



CenDiv Championship Series Driver Survey

Written Responses Per Question.



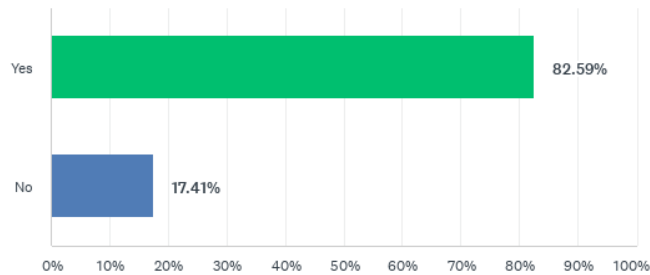
On December 1st we sent an on-line survey to 1,328 email addresses. The list was obtained from the national office and included members with active competition license. The list included Central Division, Great Lakes Division and three regions from Midwest Division. It is a similar list to the one we used for our annual post card.

The Survey was open from December 1st Dec 1 thru December 14th, 2022. There were 224 respondents representing a 17% response rate.

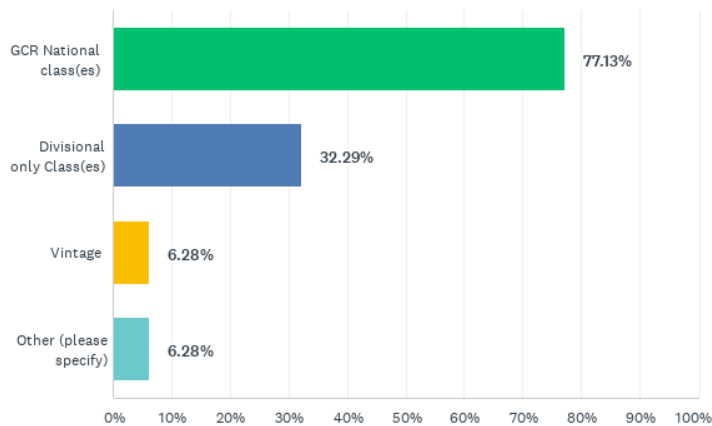
The survey contained seven questions which focused on our CenDiv Championship Road Racing Series. Some, but not all, question asked for comments. Those comments follow the graphs for the question. Question #7 requested comments and does not include a graph.

My takeaways follow at the end of the document.

Q1 Do you or have you participated in the CENDIV Championship Series as a driver?



Q2 What class(es) of cars do you race?





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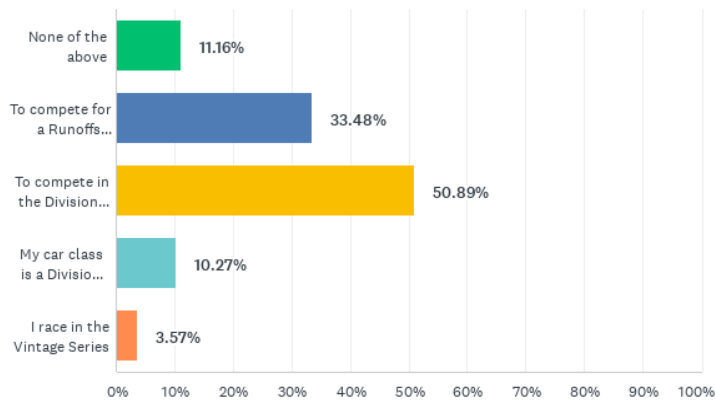
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Q2 - What class(es) of cars do you race?

- Open-wheelers
- SRF (Gen 2)
- SRF3
- SM, SMT
- ITA
- Club races 95% 30 yrs 2 times runoff indy
- SM SMT
- SM
- Spec Miata
- Divisionals, Majors, Super Tours
- srf3
- dsr
- Regional
- Sm

Q3 As a driver, what is your primary goal when choosing which events to enter?



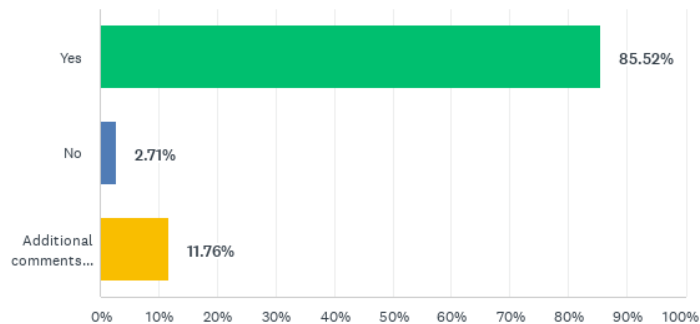


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Q4 Does the current program meet your needs?



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- You need to INCLUDE not EXCLUDE regional only classes in all but the June Sprints and the Runoffs. Quit this Elitist crap.
- There's a lot of races, but not a lot of entrants. People just don't go to divisionals after doing the 2-3 majors it takes to qualify for the runoffs. Leading to very little competition outside of those 2-3 races and the runoffs themselves.
- I won the 2021 cendiv championship but the double points for BFR drivers school show go away. If you finish poor it would ruin your whole season.
- It does meet my needs. I'm in STU. I race at the regional level as my car is no longer competitive at national level... thanks gcr meddlers!
- Double event weekends are great, especially when all goes well. Unfortunately, double events can substantially limit opportunities for some drivers. This became especially evident during COVID restrictions when a race weekend was missed due to these restrictions. Missing one race weekend can be significant. I know that it may never be financially viable to move toward more single event weekends, resulting in more scheduled race weekends, but that is something I would support.
- It currently meets my needs, but I'm not sure it's meeting the needs of potential new drivers. See below for more
- I currently do a mix of FV Majors and VSCDA vintage, it has been hard to fit the divisional series into the mix.
- We are, as of this year, avoiding Major events for the following reasons: These events require more time, due to Th testing and Friday sessions, without the benefit of more track time (relative to regional events). Nearly every session is black flagged due to a combination of too many/idiotic drivers and overly conservative stewards dropping that flag at the sign of the first spin. I can not imagine these events are enjoyable for anyone.
- After 22 years of racing, I do this for fun...not chasing championships. But I focus on events close to home.
- With rising costs and more divisional races needed to qualify for the runoffs, we have typically chosen the Majors path for budget purposes
- there is a dirth of racing events in the st. louis regional area



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- Need at least 15 minutes more track time for the cost. I'm much more likely to enter MCSCC events which do provide more track time. May abandon sprints for Endurance organizations. I do realize that the large number of classes means less track time.
- The current super tour program does not work for me as all but one track is more than 400 away one way.
- In my race group we have some cars that are over 15 seconds a lap slower than the pole sitter. These cars are lapped 2 times, by most of the field, during a 15 lap race. I don't want to do anything that discourages any driver but it is dangerous having high speed differentials?
- Would be nice to see more participation in many classes (recognize this is difficult). Assume investigations been made as to why some classes have such limited entries? Cost/difficulty of preparation, one/two models dominating class, not enough more recent models qualifying for class?
- Would like to see longer races or more track time over weekends. I have driven in a few endurance events with other groups. Lots of track time at a relatively low cost.
- I generally run 2 race groups - SM and ST. If I recall correctly the regional at BHF is actually more costly than the Majors event! It would be nice to see bigger discounts on running a second class in the same car. It really doesn't cost SCCA anything more so the second class fee is almost 100 per cent profit. A lower fee for 2nd class might encourage more folks to double dip. I see a lot less of this happening now than a few years ago.
- I race an FST car. Often we are grouped with winged cars which can lead to safety concerns on the track. Our series (Hoosier Formula First Series) looks for race events where this isn't a problem. Increasingly that pushes us towards race weekends sanctioned by entities other than the SCCA.
- Yes BUT ...we need to find a way to attract Formula cars back to our grids. Our Formula car fields are woefully small. FF, FC FA, FV fields at Divisionals and some Nationals that have one or two cars show up for the weekend is shocking to me...especially when Vintage seems to have no trouble attracting larger Formula car fields.
- I intend to compete in Cendiv events in 2023.
- Sometimes a bit worried about the large groupings of cars, especially given experience levels. As a national level driver of a slower formula car it's not always comforting racing with unexperienced drivers in a high powered CanAm car.
- I am mostly an Endurance racer with WRL and use SCCA for additional seat time and for fun.
- F500 has become an expensive class. With aero changes with the nose etc. And the introduction of motorcycle engines has made me and other F500 drivers to quit racing or only compete in Regional events.
- First..central division is awesome. Scca corporate reclassified our Fun Cup cars with the new 2.0 sealed engines as GT3. Slowest things out there and dangerous speed difference with GT1 and GT2 run group. So we've currently limited racing them in smaller Scca events on smaller tracks like Mid Ohio and Pitt.
- Would like to see more events at all the local tracks if possible. RA, Blackhawk, Autobahn.
- Racing in SCCA can be exhausting personally and financially. I live in the Minneapolis/St Paul area. I am now most likely retired from racing (I am 76) but was competitive in my most recent season, 2021. Having to tow for many hours to and from the tracks is a challenge and in this era of concern for the environment should be minimized. I suggest the SCCA consider an approach to qualifying for the Runoffs which allows competitors to primarily race at the track which is geographically closest to them. Advantages: less pollution, less expensive, lower pressure on family time, accessible for a larger number of racers. I could write more but I think the basic principle is expressed.

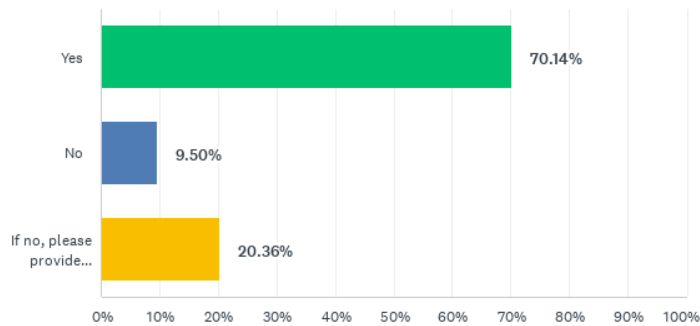


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Q5 At our first event of the year, we hold a Drivers School and Double Divisional. Our goal is to encourage experienced drivers to attend to help new students as instructors, or compete with the students on track to make the students' experience realistic of what they can expect in competition. Knowing our objective, are you more willing to attend this event to give back to the sport?



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- I'm not experienced enough to act as an instructor. I'm still learning.
- I appreciate and support the objective, however the logistics of racing at BHF from homebase in Minnesota is my personal constraint. How the timing of the opening weekend falls in personal and family schedules is the dominant factor in my decision making.
- My schedule usually doesn't permit me to attend
- for me, travel distance too far away
- Drivers School/Double Divisional is how I got started.
- I'm not as seasoned of a driver to give back to the sport as an instructor
- No time.
- I am in the GLD, in OVR. Now with 34 years of racing in various classes, IT, EP, FC, CFC I simply do not want to travel very far. Like MidOH. My crew wants to do Road America before I hang up the helmet.
- Maybe - this event is too early in the season in my view..
- It's the time commitment aspect. With a family and job it's hard to get away.
- I'm a re-tread and have been away from racing for 10 years. I just did 2 events at the end of last season.
- We support the Milwaukee Region Drivers School race at BHF. My wife works in registraion and I work in tech or race depending on the race needs.
- I might consider this if I can make it happen.
- No, if this is your main goal allow veteran drivers to enter at a discount. In this day in age or inflation and sky-high gas prices, it costs us thousands of dollars to even get to the track minus your \$500 entry fee for a regional. If you help out veteran races we can encourage new students to come out to the track, by letting them know that our division/region has our back.



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- Schedule dependent
- Cost of travel and distance to that event
- Would love to but I just sold my race car.
- It's scheduled to close to the BHF Major. The double points concept cheapens the points championship.
- focused on Trans Am and Majors in 2023 - very busy race schedule with 14+ races
- Tends to be too early in the year.
- No, simply because I am in central Ohio and that is a long drive away.
- Location
- To far away and I'm hanging up my helmet.
- not sure
- Normally too far from me to contribute .
- Bad time of year for me. Scheduling conflict prevents me from attending but I would like to.
- I'm in Ann Arbor, MI, so it's too far for me for that kind of activity.
- Our class is keenly interested in introducing new drivers to the sport. We have found that much easier in many situations outside of SCCA sanctioned events.
- We winter in Florida and don't return until June. If we were here I would participate
- Of it were a majors, yes. Budgets make it difficult to participate in events that don't directly contribute as well.
- I may it's just that with beginning drivers there's always a higher possibility of them, making a mistake and costing money in repairs
- I am unable to at this point in my life but maybe in the future. I've attended in the past for track time and it's a great way for people to get their permit.
- Six hour tow to Blackhawk one week before the national there.
- I do not attend the first event/school because I prefer to support Minnesota drivers at the SCCA license school at BIR in May.
- distance
- I am already an instructor at the SCCA Accredited Waterford Hills Road Racing School.
- I'm pretty far away (SE Michigan) for attending the Blackhawk DS/divisional to instruct, plus I haven't driven there since my first driver's school back in 1999 or 2000.
- Yes, but schedule conflicts with WRL and/or prep thereof are my primary concern
- No time to attend
- This is how you lose a car @ the start of the season. I don't trust new drivers. When I'm racing at speed
- I am out of state until late May each year
- My son will be attending the drivers school so I will be busy prepping his car and we only have one trailer at this time.
- Our budget is limited and the logistics to add this event are prohibitive for us.
- I have limited experience as a driver and am not qualified to instruct others.
- If not retired I would say yes if the event were at BIR.

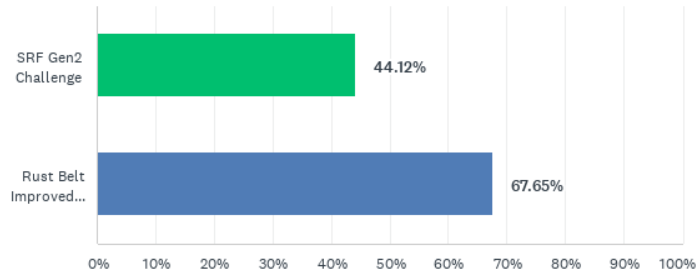


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Q6 CENDIV also encourages participation and added value at our Divisional weekends through the promotion of other independent series. Please check all that apply to you.



Q7 – Finally, we ask for your comments and suggestions on what ideas we should consider to improve the CENDIV Championship Series.

- You have great venues. There are many unused racecars laying around because of poor Majors choices in the past. Don't forget about the little guy. Work at getting the regional only guys to come back. Make them feel welcome. Good Luck.
- Please continue with the great work you are already doing !
- Appreciating the legacy of the BIR scheduled races, it is difficult to have these all scheduled over three day holiday weekends each year. Being in Minnesota, it is obviously my home track. I would like to make all three BIR races each year, but all the races on holiday weekends makes it difficult to balance family and friend commitments.
- Make the divisional races more important to getting to the runoffs so that people actually attend them. I'm tired of being one of two cars in my class 90% of the time. Knowing that there are a bunch of them sitting in garages, with drivers that don't see the point in going to the smaller races.
- We need to figure out how to get drivers to tow up to Brainerd. We all tow to RA, Blackhawk, etc. How do we incent drivers to come North? More track time at BIR?
- Overall, excellent racing, great leadership and volunteers!
- Not really anything Id change. Events are well run and special thanks to the workers...couldn;t race wo them...
- I was a 1st year driver and went the comp school in the spring/snow. It was run extremely well.
- I had a problem with my points for the year this season. Several emails to various people in CenDiv were not returned, so maybe a new scorekeeper wouldn't hurt.
- keep the cost down best you can
- A poor finish at the blackhawk drivers school weekend could ruin a season because of the double points. Maybe a 35 point attendances bonus would be better? Having a majors event at brainerd would be highly welcomed. Anything we could do to make that happen, let us know.
- Since Divisional attendance has been low, adding a Time Trials or Track Sprints series would bring extra revenue and have a great cross-over opportunities for entrants and their crews. Midwest Council has a lot of success doing this.



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- Overall the series is very good. I do think on track behavior needs to be controlled a bit more forcefully. I see other drivers constantly not slowing down for yellow flags, putting drivers and especially track workers at risk for serious injury.
- I only race in the northern majors. Has there been any improvements at Blackhawk since the accident at the end of the year last year?
- Not sure why I recieved this email I have not and do not plan on racing in CenDiv
- I am a Midiv driver who very much enjoys the CenDiv series. You have built a wonderful series with great participation and I wish you continued success.
- From my perspective, it would be an improvement to see all the drivers who "registered" for an event actually attend the event and not cancel at the last moment. I certainly understand that life changes and plans to go racing will suffer, but the system we use now allows registration for an event with NO commitment. This seems to be encouraging many registrations up front from racers who are not necessarily committed to attending that event. I think there are ways you can do this and maybe even get a more accurate total on attendance prior to the event.
- Better parity from the rules. Stop the "Car of this Year".
- The Blackhawk Majors should not be in April.
- Event flexibility to combine low attending groups to increase track time for those that attend.
- At the beginning of the year at gingerman the first regional the last couple years we have had the CRE run group that acts as a partial driver school or part of the required hours or races a new driver needs to get a competition license. That is excellent, but why are we only doing it at the first event of the year? I attend three to five regional road races in this division every single year and I don't think I've ever attended a single one outside of Waterford hills where we were ever up against the clock to stop running. Half the time at Nelson Ledges all of the racing is done by 3:00 p.m. why do we not have a cre run group or some sort of partial school or licensing program at every single regional event? It's too hard to get a road racing license, limiting people to one single Waterford School or one gingerman regional that offers a cre run group it's just simply not enough. It's even more frustrating when most of these regional race weekends only have five run groups and most of the entire day is wasted. Our entire sport is going to come crashing to a halt if we don't put forth more effort to get new drivers on the track.
- Limit number of drivers on a first come basis. Penalize problematic drivers, not the entire group, when there is an issue. Especially if certain drivers are multiple offenders. Use black flags more judiciously, with local yellow when appropriate.
- The CenDiv entry fees are consistently higher than your friends to the east the Great Lakes division such as Gingerman Raceway & Grattan Raceway which are comparable tracks to Blackhawk and Autobahn. Why would I race a regional at Blackhawk for \$550 when Grattan was \$420. Blackhawk specifically, is getting too expensive and people will not pay much more than \$550 for it. It would be worth finding out how the regions in the Great Lakes are able to rent the tracks for less and in turn charge a lower entry fee. CenDiv has made a habit of raising prices, but in turn not providing any additional value for drivers. If the drivers stop coming the races don't happen. Grattan also had more FV entries than Blackhawk this year and gave FV their own class because of the high entry count - something CenDiv, Blackhawk Valley Region, and Milwaukee Region will never negotiate on.
- Consider logo jacket/quarter-zip rather than trophy for awards
- Sometimes the schedule for Cen Div races has big gaps in it. Since my car is not in a major class I don't race for a month or more. Other than that you do a good job. Keep it up.
- none



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- I know time is limited, but a short practice/warmup would be nice before a qualifying session to check over the car would be greatly appreciated.
- Adding Friday tracktime/practices to the weekend is always appreciated
- Participation would rise if the divisional qualifying path went back to points!
- Brainerd needs a Majors race weekend to increase participation at this track. Milwaukee area and Illinois drivers think it's too far for just a regional.
- Keep doing what your doing. Investigate new series like ITC.
- I only got out for 3 races this year and blew up at sept race but I thought all the races were well run in all area from registration, to tech to the running of the races. I plan to be out more with my BMW (ITA & FP) as well my Gen 2 SRF.
- Cendiv regions need to communicate better with the schedule, to many times the events end up being back to back, or even on competing weekends. Both events suffer entry wise because competitors Are sometimes forced to pick and chose.
- Not much CenDiv itself can do. SCCA should give more consideration to power-to-weight ratio classing in non-spec classes. Fewer cars would be non-competitive.
- Reaching out to drivers individually (email) may help attendance especially if they know others in their class will be attending
- encourage participation at BIR in MN.
- It is so expensive to race and that makes it hard to continue or even consider attracting new drivers. More support, better bathrooms and food and product venders. Prize money would be a huge boost.
- Continue doing joint events that will bring non racers to the track. Show and shine, track days, cars and coffee mixed in to the divisional weekends will bring new faces to the events that may have an interest but didn't know how to pursue it.
- The events I have participated in have been well run by nice folks. Thank you!
- I'm an infrequent racer anymore but always enjoy SCCA weekends and am grateful for you folks that put them together.
- I just appreciate that we have the series. I have not tracked standings during the season; is that information available on the SCCA website? I finished first, and my grandson Nolan, was second, in STL this year. We were pleasantly surprised when we received the beautiful plaques. Thank you!
- Split our SRF2 and 3 on both days so that drivers can run both classes
- I don't see any need for changes at this point.
- CENDIV folks do a fabulous job
- I like the series, and I like the calendar. My only real issue is car counts in my classes (FF/CFF) and that's not really something you can do anything about on your end.
- I love the CENDIV Champion Series.. I think it would be cool to have an awards banquet at the end of the season and have the plaques distributed at that time. As I try to follow the points standings regularly and there's a big delay in posting the results. I willing to help with this task if needed.
- Our focus is our own series, which has participants spanning multiple SCCA divisions. I don't foresee any factor which would result in our focusing on a single divisional championship series.
- Think it's great. I'm new so don't have much of an opinion but enjoy the sport and hope it continues!
- I have nothing to offer - 100% of the CENDIV events I have ran in the past have all been well ran by great volunteers I would love to help out with the first event of 2023 - I can help with the driving school as an instructor or some other way - please let me know when it is set so I can get it on my 2023 schedule - Breton



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Williams 563-212-4372 PS - I have sold my race cars & am not racing SCCA in 2023 & would like to help out any weekends I am in the Midwest

- Add mid Ohio
- I'm thankful for the series with nothing to add.
- See question 4 comments
- Bring a majors to BIR, add more options for BHF, return to Autobahn with a majors.
- Can't think of any.
- Consider charging \$5/10 more for weekend and give away beer mugs or tee shirts for the series.
- Over the years have enjoyed the competition but not so much the runoffs - the focus from SCCA has become so runoff focused that the routine participation and races have declined and those races are not as enjoyable.
- None Fun group
- Facilitate BIR and LOL to get better dates for the Divisional Races in Minnesota. BIR races falling on all 3 major summer holidays is very big issue.
- Drivers should be 21 years of age. Why is the SCCA turning into a baby sitting program?
- I know that some regions run endurance races for close wheel cars at a very inexpensive cost. Can something be done for Formula Cars?
- Maybe enforce rules in the gcr a little better in regards to reckless driving behavior specifically with drivers in the class of spec Miata
- You can contact me at 517-438-2589
- Rust belt IT is great to keep casual racers racing and give new racers a inexpensive place to start!
- I think the events need a bit more promotion and marketing. From both SCCA and the tracks. It's often hard to schedule out divisional races in advance, and all of a sudden we come up on a weekend and I didn't know there was a race. Would register for more events if I knew they existed. Even on the SCCA site it's harder to find divisional events, there needs to be a schedule similar to how Super Tour or Majors races are listed.
- Try one day events. For example have half the classes do their qual and races on Saturday and the other half do their qual and races on Sunday. I did this with another organization and it made travel easier. Put B-Spec with the touring /IT run group. No one in B-Spec is trying to double dip anymore.
- I race 4 to 5 weekends a year. The factors I base my decisions on as to what races to attend are extremely varied. I wish I could help with a suggestion but I'm at a loss. It seems to me the series is run well. Not that it is on-topic, but I'd like to see a Majors at BIR.
- MAKE IT EASIER TO COME TO THE RUNOFFS. ALLOWING ALL TO COME IF THERE CLASS IS SMALLER AND NEEDS PARTICIPATION. GTL
- at brained in the past they had qualifying races witch were a lots of fun and lets newer drivers get more practice with starts and more race time
- Do your best to accomodate multiple drivers competing a shared car. An Enduro event would be ideal.
- Get rid of the double points weekend at Blackhawk in April. If someone does not attend, they are at a huge disadvantage if they are competing for a championship. Put more emphasis on getting drivers to to to all tracks in the division. For SRF3, no one from the Chicago area ever comes to BIR except for Peter Jankowskis.
- I started racing GT1 when a fuel cell, and race shoes were optional. A racecentry was \$65 not \$550. A weekend Costco total of \$350, race, travel food. Luckily my 68 camaro was built correctly and very very reliable. Never had to buy a second motor in 15 years, and I purchased an entire race suit and shoes, so I did not have to go through upgrading in the following years. SCCA has always kept up with safety for workers, crew, and drivers over the years, which is great, but I always get discouraged when they decide SCCA is NASCAR. Most drivers



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from my era don't have the \$\$ or resources to put cameras in their cars, or purchased race fuel from the track pumps. I don't see the cost offset of fuel testing, I can't imagine there are that many people cheating to offset that cost. I've seen many many of my competitors leave because of some of this. They move over to NASA or mwcc, etc. 1940s SCCA was built around amateur racers. Are we going too far ... I get asked to divulge my season of racing in December and January so that regions can see if they can pay for a weekend. I can't predict what I'm doing today, ... lol I'm hoping someone is looking at this, I know the June sprints end up bringing huge numbers, even at \$1,000 a weekend,, and the runoffs seem to be holding their own at more than \$1,000. I guess I think it could be bigger, without some of these odd things that don't make drivers happy \$\$. Driving against pro drivers doesn't help either ... lol I wish there were 2 classes within a class sometimes. Like TA is doing with older TA cars now.

- Just keep doing it. THANK YOU!
- More track time, possibly though fewer run groups. When talking with drivers I'd like to convert from HPDE clubs to racing with SCCA it's the first push back I get. Cost is the same or more with much less track time. For a while, Land O Lakes had a podium and photographer for those that placed after a race. Even though they were just divisional events I thought it was a really nice touch and was really appreciated by the drivers. Opportunity for a photographer to make some money too? Our registration and check in process could be streamlined and made easier. Many of the college's have groups of students looking for projects. They could convert our process to an online and mobile solution making everything smoother and more convenient for everyone.
- Really appreciate the workers and flagging teams. Awesome people.
- Mike, I have experience at 1000s (yes 1000s) of race events as a driver and as a volunteer. The biggest thing that turns me away at events is stewards who act as smart a\$\$ SOB's. I'm embarrassed when I see some stewards acting that way to newer members. You have got to control those stewards' egos. Less than 1% of the people are the problem, but they account for the bad memories of an event.
- We need to figure out how to get drivers to tow up to Brainerd. We all tow to RA, Blackhawk, etc. How do we incent drivers to come North? More track time at BIR?
- I can't think of anything else at this time.
- I am currently happy with the current program, people and communication coming from CENDIV. Thank you for the survey
- More track times.
- More track time
- It would be great if we could have longer races

Conclusions:

- About the Series
 - The CenDiv Championship Series is well received
 - Beer mugs or T-Shirts for the Series
 - End of year banquet
 - Podium pictures/Trophies with the picture (I really cherish the ones I have)
 - CenDiv calendar has a big gap (August?)
 - Communicate the schedule to drivers. Reaching out to drivers
 - Remove double points from the Drivers School Double Regional
 - Add a car show (cruise in)/coffee get together ant race events



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- More Track Time
 - Consider More green flag track time (poor driving/overly conservative stewards)
 - More track time=distributing entry cost of greater amount of laps/time on track
 - Add endurance races=more track time
 - Change qualifying to qualifying races
 - Consider adding a short practice or warmup prior to qualifying
- Novice Drivers
 - Add Competition Race Experience (CRE) to events
 - Communicate: Make it clear what the path to a license is, other sanctioning bodies, CRE, and time trial paths
- Costs
 - Ever increasing entry costs. Other divisions holding prices
 - Fees are higher than Gratten or Gingerman
 - Greater discount for second class same car
 - Cost prohibitive to travel very far. Competitors are very sensitive to the travel distances between Illinois/Southern Wisconsin tracks and Minnesota
 - Timing of the Drivers School/Double Divisional race too close to the majors
 - Some drivers don't want to risk running with new drivers
 - Separate SRF2 and SRF3 so drivers can run both cars
- Safety Concerns
 - Move GT3 to small bore closed wheel groups
 - Move FST to a slower group (Small bore open wheel)
 - Track behavior needs to be controlled and enforced
- Qualifying for the Runoffs/Schedule
 - Allow competitors to race at geographically closer tracks and yet compete for the Series and a Runoffs position.
 - Better Divisional path (regional racing path) to the Runoffs
 - Have a Majors at BIR
 - Have a Majors at ABJ

So, what have we got so far? There are now two weeks between the Drivers School and the first Majors. Maybe the gap needs to be bigger between the events. This year LOL has moved two of their three events off of holiday weekends. We are removing the double points for the Drivers School/Double divisional-this will be well received. To increase participation? I believe we need to keep encouraging the SRF Challenge and the Rust Belt series, we need to keep going with including time trials and endurance races. Showing a focus on how a member gets from beginning to participate to getting a competition license.

We need leverage our Web site to set up better communications to CenDiv drivers, workers and members; create newsletter subscription twice a month. Be sure to highlight all our types of events in the division (all disciplines). Use the newsletter to show we are listening and responding to concerns.

Sincerely,
Mike Smith-CenDiv President