

2026 Seminar WolfPack Welcome Reception

April 21, 2026

Thursday Night Welcome Reception

A bus will be taking attendees to Hank's Garage Thursday night.

- Pick up at Hilton SLCC is 7:15 p.m.
- Board to return to the Hilton SLCC is 10:30-11:00 p.m.

For those who are driving or ride-sharing, the address of Hank's Garage is:

401 N 400 W

North Salt Lake, UT 84054

801-201-6600



SPECIAL INVITATION

YOU'RE INVITED! WOLFPACK WELCOME RECEPTION

When:

April 30, 2026
8:00–10:00 p.m.

Location:

Hank's Garage
401 N 400 W, North Salt Lake, UT 84054

Join us for a fun and memorable evening at the
WolfPack Welcome Reception.



Join us for a fun and memorable evening at the
WolfPack Welcome Reception.

Transportation will be provided from the Hilton and back. Approximately 8 miles from the Hilton.

2026 Seminar Venue Change

April 21, 2026

Dear Members,

We know many of you were excited for the tour at Randy's Transmission. Due to city-related delays, their new building will not be ready in time for the event; However, Randy's Management quickly pivoted and arranged an exciting alternative stop at Warehouse Motorclub. [Media Archives | WAREHOUSE](#) located at 4413 N Forest Dale Dr., Park City UT 84098.

We will continue with our scheduled visit to Industrial Injection [Industrial Injection – Diesel Fuel System Experts Since 1985](#). The TCRA Board is grateful to Frank, Matt and their team at Randy's for their efforts, and we can't wait to see you there.

Thank you for your understanding—we're still set for a great event!

Eric Saxberg
TCRA President

2026 Board of Director voting

April 21, 2026

Blake Carter

Blake Carter is currently a President of Sales and Marketing at Suncoast performance where he has been employed since 2015.

Blake has been in the automotive industry for over 25 years. Blake started his career in the automotive industry the original equipment side working as a technician while attending college.

After college Blake transitioned into the administrative division with General Motors serving as a Service Manager and Fixed Operations Director. It was here Blake discovered his fascination with software calibration and it's relationship with vehicle performance as he watched the first and second generations of electrical torque management develop with vehicle manufactures. During this time Blake helped develop and market the GM Performance Parts division throughout the Southeast Division. It was during this time Blake developed his skills as a software calibrator, writing calibrations for aftermarket modifications done to both the engine and transmission.

In 2009 Blake followed his childhood dream and went to work for Performance Automotive and Transmission Center as an Engine Calibrator and Operations Director. Performance Automotive served as full service racing shop that also manufactured torque converters and transmission components. During this time Blake was able to develop his skills in software calibration with the new LS2 and T43 6L80E platforms. He worked with other industry leaders developing and testing the first stand alone 6L80E controller. This was also the first successful 6L80E stand alone controller in a COPO Camaro using GM LAN versus typical J1939 aftermarket communication. Blake was also responsible for the growth and development of the companies thriving racing platform.

In 2015 Blake had the opportunity to come to Fort Walton Beach to work for Suncoast Converters as President of Sales and Marketing. Here at Suncoast Blake has witnessed the deficiencies within the aftermarket community with education in regards to high performance rebuilds. At Suncoast Blake has worked to develop the Suncoast BI-Annual Research Laboratory. Blake is the Father of three boys and has been married to his college sweetheart Jennifer for 26 years.



Thomas Hancock

I come from a family that has been in the industry for over 50 years. I went to Purdue for Industrial Engineering and due to Covid, I changed career paths and started the Core Guys. We now carry around 50,000 torque converters at any given time, and around 15,000 transmissions. I strive for implementing technology and building a better future for the industry as a whole. Over the past few years, we have expanded and we now source Core from 4 different countries and we sell to 10 different countries. In my free time I enjoy golfing, hiking, and hanging out with my friends and family.



Steve Hilton

Steve Hilton is a Technical Specialist with Randy's Transmissions, where he focuses on advanced diagnostics, technical support, and real-world problem solving in the performance transmission and torque converter industry. With over three decades of experience, his background includes leadership roles in R&D, shop management, and drivability diagnostics. He is a former ASE Master Technician with advanced L1 and C1 certifications, a past Gold Member of the GM Service Guild, and a recipient of the Top 40 GM Electronics Technician Award.



In addition to his automotive career, Steve serves as an Executive Protection Agent with KDI Protection Services and is a member of the North Carolina Emergency Response Team with Renfrow Group.

Steve brings a practical, data-driven approach to the industry, focusing on applying archived technical knowledge to modern diagnostic challenges.

Name *(Required)*

Company *(Required)*

Vote for up to Two *(Required)*

- Steve Hilton
- Thomas Hancock
- Blake Carter

Submit

Wisconsin Governor Vetoes Race-Track Protection Bill

April 21, 2026

SEMA and PRI are expanding its Right-to-Race advocacy campaign nationwide. The time to protect race tracks is now, before more long-standing facilities are pushed out of their communities. Learn more at sema.org/right-to-race.

Here's the latest on SEMA and PRI's Right-to-Race advocacy campaign:

In a stunning betrayal of the bipartisan group of lawmakers who overwhelmingly passed Wisconsin's right-to-race legislation, Gov. **Tony Evers** vetoed **AB 880**, legislation aimed at protecting long-standing race tracks from nuisance lawsuits brought by new neighbors and developers.

Notably, the bill had no registered opposition in the state Assembly and Senate. But in defending his veto, Gov. Evers, who previously shared his fond memories of growing up near a Wisconsin racetrack, stated his belief that the bill would create "unfair and unnecessary hurdles for people pursuing legal avenues to vindicate the use and enjoyment of their land," and that he sought to establish Wisconsin as a state with an "open courthouse door."

BACKGROUND

AB 880 advanced through the Wisconsin State Legislature with strong support from lawmakers who recognize the importance of small businesses and the cultural and economic role motorsports plays across Wisconsin. The bill furthermore sought to reaffirm the important role of motorsports on the state's economy.

According to PRI's economic impact data, Wisconsin's motorsports industry is a major economic driver, contributing:

- \$2.46 billion in total economic impact
- 10,601 jobs
- \$697.92 million in wages and benefits
- \$271.60 million in tax revenue

For decades, racetracks across the state have served as gathering places for working families, while supporting local economies, tourism and small businesses. Without protections like those included in AB 880, these facilities remain vulnerable to nuisance-based legal challenges that can threaten their long-term stability.

NEXT STEPS

While the veto is a setback, it also underscores the importance of continued engagement and advocacy. The coalition built in Wisconsin, including racetracks, manufacturers, tourism groups, and small business leaders, has demonstrated strong alignment and momentum.

Since launching this effort in Wisconsin, SEMA and PRI have led a comprehensive and coordinated campaign. This has included hosting two advocacy days at the State Capitol, meeting with dozens of lawmakers on both sides of the aisle, engaging nearly 100 industry stakeholders, working through key amendments, testifying in multiple hearings, coordinating with the governor's office, and submitting thousands of letters and signatures in support of the bill.

SEMA and PRI will continue working alongside industry partners to advance Right-to-Race protections and ensure that racetracks can operate with certainty and stability.

The checkered flag hasn't waved. Our coalition is stronger than ever, and we are committed to getting this across the finish line.

For more information, contact SEMA and PRI Director of Government Affairs for Racing **Tierra Hubbard** at tierrah@sema.org.

TARIFFS: U.S. Reshapes Tariffs on Steel, Aluminum and Derivative Products

April 21, 2026

The Trump Administration recently announced updates to [Section 232 tariffs covering steel, aluminum and certain derivative products](#). **Effective April 6**, businesses importing products that contain steel and aluminum will be subject to a **25% tariff** applied to the full value of the imported product. This replaces the prior system, which imposed a 50% tariff on the value of the embedded steel or aluminum content.

- The revised approach is intended to simplify compliance while maintaining strong protections for domestic metals producers.

Upstream Metals Impact

President Trump's proclamation announced that the existing 50% tariff on upstream, commodity-grade metals will remain in place. Products that are made almost entirely of steel or aluminum may also be reclassified into this category. Products with limited metal content, defined as 15% or less (measured by weight), will no longer be subject to Section 232 tariffs. Instead, those goods will be subject to the Administration's separate 10% global baseline tariff.

- The practical impact of these changes will vary significantly across sectors and supply chains. Importers of complex manufactured goods may face higher duty burdens despite the reduction in nominal tariff rates. The shift to full-value assessment is expected to generate additional tariff revenue for the federal government and partially offset declines following recent court decisions that invalidated other tariff authorities.

The overhaul follows months of internal deliberations over how to address longstanding industry concerns about the complexity of the existing system. Manufacturers had argued that "Liberation Day" tariffs raised input costs for domestic production while allowing many finished imports to enter the U.S. market with minimal duties. The current revisions are intended to close that gap while making compliance more straightforward for importers who previously struggled to calculate the value of embedded metal content.

April 6 Provisions

The updated framework continues to rely on Section 232 authorities under the Trade Expansion Act of 1962, which remain intact despite recent legal challenges affecting other trade tools. The following provisions take effect April 6 through an undetermined date:

- **Articles in Annex I-A will have a 50% tariff.** Products from the United Kingdom for which the steel was melted and poured/aluminum was smelted and cast in the United Kingdom will have a 25% tariff. Certain derivative articles for which the steel content is entirely steel melted and poured in the United States or the aluminum/copper content was entirely smelted and cast in the United States will have a 10% tariff.
- **Articles in Annex I-B will have a 25% tariff.** Products from the United Kingdom for which the steel was melted and poured/aluminum was smelted and cast in the UK will have a 15% tariff. Certain derivative articles for which the steel content is entirely steel melted and poured in the United States or the aluminum/copper content was entirely smelted and cast in the United States will have a 10% tariff.
- **Articles in Annex II will no longer face a Section 232 steel or aluminum tariff.**

Additionally, articles in [Annex III](#) will face, depending on the country, a 15% top-up (i.e., a product with a baseline tariff below 15% gets topped up to 15% and a baseline tariff above 15% faces no additional tariff), 10% (for products for which the steel content is entirely steel melted and poured in the United States or the aluminum content was entirely smelted and cast in the United States) or 25% (countries with no normal trading relations). ***This provision is to remain in place through December 31, 2026.***

President Trump reserves the right to revoke this treatment if imports of a product increase in such a way that undermines national security. Revocation would subject Annex III products from the country to Annex I-B tariff rates.

Additional Details

- 200% aluminum tariffs will remain in effect for Annex I-A, I-B and III products that were smelted or cast in Russia.
- Products on Annex I-A, I-B or III that contain some combination of steel, aluminum and copper will only be subject to one tariff rate. In other words, the steel, aluminum and copper tariffs do not stack.
- Products on Annex I-B or III that do not contain any steel, aluminum or copper content (as laid out in [Annex IV](#)) will not be subject to tariffs.
- Products that fall under the WTO Agreement on Trade in Civil Aircraft and are civil aircraft or civil aircraft parts will not be subject to the steel, aluminum or copper tariffs.
- The inclusions processes for steel, aluminum and copper are terminated, though the Commerce Department and USTR reserve the right to add more derivative articles to the tariffs.
- Drawback is available to a product on Annex I-B or III that's not subject to an antidumping or countervailing duty order, from a trade agreement partner country (United Kingdom, European Union, Japan, South Korea, Mexico, Canada and others with a final Agreement on Reciprocal Trade (ART)), and the steel is completely melted and poured in the trade agreement partner country (or aluminum/copper smelted and cast).

Questions? Comments? Want to share your tariff story? Contact SEMA Senior Manager for Federal Government Affairs Juan Mejia at JuanM@sema.org.

This article was originally published on April 7, 2026.

Top image courtesy of Shutterstock | Robert V Schwemmer. Feed image courtesy of Shutterstock | Hieronymus Ukkel

TCRA 2026 Seminar – May 1 & 2

June 5, 2025

The TCRA 2026 Seminar

May 1 & 2 – Salt Lake City, UT

Touring Randy's Transmissions.



Established in 2008, Randy's transmissions came to life out of necessity and with a vision of a shop that offered the highest quality product and unsurpassed customer service. That is the foundation it started with and is in the heart of everyone that is part of the team today.

Hotel Sold Out

The Hilton is sold out, so we recommend checking hotels outside downtown, [VRBO](#), [Airbnb](#), local or corporate travel agencies, and booking sites such as [kayak.com](#), [trivago.com](#), [booking.com](#), [hotels.com](#), and [priceline.com](#).

Hilton Salt Lake City Center

255 South West Temple

Salt Lake City, Utah 84101 USA

Thursday Night Welcome Reception

A bus will be taking attendees to Hank's Garage Thursday night.

- Pick up at Hilton SLCC is 7:15 p.m.
- Board to return to the Hilton SLCC is 10:30–11:00 p.m.

For those who are driving or ride-sharing the address of Hank's Garage is:

401 N 400 W

North Salt Lake, UT 84054

801-201-6600

Tour – [The Warehouse Motorclub](#) and [Industrial Injection](#)

Guest Speakers

- Rodger Bland (ATRA)
- Bobby Mace (Babcox – Transmission Digest)
- John Parmenter (Precision International)

- Bob Warnke (Warnke Consulting, LLC)
- Jim Dial (Sonnax)
- Pepe Torres (AUS-TEX Transmission, LLC)
- Matt Moore (Randy's Transmissions)

| Description/Event | Date(s) | Time |
|---|------------|------------|
| Thursday | | |
| Vendor Room Setup | 4/30/2026- | AR |
| Board Buses for the Wolfpack Reception | 4/30/2026 | 7:15 |
| WolfPack Welcome Reception @ Hank's Garage | 4/30/2026 | 8:00-10:00 |
| Board Buses to return to the Hilton SLCC | 4/30/2026 | 10:30 |
| Friday | | |
| Vendor Room Setup | 5/1/2026- | AR |
| Registration and Donuts/Coffee/Water/Juice/Fruit compliments of Saxco | 5/1/2026 | 7:30-8:30 |
| Board Buses | 5/1/2026 | 9:00 |
| Departure Time for The Warehouse Motorclub | 5/1/2026 | 9:15 |
| Arrive/Tour The Warehouse Motorclub | 5/1/2026 | 10:00 |
| Lunch, compliments of Randy's Transmissions | 5/1/2026 | 11:00 |
| Board Buses | 5/1/2026 | 12:15 |
| Departure Time for Industrial Injection | 5/1/2026 | 12:30 |
| Arrive/Tour Industrial Injection | 5/1/2026 | 1:15-3:00 |
| TCRA Member Meeting at Industrial Injection | 5/1/2026 | 2:30 |
| Board Buses | 5/1/2026 | 3:00 |
| Arrive at Hotel | 5/1/2026 | 3:30 |
| Sonnax Reception | 5/1/2026 | 5:30-7:30 |
| Saturday | | |
| Vendor Room | 5/2/2026 | 8:00-1:00 |
| Classroom | 5/2/2026 | 8:00-3:30 |

| | | |
|--|----------|-------------|
| Registration and Donuts/Coffee/Water/Juice/Fruit | 5/2/2026 | 7:00-8:00 |
| Bland | 5/2/2026 | 8:00-9:00 |
| Parmenter | 5/2/2026 | 9:00-10:00 |
| Morning Break compliments of BorgWarner | 5/2/2026 | 10:00-10:20 |
| Mace | 5/2/2026 | 10:30-11:00 |
| Warnke | 5/2/2026 | 11:00-12:00 |
| Lunch Buffet compliments of The Core Guys | 5/2/2026 | 12:00-12:45 |
| Torres | 5/2/2026 | 1:00-2:00 |
| Dial | 5/2/2026 | 2:00-3:00 |
| Moore | 5/2/2026 | 3:00-3:30 |
| Conclusion of Event | 5/2/2026 | 3:30 |

Member Pricing:

- Member 1st Registration \$345.00 USD
- Additional Attendees \$545.00 USD
- 2 Additional Attendees \$745.00 USD
- 3 Additional Attendees \$945.00 USD
- 4 Additional Attendees \$1,145.00 USD
- 5 Additional Attendees \$1,345.00 USD

Non-Member Pricing:

- 1 Non-Member \$495.00 USD
- 2 Non-Member \$895.00 USD
- 3 Non-Member \$1,295.00 USD
- 4 Non-Member \$1,695.00 USD
- 5 Non-Member \$2,095.00 USD
- 6 Non-Member \$2,495.00 USD

Contact Name *

Company Name *

Email *

Contact Number

First Attendee *

Other Attendees 1

Other Attendees 2

Other Attendees 3

Other Attendees 4

Other Attendees 5

Meal Preference *

Regular Buffet ▼

