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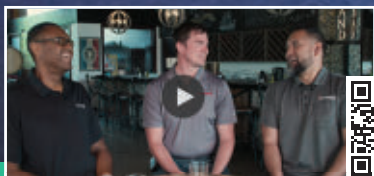
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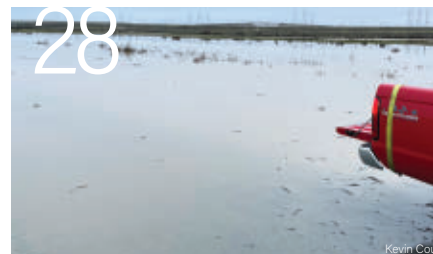


STRAIGHT FROM THE EXPERTS

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

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



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SPORTSCAR

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RACER MEDIA &
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MIKE COBB

PRESIDENT & CEO, SCCA INC.

HELPING HANDS ACCOMPLISH MUCH TOGETHER

Having recently read the last edition of *SportsCar* ("Celebrating an SCCA Revolution"), successfully supported the "100th-ish" episode of Inside the SCCA podcast with Brian Bielanski, and having just registered to work a little F&C at the Chicago Region June Sprints – these timely experiences are providing an appropriate backdrop for my column this month, which focuses on "helping hands."

And speaking of context, as I write this column, the SCCA has more than 52,000 annual members who are the "helping hands" that sustain and grow the SCCA. How cool is that?

Before we dive a little deeper, a quick moment to focus. Volunteering:

- Is a voluntary act of an individual freely giving time and labor to serve others.
- Is when someone spends unpaid time doing something to benefit others.
- Can be formal (organized) or informal within communities.
- Boosts self-confidence, self-esteem, and life satisfaction.
- Can provide a sense of pride, identity, and accomplishment.

Now, I realize that volunteering is certainly not new in the SCCA. As a Club, we've been fueled by this common bond and approach to #funwithcars for almost 80 years – but given that this edition of *SportsCar* has a strong focus on the volunteer army that is the backbone of our Club, I felt led to touch on it here this month.

I believe one thing that separates the SCCA from other sanctioning bodies lies in our Mission — that we all serve one another and fellow enthusiasts while pursuing a passion for motorsports of all varieties, with a common goal of delivering the best experience possible on behalf of our members – both current and future.

When we work together across the Board of Directors, Program Boards, Regions, and Staff, as a team of members, volunteers, and participants, we accomplish things together that are critical to our collective success. Some examples include:

- SCCA, Inc. has met or exceeded operating budget targets every year since 2017.
- SCCA Membership growth of more than 30 percent between 2017 and 2023.
- SCCA Program Experience tracking scores consistently higher than 80-plus percent with the majority running at 90-plus percent.
- The SCCA Pro Racing business model has been transformed and Pro is now profitable.
- SCCA Enterprises continues to fuel significant participation across SCCA Road Racing, while putting significant points on the board financially.
- SCCA Inc., SCCA Enterprises, and SCCA Pro are consistently producing positive results on a consolidated basis with five years of clean annual audits.
- Successful navigation of a global pandemic and a global supply chain crisis.

In summary: we can't support the current SCCA (or build a future one) without the members and volunteers — the *helping hands* who show up, serve, and support. And when we show up as one team focused on delivering the best SCCA experience possible, *we can and do accomplish much together.* 🍷

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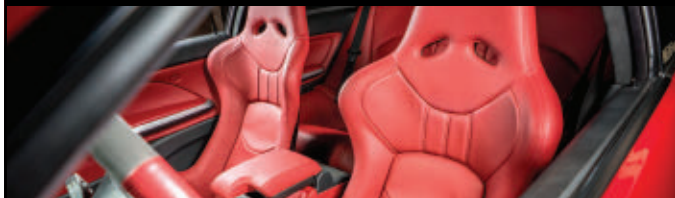
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SCCA DIRECTOR AND HALL OF FAME MARK WEBER...

...was chosen to serve as the 2023 June Sprints Grand Marshal. Weber, a perennial Production-class driver and pro photographer, hasn't made it to all of the Sprints weekends over the last 50 years, but he's only missed a few. In that time, he has made some victory podium appearances and shot countless photos trackside, finally celebrated as grand marshal for his years of involvement and boundless enthusiasm for the premier road racing event.



Rick Corvino



Rick Corvino

NOT WITHOUT DRAMA

(MAIN) Brian Schofield (61) splashed to an SRF3 victory on Sunday at Road America. (RIGHT, TOP TO BOTTOM) Floridian James Candelaria (134) dominated T1 at Watkins Glen; 11-time Nat'l Champ John Heinricy (35) showing the youngsters the way around at The Glen; Todd Vanacore (119) rebounded from a Saturday fourth to take top P1 honors on Sunday; The Whitsons kept FV all in the family Saturday at Road America, Andrew (12), Zachary (27) and Steve (118) finishing 1-2-3.

HOOSIER SUPER TOUR WRAP-UP

The 10-weekend, 20-race 2023 SCCA Hoosier Racing Tire Super Tour wound down with a May race in the Pacific Northwest under warm blue skies, then events on two of America's most historic and challenging racetracks.

PORTLAND INTERNATIONAL RACEWAY | MAY 13-14

Formula Vee and Spec Racer Ford Gen3 races garnered the Saturday headlines in Portland, the former described as "a classic Vee battle" by race winner Quinn Posner whose Protoform edged runner-up

Marjorie Lundberg's Caracal by just 0.097sec. SRF3 was similarly close, polewinner Caleb Schrader eking out the victory over Calvin Harris by ... the same 0.097sec margin! On Sunday, the talk was a persevering Nick Leverone finally halting Jason Rawlins' Spec Miata four-race win streak after race-long duel, Scotty B. White's GT-2 Dodge Viper winning the Big Bore group overall. How hot was it in Portland? White—known for his energetic podium interviews—simply stated: "It's hot. I'm short on words."

WATKINS GLEN INTERNATIONAL | JUNE 2-4

There's history in all 11-turns of the full-length 3.4-mile Watkins Glen road course, a favorite of drivers from all corners of the globe and a site of the pivotal penultimate event on the 2023 HST. All eight run groups enjoyed two qualifying sessions stretching across Friday and into Saturday morning, with eight 25-minute races filling out the day. Among the standouts was Kurt Rezzetano in Touring 2. His Ford Mustang rushed out to an 8sec lead before a full-course

yellow bunched the field, but wasted no time pulling away again after the restart. On Sunday, the Formula 600 drivers having taken note of two amazing battles in the Formula Vee battle, put on a show of their own, James Weida's Scorpion emerging with the win over Saturday race winner Keith Joslyn in a 35min race that also featured Calvin Stewart and David Lapham. In B-Spec, Saturday winner (and this issue's cover subject) Steve Introne was leading Sunday at the white flag, but friend Richard Hromin swept by on

Philip Royle



TRACK NIGHT DEALS

A reminder to all SCCA Track Night in America Driven by Tire Rack drivers to keep an eye on tracknightinamerica.com each month for updated schedule information and for discount codes (usually valued at \$25) for dollars off on your next TNiA entry. These discounts are in addition to the \$20 off SCCA members received—a total of approximately \$45 off each entry.



Jeff Loewe



Jeff Loewe



Rick Corwine



Rick Corwine

the last lap to claim victory in a similar Mini Cooper. ("I got a run on Steve at the white flag, and got him into Turn One," Hromin said with a grin. "Me and Steve have been working great together ... but I can't lose to him all the time. I had to take this one.")

ROAD AMERICA | JUNE 23-25

The 2023 Hoosier Super Tour season rolled to a close June 23-25, at Road America and the 68th consecutive running of the WeatherTech Chicago Region June Sprints. The recently

resurfaced 4.048-mile, 14-turn circuit was a big unknown for everyone in the nine race groups, veterans and newcomers alike. By Saturday's end, questions remained. Some drivers proclaimed the new surface had amazing grip; others said the surface hasn't been used enough and was fairly slippery. One thing is for certain, it was a challenge that kept drivers on their toes all day.

The racing got off to a great start with a fabulous opening event as the drivers up front in Touring 4 and Touring 3 put on quite a show. Kevin Fryer (Mazda MX-5) took top honors in T4, while Gamaliel Aguilar-Gamez (BMW 330i), who lost an early lead to Derek Chan (Nissan 350Z), reclaimed it to take the win. On Sunday, Spec Miata, with 55 starters, had the crowd on their feet. A number of drivers were in the hunt throughout the race, but the last lap saw Danny Steyn, Tyler Brown, Charles Mactutus and Matthew Novak stuck together in the lead pack, Brown escaping to pull out the win over Novak by an impressive 4.593sec. Soon thereafter, dark clouds brought lightning and rain showers which made for tricky, changing conditions and wet races throughout Sunday afternoon.

THE GRAND FINALE

And just like that, the 2023 Super Tour was in the history books. While the 2023 Super Tour "regular season" has ended, drivers have one last chance to amass points towards the Hoosier Super Tour Nationwide Points standings—at the Sept. 29-Oct.1 SCCA National Championship Runoffs at VIRginia International Raceway.

***NOTE:** Drivers needing to meet criteria for Runoffs entry have some race options still open. Review the U.S. Majors Tour schedule for possibilities, then come have #funwithcars at the Runoffs! 📍

CHECKERED FLAG

BOB DOWIE

It is with great sadness that we report the passing of 36-year SCCA member Bob Dowie who died June 30 at age 71.

A resident of Chester, N.Y., where he owned Village Auto Works, Bob spent 10 years serving on the Club Racing Board (CRB), with him stepping down as the Chairman in 2011. He also held Divisional Scrutineer and Full Competition licenses, racing in GT-5 and GT-Lite.

Four years after departing the CRB, Bob ran for a position on the SCCA Board of Directors, joining the BoD in 2016 for Area 1, representing SCCA's New England, New York, and Northern New Jersey Regions, where he served two full terms, ending in 2021.

Bob is survived by his wife, fellow Northern New Jersey Region member Leslie Dowie. A celebration of life will be planned by friends and family, taking place at Village Auto Works.

Courtesy, SCCA Archives



ARNIE KUHNS

Arnold "Arnie" Kuhns, safety pioneer and founder of SFI Foundation, died on June 1, surrounded by family. He was 83.

Arnie had a unique background that blended engineering, production, and business skills. In 1984, Arnie was asked to lead the newly formed SFI Foundation to address the increasing concern of inferior parts that posed a risk to safety at the racetrack. Arnie developed what was at the time an innovative system, creating minimum performance testing standards for products to help reduce the frequent failures of parts experienced during that era.

As a result of his hard work and unrelenting belief in doing the right thing, thousands of parts have been tested to safety standards to prove their worth and reliability. That has undoubtedly led to countless lives saved on the racetrack.

He was well-respected in the motorsport safety community due to his high level of integrity, and received several prestigious honors over the years, including the SCCA George Snively Award for Outstanding Contributions to Motorsports Safety in 1995. 📍

Courtesy SFI Foundation



RAFA MATOS TIES A TA2 WINS RECORD

Rafa Matos had the perfect weekend at Mid-Ohio, earning maximum points in pursuit of the SCCA Pro Racing-sanctioned Trans Am's Big Machine Vodka SPIKED Coolers TA2 championship. Polewinner Matos led from flag to flag, notching the 20th of his career and tying the record for most TA2-class victories with Cameron Lawrence.



Chris Clark

SCCA 2022 FINANCIAL REPORT

The SCCA's consolidated audited financial statements for 2022 are final. Mize CPAs Inc. of Topeka performed the annual audit and issued a clean audit statement with no adjustments required.

Overall, results are in line with the guidance provided near year-end.

Consolidated operating income for 2022 was down from 2021 but exceeded the 2022 budget. Membership dues, licenses, and parts kits and rebuilds all significantly exceeded budget. Entry fees fell short of budget due mainly to weather impacts on the Runoffs. Event operations expenses, while anticipated to be higher than in 2021, still exceeded budget due to inflationary pressures. However, general operating expenses were controlled to provide a solid bottom line that will give us the opportunity to reinvest into the Club

and continue improving the experiences of our members.

SCCA Ventures continued to have solid results in 2022. Both SCCA Enterprises and Pro Racing improved their bottom lines over 2021. The changes at Pro Racing and their arrangement with Parella Motorsports Holdings has been positive and Pro Racing finished 2022 in the black and ahead of budget. SCCA Ventures is profitable, and we expect this to continue.

The following condensed and consolidated statements of financial position as of December 31, 2022, and 2021, and the related condensed consolidated statements of activities for the years then ended, are presented as a summary, and therefore do not include all the disclosures required by generally accepted accounting principles in the United States of America. To review a complete copy of the audited report, please visit our website at www.scca.com. ☺

CONSOLIDATED STATEMENTS OF FINANCIAL POSITION

	2022	2021
Total Assets	\$8,474,525	\$8,032,976
Total Liabilities	\$3,625,899	\$3,679,912
New Assets without Donor Restriction	\$4,848,626	\$4,353,064
Total Liabilities and New Assets	\$8,474,525	\$8,032,976

CONSOLIDATED STATEMENTS OF ACTIVITIES

Total Operating Revenue	\$16,706,739	\$17,099,891
Total Operating Expense	\$16,019,452	\$16,072,068
Net Operating Revenue in Excess of (less than) Expenses	\$687,287	\$1,027,823
Total Other Income (Expense)	\$(191,725)	\$(11,989)
Change in Net Assets	\$495,562	\$1,015,834

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 MAY 2023

NAME	REF	REGION
Jonathan Staggs	7	Neohio
Brian Ghidinelli	4	San Francisco
Megan Taylor	4	Texas
Steve Balanecki	3	Detroit
Devon Hansen	3	Milwaukee
Teena Larsen	3	Texas
Jorge Ortiz	3	Puerto Rico
Sharon Prip	3	Cen Florida

820 additional members have at least one referral.

REGION LEADERS

(Category based on 2022 year-end membership)

REGION GROWTH

JUMBO REGIONS (800+):

Cen Carolinas	7.5%
Chicago	6.5%
Ohio Valley	5.8%

LARGE REGIONS (401-799):

Neohio	11.1%
Steel Cities	7.5%
Lone Star	7.0%

MEDIUM REGIONS (200-400):

Phx Ariz Solo	20.1%
Blue Ridge	13.6%
Tennessee	12.3%

SMALL REGIONS (<200):

River Cities	24.1%
Eastern Idaho	23.3%
SW Montana	19.4%



Courtesy Arizona Region

WELCOME HORSEPOWER

The CVAA equestrian center has exceeded Arizona RallyCrossers' wildest hopes and dreams.

NEW HOME FOR ARIZONA RALLYCROSS

Arizona Region's Sean Spring knew that his Region's RallyCross site near Phoenix required loads of water to turn silt dust into something resembling mud. For one group, that mud would fly everywhere;

but in just minutes, it would be back to an inescapable dust.

A new location was needed. Desperately.

For two years, Spring searched and talked to people about their open land areas.

"So many conversations led to nothing," Spring said despairingly.

Finally, he got a lead on the Camp Verde Arena Association, an equestrian center about an hour south of Flagstaff that hosts rodeos, barrel racing, and demolition derbies.

"When I pulled up to the site and saw the lot in question, I knew we needed to book this place," Spring said.

Between the location, right off the interstate that runs between Phoenix and Flagstaff, and the facilities, which included use of the on-site tractor and implements, a 4,000-gallon water truck, and a water treatment facility less than 100 yards away with unlimited

water, it was a godsend.

To top it all off, the composition of the site is decomposed granite and dirt that readily accepts water without turning to mud. If the track is kept on the dryer side, it actually develops a "blue groove" in the same way a dirt oval would—rubber laying down on the surface and on the racing line.

We'll have more from Arizona Region's RallyCross guru in a future issue. Meanwhile, to get some idea of what a RallyCross at the Camp Verde Arena Association site looks like, open YouTube and search for "Arizona SCCA RallyCross March 2023." ☺

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SUPERLITE 13.06" FRONT KIT

Superlite 6R/ST staggered-bore forged aluminum calipers with Type-III hard anodized finish, and internal spring-dampened Thermlock pistons, clamping 13.06" (332mm) diameter, two-piece, Lug-Drive dynamic-mount GT Spec37 iron alloy rotors

AEROLITE 14.00" FRONT KIT

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Gavin Baker

LIGIER JS F422 FIRST LOOK

Prior to the start of the Road America second round of the 2023 Formula 4 Championship, drivers and teams got a first look at the next-generation F4 chassis: the Ligier JS F422. The new model will make its debut in 2024, replacing the JS F4 which has occupied the spotlight since 2016 as the exclusive chassis of the SCCA Pro Racing-sanctioned F4 U.S. series.



Perry Nelson

THE BATTLE RAGES

Heading into summer, there's little to choose between the four GTP protagonists.

TUNE IN TO IMSA

The 2023 IMSA WeatherTech SportsCar Championship is past the midpoint now following a hectic trio of races in June and July plus a halcyon 100th Anniversary 24 Hours of Le Mans event that attracted many of IMSA's finest.

Left on the schedule are August and September races leading into the Oct. 11-14 Motul Petit Le Mans series finale at Michelin Raceway Road Atlanta: the IMSA SportsCar Weekend, Aug. 3-6 at Road America;

Michelin GT Challenge, Aug. 25-27 at VIRginia International Raceway; and TireRack Battle on the Bricks, Sept. 15-17 at the heralded Indianapolis Motor Speedway.

Want a premier seat at any or all of the remaining races? The partnership between SCCA and IMSA makes that easy as there are many openings on IMSA weekends for SCCA-trained volunteers. Check with the local SCCA Region to see where help is needed, whether in Flagging & Communications or one of the many other SCCA specialties.

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. 📻



RACING PRODIGY E2REAL SPORTS LEAGUE

Racing Prodigy, a groundbreaking sports, entertainment, and media property, has announced the formation of the Prodigy Racing League (PRL). It's the world's first e2Real sports league set to level the playing field by greatly reducing financial barriers, opening to doors to many to pursue a career in motorsports.

The new racing league has been built to make motorsports more accessible using esports as the pathway to racing cars on real tracks.

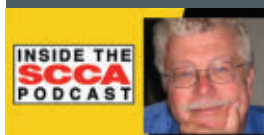
Racing Prodigy CEO David Cook laid the foundation for the company's vision. Previously, he led competitions at Mazda where the world's best sim racers competed against their professional racers in real race cars. By collaborating with game publishers, they created racing-based esports tournaments and awarded top racing gamers with the opportunity to pilot real race cars against real-life pro racers.

Four game titles—iRacing, Street Kart Racing, rFactor 2, and RaceRoom—have joined Racing Prodigy to offer the opportunities of turning dreams to reality.

For more information, log onto racingprodigy.com. 📺

HALL OF FAMER ROGER JOHNSON ON INSIDE THE SCCA PODCAST

Episode 107 (June 23) of the Inside the SCCA podcast continues a series of shows previewing the 50th Tire Rack SCCA Solo National Championships, set for Sept. 5-8, 2023, at Lincoln Airpark in Nebraska. The guest on this episode? SCCA Hall of Famer and multi-time Solo National Champion Roger Johnson, who talks to host Brian Bielanski about the past and present of autocross, and reveals what has been the most satisfying part of his many years in the sport.



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2-TIME ROLEX 24 GT WINNER
SCCA MEMBER SINCE 1980

THOSE SCCA ANGELS IN WHITE

Our road racing world has been changing a lot in the last decade, and one striking difference I have noticed is in those wonderful volunteers who make SCCA races possible—the corner marshals. Here is an area where SCCA has always excelled and, in fact, was the training ground for the best on the corner stands at the pro races of all types for many years.

"I sincerely thank all the SCCA race workers and officials who make this incredible sport happen."

I'm going to guess it still is.

There are many, many more racing options these days, and it has stretched the normal crew of dedicated corner workers to well beyond the breaking point. While I am still very grateful for the individuals who wave the flags at the Brand X events I run, the differences are enormous.

SCCA corner marshals are the best, and SCCA races are better run and safer as a result. Fact is, running so much SCCA and pro racing for

much of my career, I believe I got truly spoiled and just expected this level of support all the time. At many other events, the flaggers are often lightly trained or completely untrained, and handle a flag in one hand and a radio in the other. It's not unusual to see a wild waving yellow flag and go 'round the next turn to see a car quietly stopped way over there off track.

Talk about crying wolf.

I sincerely thank all the SCCA race workers and officials who make this incredible sport happen all over the country. Having been a member of this terrific Club for over 40 years now, I have a real appreciation for those who put on the events and work all the specialties.

When I was a kid, I had a stay-at-home Mom who took care of me, my brother and sister, and everything about the home. Mom was always there, taking care of everything. When I was about 15, though, Dad and Mom took me aside and solemnly told me she had cancer, and it was very serious. Mom went into the hospital for what was, at the time, very new radiation treatments in an

attempt to halt the cancer's progress. While she was gone, guess what? A hundred things around the house just weren't getting done any more.

Foolish, spoiled boy that I was, I never realized how much effort went into taking care of me and the family. I am sitting here now thinking of all the staff it takes to stage all these SCCA events we enjoy so much, wondering if we driver types really appreciate everything that so many of our Club members do to make them happen.

If all those people suddenly quit and went away, we, too, would be shocked at all the work required. Registration and Tech, Stewards and Regional Executives, and many more.

(By the way, those radiation treatments were brutal, but we got to have Mom around for another 20 years.)

I have always heard that one of the great reasons to work corners is because it is the best seat in the house to see racing. I bet that's true! After all these years, though, I still have never worked a corner. I'm so addicted to driving that I never want to give up a session, even just to try.



Tell you what, I'd be a monster out there, calling in bad passes and other unsafe driving, after all these years preaching in *Pobst Position*. I really must do this; I know I would really enjoy it.

I've always found our most experienced race workers to have a well-developed fun-level in their personalities. For instance, it was in another era, but I recall a time at the SCCA National Championship Runoffs at Road Atlanta, probably early 1990s, when all the female corner workers wore their underwear for the first lap out—some on the outside; some in only the real thing. Can you imagine what fun that was? A sense of humor!

(Calm down people. Have you ever been to the beach or a pool? It's just a bikini with a little lace. Legal. No, I can't recall if any of the males sported their versions. I hope not.)

It's not unusual to see antlers at Christmas, all manner of outfits at Halloween, and I know I've seen a few giant Easter bunnies, as well. All part of the fun. But under this jovial surface is their training and preparation for the

very serious side of being the first step in safety for those entered in events of all kinds. There's nothing silly when it comes to a car on fire or upside down.

When racing's tough times take place, when we drivers need them most, SCCA marshals are there for us.

SCCA race workers are like family, always there supporting the events, and as volunteers. I've known a few great folks who have bought hotel rooms to be given out at worker parties. I have donated a little here and there to race worker support, but cheaply, never on that level. Racers, you are spending thousands. Pitch in another hundred or two for the people who make these cool playtimes happen.

As you know, it can be tough sometimes putting up with us high-strung racers who sometimes forget we are doing this for fun.

One of my favorite memories of corner worker support was a rain race at Mid-Ohio many years ago. You Central Division folks know how bad the storms can be. A downpour had us all slippin', slidin', and hydroplanin' all over.

Richard S. James



Going up the front straight at the top of second gear (yeah, it was *that* wet), I backed off for Turn 1, hydroplaned, and the engine braking locked the front wheels.

Quick tip, when it's really bad, clutch in if front-wheel-drive tires lock slowing down. I hadn't learned that yet and slid into a giant tire wall.

"It's over, dang it," I moaned.

Seconds later, white-clad angels of mercy appeared, shoving on the car and directing me back. "Hey, I'm still in it!" The angels said it looks good and gestured to go, so I eased back on track as it began drying out, reeled in the leader, passed in Madness on the last lap, and still won the race!

I'll say it again and again:

THANKS, WORKERS! 📍

SERIOUS FUN

"It's not unusual to see antlers at Christmas, all manner of outfits at Halloween, and I know I've seen a few giant Easter bunnies, as well. All part of the fun," says Pobst. "But under this jovial surface is their training and preparation for the very serious side of being the first step in safety..."





GENERATION FLAP

Steve Introne inherited a passion for working SCCA races from his dad that he's passed on to his own children. Now an SCCA National Champion, his heart still beats "F&C".

WORDS Jeff Zurschmeide
IMAGE Rebekah Kay

Like many of today's SCCA members, Steve Introne was born into the Club. His parents got involved in the early 1970s, coming into the sport through the Flagging & Communications specialty. Steve's father, Robert Introne, eventually served as SCCA's Chairman of the Board.

Growing up around SCCA Road Racing, Steve followed in his dad's footsteps.

"My father was an officer in the military and there was a time when he was stationed out in the St. Louis area at a place called Scott Air Force Base," Steve recalls. "There was a track out there called Mid-America Raceway. He convinced all his buddies in the Air Force to come out and do this thing called corner working. They would travel in groups of 20 or 30 people, and man a bunch of stations. It was a big enough deal that they branded themselves as the Road Runners. Every time someone would wreck, they would slap this sticker on the car with a picture of a road runner that said, 'We stick out our necks for you.'"

"I still have one of these stickers; I think it's super cool."



As a child, Steve went along on several road trips to races with the Road Runners. He kept himself entertained at the track as kids do, until he was old enough to participate.

"I'm one of three kids and we'd go to the track, and you know we didn't stay in hotels," he recalls. "We'd camp out. That was my first intro to SCCA as just a little kid. At Mid-America, we used to play in the dirt roads with our toy cars. At some point we moved, and Summit Point became our home track. I was in middle school and that's when I started in Timing & Scoring.

"I started [in T&S]. I was pretty good at it because I was good with numbers."

STEVE INTRONE

I was pretty good at it because I was good with numbers. I did that all the way up until high school and college."

As he got older, flagging became a great way for Steve to spend time with his father.

"My father was big into flagging. He'd always go to the Runoffs. He would go to pro races, and I'd be the one who tagged along. My mom would

stay with the other two kids. I used to go to the Road Atlanta Runoffs to time and score when I was still too young for flagging. As soon as I was old enough, I went to Georgia Tech for college, and it happened that Road Atlanta was where the Runoffs was. I'd go hang out with my dad and get some flagging in. As soon I was out of college, I did flagging full-time."

As often happens, Introne's dedication to flagging led him to try a bit of driving, and it also led him to the love of his life, Melissa. Finding a partner who could appreciate racing was critical for Steve.

"I bought a Mitsubishi Eclipse Turbo," he says. "I got heavy into Solo and went to the Solo National Championships in Topeka one time in the Eclipse, and once in my dad's old Porsche 944. I was living near Seattle, and I used to hang out with the autocross guys and flag all the time.

"I met my wife there and introduced her to the sport," Introne continues. "The first time she saw me, it was the end of a race weekend, and I was wearing my whites. I pulled up and she asked if I was a painter. So, I took her out to the track, and she enjoyed it!"



Photos courtesy Introne family

Very quickly, Introne's description of F&C changed from "I" to "we" as Melissa joined him at the track. Serving in the military, Introne was subject to frequent moves. After the Northwest, his career took him to South Carolina, where the couple got even more experience flagging in the Southeast Division. That was where Introne decided it was time to see the racetrack from behind the wheel.

"I bought a Spec Racer in 1999, and I raced about four events a year," he says. "We'd flag all the other events because I was a cheap racer.

"I met my wife at the end of a race weekend... wearing my whites. She asked if I was a painter."
STEVE INTRONE

I couldn't afford it! I did that for a couple years but again, we were focused on flagging because it was something that we both really enjoyed. I'd say that the best flagging crew we had was in the Southeast. There were 10 to 12 of us who went everywhere together."

Introne's career kept him on the move, but in each new location, he met more

SCCA people and kept up his participation. Through it all, SCCA and the Runoffs were a constant in his life.

"Eventually we moved up to Detroit," he recalls. "Then we moved to Massachusetts. I'd been to about 30 Runoffs in a row as a flagger. That was a big deal for me because I love the Runoffs. From 1989 all the way to 2021, I worked every single Runoffs."

By then, the Spec Racer had given way to a Mini.

"By 2021, [the] B-Spec [class] was so competitive, I couldn't split my attention—I couldn't get my mind off the

TRULY A FAMILY AFFAIR
 (CLOCKWISE FROM OPPOSITE) 1999: Steve, wife Melissa, and Bob (dad) at the Portland Indy car race with the Herdez/Payton-Coyne Racing Team (driver Michel Jordain). "This was one week after our wedding. We scheduled it so we could go on the honeymoon, then come back to flag the CART race"; 1990s: College student Steve flagging at Road Atlanta; Steve and Melissa paired at Lime Rock; 2022: Steve and son Zach at the latter's first race; 2005: daughter Izzy's first race weekend at New Hampshire Motor Speedway, age 6 months—in her own worker whites; 2021: Melissa and all three kids at the Runoffs in Indianapolis; 2009: Youthful Introne trio showing how it's done during the Runoffs at Road America.



Jeff Leavelle

car and the race and go flag. So, the last two years I did not get to flag at the Runoffs."

Keeping his focus on his race car paid off as Steve won the 2022 B-Spec National Championship Runoffs title at VIRginia International Raceway, perfectly executing a strategy worked out pre-race with fellow Mini driver Richard Hromin.

Introne's win was the culmination of tremendous efforts, and more than 30 years of studying drivers from turn stations.

"Working a turn throughout the year improves your driving," he says, "Because you're watching every day, and you see where they brake, how they brake, where they accelerate,

"You learn a lot by seeing it, but you still have to go apply what you see."

STEVE INTRONE

where they apex, and you learn a lot about a particular turn. You might see great passes that you wouldn't have thought would be possible.

"You do learn a lot by seeing it, but you still have to go apply what you see, which is not a very easy thing to do."

Having achieved the top of the podium at the Runoffs, Introne is adamant that he's not changing anything about his place in SCCA.

"I'm in the Club forever," he declares. "What keeps me

coming back to the corners? I think everyone would say the same thing: It's the people and it's the racing. Being right up against the track. For me, my favorite two parts are responding and blue flagging. Communicating to the driver at the blue flag is big because you really have to pay attention."

When he won his Runoffs championship, Introne gave an emotional speech from the podium thanking his father, who had passed away earlier in the year and did not get to see his son win at the Runoffs. Yet the overwhelming response from Introne's fellow F&C professionals lifted him up beyond his expectations.

"I think I set a record for the longest victory lap at VIR when that happened," he says, "because I knew people at the turns, and they were coming down and saying 'Hi!' and congratulating me and waving all the flags like nuts! I was emotional as it was, but now you've got a car full of my family and friends and all these people are coming out to the edge of the track.

"It was pretty amazing, let's just put it that way."

Introne will return to the 2023 Runoffs to defend his B-Spec National Championship title and to spend time with his friends on the flag stations. Maybe not in that order. 🍷



ONE FOR THE CORNER WORKERS

(LEFT AND ABOVE) Checkered flag lap and great joy at the 2022 Runoffs at VIR, his daughter wedged in back holding the flag. (TOP) "Road Runners Corner Crew" tribute to his dad's flagging pals tribe. (RIGHT) Man for all reasons: Flagger, proud husband, son and dad, SCCA national champion, and now a cover model...



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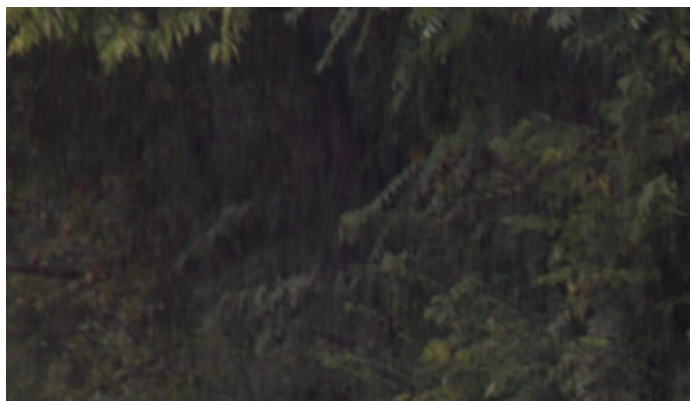


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EBC **BRAKES**[™] RACING

“MANY HANDS MAKE LIGHT WORK”

That saying, dating back to medieval times, may be true in the kitchen but doesn't ring true at Summit Point Raceway, the Washington D.C. Region's flagship race track. There, yes, it takes many hands but, no, the work is not light; it's just made more enjoyable with a big volunteer team!



From its post-war beginnings, the central core of SCCA volunteerism has run through Registration, Flagging & Communications, Tech, Pit & Grid, Emergency Services and Stewards—those critical positions with which those of us who joined the Club years ago as road racers and autocrossers became most familiar.

Several new SCCA activities and 21st century technologies have stretched that core, though—a big stretch I would learn in all-too-brief phone conversations with two of the more than 80 individuals on its extensive list of Board members, committee members, and other officials, plus the hundreds of other volunteers who keep the Washington D.C. Region humming.

The D.C. Region was the 2022 Jumbo Region award winner, and I quickly learned why in

phone calls and follow-ups with Region Executive and Board Chair C.W. “Wayne” Armbrust and Director Scott Merker, who wears many hats as Web & Tech Administrator and BoD Liaison Officer for Membership Services, Communications, Publications and Social Media (whew!).

Celebrating its 75th Anniversary in 2023, the venerable D.C. Region hosts every conceivable sanctioned SCCA activity (at two racetracks, Summit Point and Dominion, plus several autocross venues, scenic RoadRally roads and the Chasing the Devil HillClimb) as well as a major annual charity event, a driver education program, and annual outreaches to local kart racers and car club members.

“We hold a metric ton of events every year out here on the East Coast,” says Merker. “And it feels like we’re doing more and more every year.”

NEW AND NOT SO

Many of the SCCA volunteer positions are familiar—Emergency Services, Pit & Grid, Timing & Scoring, Flagging & Communications. New technology, though, has expanded the list of duties and positions at the Region level that need filling.

Needless to say, directing, managing and staffing with volunteers more than 50 events annually is a full-time job with more than 80 volunteer Region positions be filled (see www.wdcr-scca.org/contact for the full list, and join me in my culture shock).



THE UNHERALDED

It takes a small army to run a Jumbo SCCA Region, meaning whatever your passion and skillset, there's a volunteer place for you

WORDS Steve Nickless | IMAGES Sissy Connolly/RP Performance

"We have two part-time paid Region Administrators who are worth their weight in gold," says Armbrust, "and a Region Board of Directors—we've had some very, very good Board members over the last few years."

An especially difficult position to fill is the RE

job—a 24/7/365 job at which Armbrust, who serves as both RE and BoD Chair, excels.

Recruiting for Board positions is non-stop. "There are people out there that we're watching all the time," says Armbrust, "people with a natural propensity to make things happen and who

get along well with other folks. If you tap 'em on the shoulder and ask, 'Can you do this?'—well, most of the time you'll get a reluctant 'Maybe', but when they step into it, they realize they can really make things happen.

"Once they get into the routine of [serving in their] specialty,

hit their stride in some of these specialties... Well, there are many people we couldn't do without."

"When we find people that are really engaged and want to get involved, we glom onto them and try to pack them with as much as humanly possible," Merker says with a laugh. "It's always hard to

BEST SEATS IN THE HOUSE

No question, the “front row seats” at races help recruiting efforts. But D.C. Region RE/Board Chair Wayne Armbrust (BELOW, LEFT) and multi-tasking Director Steve Merker (BELOW, RIGHT) have volunteer slots to fill at many other Region activities—SCCA Solo events, RoadRallies, Time Trials, Track Days and Nights, a HillClimb and a charity event plus outreaches like “Karts & Cars” and Club Corrals. They are both creative and persistent ...



find volunteers that want to hang around for a number of years.”

Clearly, though, the D.C. Region has been fortunate in that regard.

Bringing young people into the SCCA fold is one of Armbrust’s and the Region’s front-row-center challenges.

“Yes, that is one of the most difficult questions I’ve heard repeated over the last 20 years,” Armbrust says. “But we seem to have turned a corner here in the last year or two. We’re picking up participation and we have been very pleasantly surprised of late—I was very impressed with the number of young people getting their novice permits signed off [at the most recent MARRS Regional race] weekend. There was quite a line of young folks up there.”

F&C is less of a challenge with the revitalized Summit Point Raceway being a big attraction.

“Our Flag Chief is also the Flag Chief for the Porsche Club,” Armbrust explains, “and we put on a school for new flaggers. We recruit quite a few through the PCA [and] they wind up flagging for both clubs. They soon realize that [with that skill] they can travel. Flaggers are in demand everywhere.”

Connection with local marque clubs is an important gateway, serving much like the SCCA Track Night in America Driven by Tire Rack program.

“I have to give the Track Night in America folks credit,” Armbrust says. “Four years ago, they helped



us get our feet on the ground at the new Dominion Raceway down in Fredericksburg.”

The Region runs several Time Trials and Track Events each year now at the 2-mile, not-quite-ready-for-road racing family-owned Dominion, embracing the Region’s popular High Performance Driving Education (HPDE) program.

“We have three different HPDE levels with driver coaches for each one. And we developed the training—it’s uniquely Washington D.C. Region, but it falls under the SCCA Track Events program overall. It’s similar to what SCCA calls Track Events and it’s not far removed from Track Night in America. The primary difference is we spend more time coaching one-on-one.

“The Summit Point version of that program is the largest one

in the nation with the highest participation,” Armbrust adds.

Talking to Armbrust and Merker and perusing the Directory on the D.C. Region website, we noted some of the more novel volunteer opportunities and Region Board positions:

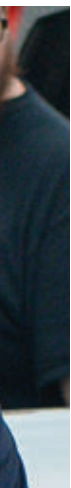
Data Analytics: “Mark Liller is the volunteer in charge there, working in partnership with a group that puts sensors in cars,” Armbrust explains. “We use this for one-on-one individual coaching at Summit Point.”

Virtual Racing League: “That is Scott Merker’s baby, and Ken Houseal is the new Coordinator,” says Armbrust. “We had a couple of people actually attend Drivers’ School this year that came in through the iRacing program.”

Charity Coordinator: Taylor Hyatt is listed as Coordinator, from the Member Services group that Merker oversees. “Yeah, last year was a pretty large charity event, I would say. We raised quite a bit of money for the Boys & Girls Club,” Merker explains.

Social Media Chair: Dominic Mandile here. “As well as publicizing our events, we gather data from various websites through social media to see if we can pick up trends for future participation,” Merker explains.

WDCR Karting Coordinator: “This is a program we started, inviting friends and family to come see what SCCA is all about without having to own a sports car,” Merker says. “I started the program at United Karting, which is owned by some SCCA



members, and once it was up and running, handed it off to Matt Greenland [who's also a Time Trials Competition Director]."

Driver Coaches: "We have a pretty robust Time Trials and Track Night program," says Merker, "and we've been a big proponent of making sure everybody has an instructor. [Drivers are] trained on everything—they know the flags, they have a really good basis to go even further. We try to grab as many of the Track Night folks as we can and ask, 'Hey, you want to take it to the next level?' Then we put an expert in their car who can really teach some driving skills."

Newslettter editor: "We've gone full digital with the Straightpipe, sending it out as a PDF. We used to print it and mail it, and used

to [get] a lot of advertising," Merker remembers. "That's sort of fallen by the wayside. I get the Porsche Club magazine and it makes me think, hey, maybe we could do a really nice publication, maybe not every month, but maybe quarterly or every half year? People like to have something in their hands..."

Promotions Coordinator: "This is a really big thing that people don't understand," Merker says. "To grow, you need promotional materials, you need people to design t-shirts, stickers and coffee mugs, to design—well, you've seen our website—75th anniversary logos. That stuff needs to get done."

Marketing Coordinator: "This is important too," Merker goes on. "Making sure we're in

WHAT'S YOUR GIFT?

Whatever your unique talent, there's likely a place where you can apply it within an SCCA Region near you, as Jumbo Region Washington D.C.'s more than 80 separate Region Board positions (see wdcr-scca.org/contact) suggests!

compliance with trademarks if necessary. A lot of people don't take Region marketing seriously, but I think it's a great growth opportunity, for people who are maybe younger and understand social media, understand websites, understand how people want to interact with a Club like ours."

Club Corrals Coordinator:

"Another interesting position. It's not listed on our directory, but falls under my Member Services purview. We invite local car clubs out to the racetrack; their members can spectate, we provide drinks and snacks, and at lunchtime, we take them out for parade laps. Chris Doherty, who's been with the D.C. Region for a really long time, is our Car Club Liaison—our PR hype man. He sits with them for the whole day, makes sure we have all of the waivers signed, talks about the SCCA, lets them know what's available, how to get started, calms 'em down after their parade laps since they've never been on a racetrack right...."

So many opportunities to volunteer, most as important in a small or mid-size Region as in a large Region like Washington D.C.

Closing words from Scott Merker: "I mean, we're all here for the same reason, right? 'Cause we like to drive fast—that's kind of our passion." 🍷

HOW 'BOUT 'CONCIERGE'?

"Our registration people are generally focused pretty heavily on registration, so we established a position [that's] designed to serve a need," Washington D.C. Director, Scott Merker explains. "If somebody new comes up and says, 'Hey, I want to volunteer,' they would be able to direct that person. Like a volunteer liaison."

"This new volunteer position puts newcomers in contact with the right people, puts them under their wings, and sees to it they get trained appropriately, Merker adds."

For this position on the Region Board, RE Wayne Armbrust looks back on his own first SCCA experience:

"I heard a rumor about a racetrack not far from where I live, found it, and they were racing. The front gate said, 'The registration building's right up there.' So I walked in and someone looked over, smiled, and said, 'Can help you?' 'Yeah, this is great. I'd like to see what's going on. Can I get involved?'

"An arm slipped around my shoulder and a voice said, 'Come with me...' I was introduced to the flag chief who smiled really big, and the next thing I know I'm working one of the flag stations with some of the best flaggers in the nation."

"I continued flagging for about 25 years. Wound up being a flag chief, then director of Club Racing; and then somehow got baited into the RE position. But it all started with that first step into the registration building."

"And that's really all it takes—somebody showing up at registration and a DC Region member there saying, 'Yeah, we'll put you in touch with the right people. Come with me.'"

"Our volunteers at registration are delighted when somebody new walks in and they're able to make a connection. Betty Harrison is in charge there, she's top notch. Couldn't ask for better help or welcome to the family."

— STEVE NICKLESS



HERCULEAN EFFORT

When waist-high water threatened cancellation of the Buttonwillow Hoosier Racing Tire SCCA Super Tour weekend, an unparalleled collective effort turned everything around

WORDS Brian Bielanski | IMAGE Kevin Coulter

RAINDROPS KEEP FALLING

A Friday-night deluge flooded a key Buttonwillow Raceway Park corner and threatened Saturday's Hoosier Racing Tire SCCA Super Tour qualifying and racing.

Given the relentless February rainfall on the West Coast, there was a sense of foreboding in the days leading up to the Feb. 24-26, 2023, Buttonwillow Raceway Park round of the Hoosier Racing Tire SCCA Super Tour. One week out, calling the forecast 'sketchy' was an understatement.

Things really got weird during the week before when the National Weather Service issued a blizzard warning for Los Angeles County. This is one of those stories that's so bizarre, a Hollywood writer wouldn't write it.

I was born in Chicago, grew up in Wisconsin and went to school in Minnesota, so I have some winter weather cred. My first thought was: 'Blizzard? Yeah, right!'

That said, I have lived in SoCal long enough to know: When there's even a few inches of snow, it's a mess.

I was heading to the track Thursday afternoon, hoping to make it across the infamous Interstate 5 Grapevine—the mountain pass that is the best route from L.A. to Buttonwillow—before the snow came.

When there's snow on the Grapevine, I-5 can be closed

"Driving to the track, I was unconcerned, but I soon got the sense something was amiss."
BRIAN BIELANSKI

for days. There are two other routes from the south to get to Buttonwillow. One of them also closes down if it gets snow; the other adds more than 100 miles and several hours to one's journey.

Incredibly, it was just starting to snow as I made it "over the hill" as I like to refer to it. Eventually, I-5 was shut down and would stay closed for much of the weekend.

It rained Friday at the track, but nothing crazy and, for qualifying, the track was damp but drivable.

Friday evening and overnight storms dropped a ton of water on the area, but by sunrise the rain had slowed. Driving to the track, I was unconcerned, but not long after I arrived, I got the sense something was amiss. There were huddles between Cal Club Region higher-ups, track management and SCCA staff. There were whispers about "standing water" and that it was "unlikely the day would start on time."

I've been working races at Buttonwillow for 10 years and there's never been a standing water issue so bad that, with a bit of work, we couldn't start racing after a short delay. I figured this would be more of the same.

But I was wrong.

Cal Club Race Chair Mark Smith was alerted to the problem around 7:00 a.m. "The track maintenance guys had gone out to sweep and found one

H...E...DOUBLE-FIDDLE-STICKS OR HIGH WATER—LITERALLY

Courtesy



Tony Rivera surely would get the perseverance award if one was handed out at the Buttonwillow Hoosier SCCA Super Tour round. The GT3 driver left for the track Thursday from Oceanside, Calif.—225 miles and normally about a four-hour drive.

But snow-related highway road closures forced him to try multiple routes. At one point he ended up near Willow Springs Raceway, but the route from there to Buttonwillow was closed also.

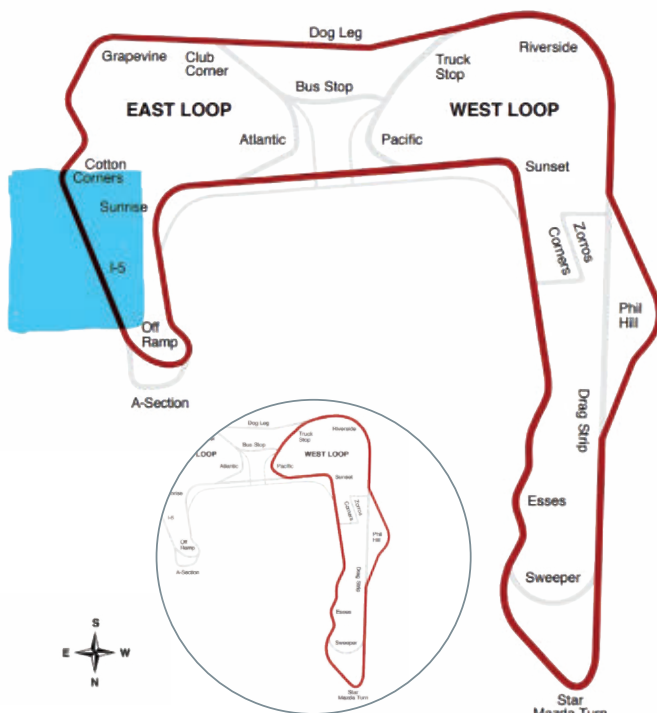
Friday night he spent in a hotel before spending all day Saturday trying multiple routes to get to the track.

After going back to Los Angeles, he picked up the 101 Freeway then drove northwest, up through Santa Barbara and Paso Robles. He finally arrived at Buttonwillow—from the North—around 11:00 p.m. Saturday night.

In all, Rivera had driven more than 800 miles to get to the track. The motivation to keep him from turning around and heading home? He needed to complete the race at Buttonwillow to qualify for the Runoffs.

He started at the back—since he didn't qualify—and passed 15 cars to finish fifth overall and fourth in class.

—BRIAN BIELANSKI



particular stretch of racetrack that was unpassable," Smith said. "It basically had a river flowing through it. It was a pretty big area, and we knew we had a problem at that point in time."

The north part of the track's East Loop was under water. In some places, the water was waist deep. Buttonwillow track staff immediately started the arduous job of trying to pump the water over the berm to get the track race ready. It quickly emerged, though, that there was no way we were going to race that day, or maybe the entire weekend—at least not on the planned track configuration.

"Mark kept going out to the scene and he kept calling me and giving me updates," said Kevin Coulter, Super Tour Clerk of the Course. "At one point, he said 'this just isn't working' or words to that effect. 'I can tell the difference, but it's not going to help us for today.'"

At many racetracks, this is when the race weekend would have been canceled or postponed.

"The circuit changeover was a herculean effort: 'It impacted everybody, every specialty...'"

MARK SMITH

"At probably 90 percent of the tracks in the country we would have been toast," said Coulter. "But Buttonwillow's configuration [alternatives] led to us being able to run."

Indeed, the primary Buttonwillow racing circuit [the new 2.5-mile companion Track 2 is still under construction] has more than 25 track configurations—each can be driven in both directions.

That information in hand, Series Race Director Mike West, Cal Club Chief Steward Maggie Jardine, Coulter and Smith decided to switch track configurations. A call was made to Topeka requesting permission to make the switch, and then the race was on—a sprint to get everything changed over to race on the West Loop, a 1.83-mile track that

AFTER THE FLOOD

(LEFT) Blue highlights the flooded area on the original course.

(INSET) Buttonwillow's multi-configuration layout made altering the course possible.

But it was teamwork, quick work, and tireless hard work, that truly saved the day.

reminded Yours Truly of Illinois' Blackhawk Farms Raceway.

The circuit changeover was truly a herculean effort.

"It impacted everybody," said Smith. "Every specialty with probably the exception of Tech, because Tech didn't have to change or move. Getting the track maintenance people on board as soon as possible. The heavy lifting. We had to move some concrete walls on the front straight to allow us to get from pit lane to the new track."

Grid was partially flooded, and the grid entry and exit were in the wrong direction, so everything needed to be flipped 180 degrees. Timing & Scoring packed up and moved to a different building—a building with a fresh new pond between it and the paddock. The golf cart got stuck there several times, so eventually all the equipment and staff needed to be moved via ATV.

The DriversEye Live Super Tour streaming team had to move all of its cameras from the half of the course that now wouldn't be used to the new section.

True, the track was designed to be run in multiple configurations, but a switch this significant wasn't meant to happen in an hour. Yet, it was all done in about 60 minutes, even as rain continued to fall.

Still more challenges: The operations side of the equation. Most of the drivers had never competed on this configuration,

and there were no qualifying times. Once the concrete walls were moved, drivers were given parade laps in street cars, or in most cases tow vehicles, to learn where to turn left and right.

After all that, qualifying started at 11:45 a.m. Since in February it's too dark to race after 5:45 p.m., the compressed schedule left time for only 12-minute qualifying sessions and 20-minute races.

Happily, the racing on the short track was close and a ton of fun to watch.

"[P1 competitors] Chip Romer and Jim Devenport were nose-to-tail running sub-1-minute laps. They got out laughing, giggling, and said this is the most fun we've had," Smith said later. "Yeah, it was a short track. If you've got a P1 car, you're going to do one-minute laps, but you're constantly turning and you're constantly busy." It had a good flow, so they had a ball. That's the story that I was hearing from many of the drivers.

The water didn't recede for Sunday, so the West Loop was used again—this time with 29-lap races.

The weekend was salvaged. Those who braved the wild winter weather just to get to the racetrack were able to race—all thanks to a Region, track staff, tireless volunteers, Super Tour staff, drivers and teams who collectively determined to do what was needed to go out and have fun with cars. 🏁



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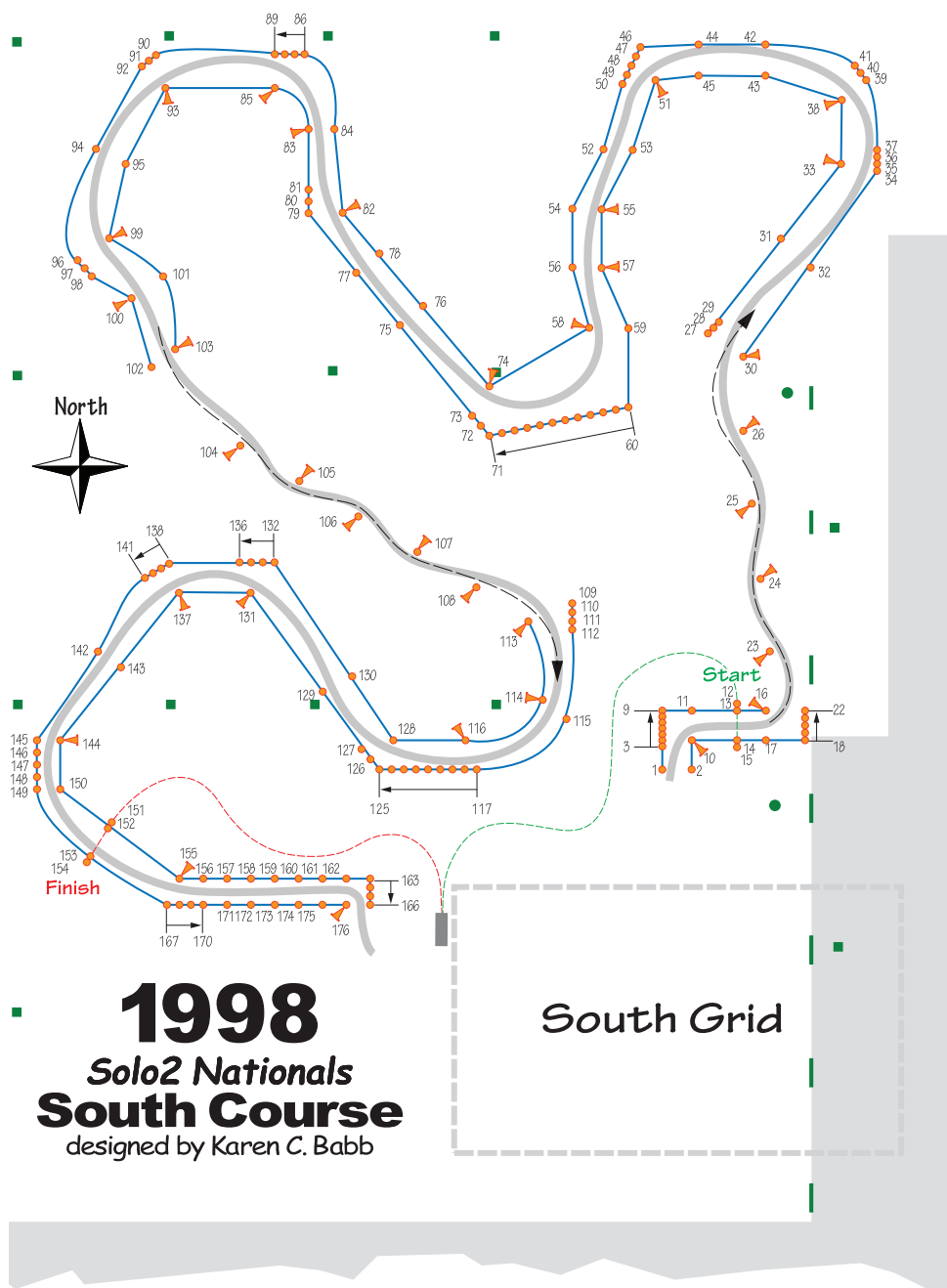
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Twenty-time SCCA Solo National Champion Karen Babb takes the art and science of Solo course design to a whole new level | **WORDS** Rob Krider

FUN ACCORDING TO



An occasional reminder we all need about the sport of autocross? Nobody buys their groceries or pays their taxes by designing SCCA Solo courses. It isn't a salaried occupation. Those sweet courses that we enjoy sliding our cars around and through on the weekends are dreamed up, designed, vetted for safety, and set up entirely by volunteers.

It may not be a paying gig, but it's still a lot of work. One particular volunteer has repeatedly taken on the often underappreciated (and did I mention non-paying?) job of designing Solo courses. After acquiring years of experience, her talents as a course designer have been called upon numerous times on SCCA's biggest stage, the Tire Rack SCCA Solo National Championships.

I'm talking about 20-time Solo National Champion Karen Babb, whose first exposure to the sport of autocross came back in the late 1970s when she worked as an electrical engineer for Boeing Aircraft in Kent, Wash.

The mammoth American aircraft manufacturer then had a recreation department supporting several different activities. One was an Auto Sports Club which hosted a Drivers' School on its 600ft by 1,300ft, 13-acre parking lot. Babb (Karen Dawn Curry in those days) took part in the 1979 Mazda RX-7 that was a college graduation present to herself.

Once while enjoying an autocross-style event, she let a

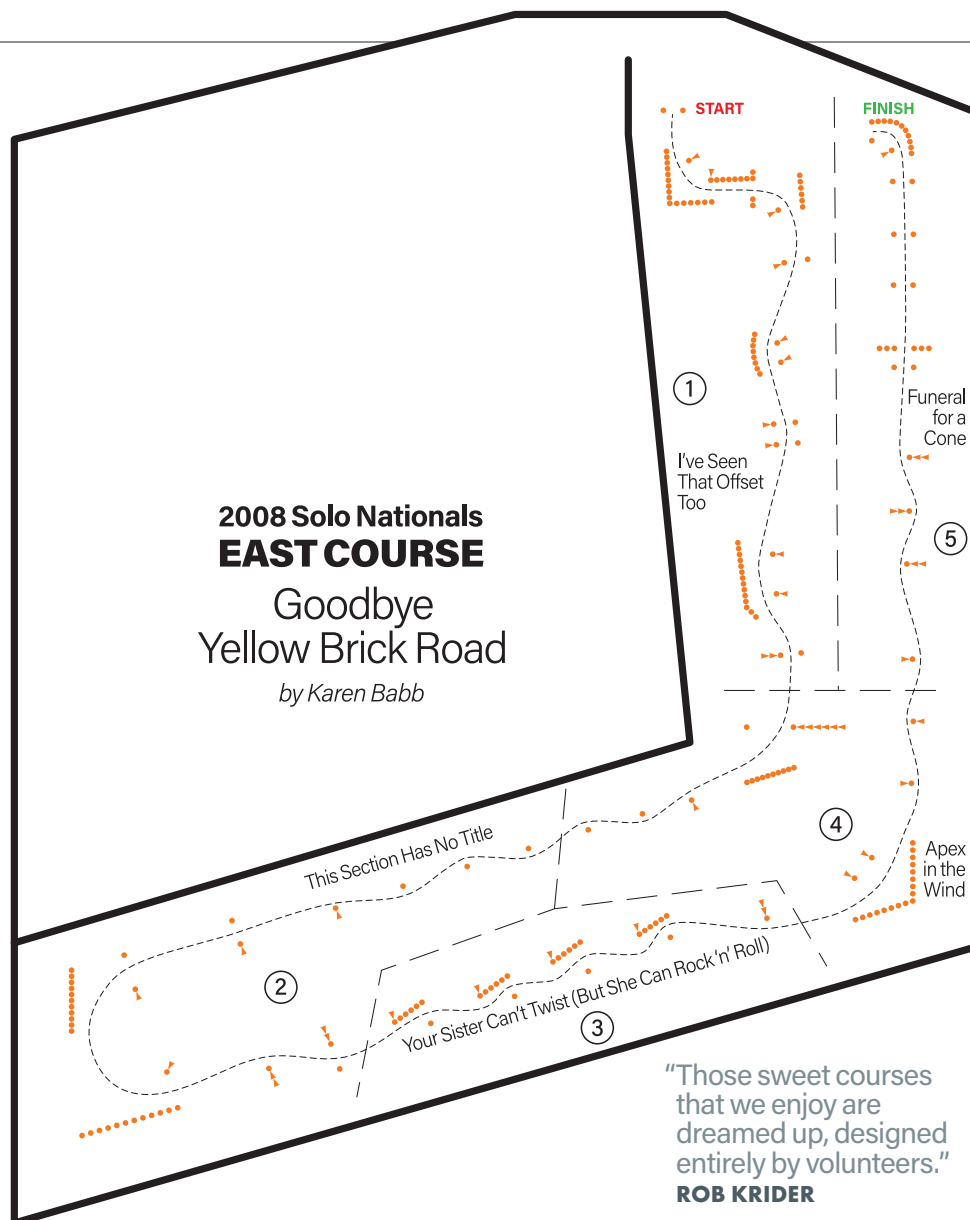
PLAN

guy who was very active in making events happen drive her car, thinking maybe she would learn something. What she learned was that “the guy’s” experience allowed him to go 10 seconds faster in her car. After the event, Ron Babb asked her if she wanted to go to dinner, which led to dating, which led to marriage, which led to many, many happy years together—the two are currently retired, living in Palm Harbor, Fla.—and lots of accumulated National Championships.

Karen proved quickly to fellow members of the Boeing Auto Sports Club that she had a solid work ethic and was easy to get along with (two attributes for success we should all try to emulate). After some time spent doing a variety of different duties within the Club, she volunteered to co-design a course with another experienced Club member.

One thing led to another. The enthusiastic Mrs. Babb would continue designing courses, working her way up to the Divisional-course-design level after joining the Northwest Region of the SCCA and ultimately, her first SCCA Nationals course design in 1987.

As an engineer, Babb has always brought a scientific approach to her course designs. She doesn’t just guess what may or may not work: She specifically looks at the turning radius of most cars (30–40 feet); how quickly most cars can accelerate from 30mph to 60mph; braking distances;



“Those sweet courses that we enjoy are dreamed up, designed entirely by volunteers.”
ROB KRIDER

and average traction for most cars (approximately 1.1 g).

She understands the rules, and never takes liberties with them as she strives for balance and fairness. Per the rules, a slalom must have a minimum distance of 45 feet, but she believes a slalom of 90 feet doesn’t provide a driving challenge as most cars can go flat through a slalom with that extra distance.

Courses can’t be tiny and tight, benefiting only small cars, and they can’t be three drag strips connected to each other just for big horsepower cars, she observes.

A good course, she adds, must have balance, with something for each of those types of vehicles.

Babb describes her process for designing a National-level course, pointing out a few of her own rules of thumb: “First you are at the mercy of the site itself,” she explains. “Second is safety for workers.” She first plots a basic course outline, avoiding light poles or other hazards; then positions worker stations for maximum safety. Finally, she adds detail elements around the basic plotted line.



A CHAMPION’S CHAMPION
September 2004: Babb in her immaculate DML ‘67 Elan. By the time her name was added to the SCCA Hall of Fame in 2011, she had accumulated 20 Solo National Championships.

DESERVING OF HONOR

(RIGHT) Babb at the SCCA Solo Nationals in 1986. The next year, 1987, she would design the Salina Nationals course. (BELOW, RIGHT) A stoic Karen Babb receives her well-deserved Hall of Fame trophy (from then Club President and CEO Jeff Dahner) in 2011.



Courtesy Karen Babb

"I try to design courses where there is a braking zone before cone-intensive stuff. And I try to space out technical elements where cones are most likely to be struck to give workers a chance to pick them up and stay safe."

Most modern Solo Nationals course maps have named corners and elements. One of the elements on Babb's course design for the 2008 Nationals at Heartland Park was "Funeral for a Cone."

Humbly, she can look back at her designs and admit mistakes or point out opportunities for improvement.

"In 1987, when I designed a course for the Nationals at the big Salina site, I had two offsets which I calculated would be at 60mph. But I had no idea how much grip concrete had, so competitors were hitting upwards of 80mph.

"I learned not to underestimate how much speed people can get on a really sticky surface," she confesses.

She has also learned that she has no "unfair advantage" on her own courses.

"I can't drive my own stuff worth a darn!"

She explains that her courses tend to be more technical than most, with one element needing to set up for the next corner, which makes the courses challenging for optimizing speed.

"I personally don't have the patience for that," she says, laughing.



Philip Royle

"You want a sense of ownership, but in the end, the goal is to make something good."

KAREN BABB

Having an overall design plan is key to the success of any Solo course, she explains. "Driving a pickup truck through a parking lot and just dropping cones out of the back of it like depth charges rarely makes for a good course."

Babb has long brought to course design an ability to step back, listen to other people (especially more experienced drivers, the event chair, and

safety stewards) and accept suggestions and changes.

"Course designers need to not think of themselves as Salvador Dali, Leonardo da Vinci, or Pablo Picasso," said Karen. "As a volunteer you want a sense of ownership, but in the end the goal is to make something good, not to make something that is yours. People who defend their creation to the death are missing the point of the end goal to make a great course for competition."

Babb's message regarding course design not being a work of art rings true as I have been to many art galleries and

I have yet to see an autocross course map adorning the walls.

Her success as both a championship-winning driver and as a valuable Solo course designer propelled her into the SCCA Hall of Fame in 2011.

"That was a huge honor—to be invited to the [SCCA National] Convention and accept the award. I was completely surprised by the accolade," said Karen. "And the trophy is impressive and heavy. We joke at the house if there is ever a burglary attempt, hit him with the SCCA Hall of Fame trophy!"

In 2018, Karen was again honored by the SCCA with the Woolf Barnato Award, given out to just one person in the Club annually since 1948, named after British racing driver Woolf Barnato, who won the 24 Hours of Le Mans three times during his only three entries: 1928, 1929 and 1930.

Karen gives credit to Roger Johnson's Solo Course Design guide as a resource for creating good Solo courses. "Here are a couple of additional points course designers should remember," added Karen. "If safety tells you to fix it, you fix it. I've thrown away entire sections of my courses for safety. And remember, what you want to do is a good job for the competitors; as a course designer you are not there to express your artistic genius."

All of this is solid advice from a fierce SCCA competitor and selfless volunteer. We can all learn a thing or two from Karen Babb. 📍



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THE 100 PERCENTERS

Heading into a 50th Anniversary celebration of the SCCA Solo Nationals, only a very select few can say “I’ve been there!” at all 49 preceding

WORDS Rocky Entriken | **MAIN IMAGE** Rupert Berrington



THE ELITE MEET

(RIGHT) Susan Anderson (turquoise shirt) with George and Dee Schweikle at the 2021 Solo Nationals.



Courtesy Susan Anderson

SportsCar 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. Allow me to introduce you to...

Susan Anderson | Southern Illinois Region

Age 24 at the 1973 Nationals, began autocrossing with her then-husband Bob in an Alfa Romeo Spider, then an Alfa-powered Brabham in B Mod. When they divorced, it was Susan who kept on autocrossing, coming to Nationals in whatever she could cadge a ride including several sharing the late Craig Straub's Lotus Super 7. The winningest 100-percenter, she holds 11 championships.



Courtesy Rick Ruth

Rick Ruth | Chicago Region

Age 25 in '73. He now lives in the St. Louis area, and you know him today as the purveyor of the PAX index, although he calls it the RTP (Racer's Theoretical Performance), derived each year from crunching results of more than 800 events each year. With a few exceptions he has mostly competed in his Mustang II—he calls it the MiniBoss—in C Prepared. So close: He's finished second in CP four times.

NUMBERS CRUNCH

Rick Ruth (ABOVE), perennial CP runnerup, is the brain behind the RTP Index.

SAFE AT ALL SPEEDS

Four-term SCCA Director Charlie Clark (RIGHT) claimed four National Championships.

DETERMINATION

(RIGHT) The SCCA Solo Nationals perpetual Perseverance Award is named for 100-percenter "Papa" Dick Berger.



Courtesy Dick Berger

Dick Berger | Kansas City

Age 26 that first year, most notably distinguished by never having caught even a trophy finish at Nationals. But he has always competed with Corvair power, even the year (1978) that he drove a VW Beetle. The "Papa" Dick Berger Perseverance Award is named for him, and those of us (me included) who've won it take pride in having our names added. I shan't explain here the meaning of his race team name, Full Moon Racing. I'll just mention there is a glass-front elevator at a hotel in Salina where he is still a hallway legend.

Charlie Clark | Kansas City

Was 31 at Wentzville. Also, a Corvair legend, which accounted for all four of his National Championships (DP 1976, CP 1986-'88). He was co-chair of the Solo Nationals twice—with Mary Rice of San Francisco Region in 1983; with Berger in 1984—and later served four terms on SCCA's Board of Directors. He cites his crowning achievement as winning Nationals Driver of the Year in 1986.



Courtesy Charlie Clark

HUSBAND/WIFE CHAMPIONS

(RIGHT) and (BELOW, RIGHT) Dee and George Schweikle were the first married couple to claim Solo National titles in the same year (1978).

Me, Rocky Entriken

Salina Region now but **Kansas Region** when I was Nationals chair in 1975.

I was 32 when *SportsCar* sent me to Wentzville to cover the first Nationals. I didn't get my Spitfire back until 1974 but then ran it every year until 2011. Mostly I keep the Nationals record book, "Solo Stats," available on Amazon.



Courtesy Rocky Entriken



Courtesy Dee Schweikle

Dee & George Schweikle | Central Kentucky

Dee Schweikle was 33 in '73, and husband George was 34. Of all the 100-Percenter, the Schweikles have competed in the fewest cars, just three. Except for 2013 when they showed up in a Miata, the Schweikles have always run their Alfa Romeo Spider—a 1,750cc through 1983 and a 2-liter since. Dee won that indexed Ladies class at Wentzville, won E Ladies in '78, and C Stock Ladies in '81, the only person to win all three versions of Ladies classes. George won D Stock in '78, making the Schweikles the first to be husband-wife champions in the same year.



Courtesy Dee Schweikle

We 100-Percenter realize that our distinction is largely a matter of dumb luck. We were old enough to decide to drive the first one and young enough to keep doing it. It's why the Silver Circle—marking 25 years of attendance—was created, an achievable goal for anyone willing to try. There are 157 names on the Silver Circle board now. In September, it's expected we seven will be the charter members of the Order of the Golden Cone. It'll be another two years before anyone else can even be eligible. ○



Rupert Barrington

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FOOTSTEPS OF HISTORY

For the first time in a decade RoadRally's premier event, the USRRC, will return to the Mid-Atlantic area. In store, a trio of National rallies, dual headquarters, and historic scenery, all organized and hosted by a pair of veteran rally regions

WORDS James Heine | **MAIN IMAGE** discoverlancaster media / Tom Roe Photography

It's been 10 years since the United States RoadRally Challenge (USRRC) visited the East Coast's Mid-Atlantic area, the last occasion being the 2013 event organized by the Washington D.C. Region.

In the interim, there have been plenty of rally opportunities up and down the Atlantic coast—including the 2016 USRRC in West Dover, Vt.—but until now there's been no opportunity to test one's skill in the heart of the

Mid-Atlantic area against a strong field of National RoadRally teams.

That changes Oct. 19–22, when the Philadelphia and South Jersey Regions will partner up to co-host the 2023 edition of a now 28-year-old RoadRally tradition.

The Philly and South Jersey Regions picked up the 2023 USRRC after another Region withdrew its application, explained Jim Wakemen, Sr., rallymaster for two of the three events and co-chair with Land

O'Lakes Region's Mike Thompson of the RoadRally Board's National Events Committee. Wakemen recruited NEDiv RoadRally Steward and Philly Region member Clyde Heckler to helm the third event and SCCA Area 1 Director and Northern New Jersey Region RE Peter Schneider to serve as chairman.

"We have a good committee," Wakemen said. "We have experienced people, and we will have good events."

Wakemen added that his son, Jim Wakemen, Jr., will lend a hand with registration, and D.C. Region's Chris Bean is slated to serve as official precheck.

The weekend will open Thursday afternoon, Oct. 19, with registration in Exton, Pa., followed by Heckler's Little Appalachian National Course Rally on Friday, Oct. 20. At the conclusion of the Little Appalachian, teams will move to Vineland, N.J., for Wakemen's



ON THE ROAD

Scenic delights on the roads of Eastern Pennsylvania:

(MAIN) Colemanville Bridge. (RIGHT, TOP TO BOTTOM) Ryot covered bridge; trotting up the road from a lush farmscape; fall foliage on the Kinzua Byway, following Route 6 in Port Allegany, Pa.



Courtesy Visit Bedford / Denelle Driehl



Courtesy Discover Lancaster Media



Courtesy Allegheny National Forest

Up the Creek National Course Rally on Saturday, Oct. 21, and his Jersey Devil National Touring Rally on Sunday, Oct. 22.

For Heckler, this year's Little Appalachian marks an important anniversary.

"In the long-ago past, the Little Appalachian was often a Divisional companion to the Appalachian National Rally," Heckler explained in an email exchange, adding that as a rally, the Little Appalachian

dates to at least 1970. "The 1973 Little Appalachian was the first SCCA rally that I rallymastered," Heckler added, "although I was rallymaster for several local events before that."

For this year's Little Appalachian, Heckler will use the abridged *Road Rally Rules* (RRR) rather than the regular RRRs.

"There will be no Main Road Determinants. The Principal Road Rule will be used," he explained. "The rally will thus

have a fixed Priority List—we will add an 'Onto' rule and lettered instructions—and will be less challenging than many current National rallies."

The Road Rally will employ the scenic roads of Pennsylvania's historic Chester and Lancaster Counties and return to rally headquarters in Exton at the end of the day. The subsequent evening transit to Vineland will take most teams about an hour and 20 minutes, Heckler said.

RAISING THE BAR ON HOSPITALITY

The 2023 United States Road Rally Challenge will not only feature three first-rate National Road Rallies, it also will raise the bar on USRRC hospitality, which will be sponsored in part by SCCA's Northeast Division Council, along with the two hosting Regions, reports event chairman Peter Schneider.

"Registration on Thursday prior to Friday's Little Appalachian will feature a mini buffet with local favorites such as Philadelphia cheesesteaks and Philly soft pretzels," Schneider reports. "In the morning, while Road Rally instructions are being handed out, coffee, tea, and donuts will be available to the contestants in addition to the breakfast served by the hotel."

Schneider adds that on Friday night, while awaiting scores/awards for the 50th Anniversary Little Appalachian National Course Rally, and during registration for those who are attending only the South Jersey Region events, the one and only South Jersey Tomato Pie (a local variant of Pizza) will be served, along with soft drinks and beer. Naturally, New Jersey Saltwater Taffy will be available also.

"On Saturday morning, in a nod to our neighbor to the north, New York style bagels with lox and cream cheese will be available, and local blueberries, along with breakfast at the hotel," Schneider reports.

"Light snacks and drinks will be available Saturday night after you return from the Up the Creek National Course Rally, and you will be on your own for dinner to socialize at local restaurants with your rally friends."

On Sunday morning before the start of The Jersey Devil National Touring Rally, donuts will once again be available to all contestants, he says.

"Each event will feature unique but different awards to the winners for both driver and navigator in each class," Schneider says. "Overall USRRC champions will receive personalized awards a week or so after the event."

Each contestant attending all three events will receive USRRC keepsakes to remember the 2023 event, he adds.

— JAMES HEINE



Ron Ferris



James Heine



James Heine

While Heckler will use the abbreviated RRRs for the Little Appalachian, Wakemen's Up the Creek and Jersey Devil will stick with the regular RRRs.

"Up the Creek' is a play on the old idiom 'up the creek without a paddle,'" Wakemen said. "I would call it a medium-difficulty rally. The traps will be easy to analyze but not easy to execute properly at the correct location. We're using a one-page-per-leg route-instruction format, which keeps everything simple. The MRD [Main Road Determinants] list will be at the top of the page, along with the callback information and any special information. Each restart will have its GPS information in case you somehow get lost and need to find the restart."

"We're checking each other's events and providing guidance," Heckler said. "I think we've been honest about it. We've discarded traps we didn't like in the other's event, and I'm working on a combined set of 'generals.'"

Sunday's Jersey Devil will highlight the rural roads and countryside adjoining the Delaware Bay, Wakemen noted. Expect good roads and light traffic, he said.

"Everybody imagines New Jersey as six-lane freeways and lots of traffic. That's not true for every part of the state. These are nice roads."

Unlike the rolling countryside of the Little Appalachian, the landscape of the Jersey Devil is flat, Wakemen added, often only a few feet above sea level. On

rare occasions, this means roads might flood, when the weather, a full moon, and an exceptionally high tide conspire to produce the right conditions, "but the chances of any road being flooded during the rally are very slim," he said.

Additional information about USRRC 2023 headquarters, as well as registration information, is available at motorsportreg.com.

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MEN AT WORK

(FAR LEFT) On the 2013 USRRC, 2023 USRRC rallymaster Jim Wakemen and navigator Mark Haas receive a timing log from checkpoint worker Julie Gaddy. (LEFT) Last year, 2023 USRRC chairman Peter Schneider (at left) and Up the Creek and Jersey Devil rallymaster Jim Wakemen paired to claim the USRRRC's Equipped Class title. (BELOW) As in 2013, the 2023 USRRC will pass through the sites of much significant U.S history, no doubt passing National Park Service historical markers like this one seen on the 2013 route.

TO SEE AND DO

- The Mid-Atlantic area played an instrumental role in the founding of the United States and in our development as a society and nation. If you have an extra day or two, here is just a hint of many things to see and do while you're attending the 2023 USRRC.
- **Independence National Historical Park**, Philadelphia (includes Independence Hall, Liberty Bell, National Constitution Center)
 - **Valley Forge National Historic Park**, King of Prussia, Pa.
 - **Longwood Gardens**, Kennett Square, Pa.
 - Lancaster, Pa. (**Amish country**)
 - **New Jersey Motorsports Park**, Millville, N.J.
 - **Glasstown Arts District and Millville Army Air Field Museum**, Millville, N.J.
 - **The Jersey Shore** (e.g., Atlantic City casinos; Cape May Victorian houses; the boardwalk and Manco & Manco Pizza in Ocean City; and in Margate City, Lucy the Elephant, America's oldest roadside attraction).
- Little Appalachian rallymaster Clyde Heckler reports there are also two casinos about 15 minutes from rally headquarters in Exton, Pa.: Valley Forge to the east, and Hollywood in Morgantown to the west.
- And, Heckler notes, if you want something *completely* different, **Angry Jack's Axe Throwing Club** is right around the corner from rally headquarters.
- JAMES HEINE



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READY FOR TAKE-OFF

The goal was an outreach to non-members. The boost came from a shiny new SCCA Foundation grant program. The mission? Accomplished.

WORDS Lauri Burkons | **IMAGES** Brian James



It was cold and it was wet, yet more than 50 SCCA members brought 80 non-members out to Nelson Ledges Road Course in Garrettsville, Ohio, to show them what the Sports Car Club of America is all about.

It was a full day of presentations, demonstrations, and cool cars to view, with race track ride-arounds a true highlight for many of the attendees.

As an outreach, the Neohio Region's "A Day of Motorsport" event could trace its success to a solid plan and a financial kickstart from a Region Development Grant obtained via the SCCA Foundation (see "A Helping Hand," *SportsCar* May/June 2023, page 56).

When Neohio's Jennifer Bradford first learned her Region could submit a grant request for the non-member event at Nelson Ledges, she immediately got to work. With help from Bill Moore, Brandon Anderson, Erik Avendutti, Pat Prill, and input from several other Neohio Region members,

Bradford put the whole idea together and wrote the grant application that, when accepted, yielded an impressive benefit: A day for the Region to show Ohio motorsports enthusiasts how to become participants.

With the grant approved, Bradford and many others (too many to name) went into high gear to put together the one-day event, getting support from the track and from several different SCCA programs—Solo, Street Survival, Road Rally, Rallycross, Time Trials, and Road Racing.

Then they got buy-in from the specialties—Registration, Tech, Grid, Flagging & Communications, Timing & Scoring, and Emergency Services.

SCCA's Partner Relationship Manager Dan Dennehy-Rodriguez gave an upbeat welcome, giving the attendees an SCCA overview. Subsequent presentations included car and event prep by Bill Snow, brakes by Bill Moore,

tires by Adam Batton, and a data acquisition session by Bill Stevens.

F&C and ES members demonstrated their specialty's specialties: Avendutti, Cindy Benchina, and Ed Arthur showcased flags and explained how to speak with a driver in a car. The Emergency Services fire team demonstrated the Jaws of Life on a donated roll cage in a very old, never to be driven again, car. That brought some oohs and aahs, but the fire demonstration really got everyone's attention.

During the lunch break, raffle tickets were pulled for a variety of donated items from Summit Racing Equipment, including chairs, stools, tables, hats, and even a pop-up. Race-Keeper donated a Road-Keeper Data Logger, and the Region gave away two one-year SCCA memberships.

As a result, several new members were added to the roll that day, and Neohio Region added many new contacts to its mailing list for upcoming events based on people's areas of interest.

Thanks go out to all the event sponsors: Nelson Ledges Road Course, Summit Racing Equipment, Hawk Performance, Atomic Autosports, Carbotech, Race-Keeper, EBC Brakes, and Tim Lally Chevrolet.

When the clock struck 3:00 p.m., the event changed gears to welcome cars onto the track at speed—SCCA's Track Night in America Driven by Tire Rack fun, and the best-attended Track Night ever at Nelson Ledges. 🏁



FUN WITH CARS
The inaugural Neohio Region "Day of Motorsport" made a local splash.







SIDE-BY-SIDE

To some SCCA members it's a destination. For others it's a stepping-stone. Regardless, the Mazda MX-5 Cup is a championship worth winning

WORDS George Tamayo | IMAGES Ignite Media

Among the dizzying array of amateur and professional race series that drivers could choose from, few appeal to as wide a spectrum as the IMSA-sanctioned Idemitsu Mazda MX-5 Cup Presented by BFGoodrich. Early on the MX-5 Cup tended to attract racers who were looking for a step up from SCCA's Spec Miata class or where drivers would go for extra seat time before moving up to higher horsepower cars.

Now, as the series has matured and grown the

scholarship and prize money fund that presently exceeds \$1 million per season, the MX-5 Cup is enjoying full fields of drivers who are there simply because it's the right place to be.

Young SCCA drivers aspiring to make a career of racing like Central Carolinas Region's Connor Zilisch, Chicago Region member Nate Cicero, or Northern New Jersey Region's Thomas Annunziata are certainly competing to take full advantage of the very generous

"It's flat-out racing for 45 minutes where you don't have to factor in pit or tire strategies. It's pure."

SELIN ROLLAN

prize money and scholarships the series has to offer. But that's not all. Winning in MX-5 Cup, they will tell you, is its own form of career-growing currency.

Zilisch, who finished on the National Championship Runoffs Spec Miata podium during his rookie year in 2021, is a prime

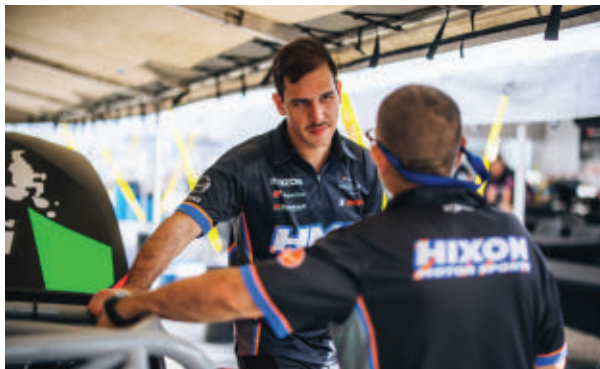
example. He lost the 2022 MX-5 Cup Championship by only a few points. Despite securing the MX-5 Cup Rookie of the Year award and the accompanying \$80,000 scholarship, missing out on winning the title in the last throws of the final race was a definite cause for heartache.

"I was upset immediately after the race to have missed out on winning the championship," recalls Zilisch. "To even have a chance to win a title of this level is huge. So, yeah, it stung to miss out."



RESUME BUILDER

Teenage Trans Am star Connor Zilisch isn't in MX-5 Cup just to build his career resume. He's also racing to win because the series has cultivated its own level of prestige.



For every driver like Zilisch and the others chasing MX-5 Cup success to burnish their professional resume, there are many on the other end of the spectrum for whom the MX-5 Cup is the destination.

Take Selin Rollan. Now 28-years old, the Florida Region member began racing in SCCA Spec Miata at age 15. In 2018, he won the MX-5 Cup Rookie of the Year prize and has continued racing in the series ever since, finishing in the top five in points every year, including as runner-up in 2019. He clearly has talent behind the wheel. Although he had aspirations of his own to make a career in racing, Rollan eventually concluded that MX-5 Cup is where he belonged.

"I love the racing," says Rollan. "I'm also really fortunate to have a great 'marriage' with Hixon Racing and the Austin Hatcher Foundation to keep me in it—along with the success I've had—it's paid

me back. So, I hope to stay in MX-5 Cup as long as possible."

Rollan says he could have explored opportunities in other race series, but the decision always came back to MX-5 Cup.

"You're in the IMSA paddock, you get the livestreams of races, you get the media attention; the value is unmatched," he adds. "The racing is fantastic – I'm smiling just thinking about it. You have so much mechanical grip, and you don't have to worry about aero wash or getting too close. It's flat-out racing for 45 minutes where you don't have to factor in pit or tire strategies. It's pure. And when the races are done, you often hear about the WeatherTech drivers who watched the races because they're such fun."

What's clear is that when Zilisch, Rollan and the rest of the MX-5 Cup field go side-by-side, they're in it to win it because, in that moment, it's the only thing that matters. 🏁

TO EACH HIS OWN

Drivers Connor Zilisch, shown here (LEFT) leading in St. Petersburg, and Selin Rollan (LEFT) and (BELOW) have both found their niche within MX-5 Cup. For Zilisch, the series unlocks the gate to a career path while for Rollan, it's a competitive place to go racing. When the green flag drops, though, their individual motivations take a back seat to vying for race wins and championship points.

OWNERSHIP CAREER

So far in the 2023 MX-5 Cup, 32 drivers have taken a start, representing nine different teams. One of those drivers is past SCCA Spec Miata racer defending MX-5 Cup champion Jared Thomas, who also happens to be one of the nine team owners with JTR Motorsports Engineering. As a past scholarship and title winner, Thomas has decided to reinvest his winnings in MX-5 Cup by building an organization that uses the series as a foundation of a long-term business plan. Including his own, JTR fields six entries in this year's championship. After only three seasons, it's a testament not only to what he's building, but to the viability of MX-5 Cup as an enterprise with growth potential. In doing so Thomas has uniquely straddled the divide between MX-5 Cup as career launcher and a destination by making it his career destination.

– GEORGETAMAYO



Jonnie Media

THE BELT WAY

Out of the hotel business into the motorsports aftermarket, Joe Marko's focus on product quality and customer service has parlayed HMS into an industry leader | **WORDS** Steve Nickless | **IMAGES** HMS Motorsport



HMS Motorsport is the importer and distributor of products from the safety elite—Schroth, Schubert, Cobra, Walero and more—and is one of the most well-known names in motorsports safety.

Now based in Mooresville, N.C., the company was founded in Massachusetts in 1995 as a supplier of aftermarket bits and pieces for BMWs and Ford Mustangs, the company focus changed dramatically in the early 2000s as its exclusive relationships with harness and seatbelt maker Schroth Racing and helmet manufacturer Stilo expanded.

The “M” in HMS Motorsport stands for “Marko,” as in company founder and owner Joe Marko, who settled in the North Shore sailboat racing town of Marblehead in 1982. (“The ‘H’ and the ‘S,’” Marko says, “were not ready for the long haul to come and I was the only one providing the ‘M’... money. ‘HMS Motorsport’ had such a nice ring to it, though, I left the original name alone...”)

Marblehead has a racing pedigree as home to American

race car manufacturer Autodynamics in the 1960s and early 1970s, but turned out to be difficult to reach for a retail business. Looking for a location closer to major highways, HMS relocated to Danvers, roughly 10 miles northwest, in 1999 with a more significant brick-and-mortar shop. Initially a BMW competition hard parts and safety equipment supplier, actively supporting members of the BMW Car Club of America (which remains an HMS partner to this day), the company became the exclusive importer of Schroth Racing harnesses in 1999 after Marko impressed its founder, Carl Schroth, in a trip to Germany.

Fast forward to 2001 and NASCAR superstar Dale Earnhardt’s terrible fatal accident at Daytona: Soon after, Marko and Schroth were approached in their booth at the Performance Racing Industry show by driver Ryan Newman and his Team Penske crew chief Matt Borland.

“Ryan was a hotshot new NASCAR rookie,” Marko says. “They came by, looking to do something to improve safety, and we talked to them about belts. They were very impressed and invited us down to their shop in North Carolina the following week.

“[Carl and I] met with Penske, with Ryan and his crew chief, with all the senior executives there, and they liked what they saw. Later, they introduced us to the NASCAR R&D center, to

Gary Nelson and Steve Peterson who oversaw all the new safety initiatives. That kind of started a relationship with NASCAR.

“We worked with them on the first specification for a NASCAR seatbelt standard, helped them write it. We introduced the first cam lock to NASCAR—up until then, everything was latch link—and the first HANS-device-specific shoulder belt. And we’ve continued to be involved for about 95 percent of the belt testing that NASCAR’s done since 2002, going to a number of the sled tests and introducing new technology like the current two-inch lap belts.

HMS was similarly involved in pushing the standards in SCCA competition.

“Arnie Kuhns, who passed away [on June 1], was the founder of the SFI Foundation,” Marko says. “Arnie and I for a number of years served together on the SCCA Safety Advisory Committee. Back when I started out in the business, the SCCA was something of a leader in safety. What SCCA did, most of the other organizations kind of followed.”

Today, both SFI and FIA safety standards are recognized by the Club.

The biggest share of HMS’ \$7.5M annual revenue comes from what Marko calls the “FIA Market”—sports cars, SCCA, IMSA, car clubs. NASCAR is not a large percentage of the dollar total, Marko says, “but it’s an important percentage

because it’s high margin. Although we supply about 95 percent of the NASCAR Cup drivers with Schroth belts and many Schubert helmets, we don’t give anything away, unlike many of our competitors.

“While holding fast on pricing, HMS equally puts great emphasis on safety education, tech support and after-sales service.

“I spent 20 years in the hotel business before I started HMS,” Marko says. “I have a Bachelors [degree] in accounting and a Masters in Hotel from Cornell. So I came into this with a hospitality and customer service orientation.

“Quality has never been a question. Carl Schroth was a textile engineer, and Schroth webbing incorporates his patented technology, with several different characteristics that no competitors have. There are only two companies that make that Schroth’s webbing, and it’s not available to anybody else.”

Marko moved the headquarters and core of the operation to Mooresville, and moved personally from Marblehead to Davidson, N.C., in 2014, keeping a smaller retail and dealer sales presence in Danvers. The new headquarters in the Carolinas houses all warehousing, distribution, a sizable retail store, professional belt customization, and racing electronics production.

“All of our software is in the cloud now,” Marko explains, “so when the phone rings, it



SAFETY TOP TO BOTTOM

(OPPOSITE) Stadium seating!
(FAR LEFT) HMS Motorsport founder Joe Marko is ever-active in product testing.
(LEFT) Schubert helmets are de rigueur in many pro racing circles.
(BELOW, LEFT) Headquartered in North Carolina, HMS is the Eastern U.S. importer/distributor for COBRA motorsport seats.



really doesn't matter which office picks up. It's all one."

HMS remains the exclusive importer for Schroth Racing, Schubert Helmets (the rights acquired after Stilo was bought out by Simpson in 2017) and Walero Racewear, and is the Eastern U.S. importer/distributor for COBRA Motorsport seats. It sells retail but also distributes via a network of 200 dealers.

"We spend a lot of time educating our dealers," says Marko. "New dealers are provided with a basic product package, we'll help finance them a little bit, and then we also send out one of our sales reps to train them on how to sell and how to best represent the product."

"All the products that we import and sell are highly advanced—the most advanced and most technologically superior products in their categories. They're not the cheapest; they're all among the most expensive. So if you don't know all the advantages and how to sell them, you're not going to be successful."

Indeed, safety equipment is not an area where one should price-shop. From the beginning, the quality of its products has been the company's primary strength.

Still growing as it fast approaches its 30th anniversary, HMS Motorsport is well-positioned to maintain its hard-earned reputation as a motorsports safety industry leader. 🍷

MORE WORKERS OF THE YEAR

Second of a series: Wanda Helser and Sam Fouse—two more outstanding workers singled out at the 2022 SCCA National Championship Runoffs for volunteer service above and beyond | **WORDS** J. Michael Hemsley



Courtesy Wanda Helser

2022 TIMING AND SCORING WORKER OF THE YEAR

Wanda Helser, Blackhawk Valley Region

Wanda Helser joined Blackhawk Valley Region SCCA in 1977 to crew for her husband but was soon pulled out of the paddock and pits to serve in other areas, soon earning National Timing & Scoring and Registration licenses.

"In those days, each timer used a stopwatch, wrote the time on a card, and calculated the lap times by hand," she remembered. While there is still a need for tapers, auditors, and charters, she noted that "timing and results now are done by computers."

Helser has a background teaching computer networking and office software, so, "I find doing the results both challenging and fun. Volunteering in Timing & Scoring is, in my opinion, the best seat in the house—well, other than being behind the wheel of a race car. You get to play with computers, sit right at the start/finish line, and we

always have the best snacks." (Everyone who has ever volunteered at a race knows the value of good snacks.)

Helser has broadened her volunteer horizons recently: "[Last] year I also volunteered in Data Acquisition, where you are in the grid and tech areas with the cars and drivers."

As with most of us in SCCA, friendships are a very important part of being a member. "Although I joined SCCA for the racing, I have stayed a member for 46 years for the many friendships I made over the years all across the country," she said. "It's fun to travel to different tracks and meet other people with the same interest in cars. Thank you for the honor of being chosen the 2022 Timing & Scoring Worker of the Year!"

Thank you, Ms. Helser, for all you do for SCCA.

2022 RACE ADMINISTRATION WORKER OF THE YEAR

Sam Fouse, North Carolina Region

Sam Fouse joined SCCA in July 1976 when driver and journalist Bill King "twisted my arm." Fouse was an active autocrosser who loved racing and the people he met. "It was fun with cars, but the people part was (and still is) the reason I stay."

Autocrossing led him to become the North Carolina Region Solo Chair, a position he held until he went to a Driver's School in 1983. He then became a road racer, competing in GT-4, GT-L, and GT-3.

To say that Fouse has been active in North Carolina Region would be an understatement. As well as being a competitor, he has flagged, worked Emergency and Grid, instructed at Driver's Schools, and crewed. In 2014, he was "drafted" to be a member of the Region Board and he served as the

Regional Executive from 2016 to 2019, retiring after the first Runoffs at VIR.

But he still wasn't done: He volunteered to be the Region's treasurer in 2021.

"The Region admin thing came about, as do most things at the Regional level, because 'somebody's got to do it,' and I had experience as a driver, worker and past RE," Fouse explained.

Asked why he continues to volunteer, Fouse said, "I still love racing and everything about it—especially the people. I semi-retired from my full-time career in 2016, but you still have to have a reason to get up in the morning. The people, the cars, the racing are all part of that for me. I feel most alive while I'm racing, working a race, or just being at the track."

"I'm also involved with a couple of committees at the National level which allows me the opportunity to help the club and its members into the future."

His message to his driver friends? "Nothing happens in SCCA unless someone volunteers. Contribute!" 🍷



Courtesy Sam Fouse



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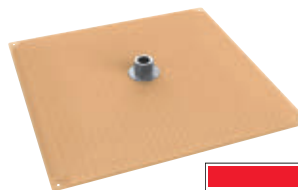
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ADVISORS AT SPEED
(LEFT) Jared Lendrum and
(BELOW) Derrick Ambrose
are members of the CRB
Advisory Committee
who bring their on-track
savvy and successful
business experiences to
the rules-managing table.



Courtesy Derrick Ambrose

MAJOR CONTRIBUTION

CRB Advisory Committee members embody the axiom,
“If you want something done, ask a busy person to do it.”

WORDS John LaRue, Chairman, Club Racing Board | **MAIN IMAGE** Salvatore Baisley

If you have taken time to review the rule-making process, you will be aware that all requests for new rules or changes to existing rules are first routed by the SCCA Staff to one of our Advisory Committees. These committees, as well as the Club Racing Board (CRB) to which they report, are comprised of volunteers.

We are all extremely fortunate to have people who not only volunteer countless hours of their time on a regular basis to keep the SCCA functioning, but also to have a group so knowledgeable. The current members on CRB Advisory Committees have the collective technical prowess to formulate rules and regulations that provide the SCCA with a diverse set of competitive road racing classes rivaled by no other organization.

On the current list of Advisory Committee members is Jared Lendrum, who pulls double duty on the B-Spec/C-Spec and Touring Advisory Committees. Jared owns North Country Subaru in Queensbury, N.Y. Jared began racing three-wheelers on ice

at the age of 4, moving on to BMX bikes in his teens, further ice racing in Saabs, then motocross, and supercross. After college, Lendrum began running some SCCA Solo and RallyCross events that led him to begin his Road Racing career in 2004 running Mazda Miatas in SSM, SM, SM2, ITA, and ITS.

Currently, Lendrum actively, builds, prepares, and competes in T4 and B-Spec.

Derrick Ambrose is another member pulling double duty on the B-Spec/C-Spec and Touring Advisory Committee. Derrick began his racing in SCCA RallyCross in 2007 moving on to Solo in 2010 and then Road Racing in 2012. He cut his teeth in B-Spec with a Mazda 2, which he built from the ground up. Ambrose was no stranger to racing before his time with SCCA, though. In 1998, he and a partner founded CorkSport, an automotive performance business which specializes in Mazdas.

There is an old saying that is quite apropos: “If you want something done, ask a busy person to do it.” Not only do these

“These two guys serve on two committees, prep and race their own cars, and run businesses...”
JOHN LARUE

two guys serve on two committees, build, prep, and race their own cars, they also run their own successful businesses.

Their stories, however, are far from unique among our boards, committees, stewards, and other volunteers. Why do they dedicate so much time to SCCA when there are certainly other projects which—and family members who—could certainly use their attention?

I believe that it comes from the pride that they have in the SCCA and the fact that they are making such an important contribution to our beloved sport of SCCA Road Racing. This work isn’t for everyone, but it is rewarding, and I encourage you to consider submitting your name for service on one of our committees. 📍



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SUPER CHALLENGE REAL WORLD

My thoughts on the revised Tire Rack SCCA ProSolo “Cut-line” Super Challenge format with several events now in the books | **WORDS** Paul Brown | **IMAGES** Rupert Berrington

In a previous column, I briefly mentioned this year’s new ProSolo Super Challenge format. After a number of events, we now have some real-world experience with it. We know some upsides and we have some issues that are looking for good solutions. (Sending your suggestions to the Solo Events Board [SEB] via [SCCA.com](https://www.scca.com) is welcome.)

Ideally, the new format takes two 16-car groups and runs them with the same processes as class competition: No warmup run, cars paired up with no differential included in the start lights, pairs leaving the line at about

20 second intervals, drivers take two runs on each side, alternating sides with each run.

It should take about 11 minutes to complete a group. Another 11 for the second group, and we’re *way* ahead of the hour-plus it used to take to get through the first round in single-elimination mode. Easy-peasy.

But there’s a catch: There is not much overlap these days between large Regions and large sites, so most of these Challenges are staffed with a skeleton crew, and that 20-second interval goes completely out the window. There’s a non-trivial

time lag between completing the first group and starting the second group.

Some of that can be improved with further software development, which is ongoing—some of it is the delay due to swapping co-drivers, and some of it will be improved as competitors learn the new format and become familiar enough not to require so much guidance.

But I’ve noticed that with the added delays, the new format hasn’t always saved much time. Further practice and development will improve matters, but suggestions are



RACE AGAINST TIME

Encountering bumps in the otherwise smooth road looking to streamline the ProSolo Super Challenge.



one run per course, which would save pretty much exactly half the time. With slow shot clocks it could be worth some significant time.

The Final 8 is a return to the familiar single elimination format. A pair takes 3-5 mins. to complete, depending on course length. Four pairs takes that to about 20 mins. One possible tweak I might suggest would be to make this another Cut-line round, maybe with just one run per side? That's about 3 mins. total—ideally, and with the aforementioned caveats.

In reality, maybe of limited benefit. The Final 4 is going to take some time with the inherent 3-minute waits before the consolation round and Top Eliminator rounds. SCCA hasn't really found a way to improve on that all that much in 37 years, though, so maybe we're already optimal? Or maybe someone out there has a solid suggestion?

Some have complained about the sheer number of runs taken in a weekend. In the old format, the winner took up to 11 runs to win, in addition to the 12 runs offered in class competition for a total of 23 runs for the weekend.

The new format takes four runs in the Round of 32, four more in the Round of 16, then six more in the Final 8 for a total of 14, which is three more than the old way. Not exactly a seismic shift, but that does leave someone with up to 26 runs in a weekend.

These are my thoughts, and as mentioned, your thoughts are welcome. 🍷

SAFETY CONCERNS

A couple of safety issues that reared their ugly heads at Spring Nationals in Lincoln, Neb., back in May. The Solo safety issue was aggressive driving by several drivers on their trip from grid to the start line. Burnouts, rapid steering inputs, and heavy braking leaving skid marks are clearly beyond any allowances. Access to the primary spectator area required crossing that lane. Aggressive driving and spectators are not a happy combination.

The ProSolo issue had to do with returning from a ProSolo course to the start line on the second course. This was specifically about Challenge competition, but actually applies to the entire event.

A ProSolo has the same safety rules and envelope as any other Solo event. When a car crosses the finish line, the driver should slow down as quickly as practicable to what amounts to grid speed. The area behind the timing trailer is a popular spectator area, and in this context, that includes support personnel checking tire pressures and such. We can't have cars driving at course speed anywhere in the crossover area, even in Challenge competition.

I was going to cite the specific rules about both the aggressive driving and the Challenge rule that mentions the shot clock will not start until the second car enters the staging lanes, but both of those appear to have been lost in the rewrite for the Cut-line revision. I've sent a request to have those included in the next revision.

— PAUL BROWN



"Ideally, [at 22 minutes] we're way ahead of the hour-plus it used to take. But there's a catch."

PAUL BROWN

welcome. An example of the latter is moving the second driver of a two-driver team from the front of the group to the back. The first driver is at the front of the first group, so this would inherently maximize the time available to make the driver swap.

But next we get to the Round of 16 and repeat. Again, this should take 11 minutes, so even with changeovers and driver swaps we could be about 45 minutes in and ready to start the Final 8.

Based on my experience, I think one potential change here could be to offer just

DISCOVER CALIFORNIA! MICHIGAN! CONNECTICUT!

Such a deal: Three National RoadRallies in three states on back-to-back-to-back August weekends | **WORDS & IMAGES** James Heine



If your thoughts have turned to travel recently, we have a deal for you: Three National RoadRallies—two Course and one Tour—on back-to-back weekends in California, followed by the 75th running of Press On Regardless in Michigan, and a National GTA in Connecticut, all in the space of three weeks, from Aug. 19 to Sept. 9.

The opening event is the Highway Robbery National Course Rally on Aug. 19 in Ontario, Calif., followed by the Stagecoach Divisional Tour on Aug. 20. Expect RoadRallies in the range of 200 miles for the National and about 120 miles for the Divisional, says event chair Jeanne English. Headquarters will be near the Ontario airport, she adds, and the Divisional will end early enough Sunday afternoon so that teams who wish can fly home at a reasonable time.

"However, the ideal scenario," observes Golden West and Gold Rush chairman Andy Stocker, "is to run Highway Robbery and Stagecoach

Aug. 19-20 then spend the week touring the California coastline, visiting Santa Barbara, Big Sur, Carmel, and Santa Cruz, etc., and then finish with our two National rallies in the Sacramento area."

The Golden West National Course Rally Aug. 26 is a scenic 190-mile run through the foothills southeast of Sacramento," Stocker says. "It will be a challenging event designed for experienced rallyists familiar with SCCA rally rules, yet the course," he adds, "is also easy to follow for novice entrants—with paved roads and no special equipment or math skills required. Just bring your phone for GPS scoring."

Stocker adds that the Gold Rush National Touring Rally on Sunday, Aug. 27, is designed as a low-pressure event that will highlight southern Sacramento and San Joaquin Counties. Anticipate mileages with most instructions and lots of GPS scoring opportunities, he says.

Headquarters for the Sacramento

rallies is the La Quinta by Wyndham in Rancho Cordova.

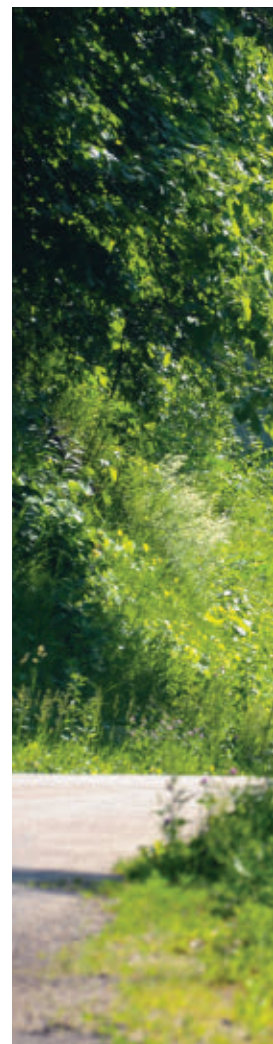
After Golden West and Gold Rush Aug. 26-27, the National Championship series moves east to Michigan and Connecticut Sept. 8-9 for Press On Regardless (Gaylord, Mich.) and All the Myriad of Ways (Plantsville, Conn.), also on Sept. 9—two very different RoadRallies separated by some 875 miles. The former offers a double-National Touring weekend and the latter a National GTA complemented by Hurdle 2023, a concurrent Regional and much-loved New England event.

Both All The Myriad of Ways and Hurdle 2023 are shortest-distance GTA events, explains rallymaster Jon Lamkins. "Teams must find the answer to a set number of questions in the least number of miles."

"Every mile traveled counts as a point," he adds, "and failure to answer a question is 30 points. However, for a question with multiple parts, the 30 points is divided across the parts—i.e., in a question with a two-part answer, each part wrong would be a 15-point penalty."

There also is a time penalty of one point per minute if a team arrives after a predetermined time plus an additional 100-point penalty if it arrives after an even later established time, Lamkins says.

In Michigan, Sept. 8-9 marks the 75th consecutive running of Press On Regardless (POR). Rallymaster Bruce Fisher reports he opted to run this year's edition as a pair of National Touring RoadRallies to "entice some of the teams that typically just run National Tour events an opportunity





to run two National rallies in one weekend," and for those to whom "running POR has been on their bucket list" an opportunity also to run a pair of National RoadRallies.

"The POR trophy will go to the team with the lowest accumulated score from the two days of competition," Fisher reports. "Since this is the 75th consecutive running of POR, there will be some additional memorabilia and activities."

While POR developed a reputation for being a car breaker when it was a stage rally, its recent history has altered that reputation, Fisher says.

"I have been the chairman since 2001 and, at first, continued the tradition of using stage roads

and attracting prior stage-rally competitors. By 2013, we were down to just 13 entries, because we were not attracting stage-rally competitors, and we really weren't attracting many new competitors. I decided to quit using the rough roads but still use the traditional roads that were in good shape, and then find other unpopulated roads that are fun to drive. This format has paid off, and I have now attracted around 25 cars the last few years."

So, what can the competitors expect in 2023? Expect fun and challenging roads—mostly unpaved—that are not car breakers, Fisher says, "but I would not recommend using a car with low ground clearance. I would gladly

talk with anyone who has concerns and refer them to competitors who have run POR recently."

With a schedule of 1 p.m. to 11:30 p.m. each day it means a third of the route will be run after dark, and auxiliary and navigation lights are recommended, Fisher adds.

Fisher says he is not changing the character of POR but rather ensuring that it is not a car-breaker, and with two 225-mile days, "it is worth attending," he says.

Headquarters for POR 2023 is the Hampton Inn in Gaylord.

For more information about these events, visit motorsportreg.com where you will find entry fee, registration, and accommodation information. 📍

SCENE SETTERS

Our columnist enjoyed a June weekend in the midwest, and offers these photos to rev you up for the August Nationals triple: (OPPOSITE) Classic Wisconsin country road after checkpoint 1 on the Roads Scamper National Touring Rally. (ABOVE) Bob Morseburg/Bruce Gezon, winners of the Equipped Class on Roads Scamper. (LEFT) The names of rural Wisconsin roads can be strikingly descriptive.



SOLO HISTORY

Pedigreed Pontiac, Honda, BMW and Ralt are the “four corners” of a new Speedway Motors Museum of American Speed (MAS) exhibit celebrating the upcoming 50th Anniversary 2023 TireRack SCCA Solo Nationals.

SCCA SPIRIT ON DISPLAY

Voluntarism is at the core of the SCCA’s “Fun with Cars” mission, as is evident in the behind-the-scenes of a new Museum of American Speed exhibit. | **WORDS** Jim Weidenbaum, SCCA Foundation Board | **IMAGE** Raleigh and Velma Boreen

The SCCA Foundation is excited to support a permanent SCCA display at the Speedway Motors Museum of American Speed (MAS) in Lincoln, Nebraska. MAS, a non-profit corporation founded in 1992, has been recognized by USA Today as the No. 1 Readers’ Choice Award in the category of *Best Attraction for Car Lovers*.

Thousands of SCCA members make the pilgrimage to Lincoln each year to participate as drivers, officials, or crew at the Tire Rack SCCA Solo National Championships. In 2023, SCCA and the MAS are setting up a display to commemorate the 50th running of the Solo National Championships.

A committee of people was established to help coordinate efforts to celebrate the 50th Solo Nationals, and Raleigh and Velma Boreen were asked to help coordinate MAS/SCCA displays showcasing some members’ cars. With 2023 being the 50th celebration of the Solo National Championships, it was deemed appropriate to display some storied past championship winning cars. Four cars were selected that had both storied racing histories and which could also be away from their owners for 12-16 months.

The cars selected were:

- SCCA Hall of Fame members **Bob and Patty Tunnell’s** (22 Solo National Championships and 9 ProSolo Championships between them) **BMW E36**
- **Jinx and Ginette Jordan’s** **Honda CRX** which has 17 Championships between the two
- **Dave Kutney’s** **Pontiac Trans Am** with four Championships to its credit
- **Bruce Domeck’s** **Ralt B Mod** car with three Championships to its credit.

Competing in SCCA often comes with logistical challenges, which went to another level to coordinate the MAS exhibit with borrowed trailers, tapping friends to help tow, and many phone calls. Fortunately, SCCA’s spirit of volunteerism and “can-do” attitude was in abundance and, by early April, all four cars were safely at MAS in Lincoln.

Raleigh and Velma drove from their Indiana home to North Carolina to pick up the Jordans’ Honda CRX with Northwestern Ohio Region’s Robert Christmas driving the Boreen truck and trailer from Indianapolis

to Lincoln. Borrowing a two-car trailer, the Boreens next picked up Kutney’s Trans Am in Ohio and Domeck’s B Mod in Kentucky, with the final piece of the puzzle solved by Bob Tunnell towing his and Patty’s BMW from Colorado.

Besides the cars, the drivers have donated some of their trophies for the display, with the Tunnells loaning their SCCA Hall of Fame trophy for the MAS display. A preliminary display was open on Memorial Day weekend with the permanent display set to open in early August. During the Sept. 5-8, 2023, Solo Nationals in Lincoln there will be several opportunities for people to see the completed display. The early plans for the Solo Nationals call for two evenings of activities planned at the Museum.

This current display of past SCCA National Championship-winning cars will be at the MAS through Solo Nationals in 2023. It is expected that during the next 10 to 12 years, a variety of SCCA race cars and classes will be showcased at MAS. Do you have a race car with a noteworthy history? Please let us know at info@sccafoundation.org. 📍

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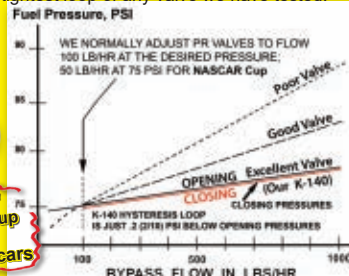


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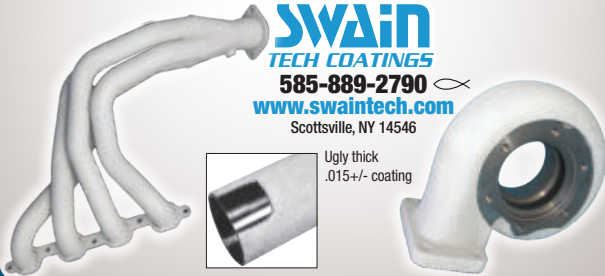
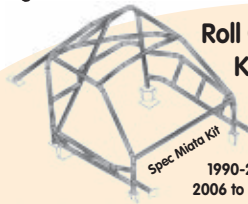
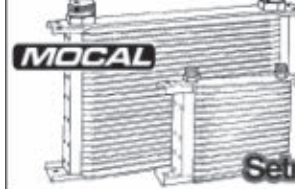
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May 26-29: Lime Rock Park, Conn. *Marks (TA); Merrill (TA2); Byrd (XGT); Saunders (SGT); Saia (GT)*
Jun 2-3: Detroit Grand Prix, Mich. *(Zilisch TA2)*
Jun 15-18: Indianapolis Motor Speedway, Ind. *Brabham (TA); Lowry (XGT); Saunders (SGT); Griffin (GT)*
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)
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Oct 5-8: VIRginia International Raceway, Va.
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NORTHERN CONFERENCE

Jul 15-16: Gingerman Raceway, Mich.
Jul 22-23: Road America, Wis.
Aug 19-20: Grattan Raceway, Mich.

MID-STATES CONFERENCE

Jul 15-16: Ozarks International Raceway, Mo.
Aug 19-20: High Plains Raceway, Colo.

SOUTHERN CONFERENCE

Sep 2-3: MSR Houston, Texas

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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

[gldsscca.com](https://www.gldsscca.com)
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](https://www.midiv.org)
Jul 15-16: Summer Lake Fest, Ozarks International Raceway/Kansas City

NORTHEAST

[nediv.org](https://www.nediv.org)
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
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Sep 23-24: E Daytona International Speedway/Central Florida
Oct 21-22: Roebeling Road/Buccaneer
Oct 27-29: Sebring International Raceway/Central Florida
Nov 3-5: Michelin Raceway Road Atlanta/Atlanta

SOUTHWEST

[sowdiv-scca.org](https://www.sowdiv-scca.org)
Oct 26-29: October Fest-Double Regional, Eagles Canyon Raceway/Texas

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NORTHEAST

[nediv.org](https://www.nediv.org)
Aug 24: End of Summer Spectacular Regional Road Race and Drivers' School, Pittsburgh International Race Complex/Steel Cities
Aug 24-27: Drivers' School, End of Summer Spectacular, Regional Road Race, Pittsburgh International Race Complex/Steel Cities

SOUTHEAST

[sediv-racing.com](https://www.sediv-racing.com)
Aug 12: Florida Region Regional Road Race & Drivers' School (Double SARRC), Homestead-Miami Speedway/Florida

SOUTHWEST

[sowdiv-scca.org](https://www.sowdiv-scca.org)
Oct 26: Texas Region October Fest-Double Regional Road Race & Drivers' School, Eagles Canyon Raceway/Texas
Oct 26-29: Drivers' School, October Fest-Double Regional Road Race, Eagles Canyon Raceway/Texas
Nov 9: Texas Region Fall Roundup Double Regional Race & Drivers' School, MotorSport Ranch Cresson/Texas

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

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

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

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

MSR Houston
(281) 369-0677 msrhouston.com

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

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

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

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

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

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

Team Stradale
(815) 727-7234 teamstradale.com

NOVICE PERMIT SCHOOL CREDIT AND EVENT CREDIT
Allen Berg Racing School (888) 722-3220
allenbergracingschools.com

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

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

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

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

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

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

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

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

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

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

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

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

Team Stradale
(815) 727-7234 teamstradale.com

NOVICE PERMIT SCHOOL CREDIT
Allen Berg Racing School (888) 722-3220
allenbergracingschools.com

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.

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Pro Drive Racing School

(503) 285-4449 prodriive.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
Jul 22: TT Autobahn Circuit Joliet/Chicago
Aug 25: HPDE Road America/Milwaukee

GREAT LAKES

gldscca.com
Jul 28: TT TE Mid-Ohio Sports Car Course/Cincinnati
Sep 15-17: HC Empire Hill Climb Revival, Empire, Mich. (Wilco Road Course-HC)/Detroit

MIDWEST

midiv.org
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
Jul 31-Aug 7: HC Polish Mountain, Flintstone, MD/Washington DC
Aug 18-20: HC Duryea/Blue Mountain
Aug 19-20: HPDE TE Summit Point Motorsports Park/Washington DC
Aug 24-25: TE Pittsburgh International Race Complex/Steel Cities
Jul 28-29: CRE New Hampshire Motor Speedway/New England

NORTHERN PACIFIC

norpacscca.org
Jul 21-22: TT TE Thunderhill Raceway Park/Reno
Sep 8-9: TT TE Thunderhill Raceway Park/Reno

ROCKY MOUNTAIN

coloradoscca.org
Aug 18-20: TT High Plains Raceway/Colorado
Oct 13-15: TT La Junta Raceway/Continental Divide

SOUTHEAST

sedivacing.com
Jul 21-23: TT TE TS Sebring International Raceway/Central Florida
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
Aug 26-27: TT Barber Motorsports Park/Tennessee Valley
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

sowdivscca.org
Aug 12: TE TT MotorSport Ranch Cresson/Texas
Oct 21: TE TT MotorSport Ranch Cresson/Texas

TIME TRIALS NATIONAL TOUR

Jul 22-23: GingerMan Raceway, Mich.
Aug 26-27: PittRace International Race Complex, Pa.
Oct 12-15: National Corvette Museum Motorsports Park, Ky.
Nov 4-5: Road Atlanta, Ga. (tentative)

TRACK NIGHT IN AMERICA

2023 schedule to be announced

STREET SURVIVAL SCHOOLS

CENTRAL

cendiv-scca.org
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

SOUTHEAST

sedivacing.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

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

Jul 21-23: Express Airport, Toledo, Ohio
Aug 4-6: Oscoda-Wurtsmith Airport, Oscoda, Mich.
TBD: New England Pro Solo
Sep 1-3: ProSolo Finale, Airport West Ramp, Lincoln, Neb.

CONTACT

SCCA

Sports Car Club of America.

OFFICERS

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Vice Chairman **STEVE STRICKLAND**
Secretary **LYN HODGES WATTS**
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CHRIS ROBBINS

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President & CEO **ROBEY CLARK**

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STARTING LINE SCHOOLS

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

REGIONAL

CENTRAL [cendiv-scca.org](https://www.cendiv-scca.org)
Jul 21-23: Chippewa County Airport/Lake Superior
Jul 23: Vibrant Arena at The Mark/Great River
Jul 29-30: Grand Forks Air Force Base/Badlands
Jul 30: Hawkeye Community College Regional Transportation Training Center/Iowa
Aug 6: Brady Street Stadium - Davenport Schools/Great River
Aug 12-13: Truck Drivers Training Lot/Land O'Lakes
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 [gldscca.com](https://www.gldscca.com)
Jul 21-22: Tire Rack/South Bend
Jul 22-23: Kil-Kare Raceway/Western Ohio
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 18-20: (Points) Traders World/Cincinnati
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](https://www.midiv.org)
Jul 22: Street Survival, Lincoln Airpark/Nebraska
Jul 22-23: (Points) Merle Hay Mall/Des Moines Valley
Jul 23: Crowder College/Ozark Mountain
Jul 29-30: Stuttgart municipal airport/Arkansas

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
Aug 27: Crowder College/Ozark Mountain
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](https://www.nediv.org)
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: Amot 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 12-13: I kissed a cone and I liked it, Pittsburgh International Race Complex/Steel Cities
Aug 13: TechCity/Mohawk Hudson
Aug 13: Regency Furniture Stadium/Washington DC
Aug 19-20: Onondaga Community College/Central New York
Aug 25-27: Track & Tune, Seneca Army Depot/Finger Lakes
Aug 25-27: Pittsburgh International Race Complex/Steel Cities
Aug 27: TechCity/Mohawk Hudson
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 15-16: Problems but a Bish ain't one, Pittsburgh International Race Complex/Steel Cities
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 29-30: WrestleMemeia, Electric Boogaloo, Pittsburgh International Race Complex/Steel Cities
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 [norpaccca.org](https://www.norpaccca.org)
Jul 22-23: Crows Landing/San Francisco
Jul 23: Alaska Raceway Park/Arctic Alaska
Jul 28-30: Expo Idaho/Snake River
Jul 29-30: Thunderhill Raceway Park/San Francisco
Aug 5-6: Hampton Mills/Oregon
Aug 5-6: Chugiak High School/Arctic Alaska
Aug 12-13: Hampton Mills/Northwest
Aug 18-20: TOP GUN, Rocky Mountain Emergency Services Training Center/Montana
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
Sep 29-Oct 1: Expo Idaho/Snake River
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](https://www.coloradoscca.org)
Jul 22-23: Maverik Center/Utah
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 [sedivrracing.com](https://www.sedivrracing.com)
Jul 23: Salem Civic Center/Blue Ridge
Sep 30: Roebeling Road/Buconeer
Oct 8: James Ward Ag Center/Tennessee
Oct 28: War at the Shore, Roebeling Road/Buconeer
SOUTHERN PACIFIC
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 20: Hilo Drag Strip/Big Island of Hawaii
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
Sep 24: Aloha Stadium/Hawaii
Sep 17: Aloha Stadium/Hawaii
Find more events near you at www.scca.com/solo

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 [gldscca.com](https://www.gldscca.com)
Aug 5: Jackson County Fairgrounds/Southern West Virginia
Oct 21: Jackson County Fairgrounds/Southern West Virginia
Nov 11: Jackson County Fairgrounds/Southern West Virginia
MIDWEST [midiv.org](https://www.midiv.org)
Aug 5-6: Deyeme Racing/St Louis
Sep 9-10: Deyeme Racing/St Louis
Sep 30-Oct 1: Deyeme Racing/St Louis
NORTHEAST [nediv.org](https://www.nediv.org)
Jul 22-23: Nebraska City Rally Bowl/Nebraska
Oct 26-27: Nebraska City Rally Bowl/Nebraska
Oct 7-8: Nebraska City Rally Bowl/Nebraska
Nov 4-5: Nebraska City Rally Bowl/Nebraska
Nov 18-19: Nebraska City Rally Bowl/Nebraska
SOUTHEAST [sedivrracing.com](https://www.sedivrracing.com)
Aug 5: (Points) Florida International Rally and Motorsport Park/Central Florida
Sep 9: (Points) St. Lucie County Fairgrounds/Central Florida
Oct 7: (Points) St. Lucie County Fairgrounds/Central Florida
Nov 4: Florida International Rally and Motorsport Park/Central Florida
SOUTHERN PACIFIC
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.

REGIONAL/DIVISIONAL

CENTRAL [cendiv-scca.org](https://www.cendiv-scca.org)
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
Oct 14: Milwaukee Kettle Moraine Colors Tour, Kohl's, Johnson Creek, Wis./Milwaukee
GREAT LAKES [gldscca.com](https://www.gldscca.com)
Jul 23: Quincy's Quest, Which Wich Superior Sandwiches, Evansville, Ind./Southern Indiana
Aug 6: The World Famous Ice Cream RoadRally, 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 [midiv.org](https://www.midiv.org)
Aug 19: Tulips Redux, Troy Park & Ride, Troy, Ill./St Louis

NORTHEAST nediv.org

Jul 23: Heck's And Back Divisional RoadRally
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
RoadRally, New Hope Solebury School
District, New Hope, Phil./Philadelphia

Aug 12: Pennsylvania Farm Show Complex

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

Oct 20: 50th Anniversary Little
Appalachian RoadRally, Springhill Suites
by Marriott, Exton, Phil./Philadelphia

Oct 20-22: USRRR, 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 RoadRally,
Prestige Diner, Vineland, N.J./South Jersey

Oct 28: Ciocca Corvette Agency,
Atlantic City, N.J./South Jersey

Dec 3: 34th Teddy Bear Rally, Social
GTA, Subaru World of Hackettstown,
N.J./Northern New Jersey

NORTHERN PACIFIC norpacscga.org

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

SOUTHEAST sedivrac.org

Aug 18-20: HollyTree Off

RoadTennessee Valley

Sep 8-10: HollyTree Off

RoadTennessee Valley

Oct 20-22: RALLYBAMA, HollyTree
Off Road/Tennessee Valley

Nov 10-12: Talkin' Turkey, HollyTree
Off RoadTennessee Valley

Dec 1-3: Reindeer RallyCross,
HollyTree Off RoadTennessee Valley

SOUTHERN PACIFIC

Jul 15: Backcountry Bliss RoadRally,
Wal Mart, El Cajon, Calif./San Diego

Aug 4: First Friday Niter Social Roadrally,
Bank of America, Mission Hills, Calif./Cal Club

Aug 19: Highway Robbery National
RoadRally, Bank of America,
Mission Hills, Calif./Cal Club

Aug 20: Stagecoach Divisional RoadRally,
Bank of America, Mission Hills, Calif./Cal Club

Sep 1: First Friday Niter Social Roadrally,
Bank of America, Mission Hills, Calif./Cal Club

Oct 6: First Friday Niter Social Roadrally,
Bank of America, Mission Hills, Calif./Cal Club

Nov 3: First Friday Niter Social Roadrally,
Bank of America - Mission Hills/Cal Club

Dec 1: First Friday Niter Social Roadrally,
Bank of America, Mission Hills, Calif./Cal Club

SOUTHWEST sowdivscga.org

Aug 12: Tick Tock RoadRally, Shell
Station, Decatur, Texas/Texas

Aug 12: Historic Tour RoadRally, Walmart,
San Antonio, Texas/Lone Star

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

HAPPY ANNIVERSARY!

SCCA MEMBERS CELEBRATING 25-65 YEARS JULY/AUGUST

25-YEAR MEMBERS (1988)

William Alsted	Glen
Chuck Baader	Alabama
Glenn Beckerdite	Kansas City
Melissa Bennett	Kansas City
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David E Bowman	South Bend
Tamara C Bowman	South Bend
Evans Browne	Washington DC
Brett L Christensen	Central Florida
Lisa D Clapp	Wichita
John S Elder	Land O'Lakes
Jim Hendrickson	Atlanta
John Paul Jones	Cal Club
Donald Lew	San Francisco
Joseph J Lorusso II	New England
Gregory John Meindl	New York
Christopher J More	Lone Star
Janet Lee Moscati	Washington DC
Alex Muresan	San Francisco
Ileana Muresan	San Francisco
Tiberiu Muresan	San Francisco
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Carl Perez	Central Florida
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Mark Andy	Steel Cities
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Karl Bender	Washington DC
Ann Bowen	Washington DC
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Francine Golub	New York
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Lowell Huston	Houston
Rudolph Ernest Krueger	Houston
Casey Lloyd	Land O'Lakes
Diann Lloyd	Land O'Lakes
Mack McCormack	Mohawk Hudson
David Royds	Philadelphia
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Stephen K Struebing	Steel Cities
Matti Viikkila	Washington DC
Charles T Warren Jr.	Houston

30-YEAR MEMBERS (1993)

Andrew Bentinck-Smith	New England
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Beau Borders	San Francisco
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Matthew F Davis	Texas
Peter F Davis	Texas
Wayne Disch	Des Moines Valley
Timothy Fountaine	Southwest Montana
Pamela Grossmann	Las Vegas
Wendy A Hart	Rio Grande
Glen Hernandez	Northwest
Richard A Hollenberg	NE Pennsylvania
Jason Isley	Cal Club
Denise B Iverson	Land O'Lakes
Sharon S LaRue	Indianapolis
Randall D Mackintosh	San Francisco
John McCaulley	Washington DC
Jacek Mucha	Florida
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Dave Vaccaro	Chicago
Melissa Vince	Colorado
Casey Weiss	Texas
Stan Winokur	Florida
Audrey Zavodsky	Detroit
Geoffrey Barlow	New England
Richard J Barlow	New England

Robert Wayne Bernoteit	Central Illinois
Charles Broring Jr.	Washington DC
Randy Currier	New England
Fred T Fiedler	San Francisco
Craig J Froeter	Blackhawk Valley
Catherine Grienke	Ohio Valley
Raymond J Grienke	Ohio Valley
Chris Jackson	Oregon
Gerald A Kraut	Land O'Lakes
Staci Madrack-King	South Jersey
Frank McCormick	San Francisco
Talia Anne Morales	New York
Deanne Nash	Land O'Lakes
Charles Opperman	New York
Judith Opperman	New York
Alan Michael Orban	St Louis
Paul W Ronie	Central Florida
Albert R Spadin Jr.	Blue Ridge
Steven R Taake	Houston
Peter Voorhees	Glen
Harvey D Woodward	Kansas City

35-YEAR MEMBERS (1988)

Patrick R Demorais	North Carolina
David E. Eckman	Western New York
Rick Eskola	Milwaukee
John A Gerben III	Washington DC
E Milner Irvin III	Central Florida
Matthew Leskovec	Mahoning Valley
Shane Lewis	Florida
Larry R Long	Central Pennsylvania
John Walker Martin	Nebraska
John C McFarland	Neohio
Kenneth Allan Mitchell	Phoenix AZ Solo
Laura Molleker	Northwest
James E Nelson	Colorado
Linsey M Orr	Cal Club
Bud Reichard	Northwest
Craig Richter	Ohio Valley
Nicole Ruman Skinner	Washington DC
John Kuyk Shepherd III	Central Carolinas
Mark Story Simpson	Buccaneer
Thomas D Stangler	Old Dominion
Retha Ann Tirpack	Western Ohio
Frank M Vilardi	Central Florida
George Astudillo	Cal Club
Thomas L Board	Atlanta
John L Campbell	Florida
Judy Colman	San Francisco
Larry W Ellis	Indianapolis
Lee Fleming	San Francisco
Mark Fosberry	New England
Mike Gukich	Colorado
George L Hartenstein	Susquehanna
Tom Holt	Lone Star
Bruce E Hunt	Central Florida
Glenda Jackson	Oregon
Chris A Katechis	Tennessee Valley
Cindy Lindstrand	Milwaukee
Gregory C Maestas	Reno
Gregg Matocha	Lone Star
Dominick Frank Miliano	Northern NJ
Marshall S Moore	Milwaukee
Mark C Pellman	Central Florida
Mary Ellen Pellman	Central Florida
Pete Peterson	Central Carolinas
John W Ploeger	Northwest
Cheryl A Reupert	Milwaukee
Ron Rinden	San Francisco
Paul M Roane Jr.	New England
Roy Rosmanitz	Atlanta
Nancy Pfeiffer Sargis	Blackhawk Valley
George Schmitt	NE Oklahoma
James Eddie Shelton	Florida
J David Smith	Northwest
Robert W Snell	Western Ohio
Beverly A Stockton	Central Florida
Norman J Stockton	Central Florida
Diane Struve	Des Moines Valley
Travis W Washay	New England
George H Williams	South Bend

40-YEAR MEMBERS (1983)

Vincent Auletta	Washington DC
Richard P Barger	Cincinnati

Greg A. L. Gauper	Milwaukee
Patrick Gilbert	Columbus SC Club
Mark Giusti	Philadelphia
Alex Y Heckert	New England
Ted Juern	Chicago
Richard E Kristoff	Detroit
Marty Lyke	Western New York
Frederick W Mahler	New England
Nancy K Mandeville	Central Carolinas
Roger T Mandeville	Central Carolinas
David E Mathias	Ohio Valley
Thomas F McCabe	New England
Candace Osborne	Washington DC
Wilfredo U Perez Jr.	Detroit
Mick Robinson	Central Florida
David M Small DDS	Arizona
Steve Smay	Nebraska
Robert G Tunnell	Colorado
Eric Wilhem Berg III	Tennessee
Sherry L Bildeau	Atlanta
Russell E Cramer	Western Ohio
Edward R Del Monaco	South Jersey
Rose Del Monaco	South Jersey
Noel Laurence Hayward	San Francisco
Richard P Judd	New England
John W Kelley	South Carolina
Mark Maehling	Steel Cities
Frank W Moler	Houston
Sam Moore	Central Carolinas
Jay B Morton	Washington DC
Tom Reinsel	St Louis
Fred M Slick	Cal Club
Andrew G Timmons	Wichita

45-YEAR MEMBERS (1978)

Dean Croucher	Finger Lakes
Robert M Hagerman	New England
William Gordon Hunt	Fort Wayne
Roger E Johnson	Northwestern Ohio
Harry S Mann	New England
David Platts	Rio Grande
Terry D Richards	Detroit
Karin Kay Roberts	Kansas City
Bennie Salmons	Texas
Steve Salmons	Texas
Wade Scannell	New England
Thomas C Start	Western Michigan
James H Bishop	Mohawk Hudson
Barbara J Blizzard	Oregon
Jordan Harris	San Francisco
Todd Andrew Heilicher	Chicago
David J Kettler	Milwaukee
Paul Krysiak	New England
Wayne L Kunkel	Buccaneer
Timothy A McGinley	St Louis
Vicki M Outen	Central Carolinas
Robert K Schader	Colorado
Robert D Snider	Southwest Louisiana
Tony Wilcoxon	San Diego
Edward P. Womer	Susquehanna

50-YEAR MEMBERS (1973)

James W Butler MPH MD	Southern Indiana
Gary Dassinger	Mohawk Hudson
Stu Hanssen	Cal Club
Joseph L Helser	Blackhawk Valley
David Kircher	Chicago
Karen O Lamm	San Francisco
Alan Voorhees	Cal Club
Alan Yankielun	New York
W Richard Gartman	San Francisco
Philip G Perron	New England

55-YEAR MEMBERS (1968)

Miles C Collier	Florida
Robert Spreen	Northern NJ
E (Stumpy) Thompson	Texas

60-YEAR MEMBERS (1963)

David Perlman	New York
Randall E Schiller	New England
William M MacFarlane	Arizona
Ronald A Sharp	Des Moines Valley
Glen A Shepard	Kansas City

65-YEAR MEMBERS (1963)

Skip Barber	Mohawk Hudson
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NEW PRODUCTS



14.4V CORDLESS RIVETER

RacingRivets.com's 2.78lb 14.4V Cordless Riveter works with rivets of all materials from 3/32-inch–3/16-inch, and comes with two Li-ion batteries and a wall charger. The company offers blind rivets, finish washers, body bolts, riveting tools, drill bits, threaded inserts and insert setting tools.

www.racingrivets.com

34-INCH MEDIUM PITBOX WITH SEAT TOP

The 34-inch Medium Pitbox with Seat Top is all-aluminum construction, 34 inches wide, 72 inches long and 62 inches tall, folded down. Features include a folding bench seat, eight-drawer tool box, two-doors-each-side compartments and a 14 x 36 x 6 storage compartment between wheels. www.pitboxes.com



6-PERSON PIT COOLING SYSTEM

The COOLSHIRT Pit Crew System is built around a 75-quart heavy-duty cooler with a water port panel that allows for up to six dry-break safety-pull connections. Included in the rugged system are six fire-retardant short sleeve shirts (sizes S-XXXL) and 12 12-foot safety pull hoses. www.coolshirt.com



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BACK-LIT DISPLAYS

Garage Graphics' back-lit displays (in sizes up to 10 feet x 40 feet) are an entirely new way to see automotive art. Featuring ADA-compliant extruded aluminum frames, 3.875-inches deep, with internal, low-voltage, UL-approved LED lighting, they're available either free-standing or wall-mount. garagegraphics.net

HYLOMAR HYLOTYTE RED 100

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hylomar.com/us/



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Now available from Racing Radios: the MOTOTRBO R2 portable two-way radio. Features include IP55-rated durability, SINC+ noise cancellation, feedback suppression, superior range, high-capacity battery, sleek form factor, and loud audio for demanding racing environments. \$660

www.racingradios.com

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



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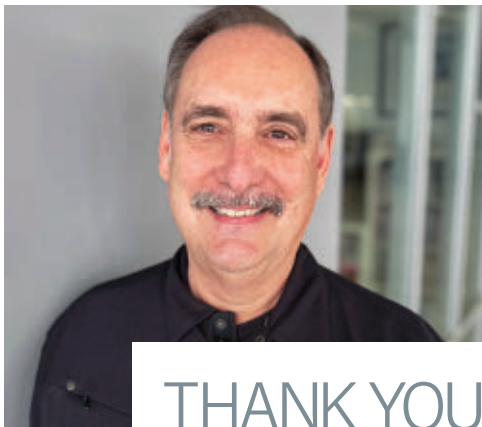
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STEVE NICKLESS

EDITOR, SPORTSCAR MAGAZINE
NEW ENGLAND REGION

THANK YOU

Not always, but sometimes ignorance is bliss, and out on track having fun with cars SCCA-style, it's easy to take a myopic stance on the goings-on elsewhere on the grounds than the fast-approaching next corner.

In the good old days, my friend John Herne and I rolled our beloved Crossle Formula Ford off the trailer, pushed it through tech, suited up and hit the track.

Sure, we waved to the flaggers. Sometimes we grumbled—about the entry fee or the long line at registration or, once, a missed best lap in qualifying.

We were racers—John a far more capable driver than Yours Master-of-Mediocrity Truly—quite blissfully unaware of all the New England Region behind-the-scenes activity needed to provide us with these wonderful Regional race playgrounds.

Years later, my loving and polite new mother-in-law—a longtime steward—refrained from making fun of my ignorance. She died in 2017 but were she still around, she'd be proud of my new perspective, which emerged from the series of assignments from former *SportsCar* editor Philip Royle to interview the 2021

SCCA Worker of the Year award winners (oh, what great people!); then evolved through winter reading of flagger and FV/GT-3 driver Roger Allan French's epic autobiography "Don't Mention Racing" (excerpted in the May/June 2023 *SportsCar*); and took flight in a June

morning conversation with the Washington D.C. Region's RE and Board Chair, Wayne Armbrust, and Region Wearer of Many Hats, Scott Merker (see page 24).

It's the volunteers, you see, who are the real story.

Sure, sure, sure, it's the cars and the road racing and the autocrossing, Time Trialing, RallyCrossing, HillClimbing, RoadRallying, yeah, yeah, yeah.

But honestly? The Club heart beats in the folks with similar cars-passion holding flags out on corners in the rain, sitting long past midnight in uncomfortable chairs at Region board meetings, brokering peace treaties with red-mist-afflicted future stars (and their parents) unhappy with something-or-other, still-smiling at registration explaining that the check had bounced and, no, the Region couldn't take that set of tires as payment, slowly sunburning, fighting to stay alert, waiting for something to happen in Emergency Services, and on and on.

This month's featured SCCA hero Steve Introne (see page 16) was worthy of all the cheers and tears from the corner workers following his B-Spec victory at the 2022 Runoffs. Introne is one of their own.

Joining columnist Randy Pobst (see page 14) in holding my coffee mug high: Workers and volunteers of all description, here's to you. Thank you. ☺

"The Club heart beats in the folks with similar cars-passion holding flags out on corners in the rain..."

FROM THE ARCHIVES

10 YEARS AGO... JULY 2013



- Inside, a spectacular Jeff Zurschmeide feature celebrating "50 Years of Formula Vee."
- Driving suit design and construction was a tech article and Product Directory focus.
- VIR hosted Rounds 7 and 8 of the 2013 Super Tour, and the race weekend was epic.

60 YEARS AGO... JULY 1963



- Walt Hansgen starred in a spectacular Nationals weekend at Bridgehampton.
- James Benedict, M.D., replied in detail to: "What things should a race medical team have?"
- Hometown drivers "did in the invaders" at the Laguna Seca third round of the USRRC.

75 YEARS AGO... JULY/AUGUST 1948



- The Editor reminds drivers to "arrive early" at Watkins Glen "to practice on the tricky 6.5-mile course."
- Frank Griswold's 1940 Alfa won a 10-mile sports car race on the Langhorne 1-mile dirt track.
- Russ Sceli reported on the "goodly crowd assembled" for a Thompson (Ct.) Regional.



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