell	Atlanta	6/1
Al Mattacotti	Milwaukee	6/1
James A Oppermann	Philadelphia	6/1
Alan Varacins	Chicago	6/1

60-YEAR MEMBERS (1963)

Lynn T Twedt	Blackhawk Villy	5/1
Danny McKeever	Cal Club	6/1

65-YEAR MEMBERS (1958)

Roland E Figure	Steel Cities	5/1
John C Bradshaw	Oregon	6/1
Robert B Davis	Chicago	6/1

70-YEAR MEMBERS (1953)

Peter Dechert	Philadelphia	6/1
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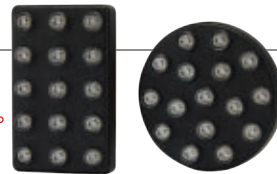
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ERRATA: BREMBO MX-5 CUP BRAKE SYSTEM UPGRADE

Brembo and Mazda introduced an all-new brake system for MX-5 Cup cars at the 2023 series opener, but we got the ordering information wrong in our last issue. The kits are available *exclusively* from

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We apologize for the error.



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Molly Birks

STEVE NICKLESS

EDITOR, SPORTSCAR MAGAZINE
NEW ENGLAND REGION

UNINTENDED CONSEQUENCES

Unintended Consequences—the quite inadvertent theme for this densely packed, early summer May-June issue of *SportsCar*.

The late Vern Jaques, whose influence on a variety of SCCA topics went well beyond his San Diego Region bounds, could not have imagined where his early 1970s proposal for an organized HillClimb series would take the Club. Five decades later, the huge 50th Anniversary Tire Rack SCCA Solo National Championships “Homecoming” celebration this coming September 5-8 is fruit of Jaques’ HillClimbs thinking.

The road to Lincoln Airpark 2023 was first paved by an SCCA Board of Governors decision in 1971 not to adopt Jaques’ original proposal, sparked by it, though, to bring a (very) loose collection of parking lot autocrosses together under the SCCA imprimatur.

It was an unintended consequence of noteworthy importance. As Rocky Entri肯 observes in his fast-paced reflections-on-50-years *SportsCar* special section (beginning on page 18), Jaques’ “HillClimbs” would eventually find prominence in the SCCA sphere: Soon labeled “Solo I”, these faster, track-based variants of their Solo II brethren soon had their own annual National Championships events.

But they’ve really only just begun to muster Solo II’s “mass appeal” in the form of the current Time Trial program, which was reimagined to include a Time Trials Nationals event in 2017.

The TTNT is similarly linked in spirit to the increasingly popular Track Night in America series

“[Tony] Ave’s 21st century success can be traced straight back to the career pivot he [had to make].”

and SCCA-sanctioned Street Survival schools (both with Tire Rack backing—great folks!)—which turned up another “unintended consequence” tale here (see page 36) involving South Carolina Region’s Melanie Murray, a potentially tragic car accident, and a career position she could not have envisioned 15 years ago.

Unintended consequences? How about the devastating Formula Atlantic accident in 1996 that put a permanent hold on up-and-comer Tony Ave’s Indy car dreams? Now a veteran Trans Am, GT and IMSA prototype racer and storied car builder, Ave’s 21st century success can be traced straight back to the career pivot he made recovering from that crash. (See page 30. Students of the sport, pay attention to the thoughts on “success” Ave shared with *SportsCar*’s Jeff Zurschmeide here.)

And then there’s New England Region IT security consultant Roger Allan French, who most certainly did not have a nearly 300-page book of SCCA (and other) racing memories even in the back of his mind when he showed up at the Registration table for a Regional race weekend at Thompson (Conn.) in 1972. The book (which we’re excited to get to excerpt beginning on page 38)—“Don’t Mention Racing”—is just one unintended consequence in French’s life, enthusiastically detailed in “100 stories, 60 years, 1 driver.”

“Unintended consequences” abound in this issue. Interestingly, they all have positive outcomes—which is what was intended here all along. ☺

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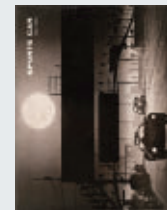
FROM THE ARCHIVES

10 YEARS AGO... MAY 2013



- Inside, a prescient “Pacesetter” feature on SCCA Hall of Famer Rocky Entri肯 becoming the unofficial Solo historian.
- Full report on a spectacular 69th annual SCCA National Convention held in Las Vegas.
- 481 drivers turned up for the ‘13 Majors Tour opener at a brand new Circuit of The Americas.

60 YEARS AGO... MAY 1963



- The cover feature: C.J. Wick’s in-depth coverage of Ferrari’s dominant 1-6 Sebring 12 Hour sweep.
- Louis E. Jones asked, “Should SCCA’s membership of about 13,000 be viewed as a sign of stability or stagnancy?”
- Pros and cons of F3’s removal from nat’l points contention were heavily debated in the “Letters” pages.

75 YEARS AGO... MAY/JUNE 1948



- SCCA VP H. Corwin “Bud” Miller took over *SportsCar* editorial duties effective this issue.
- Inside, major coverage of a successful “Indianapolis Rally”—a week-long Indy 500 gathering of the SCCA clan.
- A published letter from Wilbur Shaw detailed the Indy 500 Great’s memorable tour of war-torn Europe.

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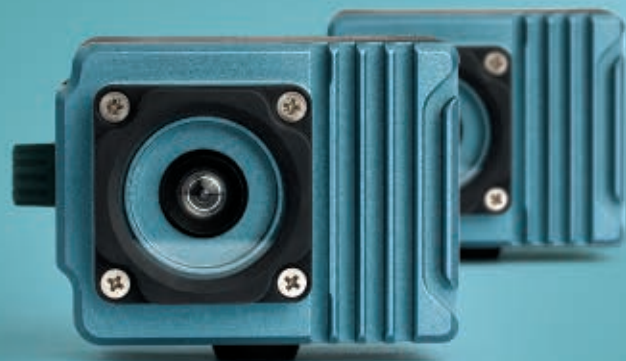
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