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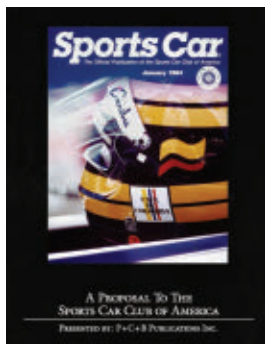
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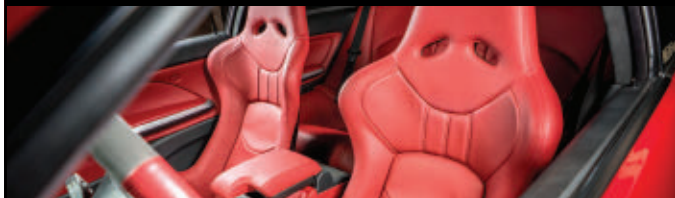
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MIKE COBB

PRESIDENT & CEO, SCCA INC.

RACING INTO THE SCCA FUTURE

This issue of *SportsCar* is a very special one as it commemorates two important milestones in the Sports Car Club of America:

- The 462nd issue of *SportsCar* and the last issue (for the time being anyway) to be produced by the team at Racer Media & Marketing. Led by SCCA Hall of Famer and 2023 SCCA Woolf Barnato award winner Paul Pfanner, this team has contributed greatly to the visibility, vibrancy, and expansion of the SCCA for over 40 years. We are better for all of the superb coverage they have worked to provide on behalf of the Club, and we are confident that our paths will reconnect in the future.
- This issue also serves to celebrate the SCCA's 80th anniversary! Can you imagine what the founders might think or say if they could see the Club as it is today, built on the foundation they laid back in 1944? I think they would find the growth in membership, program types, the utilization of technology, and our commitment to continuing to be the grassroots destination for automobile enthusiasts in the U.S. to be absolutely mind blowing!

There are, of course, other areas of the Club today that I hope the founders would be impressed with, not the least of which being our efforts to lower barriers of access while delivering an outstanding SCCA experience to all members – whether they be drivers, volunteers, stewards, event chiefs, Board members, and even SCCA Staff.

I underline access and experience as I believe these ingredients are critical to our future, regardless of whether our future is tethered to ICE, EVs, hybrids, or some other kind of motorized transport. Here's a point of context for you to consider along these lines:

- The cover of this issue was illustrated to connote that the Club is racing into the future, celebrating the Club's 80th anniversary—and as you've undoubtedly recognized, the stylized car in the illustration heavily resembles a Mazda Miata, one of the most popular vehicles in the SCCA. Tens of thousands of these vehicles have been produced, they are relatively inexpensive to own and operate, and, for many, they have helped them access the SCCA experience. In fact, on many SCCA race weekends, Miatas make up the majority of the cars in the paddock.
- In contrast, a popular sports car when the Club was founded was the Duesenberg. In fact, of the seven people at the first meeting of the SCCA on Feb. 26, 1944, Everett M. Dickinson (the Club's first Secretary-Treasurer) owned a Duesenberg J dual cowl Phaeton, and a Duesenberg SJ Phaeton donned the cover of the first illustrated issue of *SportsCar* (the March/April 1946 issue, for those curious). "Phaeton" was the terminology for what we now call a convertible. Duesenberg Phaetons likely weren't the "Miata" of their time, but it had the same essence and was sought after by enthusiast drivers. With regard to access, I believe Duesenbergs could be acquired for \$15,000-\$20,000 in the 1940s – that's \$350,000-plus in 2023 dollars.

Nothing against the Duesenberg, but you can purchase an NC2 Miata and build it for the new SCCA Club Spec class for significantly less than \$350,000. The point is that as we race into the future as a Club, we will continue to succeed so long as we work to provide access to those who wish to participate while offering an experience that people want to share and recommend to others.

This was true in 1944 and it will certainly hold true in 2024 and beyond. 🍷

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LET THE CELEBRATION BEGIN!

This 2024 season, the Sports Car Club of America will celebrate its 80th anniversary. Founded in 1944 by a small group of sports car owners and enthusiasts living in New England, it would soon begin sanctioning races, picking up where the pre-WWII Automobile Racing Club of America left off. By the middle 1960s, the SCCA had become a premier organization focused on amateur motorsports—the foundation for its successful and continued expansion well into the 21st century.



2024 HOOSIER SUPER TOUR

The latest on the 2024 Hoosier Racing Tire SCCA Super Tour (HST):

- Responding to driver requests, the second stop in 2024 will be at NOLA Motorsports Park. Those campaigning multiple events in 2024, please note that has resulted in back-to-back competition weekends at NOLA and California's Buttonwillow Raceway Park.
- Thunderhill Raceway Park will not return to the HST schedule in 2024, but the Tour will make two West Coast visits: Feb. 23-25 at Buttonwillow and May 11-12 at Portland International Raceway.
- May 17-19 will mark a return to a repaved Mid-Ohio Sports Car Course. The HST event will be hosted by Ohio Valley Region which is celebrating its 75th anniversary in 2024.
- With the 2024-'25 Runoffs taking place at Road America—also recently repaved—expect this year's Super Tour finale Chicago Region June Sprints to draw a big crowd!
- Feedback from drivers resulted in a decision to modify the three-day schedule format in 2024 to provide one practice session on Friday morning followed by a single qualifying session before racing begins on Saturday.
- Welcome the newly announced SMX class to the 2024 Hoosier Super Tour!
- Live video broadcasts will once again be streamed for free to SCCA's YouTube channel and Facebook page. DriversEye Live brings as many as 12 cameras and a professional announcing team led by Brian Bielanski and Gregg Ginsberg.
- The Hoosier Super Tour continues to serve as the Summit Racing Equipment SCCA Road Racing's Nationwide Points Championship. The point structure remains the same as previous years with the best six HST races, plus a Runoffs finish, contributing to the points scoring.





SUBSCRIBE TO SCCA

SCCA.com is the place to go for the latest SCCA news, features, and other content, but few members have time for a daily visit. To the rescue, the Club's weekly e-newsletter *Up to Speed*. It's chock full of the latest Club goings-on, and it's e-mailed out every Tuesday. How do you subscribe? It's easy: Log onto scca.com and click on the button that says, "GET UP TO SPEED WITH SCCA ... Sign up for our weekly e-newsletter!"

Jay Bonvillian

- The 2024 SCCA National Championship Runoffs (to which the Hoosier Super Tour also serves as a qualifying path) will be held Sept. 28-Oct. 6 at Road America.

- For the most up-to-date HST news and schedule information, log onto scca.com/supertour—and don't forget to subscribe to the SCCA *Up to Speed* weekly e-newsletter. 📧

SMX ON A ROLL

And now... Spec Miata MX-5, added to the list of National Championship Runoffs classes for 2024.



MEMBER OF EXCELLENCE

Selected by the SCCA Board of Directors, Member of Excellence recipients have shown great contribution to the Club regardless of competition area. The 2023 Member of Excellence is **Earl Hurlbut**, a member since the late 1960s who has worn many hats and was the David Morrell Award winner in 2014. 📧



Courtesy SCCA

WOOLF BARNATO AWARD

SCCA's highest honor, the Woolf Barnato Award is presented annually to a member who has made the most outstanding long-term contribution to the Club. The 2023 award winner is **Paul Pfanner** whose company has been publisher of *SportsCar Magazine* for fully half SCCA's 80-year existence. 📧



Courtesy RACER Archives

SCCA HALL OF FAME CLASS OF 2024

The Sports Car Club of America recently announce the distinguished quintet who will next enter the SCCA Hall of Fame. Anatoly Arutunoff, Bruce Foss, Victoria "Vicki" O'Connor, Terry Ozment, and Fred Wacker Jr. will join the SCCA HoF as the class of 2024, joining the nearly 100 others who have been presented with the honor since the Hall's creation in 2005.

ANATOLY ARUTUNOFF

is a racing renaissance man whose SCCA membership and exploits began in 1958. "Toly's" racing history is as amazing as it is crazy, and includes everything from SCCA grids in the 1960s, '70s, '80s, and '90s (including 19 Runoffs starts between 1967 and '96), a couple Cannonball Runs, Pikes Peak HillClimbs, and the very first One Lap of America, plus multiple stints in Italy's Targa Florio, owning a Ferrari dealership, and so much more. The 1981 President's Cup winner, Arutunoff was the architect and builder of the Hallett Motor Racing Circuit.



Michael Duval

BRUCE FOSS was the initiator of Hoosier Tire's sports car tire program in 1984, and has been an unwavering supporter of the

Club ever since. Instrumental in funding hundreds of thousands of dollars in contingency awards and free tire programs for SCCA members, he also established a long-term partnership with the Club in some of its most important programs, such as the Hoosier Racing Tire SCCA Super Tour and a myriad of programs and classes like Spec Miata, Spec Racer Ford, and Formula Vee.



Courtesy SCCA

VICTORIA "VICKI" O'CONNOR

first became involved in the SCCA in the 1960s when her husband, Bill, raced in Formula B. Her own motorsports career began while working as personal secretary for the late Carl Haas as his personal secretary: She was asked to head up, first, the Sports 2000 Racing Series and later a new East Coast Formula Atlantic pro series (ECAR). That series and O'Connor's ProMotion Agency would help launch the successful careers of more than a dozen now-well-known drivers.



Michael Levitt

TERRY OZMENT has a long and illustrious history of involvement in SCCA leadership at the Regional,

Divisional, National, and professional levels.

Joining Land O'Lakes Region in 1980, Ozment has held licenses in Flagging & Communications, Registration, Race Chairman, Timing & Scoring, and Steward, and served as the CENDiv scheduling representative for five years. In 1996, she joined the SCCA staff and enjoyed many successes as VP of Club Racing. In 2015, a year after departing the SCCA staff, she was presented with the John McGill Award.



Courtesy SCCA

FRED WACKER JR.

was an early and—it could be said—founding member of the SCCA and co-founder of SCCA's Chicago Region in 1948. Wacker Jr. was an accomplished racer, competing not only in the States, but also in Europe. Chicago Region's Driver of the Year Award is named in his honor. A serious accident at Watkins Glen in 1952 that resulted in spectator injuries and one fatality, inspired him to put increasing emphasis on safety issues, and he would spend the remainder of the decade helping to secure permanent and airport race tracks safer for both drivers and spectators than public roads. 📧



SCCA Archive



Electronic flagging assist is coming to SCCA Road Racing in 2024. The Flagtronics electronic flagging system, tried out during the 2023 National Championship Runoffs—not as a corner worker replacement; merely as an assist—will be required at this year's Runoffs at Road America and encouraged at 2024 Hoosier Racing Tire SCCA Super Tour events.



Jon Krolewicz

BOARD OF DIRECTORS ELECTION RESULTS

The 2023 SCCA Board of Directors (BoD) election results are in, conducted in four of SCCA's 13 geographic Areas. Three new board members were selected, and one incumbent rejoins the Board for another three-year term in office.

Lyn Hodges Watts (incumbent) of Silver Springs, Fla., retains her seat as Area 3 Director, having run unopposed. Dayle Frame of Dewitt, Mich. (incumbent) also retains his seat as Area 4 Director.

In Area 9, David Vodden of Willows, Calif., ran unopposed as Charlie Davis concludes his final term.

And in Area 11, Peter Bollenbecker of San Diego, Calif., will become the Area's next director after sitting Board member Dale Shoemaker opted not to run for a second term.

THE FULL 2024 BOARD:

- Area 1: Peter Schneider
- Area 2: Robert Lee Crawford Jr.
- Area 3: Lyn Hodges Watts
- Area 4: Dayle Frame
- Area 5: Peter Jankovskis
- Area 6: Mark Weber
- Area 7: KJ Christopher
- Area 8: Clay Turner
- Area 9: David Vodden
- Area 10: Charles M. Dobbs Jr.
- Area 11: Peter Bollenbecker
- Area 12: Steve Strickland Jr.
- Area 13: Jeff Zurschmeide

Election ballots were reviewed by Mize CPAs Inc. New BoD members officially took their seats Jan. 1, 2024. For individual Director contact information, see page 67. 📍

CORRECTED PRO SOLO CHAMPIONS CHART

A "placeholder" results box slipped by us all on page 15 of the Nov./Dec. 2023 issue and thus the 2023 PROSOLO CLASS CHAMPIONS list was wildly incorrect. Sincere apologies to all the champs from Ye Ed. whose personal responsibility it was to replace the box with the correct data before going to print ...

Here's what should have appeared there:

Rupert Berrington



REAL CHAMPIONS
(BELOW) Fletcher Cup Ladies Challenge champ Nicole Wong on the gas at Lincoln Airpark.

FINALE RESULTS (ADD)

Super Challenge: Kevin Wenzel (Chevrolet);
Ladies Challenge: Nicole Wong (Chevrolet)

2023 PROSOLO CHAMPIONSHIP

JOHNSON-CLARK-JOHNSON CUP (Super Challenge): 1. Jon Caserta, 121; 2. Dave Schotz, 109; Bartek Borowski, 104.

FLETCHER CUP (Ladies Challenge):
1. Nicole Wong, 177.5; 2. Shelly Monfort, 162.5;
3. Laura Marcus, 136.5.

2023 PROSOLO CLASS CHAMPIONS

SS: James Yorn; **AS:** William Damhoff; **CS:** Will Teller; **DS:** Mark Scroggs; **ES:** Bartek Borowski; **GS:** Chris Yoder.

L1: Nicole Wong; **L2:** Laura Marcus;
L3: Christine Grice; **L4:** Jennifer Bedell.

R1: Jeff Kiesel; **R2:** Andy McKee.

S1: Randall Wilcox; **S2:** Doug Rowse;
S3: David Marcus; **S4:** Cameron Goode;
S5: Matt Morhardt.

SSC: Jimmy Vajdak.

STR: Vivek Goel; **STS:** Eric Stoltz;
STX: John Caserta.

CAM: Justin Peachey.



Rupert Berrington



WOMEN ON TRACK SCHOLARSHIPS

SCCA's Women on Track will present 14 scholarships in 2024 valued at upwards of \$11,500 spanning SCCA Road Racing, volunteering, RallyCross, Time Trials, RoadRally, and Solo. The deadline for three has passed, but it's not too late to submit nominations for the 11 remaining. Log onto scca.com or see the SCCA Women on Track Facebook page for additional info.

Courtesy



'RUN WHAT YA BRUNG'
SCCA's new Race Experience
program lowers barriers to access.

TOWARDS MORE ACCESSIBLE RACING

No matter how you slice it, there are barriers to wheel-to-wheel racing. Drivers need a safety suit, helmet, gloves, head-and-neck restraint, race car, tools, and much, much more. They also need an SCCA Competition or Novice License, and to get that, a doctor must fill out a medical form. Many believe wheel-to-wheel road racing can never be as easy to access as a Track Night in America event or autocross. There's truth there, but not complete truth. It turns out, several of the existing barriers to road racing can be torn down, which is exactly what

SCCA's new Race Experience program is designed to do.

The SCCA Race Experience program is focused on providing enthusiasts an opportunity to engage in SCCA wheel-to-wheel road racing at lower peak levels of performance and pressure than SCCA Road Racing events, all the while focusing on education and the best overall experience.

To achieve this, SCCA's Race Experience will be structured around two main types of on-track competition: the Club Race Experience (CRE), a competition type that places a

single driver in their race car for a sprint racing format; and the Endurance Race Experience (ERE), which allows multiple drivers to share a race car for longer stints on the racetrack.

In both cases, the race car will need to adhere to SCCA's safety regulations, but neither the CRE or ERE will require the car be in a particular class, and there will be no need for an SCCA Competition License, a Novice Permit, or a medical form.

Additional details were shared at the SCCA National Convention in late January, and can be found at scca.com. 📍

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 DEC. 2023

NAME	REF	REGION
Brian Ghidinelli	7	San Francisco
Warren Leach	7	San Diego
Jonathan Staggs	7	Neohio
Paul Sexton	6	Blue Ridge
Nadja Pollard	5	
Jose De Miguel	4	Puerto Rico
David Schaal	4	Cen Florida
Megan Taylor	4	Texas

1,320 additional members have at least one referral.

REGION LEADERS

(Category based on 2022 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Central Carolinas	4.7%
Ohio Valley	4.6%
Chicago	4.0%

LARGE REGIONS (401-799):

Tennessee	14.6%
Neohio	11.6%
Lone Star	9.1%

MEDIUM REGIONS (200-400):

Phoenix AZ Solo	54.1%
Tennessee Valley	19.7%
Blue Ridge	17.4%

SMALL REGIONS (<200):

Lake Superior	30.8%
Eastern Idaho	28.8%
River Cities	24.1%

ROADRALLY BY THE NUMBERS

Here are the preliminary RoadRally numbers for 2023, as reported to the RRB during the holidays:

Total Events	123
National events	18
Divisional events	16
Regional events	47
Social events	36
Trek events	6
Entrants	1,456
Regions hosted events	35

"Keep in mind that audit information is not yet available from the last eight events of 2023, so the number of entrants will increase," RRB chair Mike Bennett noted. "The biggest good news is that the number of Regions offering RoadRally events continues to increase. We will share final numbers and deeper analysis at the SCCA convention during the RoadRally

ON THE ROAD
(RIGHT) 2023
USRR Limited
Class champions
Jeanne English
and Karl Broberg.



James Heine

Town Hall session." - James Heine
(NOTE: Columnist Heine's full report on the 2023 USRR

begins on page 30, while his regular *INSIDE SCCA ROADRALLY* column appears on page 58.) 📍



Rupert Berrington

RANDY POBST

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

RUN WELL, FELLOW ENTHUSIASTS

Two-hundred-thirty-some-odd columns in 20 glorious years of self-righteous pontification from my own high and mighty bully pulpit—thank you so much, Sports Car Club of America. It has been a great honor to share my concepts, advice and racing tales with you, and thank you for reading and putting up with my preaching for so long.

SCCA's paper version of *SportsCar* magazine is printing its last and going digital, and this for me is a signal to pass the torch on to the next voice of right, wrong, beautiful, and ugly from our impassioned world of flat-out racing cars and competition.

Yes, I am compiling several planned volumes of *Pobst Positions* for your memories and trackside browbeating, and they will make perfect and easy birthday and Christmas gifts for the car-and-driving-crazy people in your lives (especially those hard-to-buy-for spouses and those racing colleagues who really need it, and you know whom I mean).

My mission has always been very clear in my own mind: Reduce crashing. Two words. Because...two

more: crashing sucks! This Club and this column allowed me a method to pursue that mighty goal, through education and understanding.

Regular readers have seen this a lot—so often, in fact, that I am beginning to feel a bit redundant. I mean, how many times can one write, “Look ahead and stay out of the Vortex of Danger”?

Thank you very much to the SCCA and to editor Richard S. James for the offer of a regular page in *SportsCar* back in 2004; and to Philip Royle, such a generous and kind editor for many more years; and to Steve Nickless, at that post right now.

When Richard contacted me in '04, I had one burning story to tell. I'd been seriously mugged on track, and wanted to share the experience for the sake of reducing violence in the sport. Some competitors are just so willing to do damage in pursuit of their trophies, like vandal bulls in china shops. I'm sure there are players like that in all sports. I called it terrorism—using threats of harm to control others.

On the other hand, I also learned life lessons about protecting one's

own rights, and not allowing others to unfairly intimidate. In racing, one must be strong *and* fair.

So when I said, “Yes, I'll take on this regular column assignment, once a month,” I had one whole topic. I had no idea what would be next. I found *that* very intimidating. Yet, somehow, here we are, 20 years later. *Pobst Position* was always brewing in the back of my mind each month. Not a planner, I never did research beforehand. (Maybe you have noticed?) It was all utterly spontaneous, boiling over from my ADD brain.

Racing ethics was always a favorite, then techniques, driving tips, race reports, personalities, and hero worship (like Janet Guthrie), and whatever pissed me off last weekend at the track. My editors never told me what to write. I'm so grateful for the freedom, and for the minimal changes. Like, none. (Well, except for the time I said a driver made me feel abused and violated in words that never made it to print.)

Sitting down to write about the sport caused me to distill feelings into ideas, and then clarify those into my answers on what the sport of



Courtesy



Sahar Hassani



Courtesy

auto racing needs to make its next step forward for us. The greatest accomplishment for me personally has been learning and expressing that this sport needs overtaking and passing standards that are well-defined and clear, so that all drivers, teams, officials, fans, and upcoming generations have the same understandings about what's proper and what is not in our great, dangerous, expensive, enthralling sport. Because long ago it became clear to me that every driver, official, and team has a different idea of what's right and what's wrong. And nowhere were any of these beliefs well-defined. There was very, very little written about it in the rulebooks I saw, nor in the driver's meetings I attended, nor in the words exchanged in racing paddocks, all the way to pro and international racing at the highest levels. It was all so vague.

I may be redundant right now, but since this could well be my swan song, and is something that I believe from my 700-plus event history is absolutely necessary, I will preach it one more time: Racing is all about what you can

see, and so is proper passing. And many racing people do not understand this. I thank the SCCA for adding these ideas to the appendix of the General Competition Rules; Passing Guidelines. Co-written by myself and the greatest racing and driving instructor of our age, Terry Earwood.

Once more, I must add a warning: Our sport is being corrupted by Formula 1, NASCAR, and others because these businesses allow dramatic and dangerous driving. Why? Money, the root of all evil. The object of these businesses is not good sport, it is profit. And a certain degree of drama and violence greatly increase the views and value of these entertainment products. Race cars are now so safe that drivers rarely are injured, so why not have at it?

I have been appalled at what is called "good racing" sometimes in these global series, and what I read in the comments of the highlight videos makes me downright sick.

It is my heartfelt hope that *Pobst Position* has been an influence among readers and racers to compete with a higher sense of respect and

honor. I must remind myself not to focus on the negative, that there are many fine examples of talented competitors going wheel-to-wheel all the way to the checkered flag, all the while leaving racing room.

Motor racing is a chess game, not a demolition derby. And with passing concepts like "presenting oneself into the vision of the car ahead before it enters a corner" and "don't hit what you can see," those who write and enforce the rules of the sport can clearly define what is expected of the drivers.

The SCCA came into existence 80 years ago for one purpose: fun. Enjoying the act of driving sports cars. With training and mutual understanding of clear rules of engagement, officials and competitors can identify, control, and even disallow those who would use the danger of the sport to their advantage, and create thrilling competition that fulfills the mission of this Club from its very start.

Run well, my fellow racing enthusiasts, friends, and addicts, and... "Stay outta the Vortex of Danger"! 🚦

REFLECTIONS

(TOP LEFT) Pobst's shiny new Audi RS6 SCCA World Challenge entry in a plain white wrapper at the car's first test day at Palm Beach Int'l Raceway. Pobst won the WC Driver's Championship that year, 2003, Audi claimed Manufacturers honors (his team's primary goal), and *SportsCar's* editor Richard S. James talked him into writing a column for the magazine which debuted in summer 2004. (ABOVE) "A classic shot of me passing cars around the outside on the start at Laguna Seca," said Pobst. "AWD is a great advantage off the line!" (ABOVE, LEFT) Caught in the act—one of his many talks detailing the features of the RS6.



GATHER 'ROUND

The final in-print issue of *SportsCar* heralds a significant new step forward in communication for the SCCA. What else is ahead? A trio of SCCA National Office principals offer a glimpse | **MODERATOR** Brian Bielanski | **MAIN IMAGE** Jeff Loewe

During a short, 72-hour window between a weekend-long early December Board of Directors meeting and the Performance Racing Industry Show in Indianapolis, podcaster Brian Bielanski gathered three of the SCCA National Office leading lights. Reason? With the final print issue of SportsCar magazine at hand, it was a good time for an overview of the Club's recent past, action-packed present and full-throttle future. Amidst a dramatic cultural and environmental sea change affecting all of motorsports, SCCA's focus is fixed firmly on "#funwithcars". - Ed.

Brian Bielanski, host, Inside the SCCA podcast (BB): Mike, let's start off with the basics

before moving onto the Club's majors goals. In a nutshell, what's the vision for the Club?

Mike Cobb, SCCA President & CEO (MC):

The Club has survived 80 years; so what is the plan for the next 80? I thought starting off with some conversation around the Vision Statement would be valuable. And it's this: For the Sports Car Club of America to be the preferred motorsport community in the U.S., built on fun, shared passion, and access to an exhilarating motorsports experience.

The three keywords to me are "preferred", "access," and "experience." They paint a picture of the future, and

contain a big goal to go after.

How you get to "preferred," is by focusing on things that you can influence directly—things like access and experience. We've spent a lot of time talking about both....

Heyward Wagner, Sr. Director, Rally/Solo and Experiential Programs (HW):

I think as we look forward, there are a couple of different definitions for the word "experience." It's often perceived that experience is in contrast to competition, but as we look forward to how we're going to design events and programs, "competition" is always going to be a core to the overall SCCA experience.

And I think that the more we

design our "experiences," whether they're competition-driven, just for fun, educational, or wherever they land on that spectrum, when we focus on delivering a positive experience to everybody involved—driver, flagger, steward, crew member—the access becomes "desire-driven." The more ways we find ways to include everybody in everything, from program direction to the after party, the more "access" is created.

BB: It's easy to see that, for the most part, those who "experience our experiences" keep coming back for more. But how do we reach people who don't currently understand that they have access to what we do?



Dave Green



Rupert Berrington

#FUNWITHCARS

The roster of SCCA-sanctioned and -directed activities continues to evolve and grow—(MAIN) Road Racing, (LEFT) Track Night in America, (BELOW, LEFT) Solo, Road Rally, Time Trials, Hill Climbs and more. But what will not change is the emphasis on “preferred,” “access” and “experience,” the watchwords of a Club committed to its members’ having fun with their cars.

Most of our long-time members have a story about a friend of theirs in college, or maybe in their family, who was engaged and said, “Hey, you should come and do this.”

But peoples’ hobbies and interests have changed. People today are more likely to discover something new independently of their friends. They’re more likely to [find new things] via the Internet or maybe a Netflix series (thank you Formula 1).

As we move forward, our strategies have to be less dependent upon our members to do our recruitment and training for us and more proactive in recruitment through digital spaces and other things.

BB: So what will that look like?

HW: Well I can say [that] Track Night [in America] has been the biggest, boldest experiment in bringing people to us that we’ve never really met before. With Track Night we learned that you first find something that people really want to do and then you remove steps, from the moment of discovery to driving your car on track. And we’ve had good success with that.

The other thing that we’ve had really good success with is trying to be really intentional with our marketing around it. If your hashtag is going to be FunWithCars, your advertising needs to be fun, too.

BB: Is there an effort or a thought process looking into streamlining Club programs?

EP: I’ll take that as the one with the thickest rule book. Our rule book becomes thick and daunting because we roll a lot of different things into it—things are not necessarily the things a new driver needs to know, like how to put on an event. There are things we can do going forward to simplify [the rule book], and there are steps being made to do that. We have a lot of opportunities as an organization to make some good steps forward on that front.

HW: Look at the success of some of the experiments Solo has made in the last couple of years, like CAM and Xtreme Street, where essentially you’ve got this huge box that you can be creative in. People are flocking to these classes because they want to play—to take a car they love and go run it. That serves that population really well.

Conversely, if you look at the turnkey approach of Solo Spec Coupe on the Solo side, you look at Spec Miata and certainly at Spec Racer Ford, there’s also a really well-represented population of people that want it to be easy.

As we go forward with SCCA class [structure], you’re going to see less of a chasm between those two. You’re going to see more opportunities for people to have a turnkey, easy-to-own, easy-to-drive, easy-to-do-motorsports vehicle, whether that’s a track day car or an autocross car; whether it’s Club Spec, Spec MX-5—whatever it may be.

HW: Access is the absence of barriers to entry, and we’re always going to have barriers. [But] the real barrier to motorsports for the vast majority of newcomers is knowledge—knowing that you can drive your street car on a racetrack or that you can take the car that you drive to work every day to an autocross or that you can come watch what’s going on at an SCCA event.

You have to know how to get in, though, and if there aren’t [visible] signs, then the only people that we can bring in, the only people who have access, are the people who already know us.

As we look to our future, using digital tools, using partnerships, using other tools to help people find the gate—whatever metaphorical gate you want to talk about—will be the key to access.

Eric Prill, Vice President, Road Racing (EP): “Access” is ease of access, and it needs to be broadened, facilitated. We are a

mature organization—80 years old!—and many of the people running the organization and the events have been around for a long time. They know exactly how it all works. It’s catering to new enthusiasts that’s important—and doing that while not negatively affecting the people that have been around a while.

We need to blend new people with our expert users, with our SCCA ninjas; and there are a lot of people within the organization that can really help with that, help newcomers through the first few experiences to where they become proficient in navigating the SCCA, and then sharing that experience with others.

MC: Right! You’re an enthusiast and you want to have some #funwithcars. We need to make it easier for you to join our parade.

HW: We as an organization have relied heavily upon the buddy system for member recruitment.

SCENIC ROUTE

(MAIN) Forty years on, spec and one-marque classes provide SCCA Road Racing with an ultra-solid foundation. Meanwhile, (RIGHT) and (BELOW, RIGHT) members are proud to share their sentiments!

Zachary Backoven



Philip Royle



MC: One of the ways experience generates access is by creating customers for life, and to that end we have created our own Likely To Recommend (LTR) survey methodology. This basically asks at the end of the weekend or week of the event, "Based on your experience at this event, how likely are you to recommend this to friends and family going forward?"

And we've moved our LTR scores over the 11 programs that we track from the low 80s to the present where we average 92 out of 100. Basically, that means that out of every 100 people, 92 of them are advocates of the product—the goods and services we're delivering to the marketplace.

My biased opinion is that when you're doing that through a volunteer army, through 115 chapters and a full-time staff of just 35 folks, the "pedal to the metal" looks pretty good, right?

Also, our retention score—with real numbers, real data—is now north of 80 percent.

I'm not saying the vision is complete or that the job is done. It's a battle. We fight for members every day. We fight for share of seat time every day. And the only way that we're going to win those battles over time into the next 80 years, in my humble opinion, is to keep focusing on things like the experience that generates access.

And as both Heyward and Eric have noted, access creates a better experience when we create programs with lower barriers of entry. [Rules] are

a great barrier of entry to me. I'm just one person, but I think making rules more simple, maybe creating a quick start guide, would be a good concept.

Parallel to that is creating environments where folks can do more SCCA things with the same car. Obviously, that's where Heyward is going with Club Spec, right? But I'll give you another example of that. We've been working the last three years with Steel Cities Region on their Summer Showcase [at the Pittsburgh International Race Complex]—an event that is a showcase weekend that includes Club Racing, Time Trials, Drivers' Schools, Track Events, a Road Rally. The only program not there on that weekend is RallyCross, and that's just because they don't want to tear up the beautiful grass at Pitt Race. But otherwise, it's a full SCCA buffet and it's grown from short of 300 cars year one to almost 500 cars last summer.

EP: The Steel Cities one was the first one [in recent times] but Atlanta Region is migrating its ARRC [at Michelin Raceway Road Atlanta] into something like that as well, taking advantage of their multifunctional facility.

We're looking to add things at the Runoffs, too—more activities, more things to do to draw more people in as spectators/enthusiasts/participants.

Importantly, what we're seeing now with the Steel

Cities and Atlanta examples is leaders from different programs figuring out how to work together on these things.

HW: The beauty of these events where you bring a bunch of different aspects of the Club together is that you create exposure to other activities. How many autocrossers dream of being road racers? Probably all of them at some point. So how do you get to Road Racing from autocross? Well, start by having them at the same place at the same time with a Saturday night social event so they can talk to each other and learn about things.

BB: Let's talk membership age. My perception is that the membership is probably 70 percent age 40 and above. Is that a correct assessment, and if it's true, is it something of concern?

EP: This is a conversation we've been having since I joined the staff in December of 1996. Yes, it is absolutely true that we have graying members. Back in the 1960s and 1970s, we experienced an explosion of popularity and growth in membership. We don't time people out, so many have stayed actively involved and are now our 50-year members. That's a good thing, right? An organization you can be a member of, and participant in, for life is a fantastic thing.

We do have new members coming in. It's just that if the

majority of your membership returns, your average age is going to creep up.

MC: The average age of a full-time member, based on our last demographic survey, is a Gen X'er—about 48 years old. If you break it down, Millennials are about 20 percent of our current membership mix, Gen X is about a third of our membership mix and Boomers are about 45 percent.

HW: We're a much more committed organization now than we were back then from a competition standpoint. As technology has driven our sport, we've come to a place now where to be really competitive, the time, money and effort it takes requires a really high-level investment. That, generally, is something that people don't come to until later in life.

I don't think that we should look at that as a failing. We should have a wide variety of programs that can engage a wide number of people. When you go to championship-level events, it makes sense that the people able to compete at the highest level are those who've



achieved quite a bit to get to there. As I said, I don't think that's a failing.

BB: So maybe it's no problem.

HW: The truest thing in all that's been said, and I'll vouch for it, is, yeah, the "graying of SCCA" conversation is probably not as old as SCCA, but it's got to be real close. For as long as we've been having the conversation about the "graying of SCCA," we've been having a similar concern about our Solo sites eroding away. Yes, they are eroding away. And yes, we need to continue to be diligent about going out and finding new ones. But we haven't had a regression in number of Solo events or number of Solo participants.

BB: Forty years ago was 1983. If the 1983 versions of Mike, Eric, and Heyward were asked, "What would the Club look like in 40 years?" I sure don't think they'd come up with what we have today. But let's have that conversation anyway: Where

do you guys think the Club will be in, let's say 20 or 30 or 40 years?

EP: I think it's going to be reliant on the market, and what dictates the market is availability and accessibility to certain things like cars and racetracks and fuel.

What regulations are we going to be fighting? Unfortunately, there are quite a few unknowns there. Talking five or 10 years down the road [would probably be] easier. I mean, would the 1983 versions of us believe the technology we have now would be around? That we would be trending toward electric cars? That gas would cost \$3.50—\$4.50 in California—and diesel would over \$5 per gallon?

I don't know that we could have predicted that back then.

HW: To that point, I think we might be more surprised with how little has changed than we would with how much has changed. That might be a Pollyannish point of



Tradd Slynton

view, but at the end of the day, we drive more street cars on track now than we did then, and we autocross a lot more street cars than we did back then. Back then, street cars weren't really very capable or fun on track or in an autocross environment.

The technology will change, the culture will change, the attitudes will change, but I think at the end of the day, you're still going to see 50, 60, 70,000 people driving cars around racetracks, cars around cones. Maybe [the workers] will be pushing buttons instead of waving flags, but I just don't think that we're going to have flying cars in 40 years.

I hope that we all get to see

40 years from now and I hope that what we see are just people really enjoying themselves.

MC: The car pictured on the cover of the first [illustrated issue of] *SportsCar* was a 1946 Duesenberg SJ Phaeton. I don't know much about that car other than its wheels were kind of the benchmark for the original SCCA logo.

What did that car cost? The average price I found was \$15,000 to \$20,000. So I took \$20,000 and put that in the Googler to see what that would be in 2023 dollars, and I came up with \$350,000.

When we talk "access," what I'm talking about is—whether it's today or in the next 10-20-70 years—not requiring someone to have a \$350,000 car in their driveway to come have #funwiththeSCCA.

It doesn't mean you can't have fun if you've got one of those and you want to come play. I don't know what a McLaren costs, but



Rick Corwine



Courtesy Heyward Wagner



Rick Corwine

HELPING HANDS

The Club is in good hands with leadership from (left to right) President and CEO Mike Cobb, Sr. Director, Rally/Solo and Experiential Programs Heyward Wagner, and Vice President, Road Racing, Eric Prill—enthusiasts all.

I see those sometimes at Time Trials and even Solo events. But that's less than 1 percent of the population. What I'm talking about is, if you want to attract the 99 percent, you've got to support them, whether they're in ICEs or hybrids or EVs.

If we have the continued freedom to get out and express our passions as motorists, if [the SCCA] does a good job of serving members, and if we do a good job of providing an experience with an appropriate or low barrier of access, I think we'll continue to have a strong opportunity as a Club going forward.

We were never trained to navigate a global pandemic, supply chain crisis or 20-plus percent cost of goods increase. But we've been blessed with all three of those in the last three years, and we're still standing, so we're going to keep swinging.

BB: In my opinion, one of the most important things to happen to this Club since 1983 was Sports Renault [which was] the stepping-off point for so much of what has happened since then. Spec Racer Ford was born from it, now we have Club Spec and Solo Spec Coupe in autocross. And this goes right to "access" because these classes, while not necessarily the cheapest ways to go racing, they do provide a relatively low-cost entry point. When you look back 10-20 years from now, what will we be saying

is the most important thing coming out of this SCCA era?

MC: You forgot Spec MX-5 next year. That'll be important.

HW: I wholeheartedly agree with you that Spec Renault to Spec Racer to Spec Racer Ford to where we are now ... Eric, how many of those cars are built and in the wild? Is it over a thousand? And there are probably that many Spec Miatas in the world, too.

But I think my answer has to be Track Night—not because I necessarily think it's the right answer; just because it's so predictable that that's what I'm going to say! <laugh> But what Track Night really has done for us is [provide] an entry point to the Club that's different than any one we've had before. It features a simple three-run-group structure and it's a model that we've been experimenting with for 10 years with things like paying staff and running in non-traditional timeframes—weekday afternoons, for instance—and just doing things differently. The Track Night program was built to be really agile and able to do that.

Part of the design, part of the concept behind it was to be able to test things to see how they might work for other areas of the Club. And I think we have seen—correct me if I'm wrong, Eric—I think Track Night was the first program that used self-tech tech sheets, and now that's something that's

becoming common in Solo, something that's changing the worker burden for Solo.

EP: There are Track Night fingerprints on everything now, and that's a good thing. Things have improved in all programs because of our experience with Track Night and doing something differently—not completely flipping the model of how SCCA does things, but just procedurally—and more than procedurally, attitudinally. The concept of a 'mentored experience' is something that we have applied [to good effect elsewhere].

MC: This conversation began by discussing the Club's vision, being the preferred sanctioning body in North America, getting there through providing access and experience. Some of the things we're talking about are not glamorous, but I can tell you the small investments we've made have been huge through our lens in terms of time, money, and resources recently—with our Member Account Portal and with some things that we're going to do as we reinvest some of the dollars previously directed to the printed *SportsCar* into other more digitally current platforms—those "small things" are already having a profound effect on our business. They've already improved member experience and member access.

The bottom line is, as long as I'm here, we're going to continue investing in people, programs and platforms that connect members with our Club and our members to our events.

HW: I'll share this just because Cobb referenced it before. We got over 5,000 people to respond to the first survey about Club Spec, and what the data showed us is that there are a lot of people out there that really do have incredibly high opinions of this organization. I think that when you live, work, and play at the pointy end, it can get really challenging to see how great this organization actually is. How great a good Regional autocross really is. How great the Runoffs is.

I'll fight anybody who says there are three better days of racing in North America than the Runoffs. There's no better competition anywhere that I see than Solo Nationals. And there's no better on-track experience than what we're able to do with Track Night.

I don't think there are a lot of [80-year-old] organizations that right now can have a candid and real and honest conversation about where they're going to be in 40 years, that are in a position to have that conversation—about, you know, the history, the commitment, the investment of the members, the partnerships—all of it.

I'm really proud to be a part of this organization on any level. And I'm encouraged about where we are and where we're going. 🍷



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A PROPOSAL TO THE SPORTS CAR CLUB OF AMERICA

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THE POWER OF CHANGE

There are changes afoot as the SCCA enters into its 80th year—including a noteworthy advance in the way the Club communicates. In the next few pages, Paul Pfanner and several *SportsCar* magazine editors reflect on 40 years of communication-tool evolution. | **WORDS** Voices from the Past and Present

In January 1984, Apple debuted its new Macintosh desktop computer with a powerful Ridley Scott-directed TV commercial that aired only once, in Super Bowl XVIII. It echoed the theme of rebellion against conformity found in George Orwell's dark 1949 novel, set in an imaginary future. Titled "1984", it was an ominous vision of a bleak society controlled by devotion to patterns of the past,

fear of change, and blind allegiance to an oppressive authority known as Big Brother.

Ridley's homage to Orwell's "1984" was the green flag in a tech and media race that accelerated humanity's immersion in the digital age, and it foreshadowed a revolution in global media, marketing and communications powered by access to information and individual choice.

Coincidentally, the January 1984 issue of

SportsCar was the first published by what is now Racer Media & Marketing, Inc., at the beginning of SCCA's 40th Anniversary year. However, that journey to now actually began in May 1983 when Nick Craw began his transformative, record 17-year tenure as SCCA President. On day one of his presidency, Nick persuaded the SCCA Board of Directors to say "yes" to the small company's proposal to publish *SportsCar*. Nick's direction to the *SportsCar* team was to reflect the quality programs and the lofty ambition of the "new SCCA," along with conveying the vibrant energy and competitive spirit of the members of our great Club. In stark contrast to the slow growth of the previous SCCA eras, the Club's membership soon soared as dynamic new initiatives were regularly introduced, and the Club miraculously became financially stable with substantial cash reserves.

Nick embraced change like no SCCA President before him, and he used it wisely to redefine what was possible. During those early days of our company's developing relationship with the SCCA, I was invited by Nick to share my views on numerous important matters and his new programs. Nick is an accomplished racer, and he was the unstoppable driving force behind the introduction of the affordable new Sports Renault (now Spec Racer Ford Gen3) that was rapidly outpacing the robust sales of the recently introduced Swift DB1 Formula Ford, that I'd created the branding and marketing campaign for.

The truth is that 29-year-old me believed that it was unfair for the SCCA to compete directly with the Formula Ford cottage industry that I'd been so devoted to for the previous decade. Nick addressed my concerns by softly saying, "*We would all like to live as we once lived, but history will*

PAUL PFANNER

ART DIRECTOR & MG. EDITOR: 1978; EDITOR: 1979
CEO & EXECUTIVE PUBLISHER: 1984-2005, 2012-2024
SCCA HALL OF FAME CLASS OF 2022
2023 SCCA WOOLF BARNATO AWARD RECIPIENT

Reelin Sikes



not permit it." Those powerful words were originally spoken by the 35th President of the United States, John Fitzgerald Kennedy, on the morning of November 22, 1963 ...

Now these words help me accept that it is time to turn the page on *SportsCar*. History proves that JFK and Nick were right. *The future always wins.* So, for this life-changing insight, I offer my sincerest thanks to Nick, who has been the best friend and mentor I could have asked for.

Which brings us to the now that we all share as SCCA members. The SCCA of 2024 exists in a competitive marketplace with infinite choice and 24/7/365 access to goods, services and instant gratification. Like Ridley Scott's iconic 1984 Apple TV spot, we are not slaves to the patterns of the past or our fear of change.

As the Sports Car Club of America celebrates its 80th anniversary—and *SportsCar*'s final regularly-published issue that you are now reading—both of our companies are turning a page to embracing change and focus on creating what comes next.

And what comes next is all about you and the power you hold in this digital age. The SCCA National Office team is working on driving change to benefit everyone who is a member of our very special Club of doers and over-achievers. And I'm certain that whatever will fill *SportsCar* magazine's place in the SCCA information ecosystem will be built to win in the ongoing race to share the stories of passion, teamwork and commitment that define the Club.

It will also be accessible, compelling and engaging in the "always on" era of media and marketing.

Continuing the theme of passion, commitment and teamwork, I'll salute current *SportsCar* Editor, Steve Nickless, who began this great adventure with me

in the Winter of 1977/1978 when the previous publisher, Paul Oxman won the contract to publish this magazine. The younger me was directly involved in creating the *SportsCar* proposal for Mr. Oxman, so I became the Art Director and Managing Editor, and Steve became *SportsCar*'s new editor. Steve stayed for just three issues in early 1978, before my odd California man-child behavior contributed to him leaving. Thankfully, he returned to Paul Oxman Publishing in December 1979, after I spectacularly flamed out as Editor and abruptly left to launch a company (after realizing I was unemployable).

In addition to editing *SportsCar*, Steve also found time to launch *On Track* Magazine in 1981. Not long after we won the SCCA/*SportsCar* contract, Steve came aboard as publisher and he served in various important roles during the years that followed. He was central to launching *RACER* magazine in 1992 and was later a key player in the development of what is now known as our Racer Studio agency. In late 2022, Steve came out of retirement to again serve as *SportsCar*'s Editor and finish the race to the future we started together in the winter of 1977-'78.

Now, 46 years later, Steve and I are taking the checkered flag together in this amazing race that spanned six decades and two centuries. As will be the case in the next SCCA era, what we did for so long has been about celebrating you, our fellow SCCA members. Along the way, you've inspired us to do our best and live our lives with passion and commitment.

I'll close by thanking teammates who've made a real difference. First, thank you to our wonderfully talented *SportsCar* art director Ree Tucker.

Not only is Ree the longest serving art director in the magazine's history, she is also the best.

I'll also thank our Managing Editor, Molly Binks for her tireless service to the Club and our company, where she also serves as the Producer for Racer Studio.

Finally, and most importantly, I also extend my sincere gratitude *SportsCar*'s writers, photographers and illustrators who've made the magazine so enjoyable and meaningful for so many years. You are the true heroes of the *SportsCar* story.

Onward to the future for the Sports Car Club of America and Racer Media & Marketing, Inc. We've been good together, and I believe that the best is yet to come for the RACER brand and SCCA as we expand our horizons. We'll be doing our part to tell the SCCA story in *RACER* magazine, on RACER.com, in *Vintage Motorsport* magazine, on VintageMotorsport.com, and in whatever comes next for us in the evolution of our RACER brand and in media. 🍷



JANUARY 1984
The first Pfanner
Comms-produced
SportsCar cover.

WORLD TRAVELS
Pfanner (second
from left) and fellow
scribes in Japan,
1984 (BELOW).



Andy Schupak



Jeff Zwart

LORNA (FITTS) LYONS

EDITOR: 1978–1980



JULY 1978

Fitts (now Lorna Lyons) pushed relentlessly for a quality magazine.

"Fitts!" Mr. Oxman said with a warm grin. "Welcome to *SportsCar* magazine!"

Thus did publisher Paul Oxman mark the beginning of my tenure as the SCCA magazine's editor in the month of February 1978. My tenure was relatively brief, but it laid the groundwork for the rest of my life.

I had no idea how much the family of SCCA racers would affect my life. I came to the magazine with a minimal knowledge of the Club but a number of racing people contacts. These people saw me through all my mistakes and wrong turns, and set me on the right line, the racing line.

"I lost 15 lbs. but gained a life-long understanding of the rigors of driving a race car."

LORNA (FITTS) LYONS



Jeff Zwart

"EVEN THROTTLE TO THE APEX..."

Fitts got her race driver training from the best—BSMR and Jim Russell School's Jacques Couture.

To all the SCCA racers, a big Thank You!

Entering this arena from working at IMSA and with little knowledge of how to run a magazine, I relied on Paul Oxman to guide me. He secured *Road & Track's* Art Director Bill Motta to help us, and what magic that association was! I did not understand at the time how privileged we were to have Motta's input. Invaluable training for *SportsCar* and for many life situations that followed.

To help me better understand what the world looked like through the lens of the racer on track, it was arranged for me to take a two-day British School of Motor Racing course at Ontario Motor Speedway, Sept. 27-28, 1978. One hundred five degree temps. Eighty total laps of the circuit in one day of instruction by Jacques Couture. Photography by Jeff Zwart at the very beginning of his career.

I lost 15 lbs. in fluids, but gained a life-long understanding of the rigors of driving a race car, even at the slow speeds I achieved.

Learning how to write a real race story, I leaned on my past relationship with Huffaker Engineering to do a feature for *SportsCar* on how to build an SCCA National Championship-winning race car. I got to spend time with Joe Jr. in the shop and Terry Visger and Joe Sr. at Sonoma Raceway (nee Sears Point).

Jeff Zwart was again the photographer, and when he and I and my visiting mother turned up at the car rental counter in San Francisco, we were told we had a Volare for the weekend. Jeff promptly launched into the TV advertisement

song, "VOOOOLARRRR-EEE!" and serenaded my mom, to her great delight.

What I learned that weekend about the process of race car design, construction and development—and about a soon-to-be-world-renowned photographer's sense of humor—filled many big gaps in my motorsports education.

Being a part of the *SportsCar* staff gave me invaluable experience in attending events and then writing about them. We took on a massive Formula Ford test during an incredibly hot Aug. 4-5, 1979, at Willow Springs Raceway. The detailed report and assessment of FF cars that resulted in the magazine represented a huge effort by all concerned, and taught me the strength of a team working together.

SportsCar gave me time to understand what SCCA at its core was all about. It's the racers and their race cars, at the very basic level of one driver, one race car, and the track. Family participation makes it all the sweeter. And all these people from the struggling privateer effort to the fully funded big teams racing the top series all had one thing in common: their love of the sport.

SportsCar gathered their experiences onto the printed page, memorializing for all time their contributions, their accomplishments, and allowing them to look back in 30, 40, 50 years and show their grandchildren that they were there, they did something, and it was fun.

It was my privilege and honor to help record their stories. 🍷

MAC DEMERE

EDITOR: 1986-1988

Demere Collection



Back in 1986 ("After color TV but before the World Wide Web") we at *SportsCar* strived to satisfy, or at least placate, the SCCA's many constituencies. These communities sometimes acted more like warring factions or, better, adult children scrapping over an inheritance: Some demanded not only their share, but also that the others got less. I know siblings who still don't speak after battling over their late mother's double wide trailer deep in the country. I am not making this up.

One way we sought to accomplish this was to have results, a few words, and, ideally, photographs from every SCCA competition, including Regional Club Racing events, RoadRallies, Solo Nationals, and the then-emerging RallyCrosses. The thought was to get the names of as many members as possible into print.

(Seeing one's name and accomplishments in print was a thrill for most people. I really miss hard copy magazines and newspapers.)

It wasn't a challenge to get writers and photographers to report from big National events at Road America, Lime Rock, Brainerd, and Riverside. Also, the long-overlooked RoadRally community was usually eager to produce quality words. But it was often difficult to get even raw results from lightly subscribed Regional races at the likes of Roebing Road or Big Springs, much less a Solo from Wendover, Utah. Sometimes we couldn't even find when the events were happening or if they had occurred: It was a great day when the calendar of events in the back wasn't obsolete before the magazine reached members. Past-last-minute changes were common.

I nagged event organizers, Regional

Executives, heads of Timing and Scoring, or even individual competitors to send in, at the least, results. I knew it was exactly what overworked volunteers wanted: another task. And hadn't they already sent them to Denver?

Remember, this was before the Internet was a thing. They usually had to print out a hard copy, find an envelope, stamps and a mailbox. I recall some type of electronic communication, but I've had head traumas in the interim. Maybe they could send us 5.25-inch floppy discs: If you remember those, you probably get a lot of offers for free dinners to discuss Social Security or Medicare options.

I used MCI Mail—remember that?—to beg for results. In the address field, I put the recipient's name and, on the second line, "This Isn't Junk Mail, Please Open." I'm sure many thought it was exactly the definition of junk mail.

Those who I had volunteered sometimes asked why we needed the material what seemed to them like a long time before the

magazine went to the printer.

"Could you fit a new set of mounted tires at the five-minute warning," I asked one. "If I had crew, yes," he responded. "Could you install a new crankshaft?" "Okay, I get it," he said.

Novice and amateur writers are often highly offended if their words are changed in any manner. And I edited them a lot. Probably too much. When I worked at *MotorTrend*, my then 8-year-old daughter wrote a sidebar to a minivan comparison for which I'd written the main story. She was appalled at the very minor changes to her piece. "They edited you a whole lot less than they edited me," I told her.

Still, it looked terrible to have results but no coverage for an event. Ole Miss Journalism School taught me how to, shall we say, fill in details. So I'd sometimes fabricate—make that create—reports. Sadly, I couldn't make up photographs. To top it off, I had several *noms de plume*: One was "Joe Hollingsworth".

Once a member wrote in (A letter! Through USPS!) to say how "Joe" wonderfully captured the spirit of the event and that he was sorry he hadn't met him. I don't know if the writer was being sarcastic. I accepted the compliment. Now you know the rest of the story. 🍷



JUNE 1987

Demere came from the SCCA National Office, and made it his mission to chase down complete results.

"I knew it was exactly what overworked volunteers wanted: another task."

MAC DEMERE



Demere Collection



Chris Syrett

HOT PURSUIT

Demere (TOP '79; FAR LEFT, at left '89; and LEFT, center '81) was both an exceptional wordsmith and rapid race car driver.



Jeff Loeve

BILL KING

NATIONAL EDITOR: 1983-'86, 1992-'94, 2002-'03



JANUARY 1985
King pushed hard
for plentiful Sports
Renault coverage...

So how does one get to be National Editor of *SportsCar*? In my case, Costa Dunias plucked me out of the unemployment line to be PR Manager for Club Racing, a position that previously did not exist. He had a storage closet cleaned out to give me a cozy little office, which happened to be across the hall from newly installed SCCA President, Nick Craw.

The very first thing that landed on my desk was the Sports Renault program.

Nick: "We just signed a contract with Renault Jeep Sport to build a spec racer, and I can't get anyone in the building interested in working on it. You?"

Me: "...er, sure."

Later...

Costa: "You got the Runoffs coming up, Mr. Club Racing PR Manager; and, by the way, part of the job is National Editor of *SportsCar*. Pretty full plate for five days on the job."

Me: "Can I have a raise?"

It was around this time that Paul Pfanner landed the contract for publishing *SportsCar*. Being National Editor was mostly about liaising

between the Denver National Office and Pfanner's Santa Ana, Calif., HQ which boiled down to proofing the blueline (final mock-up in B&W, blue and white) and showing it to Nick.

Very early in this deal was the infamous "Buffam" cover. The great SCCA Pro Rally driver John Buffum was featured in one of the first Pfanner issues. If there's one Pfanner trait that makes his products stand out, it's his obsession with perfection. So just as the Buffum issue was headed out the door for the printer, Paul decides to make one last tweak to the cover, only he mistakenly pulled up a previous iteration erroneously identifying the featured guy as "Buffam" in 60-point type.

And that's how it was printed and mailed. Yikes! Lots of red-faced hand-wringing and an immediate reprinting and mailing with the correct cover.

Within a week, there was an SCCA BoD meeting in Denver. Strategically situated as I was across the hall from Craw's office, I overheard several of the directors lobbying Nick to find a new publisher for *SportsCar*. I immediately called Pfanner and

told him to get his butt over here ASAP. He was there in less than four hours.

As you may know, Paul Pfanner could sell bikinis in Siberia. He brilliantly talked his way off the ledge ... and is still at it 39 years later.

My first National Editor gig only lasted three years, as I headed off to Goodyear. But six years later, I came back to SCCA as VP of Regional and Member Relations which included—you guessed it—National Editorship of *SportsCar*.

The first blueline to cross my desk featured a new column by Nick—yep, he was still around. His banner column heading read, "From the President's Desk, by Crawdaddy".... [faint]. I speed-dialed Pfanner:

Me: "Are you #@\$\$% nuts!"

Paul: "Gotcha."

Back in the saddle.

Nick Craw had an uncanny eye for typos. The *SportsCar* staff sent us very clean bluelines. I might pick a half-dozen nits, then deliver the thoroughly proofed document to Nick. It usually took him less than 20 seconds to find a typo. He did this every issue.

I had the absolute pleasure of working with Paul Pfanner, first on *SportsCar* and later the first iteration of *Racer.com* which morphed into *Speedvision.com*, plus the first race programs for Penske Motorsports.

Paul's creativity and enthusiasm ran through the many veins of Pfanner Communications.

I've had the great, good fortune of working with the top brains in the industry: Nick Craw, Leo Mehl at Goodyear, Mr. Penske, Richard Smith after he left J. Walter Thompson, Roger Werner of Speedvision. Geniuses all. Paul Pfanner is a card-carrying member of that group. 🍷



J. Davidson

GOOD WORDS
SCCA National Editor
Bill King (center, here
with drivers Andy
Wallace and Elliott
Forbes-Robinson)
could drive and write
about driving with
the best of them.

RICHARD S. JAMES

SR. EDITOR, EDITOR 1994–2006

My love for motorsports was ignited by the first race I ever saw in person, an SCCA National at Texas World Speedway. That weekend set forth an almost inevitable path for my life, a significant portion of which was spent in *SportsCar*'s editorial offices.

Introduced to autocross and eventually to SCCA through the Texas A&M University Sports Car Club, I was led to my first Club race, where I worked Timing & Scoring—for a day. The T&S chief's child had chicken pox, and I hadn't had it, so I grabbed my camera and headed out to a corner. There, I met longtime *SportsCar* photographer Mark Weber for the first time.

I was fortunate that College Station was a hub of SCCA racing in Texas at that time. When TWS closed for a spell, SCCA racing moved to the former Bryan Air Force Base, then and now an extension of the A&M Campus.

A couple of years after that first SCCA race, I was now a journalism major and submitted my first photos to *SportsCar*, shot while working on a class project. Then Associate Editor Paul Dybro crafted a race report from my captions. The hook was set.

"*SportsCar* Senior Editor" was my second job out of college, beginning in August of 1994. Thanks to Editor Rich McCormack, my magazine knowledge expanded exponentially. I took on the Editor role in 1999, which I held until handing the reins to Philip Royle in 2006.

Those 12 years were an era of great change for *SportsCar*. In 1994, it was newsprint with a color glossy cover. Event reports and results were a big feature of the magazine (although we all knew *Fastrack News*

was the most anticipated part). By 2006, it was a full-color magazine, and the internet had rendered most race results old news.

In between was the less-than-excitedly-received tabloid version. A bold experiment that eventually took the magazine to where it is now, it didn't fit neatly with the issues that came before (and also didn't fit on the back of a toilet—yes, that was a common complaint!). It was also where *SportsCar* began to move away from publishing results, an irritation to many members. But times were changing, and the magazine needed to change with it.

In remembering my time as editor, I looked through the first perfect-bound, full-color issue of *SportsCar*, the July 2004 issue. With a focus on providing informational and educational features to help racers, autocrossers and rallyists do things faster, better and cheaper, our feature on 10 ways to get involved in motorsports cheaply was introduced on the cover with a great Spec Miata photo produced by Brian Konoske. It was the first issue to feature Randy Pobst's new column, Pobst Position, still a fixture in the magazine nearly two decades later. I think it's fair to say we were all pretty proud of what we had created.

My freelance journalist career since has taken me in many directions, everything from television production to work in magazines produced by OEMs, from off-road racing to endurance sports car racing and everything in between. But always SCCA and *SportsCar* have remained, and I continue to be a contributor

D.E. Baier



wherever possible, even including a stint as interim editor in 2022.

I will forever be in debt to Paul Pfanner for taking a chance on a know-nothing kid from Texas. *SportsCar* has been an indelible part of my life, introducing me to some fantastic people, most importantly my bride of nearly 24 years.

See you at the track. 📍



JULY 2004
James' enthusiasm was always front and center.

"My love for motorsports was ignited by the first race I ever saw in person."
RICHARD S. JAMES



Tyavis James



JOHN ZIMMERMANN

EDITOR: 1980-'81, 1988-'92

The second time I slipped into the editor's chair, in 1988, was under the auspices of Paul Pfanner, who had taken over the contract when Mr. Oxman relinquished his grasp, and who was working hard to improve it. I'd just returned to California after a stint as Motorsports Editor of *AutoWeek* in Detroit, and again the carrot hung before me was the possibility of starting another all-singing, all-dancing American auto racing magazine—which turned out to be *RACER*.

Before we could do that, however, we honed *SportsCar* to a finer edge than ever before, a process that has continued under the auspices of subsequent editors. The first issue of my second editorship featured Bobby Rahal's Champ Car on the cover, pointing to a collection of stories inside that discussed how SCCA Pro Racing had become that era's most direct pipeline to the Indy 500.

Beyond the standard departmental content, that issue also contained *SportsCar*'s annual Safety Gear Buyer's Guide, previews of the Formula Atlantic and Escort

Endurance seasons, and articles on both getting started in racing and how to make the most of one's budget for it.

In the following four years, guided by a team that included Jane Anderson (Shaw), Paul Dybro, Dyanne Gilliam and others—notably Rocky Entriiken—*SportsCar* made great strides forward, not only in content and presentation, but also in responsiveness to the needs of the membership. Consequently, by the time I filed my final "Opening Lines" editorial column, the list of features was more heavily weighted toward the participant member than to the racing fan member, even though the pros still enjoyed a substantial presence in the mix.

What it all meant, I believe, is that like everything in life, *SportsCar* was destined to continual evolution and maturation in response to the demands placed upon it by both the membership and the marketplace.

Now it seems the evolution to digital is upon us and the print edition is heading down the road into history—a storied history in which I was happy to play a part. 📍



**JUNE 1981 (TOP)
SEPTEMBER 1991**

JZ brought professionalism to separate stints with two different publishers.



I am fortunate to have enjoyed the privilege of being listed on the *SportsCar* masthead as editor on two separate occasions. Both times I accepted the job, I must admit, it was in preparation for what I hoped would be bigger and better things, no offense intended to the Official Publication of the Sports Car Club of America.

My first, relatively brief, tenure came in the months before Paul Oxman, Steve Nickless, Gordon Kirby and I brought the bi-weekly racing tabloid *On Track* to life—at a time when Mr. Oxman held the contract to publish *SportsCar*. My first issue was December 1980, and its cover featured that year's Solo II Nationals from Salina. Also included was a healthy dose of Pro Racing Updates, a special section devoted to Porsche's 924 D Production racer, and a Pro Rally piece about Rod Millen, as well as most of the usual departments.

I'd just come aboard from *RACECAR* magazine (where I began my career as Managing Editor) and was really still learning the business. Nevertheless, I tried to do my best for *SportsCar* in the run-up to *On Track*.

MAKING TRACKS

Multiple monthly deadlines as editor of multiple publications kept Zimmermann from all the track time he might have wished.



PHILIP ROYLE

SR. EDITOR, EDITOR: 2004-'22
2015 TOURING 4 SCCA NATIONAL CHAMPION

I was hired in December 2004 by Richard James to eventually replace him as *SportsCar*'s editor. I sat at my desk on day one sporting roughly five years of automotive journalism experience, seven years of casual autocrossing, several track day adventures, and absolutely no clue how the Club functioned.

Much to Richard's chagrin, that made my transition to the editor position take the better part of a year and a half. In 2006, right before the National Championship Runoffs, a smiling Richard handed over the keys. I panicked, realized I didn't have time for that, then got to work on what would become an incredible, lifechanging journey.

The 2006 Runoffs issue was my learning ground as the magazine's editor, and I burned the candle on both ends. Alongside this, I was struggling to hire a staffer to fill the associate editor position I used to occupy. Furthermore, we decided to completely redesign the second issue of the magazine I headed up, and there was the 2007 SCCA wall calendar to produce, too. Without Ree Tucker's steady hand as the magazine's art director, none of this would have happened.

Six months in, I'd hired Jason Isley as the associate editor, and over the next 13 years, Jason, Ree, and I produced roughly 160 issues before Jason was offered a position elsewhere. Jason was a multi-time Solo National Champion when I hired him, and won a few more Solo Nats titles while at *SportsCar*. His competitive spirit drove me to push harder, so when he began his pursuit

for a Runoffs title, I tagged along. He ultimately claimed Runoffs gold twice and I managed the feat once.

(For those with a sharp eye, our trajectory could be seen in the magazine through the tech features we produced—the stories were rarely about our personal racecars, but the questions we asked in those features almost always had roots in our personal racing endeavors.)

In March 2022, it was my turn to hand over *SportsCar*'s keys, as I'd chosen to join the SCCA staff. Who got those keys? Amazingly, Richard James temporarily returned until Steve Nickless agreed to reprise his role as *SportsCar*'s top agent.

At SCCA, I stepped into a role that was like a comfy racing shoe, heading up content for the Club; but within days, I discovered that while I was now building upon a solid foundation of knowledge, I had limited awareness of the Club's true complexity. An SCCA staff of barely 30 somehow manages to host some of the best amateur motorsports championship events in the world, all while hosting (or helping host) National Tours that run nearly year-round. I simply had no idea.

I worked at *SportsCar* for 17 years and three months, and was the editor for 15.5 of those. *SportsCar* has absolutely defined my life. From the work experience I gained to the Club members I met along the way, I can barely recall the stresses that came with the monthly magazine deadlines—like, for instance, the seven issues I produced in 2020 with no editorial staff, few SCCA events to discuss, and no ability to travel. Like with racing, the

Molly Binks



process was exhausting, but with it came immense enjoyment.

The end to *SportsCar*'s print production concludes an 80-year era that some (even myself at times) will question, but the decision is wise. A publication that began as little more than a typed memo by seven members in 1944 has been through dozens of iterations and formats as the needs of the membership changed.

Like with those many changes, this isn't the end for *SportsCar*—it's another step in an incredible journey that I'm proud to have been a part of. 📍

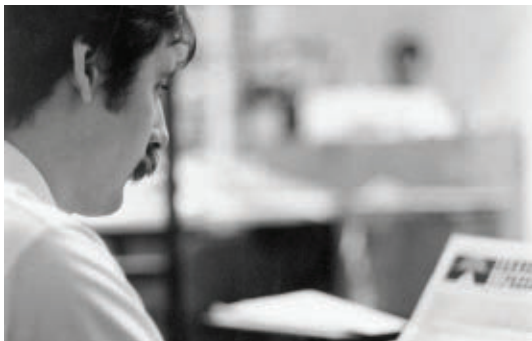


APRIL 2014
A memorable cover midway through Royle's long tenure.



STAR BRIGHT
Royle (42) was *SportsCar*'s most accomplished editor on track.

Jeff Leewie



Lorna (Fitts) Lyons

STEVE NICKLESS

EDITOR 1978, 1980-'83, 2023-'24
(EDITORIAL DIRECTOR, PUBLISHER, CONTRIBUTOR, CURMUDGEON 1977-2024)



OCT. 1980 (TOP) APRIL 2023

Nickless's passion
was the Runoffs and
all of its participants.

I'm as little qualified in 2024 to tie a bow on the Paul Pfanner-Publisher era of *SportsCar* as I was to help launch the ambitious young Californian's first forays into the contract publishing arena in 1977. But it comes down to me ...

Pfanner and I had little in common other than a shared fixation on Formula Ford, a passion for SCCA's Runoffs, and shiny new Sports Car Club of America membership cards.

I was New England Region, Pfanner was Cal Club; I was Bruce MacInnes and Joe Stimola (Citation-Zink), he was Richard Shirey, Dave Bruns, and Paul White (ADF); I was words, he was graphics; I was Dunkin' Donuts, he was Del Taco.

We met in the middle on Skip Barber (East) and Dan Gurney (West) fandom, but after moving across the country with stars in my eyes to work for *SportsCar*'s then-publisher Paul Oxman (alongside whiz kid Paul Pfanner), I lasted just six months before fleeing back East, returning to stable employ as PR guy for Club Racing and Trans Am hero, Bob Tullius.

Two years later, I had matured enough to return to the job I'd left unfinished—serving as editor of *SportsCar*. Arriving on Pearl Harbor Day 1979, ready to give working alongside Pfanner another try, I bounded into ... an empty office: Paul had left and was soon to launch his own small publishing company.

Happily, thanks to the skill and stability of Managing Editors Lorna (Fitts) Lyons and later John Zimmermann, we all found tremendous joy packaging together stories, results and text for the thousands

of SCCA members who shared our love for all things motorsports.

Indeed, I say "working" but it was never really "work." *SportsCar*, from its beginnings in the 1940s, was a tool to communicate with the membership, but for those of us who "worked" on it, it was much more.

The magazine was connection. Community.

As my friend Philip Royle, the longest-serving editor of the SCCA magazine, once noted, "Historically, *SportsCar* has undergone a variety of changes through the decades, from its early days as a typed letter to something with a picture on the front to a slick magazine. Even as a magazine in the early years, it was pretty basic. But then in the 1960s and '70s, it got its own style."

It was a style reflecting an SCCA greatly expanding its array of activities, from Club to Pro Racing, Regional to National Autocross, Road- and ProRally, HillClimbs and more.

Pfanner winning the contract to publish *SportCar* in 1983 brought significant change beginning with the January 1984 issue. Once again succumbing to the siren song of his talent and ambition, I moved across town to join his small team at Pfanner Communications in 1985. There, I got to work shoulder to shoulder with Editors Rich McCormack, Mac Demere, and, soon, John Zimmermann as we endeavored to include as many names as possible—i.e. complete event results—in every pre-Internet-age issue.

SportsCar's mission remained unchanged: communication with and enthusiasm for the

growing membership. As Paul continued to push for quality and responsiveness, the magazine went from strength to strength.

Royle, now on the SCCA staff, has helped me greatly this year as I was dragged out of mothballs (by Mr. Pfanner again) for one last go-around as *SportsCar*'s editor: The magazine will transition away from print—moving from analog to digital, as it were—here at the start of the SCCA's 80th Anniversary season.

"*SportsCar* has always adapted with the times," Royle reminds, "always with the goal of bringing content and a feeling of belonging to the Club. That started with the memo format in 1944 and in the rebranding from 'Sportwagon' to 'SportCar.'

"Today, what members need is online—in text form still but also in videos, in podcasts, and whatever else comes along."

I am personally gratified that the next step isn't "no *SportsCar*." The next step is more content that reaches more people in more places in the many different ways they want to consume it.

Thanks to my ambitious and talented friend Paul Pfanner and many in the SCCA National Office, I've enjoyed the ultimate 47-year *SportsCar* ride-along—a chance to work alongside many skilled editors, art directors, writers, photographers, SCCA volunteers and staff, but most especially drivers and their families, crew members, owners, sponsors who continue to get their regular "motorsports fix" via membership in this Club.

We come for #funwithcars.

We stay for the people.

Truth. 🍷



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Performance Test standard
exceeded by **150%**.



Flammability Test Performance
Average flame time test
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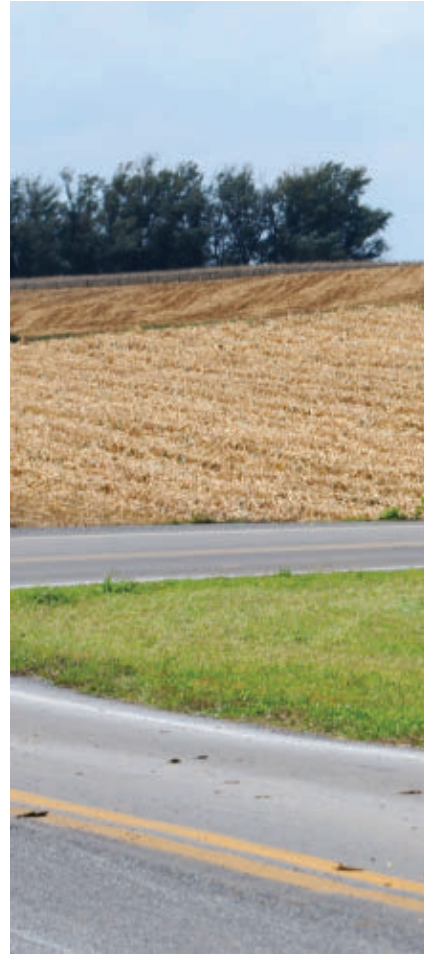
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USRRRC 2023: DOUBLE THE FUN

Two Regions, two states, two HQs and three days of National rallying as the SCCA's premier RoadRally event, the USRRRC, returned to the East Coast | **WORDS & IMAGES** James Heine



It's been 10 years since the Washington D.C. Region hosted the United States RoadRally Challenge (USRRRC), bringing rally teams from across the country to Fredericksburg, Va., and the rural roads of the mid-Atlantic.

In the years between, the USRRRC has visited cities as diverse as Sparta, Wis., Whitmore Lake, Mich., Columbia, Ill., Anchorage, Alaska, Chattanooga, Tenn., and Valencia, Calif.

For 2023, it was the East Coast's turn again.

Hosted Oct. 19-22 by the Philadelphia and South Jersey Regions, with help from the Northeast Division, and organized by Area 1 Director

Peter Schneider (chairman), Clyde Heckler, and Jim Wakemen, Sr. (rallymasters), the 2023 USRRRC sported dual Philadelphia-area headquarters, beginning with Exton, Pa., for Thursday and Friday and Vineland, N.J., for Saturday and Sunday. Connecting the dual HQs was a Friday evening transit from Exton to Vineland via—as recommended by the organizing committee—Interstates 76, 476, and 95 to the Commodore Barry Bridge over the Delaware River and thence to Vineland.

(That route, noted the committee, would avoid central Philadelphia, the Schuylkill Expressway, and potentially significant Friday-evening rush-hour delays.)

The weekend featured three intense National rallies—the 50th Anniversary Little Appalachian National Course Rally, Friday, Oct. 20; the Up the Creek National Course Rally, Saturday, Oct. 21; and the Jersey Devil National Touring Rally, Sunday, Oct. 22. Heckler helmed the Little Appalachian and Wakemen Up the Creek and Jersey Devil.

Friday's Little Appalachian, with its headquarters in Exton, featured the rambling Amish-Mennonite countryside of Pennsylvania, while Up the Creek and the Jersey Devil highlighted the rural roads and lush coastal countryside of southern New Jersey.

In addition to the standard



SCENIC DELIGHTS

(CLOCKWISE FROM MAIN) On the 50th Anniversary Little Appalachian Rally, Amish countryside outside Intercourse, Pa.; Lunch on the Oct. 20 event was at the Hayloft Ice Cream Shop in Leola, Pa. The Mennonite-affiliated nonprofit shop is run by volunteers and supports the Allegany Boys Camp in Oldtown, Md.; Amish produce stand outside Leola, Pa.; The USRRRC Lite team of Cyndi English (left) and Jen Bersch sported a different outfit for each of the weekend's three events; Route corrections awaiting teams at the mid-morning break in Morgantown, Pa.



RoadRally classes—Equipped, Limited, GPS, and Stock—the USRRC, as organized by Schneider, Heckler, and Wakeman, also featured a “USRRC Lite” class aimed at Regional RoadRally teams.

Combined, the five classes drew a field of 23 teams, with several “Lite” competitors running with different partners for individual events.

EQUIPPED CLASS

Jim Duea and Jim Crittenden are both veteran rallyists with loads of experience in the sport as competitors and organizers, but neither in their long years of SCCA competition has won a USRRC Equipped Class title. (Crittenden, with Bruce

Gezon, won the 2013 USRRC Limited Class title.) As a team at the 2023 USRRC, they changed that by claiming the Equipped title, dominating the class and winning Equipped in all three RoadRallies.

“We had a good weekend. We did very well,” Duea said simply Sunday afternoon before the awards presentations at New Jersey Motorsports Park.

“I liked all of the rallies—especially the trap [Course] rallies.”

The rallies were among the hardest he has run recently, Duea said, and the roads and countryside were far more interesting than he’d anticipated, “especially on the Pennsylvania rally, and I’m amazed that

New Jersey has so much rural countryside,” he said.

For Crittenden, the USRRC was a homecoming of sorts. “I began my rally career in the early 1970s in Delaware, Pennsylvania, and New Jersey. I have good memories of the Appalachian, the Jersey Devil, and other famous rallies from that era,” he said. “Living now in Wisconsin, it was a real treat to return for this year’s USRRC.”

“It really was a team effort,” Duea said. “There were times when I caught things that Jim missed, and there were times that he caught things I missed. That’s what makes a good team.”

Crittenden added that Heckler and Wakemen “promised a weekend of great rallying on

USRRC 2024: CALIFORNIA GOLD

At the awards ceremony Sunday, Oct. 22, new RoadRally Board Chair Jessica Toney announced that the RRB has awarded the 2024 USRRC to Cal Club Region, which previously hosted the event in 2004, 2011, and 2015.

“Plan on Veterans Day weekend and Palmdale Calif.,” said Cal Club’s Jeanne English after the announcement, adding that plans call for two Tours—a Monte Carlo and a regular Tour—as well as a traditional Cal Club Course rally.

English said that she would write the Course Rally, Highway Robbery, which will run Veterans Day; Joe Ackerman will write Thunder Road, the Monte Carlo, to be run on Saturday, Nov. 9; and Larry Scholnick will write Stagecoach, the second Tour, scheduled for Sunday, Nov. 10.

Additional details to follow.



fun roads, and they delivered on that promise. All three rallies were cleverly designed and well executed. That, in conjunction with good hospitality, made for a wonderful weekend."

(How good was Duea and Crittenden's weekend? On Friday's Little Appalachian, for example, the team ran clean—they bought no traps—and accumulated only 8.1 seconds in penalty points for the rally's 19 scored legs.)

Following Duea and Crittenden in the USRRC's Equipped standings were runners-up Jessica Toney and Steve Gaddy and third-placed Bruce Gezon and Bob Morseburg.

LIMITED, GPS, & STOCK CLASSES

Aside from Equipped, the remaining National classes, sadly, were lightly subscribed. In Limited,

Jean English and Karl Broberg collected their second USRRC title as a team, with Edward and Douglas Sain finishing second. English and Broberg won the two Course contests and Edward and Douglas Sain the Touring rally.

In Class G (GPS), Satish Gopalkrishnan and Savera D'Souza backed up their 2022 USRRC title with another class win. They also hold two Limited Class USRRC titles.

"It is always a pleasure running the USRRC," Gopalkrishnan said. "All three rallies were great. I really liked that the rallymasters made an effort to make 'lite' versions of the rallies so that Regional competitors could enjoy the events, too."

In Stock, rookies—first-time rallyists, actually—Brian Stanton and Casey Impagliazzo

claimed top honors. The duo are relatively new SCCA members with an interest also in Solo (Brian) and RallyCross (Casey), as well as in RoadRally.

"I had a blast," Brian said of the USRRC. "The locations were amazing. The organization was very good. There were no big delays. Definitely, I'd love to do another one."

"I loved it, Casey added. "For us, it was a lot of information to take in at once, a lot to absorb, but with two jobs and two kids, we don't have a lot of time. So, we really didn't start reading the [event] materials until we were on the way here."

Not the best way to approach the USRRC, perhaps, but definite proof that it can be done.

"It helps that I'm a good test-taker," Casey said, laughing.

USRRC LITE

In USRRC Lite (Regional) competition, Rebecca Bastien and Travis Maxim earned top honors by winning both New Jersey RoadRallies and finishing second on the Little Appalachian. Rounding out the Lite podium were Little Appalachian winners Tom Silverblatt and Donna Smith in second and Cyndi English and Jen Bersch, third.

For the USRRC, both Bastien and Bersch were recipients of SCCA Women on Track scholarships. In all, 14 women participated in the weekend, either as competitors or committee staff.

THE JOY QUOTIENT

No one who has ever organized a National event will doubt that it requires a lot of work, sometimes far more than one



"Never assume you have more than enough time to do everything. Time just seems to fly by."
CLYDE HECKLER

anticipates. The reward, though, is often a weekend enjoyed by participants.

"My feelings—and I think they are shared by Jim and Peter—are that, overall, things went very well," Heckler said in a post-event e-mail. "Not perfect, of course, but pretty well. I thought the hospitality was well received, and I think the Regional/Lite folks enjoyed themselves.

"Hindsight being 20/20," he added, "I would have liked to check/re-check some of the materials one more time, but we just ran out of time.

"As for advice for future USRRC committees? I'd say this: 'Never assume you have more than enough time to do everything.' Toward the end, time just seems to fly by."

Heckler added this also: "I'd like to see the Regional USRRC concept continue. Nothing says it has to be the same weekend, but in my view, it would be a shame to be a one and done."

To that end, Wakemen, also in a post-event conversation, added he intended to contact the 2024 USRRC committee with recommendations.

"The weekend exceeded my expectations in a lot of ways," Wakemen said. "Our goal was to hold the USRRC for the regular National teams and to get other people involved also. We did that, and it was successful." 🍷

PEOPLE POWER

(FAR LEFT) The village of Intercourse, Pa., is in the heart of Pennsylvania Dutch country. (LEFT) Post-rally fellowship after the Up the Creek National Course Rally on Saturday (left to right): Rebecca Bastien, Rose Wakemen, Savera D'Souza, RRB chair Jessica Toney, Jeanne English, Debbi Laitenberger, Casey Impagliazzo and Donna Smith. (BELOW, LEFT, CLOCKWISE FROM LEFT)

The 2023 USRRC champions: Jim Crittenden and Jim Duea (Equipped Class, Ford); Jeanne English and Karl Broberg (Limited Class, Hyundai); Brian Stanton and Casey Impagliazzo (Stock Class, Subaru); Satish Gopalkrishnan and Savera D'Souza (GPS Class, Mercedes).

2023 UNITED STATES ROADRALLY CHALLENGE RESULTS

50TH ANNIVERSARY LITTLE APPALACHIAN | OCT. 20, 2023

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

1/1E, Jim Duea/Jim Crittenden, Ford, 8.1/2/1G, Satish Gopalkrishnan/Savera D'Souza, Mercedes, 36.8; 3/2E, Jessica Toney/Steve Gaddy, Toyota, 67.2; 4/3E, Bruce Gezon/Bob Morseburg, Mercedes, 71.6; 5/4E, Jim Miner/Debbi Laitenberger, BMW, 150.5; 6/5E, Mike Thompson/Fred Rosevear, Mazda, 190.1; 7/1L, Jeanne English/Karl Broberg, Hyundai, 211.8; 8/2L, Edward Sain/Douglas Sain, Toyota, 339.5; 9/6E, Charles Hanson/Kathryn Tawney, Nissan, 446.6; 10/1S, Brian Stanton/Casey Impagliazzo, Subaru, 555.9.

UP THE CREEK | OCT. 21, 2023

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

1/1E, Jim Duea/Jim Crittenden, Ford, 97.7; 2/2E, Jessica Toney/Steve Gaddy, Toyota, 117.3; 3/1G, Satish Gopalkrishnan/Savera D'Souza, Mercedes, 126.7; 4/3E, Bruce Gezon/Bob Morseburg, Mercedes, 192.7; 5/1L, Jeanne English/Karl Broberg, Hyundai, 263.0; 6/4E, Mike Thompson/Fred Rosevear, Mazda, 430.2; 7/2L, Edward Sain/Douglas Sain, Toyota, 445.8; 8/5E, Jim Miner/Debbi Laitenberger, BMW, 450.3; 9/6E, Charles Hanson/Kathryn Tawney, Nissan, 511.9; 10/1S, Brian Stanton/Casey Impagliazzo, Subaru, 552.1.

JERSEY DEVIL | OCT. 22, 2023

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

1/1E, Jim Duea/Jim Crittenden, Ford, 25.4; 2/1G, Satish Gopalkrishnan/Savera D'Souza, Mercedes, 29.5; 3/2E, Mike Friedman/Marc Goldfarb, Subaru, 29.6; 4/3E, Bruce Gezon/Bob Morseburg, Mercedes, 31.8; 5/4E, Jessica Toney/Steve Gaddy, Toyota, 36.2; 6/5E, Mike Thompson/Fred Rosevear, Mazda, 139.3; 7/1L, Edward Sain/Douglas Sain, Toyota, 153.6; 8/6E, Charles Hanson/Kathryn Tawney, Nissan, 161.7; 9/2L, Jeanne English/Karl Broberg, Hyundai, 194.9; 10/7E, Jim Miner/Debbi Laitenberger, BMW, 575.3; 11/1S, Brian Stanton/Casey Impagliazzo, Subaru, 676.1.

POINT STANDINGS

Driver/Navigator	APPL	UPTC	DEVL	TOTL
EQUIPPED CLASS				
Jim Duea/Jim Crittenden	20	20	20	60
Jessica Toney/Steve Gaddy	16	16	10	42
Bruce Gezon/Bob Morseburg	12	12	12	36
Mike Thompson/Fred Rosevear	8	10	8	26
Jim Miner/Debbi Laitenberger	10	8	4	22
C. Hanson/Kathryn Tawney	6	6	6	18
Mike Friedman/Marc Goldfarb	-	-	16	16
GPS CLASS				
S. Gopalkrishnan/Savera D'Souza	20	20	20	60
LIMITED CLASS				
Jeanne English/Karl Broberg	20	20	16	56
Edward Sain/Douglas Sain	16	16	20	52
STOCK CLASS				
Brian Stanton/Casey Impagliazzo	20	20	20	60
USRRC LITE (REGIONAL) (Top 3)				
Rebecca Bastien/Travis Maxim	16	20	20	56
Tom Silverblatt/Donna Smith	20	12	16	48
Cyndi English/Jen Bersch	10	10	10	30

THE BEAT GOES ON

The SCCA Pro Racing-sanctioned Trans Am, FR Americas and F4 U.S. series held fast to the upward curve of interest and enthusiasm in 2023

WORDS SportsCar Staff | **IMAGES** Chris Clark & Gavin Baker

The defending champ was under pressure all season long in the Trans Am Presented by Pirelli's premier TA class; an upstart teen took top honors in a full-to-bursting TA2; two former champions were joined by a Masters class rookie in notching Trans Am XGT, SGT and GT titles; a globetrotting Aussie staked his

claim to future superstardom in Formula Regional Americas; and a karting front-runner made the transition to cars look easy as he claimed the Formula 4 U.S. championship crown.

Those were the headlines at the end of a hectic 2023 SCCA Pro Racing-sanctioned summer of coast-to-coast Trans Am,





FRA and F4 U.S. competition, the three series blossoming under the Parella Motorsports Holdings (PMH) umbrella.

SportsCar contributors Richard S. James, Jessica Trippy and J. Michael Hemsley spoke to the five Trans Am and two open-wheel series champions whose names were added to the record books. 📍



Chris Clark



Gavin Baker

MEN AT WORK

(OPPOSITE, TOP) Teenage star of tomorrow Brent Crews claimed a very hard-fought TA2-class championship; (TOP) Kiwi Callum Hedge was all-but unstoppable in Formula Regional Americas, notching 13 wins—including seven in a row at mid-season; (ABOVE) Karting champ Patrick Woods-Toth's last-minute decision to contest the Formula 4 U.S. series paid off with championship laurels.

THE TITLE, TAKE THREE

(MAIN) Chris Dyson's reward for persevering through a most-challenging season was a third-consecutive Trans Am title.

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Formula 4 U.S.	48

CELEBRATING THE...

2023 TRANS AM PRESENTED BY PIRELLI SERIES CHAMPIONS

TA Chris Dyson
TA ROOKIE Keith Grant
TA HERITAGE Wally Dallenbach, Jr.
TA2 Brent Crews
WILWOOD TA2 ROOKIE Austin Green
TA2 YOUNG GUN Brent Crews
XGT Danny Lowry
XGT ROOKIE Nathan Byrd
SGT Lee Saunders
SGT ROOKIE Richard Forsythe
GT Michael Attaway
GT ROOKIE Michael Attaway

PRO AM CHALLENGE

TA2 Chris Durbin
XGT Ricky Sanders
SGT Brion Gluck
GT Chris Coffey

MANUFACTURERS

TA Ford
TA2 Ford
XGT Mercedes AMG
SGT Dodge
GT Audi

2023 TRANS AM PRESENTED BY PIRELLI WEST SERIES CHAMPIONS

TA WEST Steve Goldman
TA2 WEST Brody Goble
XGT WEST Will Rodgers
SGT WEST Rudy Revak
GT WEST JC Meynet

PRO AM CHALLENGE

TA2 WEST Matthew Rivkin
GT WEST Kevin Michaels

MANUFACTURERS

TA WEST Chevrolet
TA2 WEST Ford
XGT WEST Chevrolet
SGT WEST Ford
GT WEST Chevrolet

TRANSCENDING ADVERSITY

Chris Dyson claimed his third consecutive Trans Am championship in a season that included stern challenges | **WORDS** Richard S. James | **IMAGES** Chris Clark

"Unplanned adversity in abundance...and transcending it."

That's how Chris Dyson describes his third SCCA Pro Racing-sanctioned Trans Am Series championship in a row. Despite that adversity, Dyson took four victories in the No. 16 Gym Weed Ford Mustang—teammate Matthew Brabham took two more—on his way to another title.

"If you look at the last couple of years, we not only had exceptional reliability, but we were pretty much setting the pace," Dyson elaborates. "This year, a lot of our plans got thrown into a bit of a tailspin with unplanned car issues that the team had to compensate for. And we had a couple of parallel programs going on for development that didn't always work out. I think that that could have jeopardized the championship, but the team worked overtime to make sure that we had reliable cars, despite everything that was going on in the background."

"We switched cars no fewer than four times within race weekends this year. That's unprecedented for us. Now, on the one hand, you're grateful for the resources and the effort of the team to create that opportunity, but it was not without stress, and not without a lot of hours in between events preparing for all contingencies."

There were races where everything went right, of course; Dyson points to a flag-to-flag win at Road Atlanta as one. He also notes the challenges of mixed classes on the short World Wide Technology Raceway circuit, where Trans Am and TA2 raced together, as a highlight.

But there were others where a good outcome looked unlikely at best.

"I would probably circle Mid-Ohio, as a race where I think the team and I both showed our

mettle," Dyson recalled. "We really, really struggled in practice and qualifying at a track where we historically have been very strong. I think we knuckled down after qualifying, where in mixed conditions the car was pretty hard to keep on the road, frankly. We made some pretty intentional and deliberate changes that we figured would be safe come race day Sunday."

"And when all was said and done, we fought our way through in a straight fight to win the day, and Matt Brabham came up to grab the runner-up spot. So that was a great day for the team."

"I think that that was one where the weekend was by no means a certainty. And that's the way it should be. I mean, if you watch that event, that was



IN THE HUNT

The top step of the podium eluded previous Trans Am winners Amy Ruman (ABOVE) and (BELOW) Tomy Drissi in 2023. But third and second in the point standings for the McNichols Chevrolet Corvette and Lucas Oil Ford Mustang drivers, respectively, were notable rewards for consistency and determination.





OF HIGHS AND LOWS

(MAIN) Chris Dyson clinched his TA title months before the COTA season finale. (BELOW) Dyson and early season teammate Matthew Brabham celebrate their Mid-Ohio 1-2.

Trans Am racing at its best and it was a thrilling race to win. But if you'd asked me on Saturday where I thought we would be on race day, I think we'd be optimistic to say we'd finish one-two the next day!

"It's just down to the team and the hard work and us as drivers digging that little extra bit deeper and finding the resourcefulness within ourselves," Dyson continued. "That's why we go racing, to keep testing our limits."

The challenges in 2023 didn't just come from things not going right; there was some stiff competition. The five races that Dyson Racing didn't win

were taken by drivers doing only partial seasons or even one-off races. Trackhouse Racing team owner Justin Marks accounted for three of those wins, and four pole positions, in his seven starts.

"It's great to draw in the talent that Trans Am continues to do, and for Justin to make time for Trans Am racing amidst a very busy schedule as a top NASCAR team owner, I think says a lot about just the pleasure of and reward that we all get from driving these cars," Dyson said. "Justin's a determined, worthy competitor and really showed some class on quite a few occasions this year. I think he'd



"There's a nice fraternity of competitors here that fight like hell..."
CHRIS DYSON

be one to tell you that there's no free lunch in Trans Am. It's a series where we all can make our mark, but you've got to hit everything right. Having Justin, having Boris

[Said], Wally Dallenbach, Connor Zilisch, come into the series to drive these cars, it ups the ante. These are still races that everyone wants to win, and obviously Tomy Drissi has been there every year, determined. There's a nice fraternity of competitors here that fight like hell for these things," Dyson declared.

That competition, though, as Dyson puts it, "keeps the knives sharp." As he prepares this winter to return and defend his title, to fight for a fourth championship, he relishes the opportunity to push his limits in the way only a 900hp monster with no driver aids can. 🍷

FOUNTAIN OF YOUTH

Teenager Brent Crews' 2023 title headlines an energized Trans Am TA2 Series showcasing an array of emerging talent | **WORDS** Jessica Trippy | **IMAGES** Chris Clark

The 2023 SCCA Pro Racing-sanctioned Trans Am season was both memorable and historic, the longest-running professional road racing series in North America concluding an eventful 13-race romp by crowning its youngest-ever champion.

At the age of 15 years, seven months and six days, North Carolina teenager Brent Crews claimed the Big Machine Vodka SPIKED Coolers TA2 Series title with a fourth-place finish in the season finale at Circuit of The Americas

Crews' championship put an exclamation point on TA2's flourishing youth movement, further highlighting the series as a platform for young up-and-coming drivers.

In 2022, his Trans Am debut season, the former kart and midget racer had become the youngest race winner in series history at 14 years, three months and four days with a victory at Road America, and he claimed two more wins (Nashville and at VIRginia International Raceway) as well as Rookie of the Year honors.

In 2023, Crews notched four wins en route to his championship (at NOLA, Detroit Race 1, Road America, Watkins Glen), showing off strength and skill belying his youth. He narrowly edged 2022 TA2 champion Thomas Merrill, a skilled, experienced, and consistent veteran who won last year's title in the 11th hour with a perfect race—pole, fastest lap and victory—in the COTA finale.

"Trans Am has been a home for me these past two years," said Crews. "Being able to run full time and win a championship has been a goal of mine for a while now. The experience I have gotten from racing in Trans Am will prepare me for the next step. Being the youngest champion in history is a huge



PROVING GROUND

(ABOVE) Another young pacesetter, Conor Zilisch, who notched five TA2 wins. (BELOW) Ain't nothin' quite like the summer TA2 show in downtown Music City!





CHASING UPSTARTS

Teenage phenom Crews (70) was a persistent thorn in the side of 2022 TA2 champ Thomas Merrill (26)—and all of the other veterans.

accomplishment—especially for how full of talent Trans Am has been and will continue to be.”

The next step for Crews? While he has not yet unveiled his plans for 2024 and beyond, we can assume that NASCAR will be in his future sooner than later. He is already part of Toyota Racing Development and has said his sights are set on the NASCAR Cup Series.

Crews was signed by NASCAR Cup Series champion Kevin Harvick’s agency, KHI Management, in 2021 at the age of 12 following the company’s creation of its Youth Sports Division. KHI represents some of

the biggest names in NASCAR, UFC, PGA, motocross and music.

“Brent is a very talented young racer with a bright future in our sport,” said Harvick. “He has won a lot of big races [already] and I’m looking forward to watching him continue to progress over the next couple years.”

Other young drivers in the Trans Am series appear to be on similar career paths: 17-year-old Connor Zilisch, who won five TA2 races this season, finished fourth in the TA2 points. Earlier this year, the North Carolinian was signed by Team Chevy, and is also expected to move into the NASCAR ranks soon.

“I chose TA2 because the series has always been intriguing to me, the competition and the car that is provided makes for some incredible racing,” explained Zilisch, who is also a top competitor in the Mazda MX-5 Cup series. “[TA2] also is a great stepping stone to many forms of professional motorsports. It felt like the right choice for me for what I hope to do in the future.

Having mastered the 500hp engines in TA2, Zilisch got the opportunity to jump into an 870hp TA car at VIR in October—and took to it instantly, winning the pole and dominating the TA/XGT/SGT/GT feature race.

Winning the TA2 race the following day, he became the first driver to win in both TA and TA2 on the same weekend.

“Trans Am has always served as a launching point for incredibly talented drivers, from Willy T. Ribbs and Wally Dallenbach to Scott Pruett and Ernie Francis Jr.,” said Trans Am President John Clagett. “But what we’ve seen in the last few years in terms of competition and the names coming through our paddock is unprecedented. We’re proving to be both a destination for some talented veterans as well as an essential point of development for racing’s future stars.”

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GT THREE

The Trans Am's trio of GT classes bring variety, excitement and three worthy champions to the venerable SCCA Pro Racing-sanctioned series | **WORDS** J. Michael Hemsley | **IMAGES** Chris Clark

The three classes flying the GT flag under the Trans Am Presented by Pirelli umbrella have become a key part of the show. The three—XGT, SGT and GT—each draw from the international GT3 and GT4 rules well, adding European flair to the sound and fury of the series with American pony car roots.

Two of this year's three Trans Am GT champions repeated their previous title-winning feats—defending XGT champ (and 2022 SGT Rookie of the Year) Danny

Lowry and two-time titlist (2015 TA3, 2020 SGT) Lee Saunders. GT-class champion Michael Attaway was a newcomer to the pro series, but is a SCCA Road Racing Touring 2 veteran.

SportsCar spoke to the trio of newly crowned champions shortly after the smoke cleared from Trans Am's Circuit of The Americas 2023 season finale. "Was there a race this summer pivotal to your championship-winning hopes and/or did you have a favorite?" we asked.

Each said, "Yes"...

XGT CHAMPION DANNY LOWRY

The Xtreme GT class was created as a place for GT3 cars within the Trans Am GT-class fold, debuting in 2020. About this year's season-long XGT contest, Danny Lowry, the defending champion, said, "I never went into the season expecting to win the XGT Championship [again]; I just tried to do the best I could, showed up consistently, and was able to take the title, which was a lot of fun."

Lowry's "consistency"



"These GT3 cars with downforce really take to [fast and flowing] tracks ..."

DANNY LOWRY



MASTERS CLASS

(MAIN) Danny Lowry used a potent AMG Mercedes to defend his XGT championship, collecting five wins in nine starts. (BELOW) Lee Saunders, meanwhile, bounced back from an abortive 2022 season to reclaim the SGT crown, notching seven wins in his familiar and much-raced Viper.

because it's fast and flowing and, this year, challenging:

"These GT3 cars with downforce really take to tracks like that. [The 2023 race] was challenging because early on I hit the wall. I missed the setup on the car, and the back of it stepped out in the Esses, where it should not have stepped out.

"So we pulled out the backup car," Lowry continued, "and [it's set-up] was close enough that I was able to win the race."

As for his primary competitors, it was "a tale of two seasons."

New Englander Randy Hale was his central rival for the first half, but he wasn't able to enter many of the later races. So Lowry set up a new rival: "I had another R8 Audi, so we put Ricky Sanders in it so we could have some good racing. He was my primary competitor in the second half."

Lowry was appreciative of the help he got this year from friends and sponsors Bennett Family of Companies, Bridge Haul, and Pit Boxes.

Tyler Hoffman was his coach and team manager, "and he was critical to helping me find the speed I needed.

"And Jason Howe is my chief mechanic, kept the cars in good shape. He basically was running the car while Tyler was running me."

Among his many sponsors is Ricky Sanders Racing: "[Ricky's] my buddy, and we always race together. Another friend is Mike Attaway—we're all from the Atlanta area, and we all run together."

included five wins, three seconds, and one third! Clearly consistency is important...

The South Carolina-based business owner mentioned two favorite races. The first was Road Atlanta, his home track:

"It's such a challenge to go fast there because it takes a lot of commitment. Always a lot of fun. I have a driver coach, Tyler Hoffman, and I put him in one of our cars there. He's on that track every week, I think, and he beat me by a second."

Lowry also likes Watkins Glen



SGT CHAMPION LEE SAUNDERS

The Trans Am Super GT Championship is for production-based cars, and its 2023 champion has been a regular in it since the "T3-class" days nearly a decade ago.

Saunders describes himself as "a died in the wool Chrysler/Viper guy." His Viper certainly did him well, finishing with seven wins and two thirds.

He also ran a Mustang—"for half a race." More about that later....

Saunders must be a masochist because one of his favorite tracks is Sebring, which is also his home track.

"You have to respect the bumps," said the Florida resident, "and I like that. There's always something to learn there, even after thousands of laps."

A pivotal race was at Road America, Round 7 of the 11-race series: "We had a really strong



"We had a really strong car [at Road America] and were able to stretch out a bit of a points lead."

LEE SAUNDERS

car there, and with the win, we were able to stretch out a bit of a points lead over our closest competitor, Ricky Sanders (who finished second). That win gave us a cushion, and we were in pretty good shape after that."

His crew chief, Kevin Smith, really hit the setup at Road



THE ROOKIE
GT champion Michael Attaway was a Trans Am series rookie, but no stranger to either potent GT cars or to victory circle.

America: "In the Carousel, we were able to carry unbelievable speed, more than I've ever been able to there before. The Viper is pretty much the heaviest car in the class, so we're always overworking the tires if we're not careful. Sometimes she doesn't want to change directions.

"But during that race, we got held up at a restart, and a car in our class got around us. I was able to re-pass him on the outside in the Carousel—something I would never dream of doing the year before.

Saunders also had a story about his challenges at Road Atlanta. Though he and Sanders were only a few points apart, when Lowry hurt his engine, Sanders crew helped him look for a replacement to race.

"[Ricky and I are] rivals on the track and friends off the track. Ricky and his teammate, Danny Lowry, are a class act."

Saunders eventually borrowed another Viper for qualifying and then raced a Mustang that borrowed from two-time GT-class champion Billy Griffin.

Regarding his sponsors, his first comment was, "I wish we had more." He then mentioned Land Search LLC, the company he owns, acknowledging that "my boss lets me race once in a while, but doesn't spend as much money as I'd like him to."

He also gave a shout out to Kevin Smith's KSR Performance, which does his setup and car maintenance; AP Rotors, whose rotors contribute to his improved their brake longevity; and Dodge for building the Viper with its manual shift and no traction control.

Finally, the champ thanked the staff of Trans Am: "All great people."

**GT CHAMPION
MICHAEL ATTAWAY**

The Trans Am GT class is open to limited-prep, production-based cars, and this year Michael Attaway drove an Audi R8 to both the season championship and the Rookie of the Year award.

Attaway winning the Rookie of the Year is a bit humorous as he's been racing for years.

He came to the GT class in 2023 from the amateur T2 at the encouragement of friend Danny Lowry.

Attaway and Lowry met eight or nine years ago at Carolina Motorsports Park and became friends. Last winter, Lowry began pressing Attaway to enter a GT car.

"I wanted those guys racing with me," Lowry said, "so [Michael] bought an Audi, ran it—and won the championship!"

Attaway's final title-winning tally was two wins, four seconds, a fourth and a 10th, but it was his Rookie of the Year trophy that got the most attention at home.

"I had some people over to my house on Thanksgiving. One of my granddaughters saw that the Rookie of the Year trophy was for 2023 and said, 'But Grandpa, how can you be a rookie at age 67?'"

Attaway's favorite tracks are his home track Road Atlanta and Watkins Glen ("What a great track! Fun! A rollercoaster.").

But VIRginia International Raceway, which hosted the penultimate round of the



**"Watkins Glen? What a great track! Fun! A rollercoaster."
MICHAEL ATTAWAY**

series, was the pivotal race for him. There that he clinched the 2023 GT championship.

"Nice to know I had it won before the last race at COTA." Billy Griffin of West Palm Beach, Florida, was Attaway's principle competition for the championship until VIR.

Attaway was grateful to his sponsors, who included Danny Lowry, the Bennett Family of Companies, Bridge Haul, and Ricky Sanders' Pitboxes.com.

Sanders was also his teammate this year—it was a great effort. 🍷

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PASSPORT TO SUCCESS

2023 Formula Regional Americas champion Callum Hedge soaked away a lifetime supply of air miles “commuting” between continents

WORDS Reece White | **IMAGES** Gavin Baker

Constant back-and-forth travel between North America, New Zealand, and Australia is great for frequent flyer miles, but less so for remaining in top physical condition. The 2023 Formula Regional Americas Championship Powered by Honda (FRA) winner Callum Hedge figured if he was going to do it, he should make it worth his while.

The 20-year-old capitalized on a wealth of air miles, earning the SCCA Pro Racing-sanctioned FRA crown with an almost unprecedented string of victories while also scoring the Porsche Carrera Cup Australia championship in his spare time.

His single-seater title was all the more incredible considering the funds to race

came together just weeks before the season opener.

Joining the Crosslink Kiwi Motorsport squadron, Hedge opened the season at NOLA qualifying fourth on the grid and finishing sixth. That, apparently, told him everything he needed, as he notched a podium finish in the weekend’s second round and from there was nearly untouchable.

Hedge won the third race at NOLA, then swept the tripleheaders at both Road America and Mid-Ohio. His chance to tie current IndyCar driver Kyle Kirkwood’s record of eight straight wins fell one position short when Oliver Westling won the opener at New Jersey Motorsports Park, but two more wins for Hedge in South

Jersey were followed by two at VIRginia International Raceway.

“I do a lot of driving between different cars all the time, and I really think it benefits my race craft,” the Kiwi said after the Mid-Ohio sweep. “Over the years, I have learned to adapt very quickly. Obviously the two cars are very different, but for me, I tend to carry over the same driving fundamentals



DOMINATION

(MAIN) FRA champ Callum Hedge streaks away at Mid-Ohio where (LEFT) the Crosslink Kiwi Team swept the three podiums. (BELOW, LEFT) Hedge teammate Ryan Shehan was runnerup on points. (BELOW, RIGHT) Two thumbs up from a newly crowned FRA champ.



between every car I drive and fine tune from there.”

His lone DNF of the season in VIR’s third race kept him from yet another win, but left him in the point lead coming into the finale at Circuit of The Americas. Still, despite Callum’s 11 wins in 15 races entering the finale, teammate Ryan Shehan had been racking up podiums of his own to stay within striking distance should Hedge stumble.

He didn’t. Hedge put an exclamation point on the season in the first of three at COTA to wrap up the season, punching through with a win to clinch the title before the weekend could get too deep.



"It's really cool to finally wrap [the championship] up after a really long season," said Hedge in victory lane. "Ryan [Shehan] put up a real good fight. He's a class driver; I've really enjoyed being teammates and racing him this year. It's just really a big credit for the people who made it happen for me—Mark Pilcher and Steve Horne—without them looking and finding this series, I wouldn't be able to go on and do the cool things that I'm going to be able to do next year."

We now know that one of the cool things Hedge will be doing next year is racing in the Indy NXT Championship, complete with

scholarship help from Honda for claiming the FR Americas title.

"I have had a taste of the Indy NXT machinery and am ready for the challenge that 2024 will bring," he said in the announcement. "I am thankful for the opportunity to join a championship-winning program in HMD Motorsports and for my partners who continue to make my motorsports dream a reality."

Based on his performance, and the milestones that line up with other open wheel stars, Hedge may be the next great New Zealander in IndyCar. And it may happen sooner rather than later. 🍷



GOOD CALL

The 2023 Formula 4 U.S. championship crown was proof that karting sensation Patrick Woods-Toth made the right pre-season series choice

WORDS Reece White | IMAGES Gavin Baker

Despite having no stick time in a race car entering the 2023 season, 19-year-old Patrick Woods-Toth left the SCCA Pro Racing-sanctioned Formula 4 United States Championship Powered by Honda as the series champion, confirming his choice of vehicle was the right one.

Woods-Toth was no stranger to race wins, previously claiming four-straight karting national championships. But it was a nomination from the Motomaster Ron Fellows Karting Championship in his native Canada, followed by two days at the Radford Racing School F4 U.S. Scholarship Award School, that sealed his fate.

A test with the all-conquering Crosslink Kiwi Motorsport team secured a ride for 2023, and away he went.

Success came quickly, with a second place in the season opener at NOLA Motorsports Park and two more podiums during the tripleheader, all of which confirmed he was a player. If being in contention didn't seal it, the next tripleheader at Road America did.

Woods-Toth won Round 4, fell to an unfortunate fifth in Round 5, and then swooped back to the top of the podium in round six for a double win.

But it might have been at Mid-Ohio for the next three races where he really became a racing driver. The first two races there were struggles, but



LONG AND WINDING ROAD
(TOP) Overall, a successful karts-to-cars transition for Canadian Patrick Woods-Toth who worked hard for the F4 U.S. season title. (ABOVE) Third-placed Augusto Soto-Schirripa missed two weekends but matched Woods-Toth in wins (with four).

a newly developed keen sense of how to handle the Formula 4 car paid off in a Race 3 win.

"The pace at the end was just incredible," he said. "I saved my stuff for the end, and it paid off."

Two more podiums came at New Jersey Motorsports Park before he encountered

his first major trial at VIRginia International Raceway, assessed a 30-second penalty following the second race costing him big points. Indeed, with 25 points for a win and three races to go, the 66.5-point lead would have already been clinched going into the Circuit of The Americas finale if not for the penalty.

But the young driver showed an experience level that just comes naturally, finishing third in the first race to clinch the title and then settling into race.

With the title in hand and one race remaining, the only question was how to end the season. The answer was "spectacularly," as Woods-Toth crossed the finish line in front [of Crosslink Kiwi teammate Jesse Lacey] by just 0.017 sec—mere inches, really—to cap the season.


"The draft (at COTA) is so strong," he said post-race. "He passed me into the hairpin, I let him have it and tried to over-under him. Then we raced the whole last lap and it was an exciting battle, for sure."

With his championship win comes the opportunity to advance in the 2024 season with a \$215,000 scholarship that includes engine and chassis lease, tires, and entry fees to the 2024 FR Americas season.

With the driver's championship also came a team championship for his Crosslink Kiwi Motorsports team, adding to the glory.

"Coming into this season, I didn't even know that I was going to be racing cars," Woods-Toth said. "So, to be up here with this trophy and this amazing accomplishment is unbelievable—it's been a roller coaster, to say the least." 🏆





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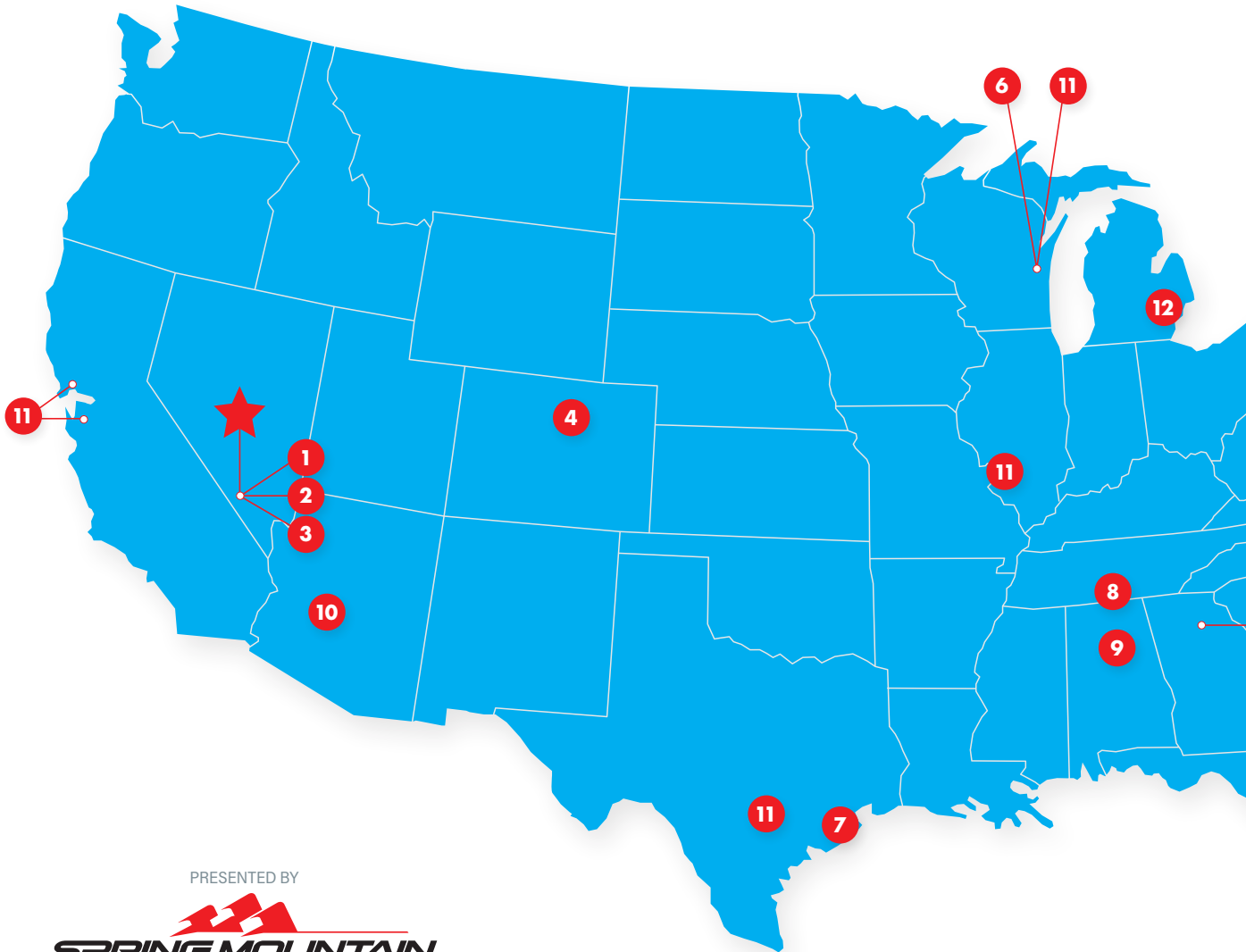
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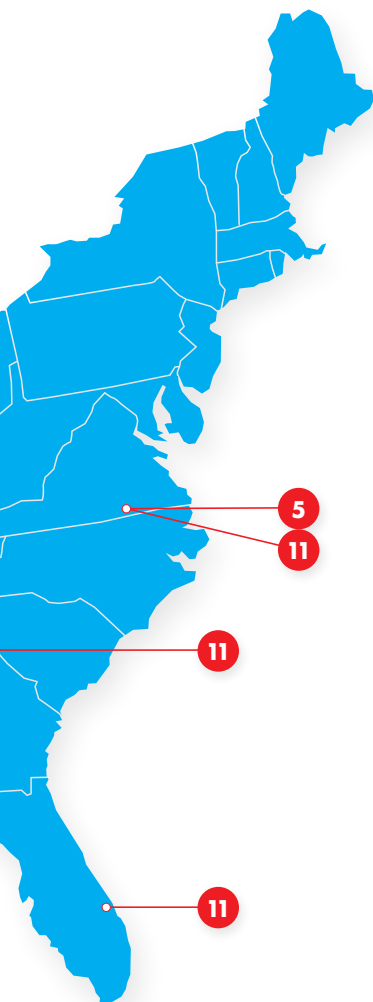
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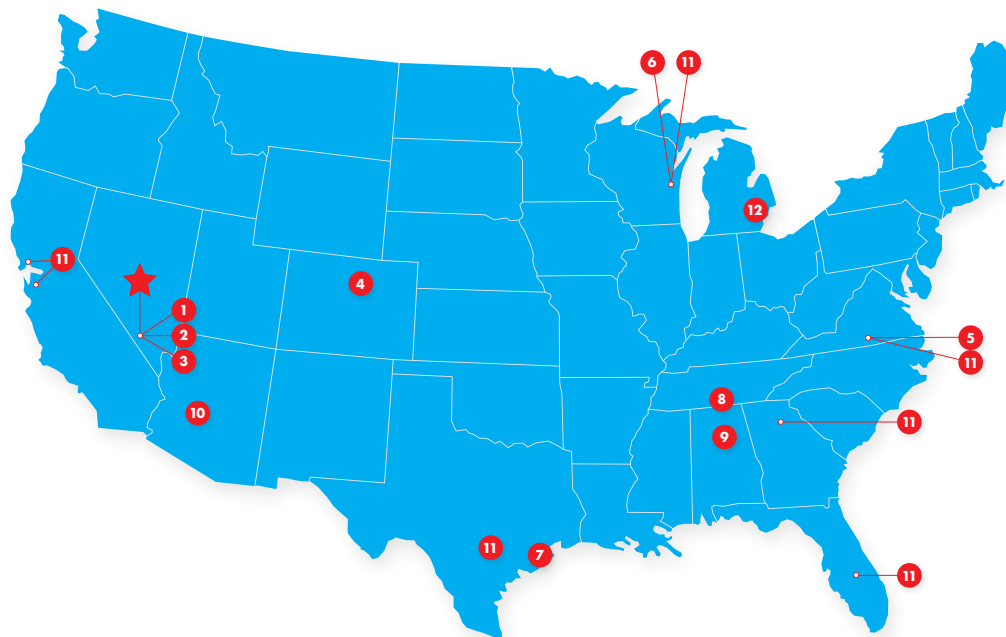


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MORE THAN A NUMBERS GAME

A spectacular three-driver, three-marque, three-way Formula F Runoffs battle highlighted a venerable SCCA class whose entry-size fortunes continue to ebb and flow.

FORWARD MARCH

The CRB and SCCA Staff remain focused on a smooth path to the future of SCCA Road Racing

WORDS John LaRue, Chairman, Club Racing Board | **IMAGE** Richard S. James

As Willie Nelson once said: "All good things must end, let's call it a night, the party's over. And tomorrow starts the same old thing again."

So here it is, the final Club Racing Board column in a printed *SportsCar* magazine as the 2024 racing season is fast approaching (actually, it's already here). The magazine's esteemed editor asked me a few weeks back, "What's ahead for SCCA Road Racing in 2024? Will there still be generally healthy fields and strong schedules despite the outside attack from inflation and the economy?"

I told him I would do my best to respond in 600 words...

From the CRB's perspective, much has settled down with respect to Balance of Power (BoP) issues. Our data program has advanced in leaps and bounds allowing our committees and the CRB to achieve impressive parity.

Some may notice that occasionally we will take data on the Spec Racer Ford Gen3 cars. This is done to allow us to compare the deviation in performance between this very tightly controlled spec class and others which we regulate. We have found that, in some instances, our regulated, multi-manufacturer classes are as tight, if not tighter, than SRF3! For those where the deviation is not as close, the work will continue.

One of our primary objectives in 2024 is to streamline those data reports that presently take many hours to compile. Our

committees do not receive raw data or the squiggly line graphs that we normally think of; rather, they receive a report that exhibits the differences in performance between subject cars without disclosing specifics. Glen Thiekle and the AiM engineers have been working on this project for many months, and it appears to be very close to launch.

We are also excited to see implementation of the Flagtronics in-car flagging system at limited events in 2024, including the Runoffs. Those who utilized the system at VIR spoke highly of its attributes, as have others who have experience with this system through other sanctioning bodies.

While this is not a substitute for warm bodies on corners, it can help to address ongoing personnel shortages and provide another level of safety for our drivers. I am also advised that work continues on a smaller Flagtronics unit which will be more easily adapted to formula and prototype cars; look for that to be available in the spring.

Among our Runoff's competitors and volunteers, there is an ever-increasing demand to shorten the event, which currently takes six days—nine if you include the three days of testing. At this time, everything is on the table as we actively vet potential models/schedules. We anticipate discussing the options with interested members during a virtual Town Hall meeting yet to be scheduled.

Finally, the CRB and staff continue to

work on a path to the future for SCCA's Road Racing program. We are looking at all aspects, including but not limited to classes, event structure, technical rules/inspection, and personnel. We are further breaking these down into short-term and long(er)-term items.

In the short-term column, it is no secret that we have a few Runoffs eligible classes that struggle to have enough cars to warrant a race and others that are thriving. It would be easy to make decisions if they were based exclusively on participation numbers, but they are not. SCCA is a Club and is here to serve all of its members. The formula, prototype, and GT classes that struggle from time-to-time help to distinguish SCCA from its competitors and are an integral part of our heritage.

That being said, we do have to be mindful of reality and the financial requirements of hosting a race event. An effort will be made to cluster competition at certain events for our formula classes that we believe will further drive interest. Consideration is also being given to options that will help to better populate the grids of our prototype classes. The CRB, BoD and SCCA Staff are all committed to helping these classes repopulate, but the real work will have to be done by the members themselves in promoting their class and making the grid on race day.

If you are interested in being a part of this, please reach out to me directly or via crbscca.com. 📍



From all of us at SportsCar, we thank all SCCA members and staff for 40 years and 462 issues of collaboration, fun and success.



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POSITIVE DEVELOPMENTS

Times change, but the 2024 Tire Rack National Solo season is shaping up to be better than ever

WORDS Paul Brown | **IMAGE** Rupert Berrington

The National Solo program had a very successful 2023 season. Entries were up, event operations continued to excel, and both the Tire Rack SCCA ProSolo Finale and the 50th Tire Rack SCCA Solo National Championships topped off the season brilliantly.

Site acquisition continues to be a challenge, but there's proactive work going on there with a team collaborating with site owners and Regions to keep existing sites and perhaps gain access to some others.

Going forward, 2024 looks to continue the positive development trend. The National event schedule includes a dozen Solo National Tour dates and 11 ProSolo events, not including the finales in September. Even with so many events, competitors in certain areas of the country will need to travel considerable distances if they want to compete on the National level. Having no National events in Southern California is almost unheard of, but until a viable site can be found, Phoenix and Las Vegas events are going to have to fill that void.

A very bright spot is the new site in Brunswick, Maine, which has folks at the

opposite corner of the country well set up.

Two new Club Spec classes have been added, CAM and XS rules are maturing, and the CAM Challenge series is becoming the "Challenge" in order to draw a wide group of competitors.

Barring some unforeseen major economic pain, pandemic resurgence, or fuel crisis, 2024 should be a great year to be a Solo competitor.

A FOND FAREWELL

It's hard to believe that this is, for now anyway, the last print issue of *SportsCar* magazine. Times change, of course, communication evolves, and *SportsCar* stopping printing after this issue is a significant example of that process.

There was a time not so very long ago when most Regions and independent clubs had postage costs high on their list of operating expenses. Years ago, a number of us SCCA members were associated with the budding computer and networking industry, and Team.Net was born. That small, geeky group dissolved once "being online" was not such a weird state to be in.

There once was a line in the Solo Rules

requiring results to be mailed to *SportsCar* within two weeks of those results being final. That deadline was often missed. Then registration went digital and suddenly results were available not long after the events.

Of course, now we expect to get results in real time.

I've been contributing to *SportsCar* since the late 1980s, a span that has seen at least four different executive editors, along with multiple format, logo, and layout changes. I was asked to take over the Leaving the Line monthly column when Danny Shields wanted to retire after a 10-year run. Often the hardest thing about that has been coming up with topics, especially in the offseason when there's not a lot going on with the National scene.

I got to participate on the team doing the annual Who Will Win the Solo Nats feature for many years. As an avid ProSolo competitor, I got the honor of penning the season recap each year. It has been a lot of fun.

While we don't know what the future of communications holds, it's an exciting opportunity to explore new ways to deliver content to members, seasoned participants, and those just getting started. 🍷

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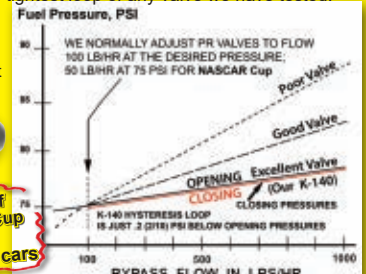


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**AT THE HELM**

Jessica Toney (at left) is the new-for-2024 RRC Chair, and, with Steve Gaddy, finished as the Equipped-class runners-up at the 2023 USRRC.

LOOKING BACK, LOOKING AHEAD

Pre-season concerns came to naught as the 2023 SCCA RoadRally season—and its Board—distinguished itself

WORDS & IMAGE James Heine

For RoadRallying, 2023 was a good year, with advances in several areas and minor slips in others.

True, there was a slight decrease in the number of events and participants compared to 2022, explained outgoing RoadRally Board (RRB) chair Mike Bennett. Still, despite the concern expressed early in the year by some event organizers over the increased sanction fees and revised requirements for Weekend Memberships, event and entry counts remained up substantially from those of 2021 as well as pre-COVID (2014-'19) averages. Maintaining that level is a sign that the program remains on track for improvement, Bennett said.

"2023 again saw a wide variety of high-quality events presented at the National, Divisional, and Regional levels," Bennett wrote. "Social, charity, and Trek events continued as growth areas for the program. The championship season was capped off by a well-planned, well-organized, well-advertised and well-attended USRRC hosted by the Philadelphia and South Jersey Regions. Preparations are underway by the National Events Committee for successful Tour, Course, and GTA series in 2024."

Another good sign, according to Bennett: Expanded use of the Richta GPS checkpoint system for control locations and scoring.

"The Richta system is now used in a majority of SCCA RoadRally events, and has proven to be a big help for rallymasters," he explained.

The RRB focused also on communication in 2023. "[The board] presented seven sessions at the SCCA National Convention, along with Zoom get-together sessions in May and August," Bennett said. "We also continued working closely with SCCA staff to include articles about our program in *SportsCar* magazine, in the 'Up to Speed' electronic newsletter, and in program announcements on the SCCA website."

"There are things we could be doing better," he explained. "First and foremost, we continue to work on expanding into those Regions that hold no events. At present, about 30 percent of SCCA Regions host RoadRally events, so there is room for growth, and this is the primary focus of the RoadRally Regional Development Committee."

"A parallel challenge is that we do not have trained Safety Stewards in about half of the Regions. The RoadRally program has been in the forefront of efforts to provide online training through the SCCA Learning Management System."

CHANGING OF THE GUARD

Beginning this year, veteran San Francisco Region and Porsche Club rallyist and SCCA RoadRally organizer Jessica Toney steps up to become RRB chair, succeeding Mike Bennett, who was term-limited.

Bennett joined the board in 2017, after a 45-year engineering career in the auto industry (the last half at Ford). He

became RRB chair in 2021, having begun rallying in 1998 and serving as Detroit Region Rally Director from 2000-'03, Central Division RoadRally Steward from 2004-'07, and Great Lakes Division RoadRally Steward from 2007-'17.

Bennett also has been a RoadRally Safety Steward and Instructor for some two decades.

Like Bennett, Toney has a long history with rallying and the SCCA. A practicing estates and trusts attorney and a multi-time National and USRRC champion, as well as a Porsche Club champion, Toney began her rally career at age 5 (!), following in the footsteps of her grandmother Flori and her father, J. Most recently, in SCCA competition, she, with Jim Wakemen, Sr., won both the Stock Class National Course Rally Championship and the Stock Class at the 2021 USRRC. In 2023 Porsche Club competition, she and her navigator, Lisa Gould, became the first all-female rally team to win the club's National Rally Championship (with a perfect zero no less).

In addition to her motorsports activities, Toney describes herself as a "loose-leaf tea aficionado and a mother raising the next generation of female car enthusiasts."

What will Bennett do—in addition to rallying—now that he is free of RRB duties?

"I will continue as a ministry leader at my church, where I've been involved for many years. I'm also researching a family history book which my sister and I hope to publish in 2025," he said. ☺

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UNDER THE BIG TOP

With SCCA Foundation support, the IMRRC is cataloging and preserving the treasured history of an expansive and expanding SCCA community | **WORDS** Jim Weidenbaum, SCCA Foundation Board | **IMAGE** Courtesy IMRRC

So much of the most important parts of our “SCCA life” takes place under a tent. OK, maybe not always a tent proper; often it’s an awning or an “unimproved structure” where registration, tech, awards, worker parties, and post-race celebrations take place.

There’s also the incalculable amount of race car mechanical maintenance, flailing, and inspired repair magic happening under many a pop-up.

SCCA members—especially those who choose the life of a corner marshal, grid or paddock worker, RoadRally checkpoint worker, and countless others—“enjoy” a variety of weather conditions over the course of a weekend competition event. When you’ve been out in the cold all day, a warm tent is a most welcome shelter for talking, sharing a beverage, grabbing a bite to eat and reflecting on the day’s adventures.

More than 15 years ago, a variety of tents, pop-ups and awning would witness some wonderful goings-on in Pacific Northwest. Early in the season, the competition between drivers in Spec Miata was so fierce the paddocks were dividing into separate camps. Close racing led to rising tempers and hard feelings.

Into the breach at one race stepped super-fast Ken Sutherland. With sponsorship help from Sean Hedrick’s MiataCage, Sutherland hosted a Sunday lunch for all Spec Miata drivers, family, and crew. Almost every weekend thereafter, a Spec

Miata compound of adjacent tents and race trailer awnings came together—talk about building a strong racing community.

After a long race, autocross, RallyCross, Time Trial, or RoadRally day, a celebratory worker party where drivers, officials, and workers mix offers a great opportunity to socialize, get to know the person on the other end of a two-way radio, and feel a sense of SCCA community.

In the end, when the competition is over—whether talking about a specific weekend, season, or career—it will always be the warmth of community that maintains connection. And while tents, awnings, and various temporary structures provide race weekend cover to our community, our SCCA history—records of our race finishes, programs, videos, trophies, and other related racing information—require a more permanent, protective shelter. After all, we’ll never be as fast as we once were (“the older I get, the faster I was”), but if you want to see exactly how fast you actually were...well, the International Motor Racing Research Center (IMRRC) in Watkins Glen, N.Y., offers SCCA members free research to look up past racing results.

The IMRRC has outgrown its original building, with an all-new building on Watkins Glen’s Main Street in the early planning stages. The SCCA Foundation is a primary financial supporter of the IMRRC. More than half of SCCA drivers’ files on hand have been organized, with an estimate that

the balance of records will be completed by the end of 2024, at which time museum staff will start on the Solo program.

The IMRRC gets about 300 research requests annually with more than half for SCCA information, with a nearly 95 percent success rate in finding answers. Longer term, the IMRRC plans to have all Road Racing and Solo video, films, and tapes categorized by 2026.

The SCCA Foundation is planning to continue to be a strong and supporting partner with IMRRC for years to come.

The ongoing good work on the SCCA Archives is limited only by the available funding that pays the salaries of the archivists and technicians who tirelessly review, sort, and store records, along with the physical boxes, shelves, and cabinets needed to preserve these priceless records. In honor of the 80th anniversary of the SCCA in 2024, we are asking all members to consider a special donation to the Foundation in support of the SCCA Archives. Your additional funding will allow SCCA Foundation to fund additional hours and staffing at a critical point in the work taking place at the IMRRC.

For more information on SCCA Foundation programs and/or to make a donation please visit us at www.sccafoundation.org and on Facebook at SCCAFoundation.

The Foundation is indeed a really big tent with room inside for all of our fellow members. 🏠



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Apr 18-21: Drivers School & Double Divisional; Blackhawk Farms Raceway/Chicago
May 3-5: Mark Amenda Memorial Majors; Blackhawk Farms Raceway/Blackhawk Valley
Jun 20-23: Hoosier SCCA Super Tour - June Sprints; Road America/Chicago
Jul 5-7: Firecracker; Blackhawk Farms Raceway/Milwaukee
Jul 19-21: Cat Majors; Road America/Milwaukee
Aug 23-25: Kettle Moraine Double Divisional; Road America/Chicago
Sep 6-8: Autobahn Circuit Joliet/Chicago
Oct 11-13: Fall Sprints Double; Blackhawk Farms Raceway/Chicago
GREAT LAKES [gldscca.com](https://www.gldscca.com)
Apr 27-28: HPDE Waterford Hills Road Racing Inc./Detroit
May 10-11: CRE Nelson Ledges Road Course/Neohio
May 16-19: Race of Champions Hoosier SCCA Super Tour, Mid-Ohio Sports Car Course/Ohio Valley
May 24-26: Jerry Shiloff Memorial, Waterford Hills Road Racing Inc./Detroit

Jun 14-16: The Original Unrestricted Double Regional, Grattan Raceway/Western Michigan
Jun 28-30: Nelson Ledges Road Course/Neohio
Jul 5-7: The Bert Majors, Gingerman Raceway/South Bend
Jul 12-14: Todd Cholmondeley IT SPEC*acular, Mid-Ohio Sports Car Course/Cincinnati
Jul 26-28: CRE HPDE Summer SpeedFest, Gingerman Raceway/South Bend
Aug 9-11: Mid-Ohio Sports Car Course/Ohio Valley
Aug 16-18: The Last Chance Majors, Grattan Raceway/Western Michigan
Aug 23-25: Richard "Blackie" Meyers Memorial, Waterford Hills Road Racing Inc./Detroit
Sep 20-22: Nelson Ledges Road Course/Neohio
Oct 11-13: Autumn Classic XLIII, Mid-Ohio Sports Car Course/Ohio Valley
Oct 25-27: TT Nelson Ledges Road Course/Neohio
MIDWEST [midiv.org](https://www.midiv.org)
Apr 18-21: Green Country Grand Prix Hoosier SCCA Super Tour, Hallett Motor Racing Circuit/Northeast Oklahoma
May 30-Jun 2: Summer Lake Fest, Ozarks International Raceway/Kansas City
Jul 11-14: AVRG Bassackwards Majors; Hallett Motor Racing Circuit/Northeast Oklahoma
NORTHEAST [nediv.org](https://www.nediv.org)
Mar 15-17: SCCA Road Racing School; Summit Point Motorsports Park/Washington DC
Mar 29-31: Summit Point Majors; Summit Point Motorsports Park/Washington DC
Apr 19-21: April MARRS; Summit Point Motorsports Park/Washington DC
Apr 25-28: Cumberland Majors; Pittsburgh International Race Complex/Steel Cities
May 10-12: Palmer Motorsports Park (Whiskey Hill Raceway)/New England
May 23-26: Lightning Challenge; Test Day, & ADS; New Jersey Motorsports Park/South Jersey
May 29-Jun 2: Hoosier SCCA Super Tour; Watkins Glen International/Finger Lakes
May 31-Jun 1: Competition Drivers' School; Pittsburgh International Race Complex/Steel Cities
Jun 7-9: June MARRS; Summit Point Motorsports Park/Washington DC
Jun 13-15: Paddock Crawl; Lime Rock Park/New England
Jun 27-30: Julyish Sprints; Watkins Glen International/Glen
Jul 5-6: Midnight Madness; Thompson Speedway Motorsports Park/New England
Jul 11-14: Fay Teal Memorial Jersey Devil Majors; New Jersey Motorsports Park/South Jersey
Jul 19-21: July MARRS; Summit Point Motorsports Park/Washington DC
Jul 26-28: Racing Against Leukemia; New Hampshire Motor Speedway/New England
Aug 8-10: Last Chance Majors; Thompson Speedway Motorsports Park/New England
Aug 15-18: Fun One; Watkins Glen International/Finger Lakes
Aug 22-25: End of Summer Spectacular; Drivers' School; Pittsburgh International Race Complex/Steel Cities
Aug 30-Sep 2: Labor Day MARRS; Summit Point Motorsports Park/Washington DC
Sep 6-8: Pig Roast; Palmer Motorsports Park (Whiskey Hill Raceway)/New England
Oct 17-19: Championship Weekend; Thompson Speedway Motorsports Park/New England
Oct 17-20: New Jersey Motorsports Park/South Jersey

NORTHERN PACIFIC [norpaccca.org](https://www.norpaccca.org)

Feb 1-4: Competition License Drivers' School; Thunderhill Raceway Park/San Francisco
Feb 16-18: Thunderhill Raceway Park/San Francisco
Mar 22-24: Thunderhill Raceway Park/San Francisco
Apr 12-14: Double Regional; Portland International Raceway/Oregon
Apr 19-21: Majors / Restricted; Thunderhill Raceway Park/San Francisco
May 10-12: Hoosier SCCA Super Tour; Portland International Raceway/Oregon
May 23-27: Grand Prix Majors / Restricted Regional; Pacific Raceways/Northeast
Jun 6-9: Laguna Seca/San Francisco
Jul 4-7: Laguna Seca/San Francisco
Jul 25-28: Laguna Seca/San Francisco (tentative)
Aug 2-4: Double Regional; Portland International Raceway/Oregon
Aug 29-Sep 1: Western Shootout Regional Road Race & Test Day; Sonoma Raceway/San Francisco
Sep 13-15: Double Regional; Portland International Raceway/Oregon
Oct 24-27: # Season Finale Regional/Enduro; Thunderhill Raceway Park/San Francisco

ROCKY MOUNTAIN [coloradoscca.org](https://www.coloradoscca.org)

Apr 24-27: HPDE Ice Breaker Drivers' School, La Junta Raceway/Continental Divide
May 31-Jun 2: Home of Heroes Grand Prix Majors & Regional, Pueblo Motorsports Park/Continental Divide
Jul 5-7: Freedom Sprints, Majors & Regional, High Plains Raceway/Colorado
Aug 23-25: Last Chance Majors & Regional, High Plains Raceway/Colorado
Oct 11-13: In Pursuit of the Great Pumpkin, La Junta Raceway/Continental Divide

SOUTHEAST [sediv-racing.com](https://www.sediv-racing.com)

Feb 6-10: Hoosier SCCA Super Tour, Michelin Raceway Road Atlanta/Atlanta
Feb 8-11: # SARRC, Enduro and SCCA Test Day, Sebring International Raceway/Central Florida
Feb 22-24: (Double SARRC), Carolina Motorsports Park/Central Carolinas
Feb 23-25: Drivers' School and Regional, Roeboling Road/Buccaneer
Apr 3-7: Dual Conference Hoosier SCCA Super Tour, Virginia International Raceway/North Carolina
Apr 5-7: (SARRC) Homestead-Miami Speedway/Florida
Apr 19-21: Jim Stark Double SARRC, Roeboling Road/Buccaneer
May 3-5: SARRC/MARRS Challenge, Virginia International Raceway/North Carolina
May 10-12: (SARRC), Homestead-Miami Speedway/Florida
May 24-26: Southeast Conference Majors and Regional, Carolina Motorsports Park/Central Carolinas
May 30-Jun 2: Double SARRC Regional Road Race and SCCA Test Day, Sebring International Raceway/Central Florida
Jun 28-30: (Double SARRC) Homestead-Miami Speedway/Florida
Jun 20-23: # SCCA Test Day, Daytona International Speedway/Central Florida
Jul 5-7: Southeast Conference Majors and Regional, Roeboling Road/Buccaneer
Jul 18-21: Summer Sizzle, Michelin Raceway Road Atlanta/Atlanta
Jul 19-21: # Drivers' School, Sebring International Raceway/Central Florida
Aug 1-4: SCCA Test Day, Daytona International Speedway/Central Florida
Aug 23-25: (Double SARRC), Barber Motorsports Park/Tennessee Valley

Aug 29-Sep 1: # SCCA Test Day, Sebring International Raceway/Central Florida
Sep 13-15: (SARRC) Homestead-Miami Speedway/Florida
Sep 20-22: # Daytona International Speedway/Central Florida
Oct 11-13: Double SARRC Invitational, Roebling Road/Buccaneer
Oct 24-27: SCCA Test Day, Sebring International Raceway/Central Florida
Oct 30-Sep 3: (Double SARRC), Michelin Raceway Road Atlanta/Atlanta
Nov 1-3: (SARRC) Homestead-Miami Speedway/Florida
Nov 29-Dec 1: Sebring International Raceway/Central Florida

SOUTHERN PACIFIC

Jan 12-14: Andy Porterfield Memorial SCCA Majors, Buttonwillow Raceway Park/Cal Club
Jan 13-14: Lois Peterson Memorial, Podium Club at ATTESA/Arizona
Feb 2-3: Snowbird US Majors, Podium Club at ATTESA/Arizona
Feb 15-17: Spring SCCA Majors, Buttonwillow Raceway Park/Cal Club
Feb 22-25: Hoosier SCCA Super Tour, Buttonwillow Raceway Park/Cal Club
Apr 13-14: Saguaro Series, Inde Motorsports Ranch/Arizona
May 31-Jun 2: Double Divisional, Buttonwillow Raceway Park/Cal Club
Oct 18-20: Double Divisional, Willow Springs Raceway/Cal Club
Oct 19: # Copperstate 12-Hour, Podium Club at ATTESA/Arizona
Nov 15-17: Double Divisional, Buttonwillow Raceway Park/Cal Club

SOUTHWEST sowdivscca.org
Feb 15-18: Hoosier SCCA Super Tour, NOLA Motorsports Park/Lone Star
Feb 21-24: Polar Prix Majors, Eagles Canyon Raceway/Texas

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

REGION DRIVER'S SCHOOLS

CENTRAL cendiv-scca.org

Apr 18-21: Drivers School & Double Divisional; Blackhawk Farms Raceway/Chicago

GREAT LAKES gldsscca.com

Apr 27-28: SCCA Competition Drivers' School, Waterford Hills Road Racing Inc./Detroit

Jul 26-28: Summer SpeedFest, Club Racing Experience & Drivers School, Gingerman Raceway/South Bend

NORTHEAST nediv.org

Mar 15-17: SCCA Road Racing School, Summit Point Motorsports Park/Washington DC

May 31-Jun 1: Competition Drivers' School; Pittsburgh International Race Complex/Steel Cities

Jun 1-2: TT Summer Time Trial and TT School; Pittsburgh International Race Complex/Steel Cities

Aug 22-25: End of Summer Spectacular; Drivers' School; Pittsburgh International Race Complex/Steel Cities

NORTHERN PACIFIC norpacsscca.org

Feb 1-4: Competition License Drivers' School; Thunderhill Raceway Park/San Francisco

Mar 15-16: Starting Line School; Crows Landing/San Francisco

Apr 12-13: Starting Line School; Portland International Raceway/SCCA Solo Department

ROCKY MOUNTAIN coloradoscca.org

Apr 24-27: Ice Breaker Drivers' School, La Junta Raceway/Continental Divide

SOUTHEAST sedivrracing.com

Feb 23-25: Drivers' School, Roebling Road/Buccaneer

Jul 19-21: Drivers' School, Sebring International Raceway/Central Florida

SOUTHWEST sowdivscca.org

Mar 1-2: Starting Line School; Houston Police Academy/Houston

Mar 8-9: Starting Line School; NOLA Motorsports Park/SCCA Solo Department

Mar 8-9: Starting Line School; Lake Elsinore Diamond Stadium/SCCA Solo Department

SCCA ACCREDITED SCHOOLS

FULL COMPETITION LEVEL

Aiuto Custom Coaching Solutions

(928) 300-1442

indemotorsports.com/the-ranch/

scca-licensing-school

Allen Berg Racing School

(888) 722-3220

allenbergracingschools.com

AMG Driving Academy

(888) 604-1766 amgacademy.com

Bertil Roos Racing School

(800) 511-7606 racenow.com

BIR Performance Driving School

(866) 511-7606 birperformance.com

BMW of North America (888) 345-4269

bmwperformancecenter.com

Fast Lane Racing School

(888) 948-4888 raceschool.com

Kaizen Autosport Racing School

(919) 741-7151 kaizenautosport.com

Lucas Oil School of Racing

(561) 200-7223 lucasraceschool.com

MSR Houston

(281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Porsche Track Experience USA

(888) 204-7474 porschedriving.com

Primal Racing School

(770) 573-1010 primal.racing

Radford Racing School

(480) 403-7600 radfordracingschool.com

Skip Barber Racing School

(866) 932-1949 skipbarber.com

Spring Mountain Advanced Driving School (800) 391-6891

springmountainmotorsports.com

Team Stradale

(815) 727-7234 teamstradale.com

NOVICE PERMIT SCHOOL

AND EVENT CREDIT

Allen Berg Racing School (888) 722-3220

allenbergracingschools.com

Bertil Roos Racing School

(800) 722-3669 racenow.com

allenbergracingschools.com

Fast Lane Racing School

(888) 948-4888 raceschool.com

Kaizen Autosport Racing School

(919) 741-7151 kaizenautosport.com

LevelUp Racing School (920) 838-6612

levelupracingschool.com

Lime Rock Driver's Club

(860) 435-5000 limerockclub.com

Lucas Oil School of Racing

(561) 200-7223 lucasraceschool.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Primal Racing School

(770) 573-1010 primal.racing

Pro Drive Racing School

(503) 285-4449 prodrive.net

ProFormance Racing School

(253) 630-5130

proformanceracingschool.com

Radford Racing School

(480) 403-7600 radfordracingschool.com

Skip Barber Racing School

(866) 932-1949 skipbarber.com

Team Stradale

(815) 727-7234 teamstradale.com

NOVICE PERMIT SCHOOL CREDIT

Allen Berg Racing School (888) 722-3220

allenbergracingschools.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Pro Drive Racing School

(503) 285-4449 prodrive.net

Radford Racing School

(480) 403-7600 radfordracingschool.com

Spring Mountain Advanced Driving School (800) 391-6891

springmountainmotorsports.com

Thompson Speedway Motorsports Park

(877) 226-7223 theracingschool.com

Waterford Hills Road Racing Inc.

(248) 623-0070 waterfordhills.com

TIMETRIALS, TRACK EVENTS,

CLUB RACING EXPERIENCE,

& HILL CLIMBS

GREAT LAKES gldsscca.com

Apr 27-28: TT Nelson Ledges

Road Course/Neohio

Jul 11-12: TE Todd Chomondeley

IT SPEC*acular, Mid-Ohio Sports

Car Course/Cincinnati

Aug 8-9: TT Mid-Ohio Sports

Car Course/Ohio Valley

Oct 10-11: TE Mid-Ohio Sports

Car Course/Ohio Valley

NORTHEAST nediv.org

Mar 3: HPDE TT Summit Point

Motorsports Park/Washington DC

Apr 25-26: TE Pittsburgh International

Race Complex/Steel Cities

Jun 1-2: TT Summer Time Trial and

TT School; Pittsburgh International

Race Complex/Steel Cities

Aug 22-23: TE End of Summer

Spectacular; Pittsburgh International

Race Complex/Steel Cities

NORTHERN PACIFIC norpacsscca.org

Feb 16: HPDE TE Thunderhill

Raceway Park/San Francisco

Apr 26-28: TE TA Thunderhill

Raceway Park/Reno

Jun 21-22: TE TA Thunderhill

Raceway Park/Reno

Aug 9-10: TE TA Thunderhill

Raceway Park/Reno

Sep 6-8: TE TA Thunderhill

Raceway Park/Reno

Oct 18-19: TE TA Thunderhill

Raceway Park/Reno

ROCKY MOUNTAIN coloradoscca.org

Mar 20: Track Night; Carolina

Motorsports Park, Kershaw, S.C./

SCCA Experiential Department

Apr 24-27: HPDE TT Ice Breaker,

La Junta Raceway/Colorado

May 31-Jun 2: TT Home of Heroes Grand

Prix, Pueblo Motorsports Park/Colorado

Jul 5-7: TT Freedom Sprints, High

Plains Raceway/Colorado

Aug 23-25: TT Last Chance, High

Plains Raceway/Colorado

Oct 11-13: TT In Search of the Great

Pumpkin, La Junta Raceway/Colorado

SOUTHEAST sedivrracing.com

Feb 8-9: TE Cabin Fever; Sebring

International Raceway/Central Florida

CONTACT

SCCA
Sports Car Club of America.

OFFICERS

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

SCCA NATIONAL OFFICE

Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

www.scca.com

EXECUTIVE LEADERSHIP

President & CEO

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Vice President, Road Racing

ERIC PRILL

Senior Director, Rally/Solo &

Experiential Programs

HEYWARD WAGNER

Senior Director, Business Operations

JEFF DAHNERT

Director of Region Development

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Director of Marketing & Communications

KRISTEN POOLE

SCCA PRO RACING

Toll Free: (800) 770-2055

Main: (785) 357-7222

6620 SE Dwight St., Topeka, KS 66619

www.sccapro racing.com

SCCA ENTERPRISES

Phone: (303) 693-2111

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Centennial, CO 80112

www.scca-e.com

President & CEO **ROBEY CLARK**

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(540) 798-7037; sstrickland@scca.com

AREA 13: JEFF ZURSCHMEIDE

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

Mar 8-10: Tire Rack SCCA Time Trials National Tour; Virginia International Raceway/SCCA Experiential Department

SOUTHERN PACIFIC

May 31-Jun 2: TE Buttonwillow

Raceway Park/Cal Club

Oct 18-20: TE Willow Springs

Raceway/Cal Club

Nov 15-17: TE Buttonwillow

Raceway Park/Cal Club

TRACK NIGHT IN AMERICA

tracknightinamerica.com

ROCKY MOUNTAIN coloradoscca.org

Mar 20: Track Night; Carolina

Motorsports Park, Kershaw, S.C./

SCCA Experiential Department

STREET SURVIVAL SCHOOLS

streetsurvival.org

GREAT LAKES gldscca.com

Apr 19-20: SCCA Tire Rack Street Survival;

Lincoln College of Technology/Indianapolis

MIDWEST

Apr 5-6: Tire Rack Street Survival;

Columbus Air Force Base/Mississippi

NORTHEAST

May 5: Tire Rack Street Survival; Canfield Fairgrounds/Mahoning Valley

NORTHERN PACIFIC

Feb 11: Teen Tire Rack Street Survival;

Portland International Raceway/Oregon

Mar 16: Teen Tire Rack Street Survival;

Portland International Raceway/Oregon

SOUTHERN PACIFIC

Mar 3: Tire Rack Street Survival;

Aloha Stadium/Hawaii

SOLO

TIRE RACK® SCCA SOLO NATIONAL TOUR
Dec 2-4: Spence Field, Moultrie, Ga.

STARTING LINE SCHOOLS

scca.com/pages/starting-line

REGIONAL

www.scca.com/solo

GREAT LAKES gldscca.com

Apr 19-20: SCCA Tire Rack Street Survival;

Lincoln College of Technology/Indianapolis

MIDWEST

Feb 17-18: Columbus Air Force Base/Mississippi

Apr 5-6: Tire Rack Street Survival;

Columbus Air Force Base/Mississippi

Apr 7: Columbus Air Force Base/Mississippi

Jun 14-16: Columbus Air

Force Base/Mississippi

Aug 16-18: Columbus Air

Force Base/Mississippi

Oct 11-13: Columbus Air

Force Base/Mississippi

NORTHEAST

May 5: Tire Rack Street Survival; Canfield

Fairgrounds/Mahoning Valley

NORTHERN PACIFIC

Feb 11: Teen Tire Rack Street Survival;

Portland International Raceway/Oregon

Feb 17-18: Crows Landing/San Francisco

Mar 15-16: Starting Line School;

Crows Landing/San Francisco

Mar 16: Teen Tire Rack Street Survival;

Portland International Raceway/Oregon

Mar 16-17: Starting Line Mar 1, Jun 24;

Crows Landing/San Francisco

Apr 12-13: Starting Line School;

Portland International Raceway/

SCCA Solo Department

May 18-19: Crows Landing/San Francisco

Jun 15-16: Crows Landing/San Francisco

Jul 20-21: Crows Landing/San Francisco

Aug 24-25: Crows Landing/San Francisco

Oct 5-6: Crows Landing/San Francisco

Nov 2-3: Crows Landing/San Francisco

SOUTHEAST

Feb 29-Mar 3: 2024 Tire Rack SCCA Red

Hills National Tour; Spence Field /Atlanta

SOUTHERN PACIFIC

Feb 4: Aloha Stadium/Hawaii

Feb 11: Aloha Stadium/Hawaii

Feb 11: Sierra Vista Driving

Pad/Arizona Border

Feb 16-18: Lake Elsinore Diamond

Stadium/San Diego

Feb 17: Vidinha Stadium/Hawaii

Feb 22-25: 2024 Tire Rack SCCA

Phoenix National Tour; Arizona

Motorsports Park/Arizona

Feb 24: Musselman Honda

Circuit/Arizona Border

Feb 25: Test & Tune; Police Pursuit Track

at Maui Motorsports Park/Hawaii

Feb 25: Aloha Stadium/Hawaii

Mar 3: Tire Rack Street Survival;

Aloha Stadium/Hawaii

Mar 10: Lake Elsinore Diamond

Stadium/San Diego

Mar 10: Aloha Stadium/Hawaii

Mar 24: Test & Tune; Police Pursuit Track

at Maui Motorsports Park/Hawaii

Mar 31: Aloha Stadium/Hawaii

Apr 19-21: North Island Credit Union

Amphitheatre/San Diego

Apr 28: Test & Tune; Police Pursuit Track

at Maui Motorsports Park/Hawaii

May 19: Test & Tune; Police Pursuit Track

at Maui Motorsports Park/Hawaii

Jun 23: Test & Tune; Police Pursuit Track

at Maui Motorsports Park/Hawaii

Jul 28: Test & Tune; Police Pursuit Track

at Maui Motorsports Park/Hawaii

Aug 25: Test & Tune; Police Pursuit Track

at Maui Motorsports Park/Hawaii

Sep 22: Test & Tune; Police Pursuit Track

at Maui Motorsports Park/Hawaii

Oct 27: Test & Tune; Police Pursuit Track

at Maui Motorsports Park/Hawaii

Dec 13-14: Lake Elsinore Diamond

Stadium/San Diego

SOUTHWEST

Feb 4: NOLA Motorsports Park/Delta

Mar 1-2: Starting Line School; Houston

Police Academy/Houston

Mar 7-10: 2024 Tire Rack SCCA

South Texas ProSolo; Naval Air

Station Chase Field/South Texas

Mar 8-9: Starting Line School; NOLA

Motorsports Park/SCCA Solo Department

Mar 8-9: Starting Line School; Lake Elsinore

Diamond Stadium/SCCA Solo Department

Mar 9-10: NOLA Motorsports Park/Delta

RALLYCROSS

www.scca.com/rallycross

REGIONAL

CENTRAL cendiv-scca.org

Feb 10-11: Marovec Farm/Iowa

GREAT LAKES gldscca.com

Feb 17-18: Ice Run; Ross

Lake/Saginaw Valley

Mar 3: Ice Run; Ross Lake/Saginaw Valley

HAPPY ANNIVERSARY!

SCCA MEMBERS CELEBRATING 25-70 YEARS NOV/DEC 2023

25-YEAR MEMBERS (joined 1998)

Jamie Lee Blumreiter Milwaukee
David Burnham Mohawk Hudson
Karen Clarke San Diego
William R Diefenbach Northwest
Linda Douglas Milwaukee
Kenneth P Durapau Delta
Dan Ennis Steel Cities
Windsor Furr Washington DC
Rick Grefsrud San Francisco
Elizabeth R Harrison Washington DC
Jan Lamers Milwaukee
Barry Lawrence New England
Patricia Lawrence New England
Marek Maciejowski South Carolina
Maria Maciejowski South Carolina
Mark Mallory New England
Beverly McKenna St. Louis
Brian Mullaney Philadelphia
Paul W Nielandr Phoenix AZ Solo
Rob Piekarczyk NeoBio
Scott Polston San Francisco
William J Quinn Florida
Jim Rowland Ozark Mountain
John J Sauer Ohio Valley
Adam Charles Shelton Utah
Peggy Souder Northwestern Ohio
Lori Stolz Milwaukee
Peter Fredrick Stolz Milwaukee
Jeffrey Swann Arizona Border
Franco Valobra Delta

30-YEAR MEMBERS (joined 1993)

John Barhydt St. Louis
Bill Briggen Sr. Southern Illinois
Scott Call Cal Club
Pat Current Washington DC
Deborah Davis South Carolina
Mark Dennis Finger Lakes
Brad Drew Oregon
Michael J Frost New England
Jean Green New England
Jerry Grigg Middle Georgia
Greg Hartmann Central Florida
Eric Indy Henderson II Tennessee
Lawrence Jackson San Francisco
W David Jackson Arizona
Jerry Klyop Cincinnati
Ralph L Kosmides Northwest
Vincent T LaManna Finger Lakes
Michael Lee Western New York
Sam B Lockwood Atlanta
Mindy Loughhead Ohio Valley
John McGee Atlanta
Tadahiro Ohtake Detroit
Melanie Pora Colorado
Tom Pora Colorado
Matthew EPoynter New England
David Reynolds Lone Star
Alisa Duffey Rogers Central Carolinas

Charlie H Rogers Central Carolinas
Kenneth Van Horn Washington DC
Jack Velden Atlanta
Kevin J Youngers Colorado

35-YEAR MEMBERS (joined 1988)

Raymond F Boyer Glen
Paul Broadway Atlanta
Marc E Dana Central Florida
John L Gregg Western Michigan
Michael Guess San Francisco
N Peter Horansky Buccaneer
Ralph R Johnson Sr. Des Moines Valley
Edward M Knapp Steel Cities
Allen E. Kugler Philadelphia
Darlyn Linka-Pettenati San Francisco
Daniel A Lipperini Sr. NE Pennsylvania
Pasqua B Martinez Chicago
Kathleen E Matuszek
Gail Miller Milwaukee
Jason R Miller Milwaukee
Jorge Ramallo Florida
George Russell Fort Wayne
David J Skinner Washington DC
Linda M Starkweather North Carolina
David M Thilenius Arizona
Stephen M Tichy NE Pennsylvania
Opie Viets Ozark Mountain
Marc E Walker Central Florida
Margaret Woodside Detroit

45-YEAR MEMBERS (joined 1978)

Neal C Bellamy III Texas
George J Cichon Jr. Blackhawk Valley
William Gurley North Carolina
Craig Hamilton Texas
Arthur E Jahn Milwaukee
Robert W Maples Colorado
Robert H Masch San Francisco
Larry W Mason Cal Club
Paul Okean Florida
T Mario Pozzi Central Florida
William M Ruddy NeoBio
Wayne Smitreski Philadelphia
John E Souder Northwestern Ohio
Scott Walker Central Florida

45-YEAR MEMBERS (joined 1978)

Richard C Bontempi San Francisco
David E Colman San Francisco
F Connie Conover San Francisco
John Carlisle Conover San Francisco
Emery C Duell Northern New Jersey
Ronald E Emmerson Oregon
Dean A Galbreath Colorado
Kathy Gall Ohio Valley
David A Hall Detroit
Bev Heilicher Chicago
Judy K Hudak Saginaw Valley
R Steven Laske Chicago
Harvey A Lewis Buccaneer

Arlene J Orofino New York
Cliff Rademaker Houston
James H Schmuck Chicago
Donald W Shreyer Cal Club
Richard D Starkweather North Carolina
Bill Sturgeon Central Carolinas
Daniel K Thiel Finger Lakes
L Daryl Tryson St. Louis
Steven J Tupper Milwaukee

50-YEAR MEMBERS (joined 1973)

Dick Berger Kansas City
Charlie Clark Kansas City
Tony G Giordano Jr. Kansas City
Paul P Greiger Steel Cities
Marcia Henry San Francisco
Dennis J Kay Milwaukee
Edward S Mallinak Jr. NeoBio
Robert W. Mann Jr. New England
Walter A Matenkosky Steel Cities
Carl J Matuszek Glen
Michael Neff San Francisco
Michael Parks San Francisco
Richard H Roellig Chicago
Thomas V Sanzone Houston
Donna Stevens New England
Robin J Ungar Detroit
Terry E Walsh San Francisco

55-YEAR MEMBERS (joined 1968)

James P Christian Colorado
Owen Doster Central Carolinas
Gwen Grady Land O'Lakes
Charles G Hanson Indianapolis
Carey V Lehew Steel Cities
Barbara S Luther Glen
Timothy G Meddaugh Glen
Robert Leonard Melhado Northern New Jersey
Jeffrey R Miller Milwaukee
Jerry Orr Land O'Lakes
Michael D Outen Sr. Central Carolinas
Jo Susan Woloscuk Kansas City

60-YEAR MEMBERS (joined 1963)

Patricia Dewitt San Francisco
Steve England Oklahoma
Charlton H Jones Atlanta
Bruce Perry Western New York
Donna Phanef Ohio Valley
James J Schardt Western Ohio
William W Shrader New England
Robert E Thomas New York

65-YEAR MEMBERS (joined 1958)

Lon E. McKinstry Texas
Richard D Prestridge Central Louisiana
70-YEAR MEMBERS (joined 1953)
Grayson E Brumfield Colorado
J Peter Martin Florida

SOUTHEAST sedivrracing.com

Feb 17: (points) Florida International Rally and Motorsport Park/Central Florida

Mar 9: (points) St. Lucie County Fairgrounds/Central Florida

Apr 13: (points) St. Lucie County Fairgrounds/Central Florida

May 18: (points) Florida International Rally and Motorsport Park/Central Florida

Jun 15: (points) St. Lucie County Fairgrounds/Central Florida

Jul 13: (points) St. Lucie County Fairgrounds/Central Florida

Aug 17: (points) Florida International Rally and Motorsport Park/Central Florida

Sep 14: (points) St. Lucie County Fairgrounds/Central Florida

Oct 5: (points) St. Lucie County Fairgrounds/Central Florida

SOUTHERN PACIFIC

Jan 27-28: Camp Verde Equestrian Center/Arizona

Feb 16-18: Camp Verde Equestrian Center/Arizona

Mar 22-24: Camp Verde Equestrian Center/Arizona

Apr 26-28: Camp Verde Equestrian Center/Arizona

Sep 27-29: Camp Verde Equestrian Center/Arizona

Oct 25-27: Camp Verde Equestrian Center/Arizona

Nov 15-17: Camp Verde Equestrian Center/Arizona

Dec 6-8: Camp Verde Equestrian Center/Arizona

ROADRALLY

www.scca.com/roadrally

REGIONAL/DIVISIONAL

CENTRAL cendiv-scca.org

Sep 20-21: Oktoberally 2024 National Course, Wintergreen Conference Center and Clarion Hotel & Suites, Wisconsin Dells, Wis./Milwaukee

Sep 22: Badger Coulees National Tour, Wintergreen Conference Center and Clarion Hotel & Suites, Wisconsin Dells, Wis./Milwaukee

GREAT LAKES gldsscca.com

Feb 3: Winter Rally; DiBella's Subs, Solon, Ohio/Neohio

Feb 24: Winter Rally; Ruckle's Pier/Detroit

NORTHEAST nediv.org

Feb 3: Hollows, Gulches & Hills RoadRally; Scovills Grill, Dansville, N.Y./Finger Lakes

Feb 24-25: Winter Challenge; Hollow Inn & Motel, Barre, Vt./New England

ROCKY MOUNTAIN coloradoscca.org

Jun 22-29: Colorado Adventure Rally; Golden Park & Ride, Golden, Colo./Continental Divide

SOUTHERN PACIFIC

Feb 2: First Friday Niter Social Roadrally; Bank of America, Mission Hills, Calif./Cal Club

Feb 3: Hernandez Hideaway RoadRally; Hernandez Hideaway Restaurant, Escondido, Calif./San Diego

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

SOUTHWEST sowdivscca.org

Feb 24: DFW Map RoadRally; Crow's Country Cafe, Anna, Texas/Texas

HAPPY ANNIVERSARY!

SCCA MEMBERS CELEBRATING 25-70 YEARS JAN/FEB 2024

25-YEAR MEMBERS (joined 1999)

Arthur Beaird	Houston
Barbara Beaird	Houston
Michael L Bennett	Detroit
Bill Blust	Continental Divide
John R Buttermore	Detroit
Edward M Capullo	New England
Andy Chan	Cal Club
Rachel C Chan	Detroit
Sally Chan	Detroit
Donna Chandler	Atlanta
Kym Allen Chandler	Atlanta
Michael S Chiappetta	San Diego
Stephen Clark	Northwest
Arnold J Coleman	Continental Divide
Neil Cox	Northeast Oklahoma
Ralph D Cummings	Northeast Ohio
Robert Dickoff	Oregon
Mark Eversoll	Buccaneer
Thomas Lee Fuehrer	Land O'Lakes
Scott Gallimore	North Carolina
Sharon Gilles	Neohio
David Grant	Mid South
Chris Gregor	Chicago
Stanley G Guidero	San Francisco
Dick Hancock	Eastern Tennessee
Dave Hardy	Atlanta
David R Harkcom	Detroit
Jason D Hartman	Atlanta
Peter M Hirschey	Central New York
Raymond E Huffmaster	Detroit
Carl Johnk	San Diego
Eric Johnson	Las Vegas
Robert W Kay	Detroit
Thomas M Kenna	Cal Club
Joellyn M Key	Milwaukee
Bruce P Kosakoski	Mohawk Hudson
Kelly Lackey	Eastern Tennessee
Troy D Linback	Chicago
Jean-Luc Liverato	Atlanta
John S Ma	Snake River
Carolyn Malm	Chicago
Robert Malm	Chicago
Michael Mannion	San Francisco
Robert Martin	Central Carolinas
Paul McClurg	Cincinnati
Jack McEachern	Cal Club
Ian McFetridge	Philadelphia
Meg Meyer	South Jersey
Gloria Morris	Chicago
Craig Naylor	San Diego
Kim Ockerlund	Western Michigan
William Ockerlund	Western Michigan
Loren G Plucker	Blue Ridge
Manny Pretti	San Francisco
Alex Ratcliffe	Washington DC
Richard E Robinette	Detroit
Ed Runnion	San Francisco
Barry Isaac Saney	Atlanta
George W Saylor	Ohio Valley
Alex Scaler	South Jersey
Elliot Shev	San Diego
Patrick J Simmons	San Francisco
David F Spillman	Central Carolinas
Richard G Taake	Houston
Anna Thiel	Finger Lakes
George G Upchurch Sr.	Atlanta
Thomas E Vagasy	Florida
Neil Verity	Lone Star
Phil Vitale	Central Florida
Samuel Carl Voydanoff	Detroit
Joe Walker	Ohio Valley
Harrison Williams	Houston
David M Young	Mohawk Hudson

30-YEAR MEMBERS (joined 1994)

James S Akiyama	Florida
David Allen	San Francisco
Devin Anderson	Milwaukee
Georgia M Beckwith	Detroit
Rodney J Beckwith III	Detroit
Sally C Blackburn	North Carolina
Nancy Boice	Mohawk Hudson
Todd M Boice	Mohawk Hudson
Jere Brown	San Francisco
Susan D Brown	San Francisco
Patrick Chaffin	Central Florida
Michael O Chandler	Tennessee Valley
Greg Colvin	Montana
Linda A Cone	Atlanta
John E Cort	Central Carolinas
Lelia Cort	Central Carolinas
Anthony J Crea	Northern New Jersey
James A Crider	Lone Star
Bret de Pedro	Washington DC
Gary J DellaRipa	New England
Michael A Devins	Detroit

Anthony Espinosa	Houston
Henry Gilbert	Central Florida
Steve Green	Nebraska
Michael Jon Greene	Atlanta
Scott Hanba	Detroit
Ian D Haskell	Cincinnati
Jeff Hoffmann	San Francisco
Thomas J Kelly	New England
James C. Kneeland III	Central Florida
Robert Kobayashi	South Bend
Greg Kokolus	Philadelphia
Victor LaViola	Kansas City
Louis Lira	San Francisco
Heather D Mann	Western New York
Fred Mapplebeck	New England
Eric W Martin	San Francisco
Alan Mollet	Las Vegas
J B Niday	Land O'Lakes
Michael O'Callaghan Jr.	Oregon
Susan Potocki	Western New York
Steven Rehkemper	Chicago
Mona Robertson	Atlanta
David Schotz	Phoenix AZ Solo
Marie E Sheehe	Finger Lakes
Kevin Alger Smith	Central Florida
Jeffrey Stein	Central Florida
Robert B Tomlinson	San Diego
Thomas G Toth	Chicago
Kumar Viswalingam	Cincinnati
Craig F Walko	Central Florida
William J Wehrle	Arizona
Lynn M Zarzycki	Mohawk Hudson

35-YEAR MEMBERS (joined 1989)

Peter K Bauer	Susquehanna
Duane J Belisle	South Bend
James D Benning	Texas
Christopher M Bernard	New England
Rick Brown	Cal Club
Charles W Coker Jr.	Central Carolinas
Morey C Doyle	Columbus SC Club
Bob Ely	Continental Divide
Sandy Entriken	Salina
David Fogleman	Southwest Louisiana
Shea Fogleman	Southwest Louisiana
H E Frech III	Cal Club
Michael J Fultz	Washington DC
Lutrell Harms	San Francisco
Douglas D Hendrickson	Blackhawk Valley
Jerry Jenkins	Oregon
Hal Kemrite	Kansas City
Stuart Jay Kestenbaum	South Carolina
David A Laird	San Diego
Dave Lancaster	Neohio
Jerry Lancaster	Neohio
Thomas Everett Lewis	San Francisco
Jay R Maveety	Central Carolinas
John Francis Meaney Jr.	Cal Club
Jennifer L Michael	Cincinnati
Pilar Miranda	San Francisco
Thomas J Morgenstern	Florida
Coralea Nelson	Colorado
Alan R Nies	Oregon
Dario Orlando	Florida
David T Prokopf	Southern Illinois
Robert Pueras	Cal Club
David R Roe	Indiana Northwest
James A Rouse	South Jersey
David Scaler	South Jersey
Brad Stout	St Louis
Kenneth J Taggart Sr.	Susquehanna
Donald A Thompson	Chattanooga
Bob Toler	Central Carolinas
Heyward K Wagner	Atlanta
Roberta F West	Mid South
Jeffrey B Weyer	Cincinnati

40-YEAR MEMBERS (joined 1984)

Douglas G Agnew	San Francisco
Marcia A Baxter	Central Pennsylvania
Suzanne Bloemsmma	Milwaukee
William Bryant Brooks Jr.	San Francisco
Victor F Calderon	Central Florida
John M Callahan	Florida
Larry Chan	San Diego
Barry L Dewitt	Detroit
Susan M Dewitt	Detroit
Charles Dykes	New England
Robert T Falkner	Central Carolinas
Bob Gill	Colorado
Carol Goodrich	Central Florida
Kirk Knestis	North Carolina
Kevin F Kuhlmann	Chicago
James Murrells	Chicago
Vincent P Nesci	Central Florida
Ronald K Reynolds	Kansas City
Carl A. J. Rhodin	San Francisco

John R Schaller	Central Florida
Thomas J Shaver	Detroit
Timothy G Starkey	Rio Grande
John J Taylor	Central Pennsylvania
Kjell T Tollefsen	New England
John W Vinton	Iowa
Jeffrey E Walters	Steel Cities
William J Waters	Central Carolinas
Richard Paul Welty	Mohawk Hudson

45-YEAR MEMBERS (joined 1979)

David L Bruce	River Cities
Kevin John Burk	Ohio Valley
J Craig Butt	Ohio Valley
Daniel B Collishaw	Glen
Ellen De Simone	Blackhawk Valley
Jerry R Fifer	South Carolina
Nancy K Fritz	NE Pennsylvania
Kenneth Geci	Tennessee Valley
Spencer N Gorham Jr.	Oregon
Thomas J Hanlon Jr.	Arkansas
Stephen Herrod	Northeast Oklahoma
Dennis Ray Hickey	Oregon
Leslie Robert Holt	New England
Domenick Inferrera	San Francisco
Dwayne D Komush	San Francisco
Carlos Alberto Lopez	Florida
Weber Manning	Mid South
Michael C Mazoway	Finger Lakes
Richard Moisant	Old Dominion
Steve Myers	Detroit
Charles F Oreal	Texas
Janice Rick	St Louis
John Brough Ridings	Texas
James Termote	Detroit
Bruce K Trenery	San Francisco
Russell J Wakeman	Detroit
J Daniel Way Jr.	Finger Lakes
Marianne Way	Finger Lakes
Ken Yeo	San Francisco
Patti Yeo	San Francisco
Brian J Zuikowski	South Carolina

50-YEAR MEMBERS (joined 1974)

James P Alstad	Milwaukee
Dennis G Andrade	Northwest
Adrian P Aveni	New England
Janalee N Bootz	Southern Indiana
Steven E Costello	Utah
James T Downey III	Western Michigan
David A Finch	Detroit
Barbara Grossklags	Chicago
John P Hafkenschiel	San Francisco
Douglas Hargrove	San Francisco
H F Hostetler	Detroit
William G Lang	Chicago
Barry McDonald	Western Ohio
Michael P McHugh	San Francisco
Arthur E McKenny	Washington DC
David W Munro	Florida
Carol Richardson	Central Illinois
Michael Sauce	Texas
Steven H Scott MD	San Francisco
John K Spragg	Des Moines Valley
Sharon Ward	Washington DC
Thomas James Ward	Washington DC
Jim Winkelman	Detroit
Martin Zimmerman	Chicago

55-YEAR MEMBERS (joined 1969)

Richard C Booth	New England
Don Cameron	Central Florida
Anthony L Dunne	Neohio
John M Flowers	New England
L James Ghilardi	San Francisco
Clyde A Heckler	New England
Tim Lyons	North Carolina
David Manners	NE Pennsylvania
John A Osteen	Cincinnati
Howard C Shedd	Misery Bay
Russell A Theus	Detroit

60-YEAR MEMBERS (joined 1964)

Don C Baker	Steel Cities
Roy Bergman	Western New York
Jack H Dartigalongue	Buccaneer
Robert J Fleming	Milwaukee
Ron G Gallmeyer	Fort Wayne
Jerome Hinkle	Washington DC
Curtis R Hink	Houston
George Schweikle	Central Kentucky

65-YEAR MEMBERS (joined 1959)

Raymond C Stone	Washington DC
Robert H Whitney	New England

70-YEAR MEMBERS (joined 1954)

Gerald C Risner	Chicago
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NICHOLAS W. CRAW

SCCA LIFE MEMBER #1
SCCA PRESIDENT 1983–2000
SCCA HALL OF FAME CLASS OF 2010



APRIL 1984
The 1983 proposal cover (see text) made it to “real life” in ‘84 ...

Forty years ago, we began a journey which ends with this issue of *SportsCar*. Since I had the first word in this history, perhaps it is appropriate that I have the last one as well.

I came on board in 1983 and, as the SCCA's fourth president in the previous five years, I was understandably cautious about making any major moves which might upset the Board or the membership. At my first meeting with the full Board, awarding a new contract for the magazine was the central topic, and they were nowhere close to consensus when Bryan Webb, the Director from the Atlanta Region, piped up:

“We just hired a new president. Why don't we let him make the decision?”

Talk about going from the frying pan into the fire!

While each proposal had its merits, one stood out: Its cover featured a brilliant color and perfect composition of a Formula 1 driver's helmet in profile. More than just a publishing proposal, it was art and an enlarged

version hung in our headquarters for 17 years as an illustration of quality.

More than that, the presenter was passionate about racing and had put his passion to work in Formula Ford racing. Paul Pfanner understood that we wanted a quality product that connected with the members, a magazine they would look forward to receiving each month and which would live proudly on their coffee tables. The magazine would unite SCCA's brand and project it to the membership and the racing world.

Paul and his staff never disappointed and always exceeded our expectations, and that is rare in this (or any) business.

SportsCar and its dedicated staff brought forward numerous innovations all of which shared a common goal: to communicate to and bond with the membership. For many years prior to the arrival of the Internet, the magazine was our primary communication and incorporated innovations such as FastTrack, announcing the first-in-the-industry \$500,000 catastrophic

insurance program, and Sports Renault (a spec car first in the industry) to name a few. The magazine became a full partner in promoting the benefits of SCCA membership, which grew from 23,000 to over 60,000—proof positive of the perceived value of the magazine.

SportsCar was also effective in promoting our sponsors and events but always at its core, letting our members know what their friends were doing across the country, be they drivers, marshals, officials, or Regional personnel.

A lot has changed in 40 years. Motorsports has exploded in popularity and access—more series, more promoters, more people earning a good living in the sport. Liberty Media's constructing a pit and paddock complex in Las Vegas for \$400 million for a single event is only the latest illustration.

But one thing has not changed: SCCA remains a *club* performing essential functions in training marshals, drivers, and stewards at the beginning of their future careers.

The “Anniversaries” listing of members experiencing their 25th-through-their-60th anniversaries that appears in every issue has always been a gold mine of old friends for me. I doubt that any other sanctioning body has this depth and longevity of members, a wonderful reservoir of experience and talent, to say nothing of the annual income they represent.

As we now move forward into a world with communications that span oh-so-many mediums, I trust that the bonding with the membership will never be sacrificed. The tools have changed, but the goals will forever remain the same. 🍷

PASSION-FUELED

Formula B frontrunner and RS Sedan champion Nick Craw (64) shared a passion for the sport—and for the SCCA—with *SportsCar*'s fledgling publisher, Paul Pfanner.



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