





#### LIGHTWEIGHT WHEELS



Size Starting a 15x6.5.....\$109. 16x7.....124 17x7......136

17x7.5.....140 18x7.5.....162.

18x8.....169.



ick/bronze	SA-60M	black	
t Weight (lbs.)	Size	Starting at	Weight (lbs.)
13.8-14.6	18x8	\$519	
	18x9		20.7-21.0 22.1
17.5-18.3	SA-55M	gunmetal	
18.3-19.3	Size	Starting at	Weight (lbs.)
19.2-19.9	18x9	497	
20.3-20.5	19x8		21.5 19.8-20.2 21.0
	19x9 19x9.5 19x10		21.5 21.6-21.8 21.8
The second s	19x10.5	617	22.6-23.2



C1 light grey 

,	Size	Starting at	Weight (lbs.) 12.8-13.0 13.2 13.0-14.6 14.4 
	15x7	\$89	12.8-13.0
	15x7.5		
۱	15x8	79	13.0-14.6
7	16x6.5		
2	16x7		
5			

...... 162 ..... 20.8-21.2

<u>Starting at Weight (lbs.)</u> ......\$129......19.2-20.6

<u>Starting at Weight (lbs.)</u> ......\$109......15.6

Starting at Weight (lbs.) ......\$299......16.6

<u>Starting at Weight (lbs.)</u> ......\$259......16.5-18.0 .......289......18.5-19.0

<u>Starting at Weight (lbs.)</u> ......\$239......16.3

. 299 ..... 18.5-19.5

.....19.0

.20.0

C3M light grey (Miata only)

F3 forged (Honda S2000 only)

MT1 matte grey flowformed

319

329

MT1-R matte grey (BMW only)

C2 light gre

C3 light grey

<u>Size</u> 17x8.5..

18x8.

<u>Size</u> 17x9

<u>Size</u> 15x9

<u>Size</u> 17x8.5.

Size 17x8

18x8.

18x8.5

18x9 5

18x10

Size

18x8.5.



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	and the second s	
K1-TS	silver	
Size	Starting at	Weight (lbs.)
14x6	\$119	
15x7		
17x7	196	13.7-15.0
17x8		15.4-15.5
17x9		

HLT bright silve

pricing and availability.

Size

15x7

16x7.

17x7.

17x8. 18x7..

18x8.

18x9.

19x8.

19x8.5....HIT...

19x9.....HLT..

19x10.....HLT..

19x11.....HLT...

19x12.....HLT...

20x85 HIT

20x10......HLT..

20x11.....HLT.

20x12.....HLT...

.....HLT. 20x8..

.224 ...

.273.

. 276 ..

. 347 ...

350

365

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. 446.

.... 462 ..

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. 199

249

.569.

. 399 .

. 599 .

14.5-15.0

.... 15.5-16.2

..... 16.7-18.0

..... 16.5-17.5

. 18.4-18.8

19.4-20.8

20.0-20.6

21.6-23.0

23.0-23.4

23.2-23.6

..... 24.0-24.8

.... 25.0-26.0



	K-1 silver		<u>Weight (lbs.)</u> 13.5
5.)	Size	Starting at	Weight (lbs.)
.3	15x7	\$115	
.6	15x8	129	14.5 15.0 16.8
.0 .5	16x7	139	15.0
.0	17x8.5	175	16.8



Alleggerita HLT anthracite Ultraleggera/Ultraleggera Also available in matte graphite, gold and black. Visit www.tirerack.com for sizes,

Also available in blue, gold, red, black, white, matte graphite silver, and orange (some special order). Visit www.tirerack.com for

sizes, pricing a		
Size	Starting at	Weight (lbs.)
16x7	\$249	13.6
17x7		14.2-14.9
17x7.5		15.0-15.1
17x8		15.4-16.7
17x8.5		15.7-17.1
18x7		16.5-16.6
18x7.5		
18x8		17.2-18.4
18x8.5		17.4-19.1
18x9.5	409	
18x10	419	19.0-20.2
18x11	429	

#### ..22.5 Challenge black (Viper only) 23.0-25.0 bright silver

04 E 0E E	AISU AVAIIADIE III DIIYIIL SIIVEI.			
24.5-25.5	Size	Starting at	Weight (lbs.)	
27.0	18x11	\$529		
	18x13			





RPF1 black

Also available in bright silver. Visit

			<u>Siz</u> 15
and availability.			
<u>Size</u> 14x7	Starting at	Weight (lbs.)	15)
14x7	\$185	8.4	16
15x7			17
16x7			
16x8			17)
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17x7.5			17
17x8			
17x8.5			17
17x9			18
17x9.5			18
17x10			
18x7.5			18
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18x8.5			18
18x9			
18x9.5			18
18x10			R
18x10.5	323		
19x8.5	419		Siz
19x9.5	419		15
19x10	450	20.7	15)

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**PF01** briaht silver Also available in black.

BILSTEIN

Also available i	II DIAGN.		0.110
Size	Starting at	Weight (lbs.)	17x9.
15x7	\$203	11.8-12.2	
15x8		12.8	
		14.0	
17x7		15.6-15.8	
17x7.5		16.6-17.0	
17x8		17.0-18.2	
17x8.5		18.0-18.2	
17x9		17.2-18.6	
18x7.5		17.4-17.8	
		18.2-19.2	- 6
		18.0-19.2	
18x9	326	19.4	
18x9.5		20.4-20.8	
18x10.5		21.8-22.8	
RC-G4 ac	old (15 x 6.5	white avail.)	
		Weight (lbs.)	
15x6.5	\$241	16.8-16.9	
15x7		17.2-17.3	

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#### **ON THE COVER:** This month's cover features three SCCA Pro Racing champions. Mike Cooper claimed the MX-5 Cup honors (photo by Rick Corwine), Tony Ave took back-to-back Trans-Am titles (photo by Dennis Wood) and Patrick Long put Porsche on top in World Challenge GT (photo by Ken Hawking). Solo picture by Sydney Davis. USRRC photo by Rick Beattie.

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THE AUDIT BUREAU MEMBER (ISSN 0300-6387–USPS #540410)

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- USRRC RoadRally's biggest annual event heads to 52 Southern California

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# This month in Fastrack news **-**}

The December issue of Fastrack news is now available for download from SCCA.com. It is also available by mail via special subscription.

**BOARD OF DIRECTORS •** Minutes **CLUB RACING •** Board minutes • Tech Bulletins **SOLO** • Board minutes • Technical Bulletins **ROADRALLY** • Board minutes **RALLYCROSS** • Board minutes

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USRRC RoadRally meets the Antelope Valley



POBST POSITION The secrets to a successful judo pass

FastrackOnews



Yes. it's expensive yes, you need it

# Comment

## Ontact Patch



Philip Royle Editor SportsCar Magazine

**C** HE'S AN INTERESTING CHARACTER WHO HAS BEEN INVOLVED WITH THE CLUB FOR MANY YEARS **9** 

#### **Our SCCA Family**

his month's column was going to preview the SCCA Pro Racing season wrap-ups, which start on p. 24. The wrap-ups cover various SCCA Pro Racing series, including Pirelli World Challenge, Trans-Am, Playboy Mazda MX-5 Cup, Pro FE, Pro SRF, the F2000 Championship Series and the F1600 Formula F Championship Series. In those 22 pages you'll find not only information about the various racing series sanctioned by SCCA Pro Racing - and their 2011 seasons - but you'll also find insight from those who took home the coveted championship titles.

I was going to write about the United States RoadRally Challenge as well. This event saw a small but potent turnout, with the challenge proving not to disappoint. USRRC coverage can be found starting on p. 52.

While this column was going to talk extensively about both of those topics, and even tease professional racer Randy Pobst's entertaining *Judo Passing* column on p. 18, now it's not. Instead, I'm going to talk about one member of this Club: Anatoly Arutunoff.

Truth be told, I know very little about Toly – I know more "of" him. I know he's an interesting character who has been involved with the Club for many years – 53, to be specific. Over the years, I've received many letters for our *Rants & Revs* section from Toly. Some we printed, some we didn't – but the reason they always catch my attention is that he's one of only a handful of people who mails physical letters. Toly is not just an enthusiastic SCCA member. He's also known within the car collector and vintage racing world, even competing in the original Cannonball Run. That enthusiasm has led to features on him in *Auto Week* and *Vintage Racecar*, and the publishing of a book, *One Off: The Roads, the Races, the Automobiles of Toly Arutunoff,* where his reputation has continued to spread.

So it came as a shock to many when, on his way to the 2011 SCCA National Convention in Las Vegas, Nev., Toly was involved in a horrible accident. On Feb. 8, he stopped to help a stranded driver near Amarillo, Texas, during a snowstorm. At that moment, a vehicle lost control and struck him; the driver who hit him fled the scene without stopping, and Toly was left with serious injuries.

I followed his recovery through the Internet, but noticed the letters he often sent to *SportsCar* had stopped. Then, while working on the October issue, an envelope was deposited on my desk with the return address reading: Mr. Anatoly Arutunoff. I smiled, opened the envelope and was entertained to see that Toly was once again writing in with his commentary on the magazine and the Club.

Then, days before sending this issue to the printer, I spotted another envelope from Toly – this one was directed to the classifieds department. Being nosy (and probably breaking several federal mail laws), I opened the envelope to find Toly was submitting a small ad to run in the back of *SportsCar*. The ad read:

There aren't enough words to thank all you wonderful folks who sent me cards, prayers, best wishes and all kinds of good things after my accident. Wotta family! I'll see you at the next National Convention. Mucho thankee again. Toly

The SCCA is, indeed, a family, and Toly's letter shows that fact to be as true today as ever. And while I've never actually met Toly, I'm honored to be a part of the SCCA family that has brought us the likes of Toly and those he wants to thank.

Toly, we'll see you in March at the SCCA National Convention.

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#### **NOT FORGOTTEN**

In the November issue, I enjoyed the long and well-written piece about Sept. 11, 2001, from Rocky Entriken and his story of the events at the Tire Rack Solo National Championships that day. It was a great article about the SCCA spirit of competition. The writer makes the statement that only two SCCA folks died in the Sept. 11 attacks, and that they were from New Jersey. I would like to inform you that a well-respected member from the San Francisco Region, Carl "Max" Hammond, also died in his seat on UA Flight 175 when it hit the South Tower. Max was originally from Alabama and was an MIT researcher. He was also a Mustang man! He worked on the tech crew for San Francisco Region and flagged for some events at Infineon Raceway. This fine man will not be forgotten! Alan Mertens

Our sincerest apologies. We are deeply sorry for neglecting to including Max Hammond in the article.

#### **INSIDER INFO**

On the Roots page in the November issue, on the cover of the "10 years ago in SportsCar" text, that is my helmet on Gary Godula's head while Gary drives his Reynard 88FF C Mod car. Gary and whomever the photographer was (I'm thinking Richard James, but its been too long) had been working to get a set of remotely taken photos for some time during the 2001 season. The photo used on the cover was taken during the Solo test at Forbes Field leading up to the Solo National Championships. Gary used my helmet after doing a test run wearing his own, which was a little beat up and looked horrible. We co-drove that year with Gary winning CM and me finishing 12th, matching my Runoffs finish of 12th the previous season in my Reynard

88FF (there is a trend in there someplace). The helmet is actually painted like a globe, with the white on top being the polar ice cap! Just thought you'd enjoy a bit of inside info on the cover photo.

Bryan Cohn

#### **ONLINE VIEWING**

Thank you for offering *SportsCar* in a digital format – this is something we've needed for years. When I received the e-mail with the link to the digital version of the November issue, I immediately forwarded it to all of my friends who often wonder what I do on the weekends. And the fact that this was the Tire Rack Solo National Championships issue was even better – everyone got to see my name in print!

But while I like having access to the magazine digitally, my fear is that the magazine will go the way of my region's newsletter and become digital only – which I no longer read. While I can't say I read every page of every issue of SportsCar, I do enjoy receiving the magazine each month. And with my name appearing in Solo Nationals coverage, I'm going to keep the printed copy as a memory of my journey to Nebraska - something I can't do with my digital-only region newsletter.

John Cox



#### Letter of the month

If your letter is selected as the letter of the month, you will receive a free gift. This month, the gift is a pair of Teck 1-Z racing gloves from Alpinestars, featuring Nomex construction, pre-curved fingers, Velcro wrist closures with a straight cut cuff and FIA and SFI approval. For more information of Alpinestars, go to www.alpinestars.com.

Mail letters to: *SportsCar* Letters 16842 Von Karman Avenue, Suite 125 Irvine, CA 92606, or e-mail to sportscar@haymarketworldwide.com

#### Welcome to the Club

I want to take some time out to write this letter because of the amazing experience I had at my first SCCA event. In the past, I've done some drag racing on the test n' tune nights at Pacific Raceways, but I've always wanted to experience track driving.

My first time couldn't have been a more pleasant experience. I was enrolled in the beginner's Time Trials at Bremerton, and was a bit nervous. I ran a black flag twice, pulled off the track in the wrong spot and kept taking the double apex like it was my first

#### **BE PREPARED**

I hope you guys are going to remind the membership that come the 2012 Club Racing season, an SFI certified head and neck restraint is going to be required if you want to go wheel-to-wheel racing. As a scrutineer, I'm not looking forward to the

While making sure you have a legal head and neck restraint for 2012, you should also inspect your older existing equipment.

time driving a car. To put it lightly, I felt like I was making everu mistake possibly could. During the first practice session, one of the instructors called me to the pits and talked to me about what was going on out there. He told me that I was taking some of the turns a little rough and that he was going to put an instructor in my car. Immediately after the instructor got into my car, he told me exactly what I was doing wrong and how to correct it. He focused on making me a better driver so that I could begin to have some real fun. He immediately identified my driving style and I improved significantly in just three laps.

I didn't come as prepared as I had hoped, but once again, other SCCA members were there to help out right away. At one point, I had run almost completely out of brake fluid and another member just gave me a bottle without me even asking. I was impressed by the instant camaraderie and friendship out of the members – it definitely helped make my first time the best possible experience that it could have been.

Making the choice to join the SCCA was the best decision I ever made to help further my racing career. Joel Straight

conversations I have to have with unprepared drivers come the start of racing season. **Bob Pebble** 

Good point. Section 9.3.20.C.2 in the GCR states "Effective 1/1/12 the use of a head and neck restraint system certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device."

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# Late Breaking scca News • Comment



**CLUB RACING'S 2.5 RULE SUSPENDED** 

The Board of Directors has voted to suspend the Club Racing 2.5 rule (9.1.13 in the GCR) through the 2013 season – a rule that placed classes on probation, and ultimately eliminated them from the National racing program based on participation numbers.

#### As a result of this vote, Touring 3, which failed to meet the 2.5 minimum in 2010 and 2011, will continue as a National class for the 2012 season. In addition, classes dropped below the 2.5 cars per event average in 2011 (Showroom Stock C, GT-2, C Sports Racing, Showroom Stock B, Sports 2000 and GT-Lite) will not enter probation.

"In light of a number of changes over the last year to the Club Racing program, and more planned for the future, the Club Racing Board and the Board of Directors believe that it is in the best interest for the program to suspend the rule," says Bill Kephart, SCCA Planning Committee Chairman.

The Club Racing Board will continue to monitor class participation and manage classes with the ability to consolidate in the future.

## Fandozi receives Mark Donohue Award

Philadelphia Region's Kevin Fandozzi has been named as the 41st annual recipient of the Mark Donohue Award. Fandozzi was selected by the Road Racing Drivers Club (RRDC) based on his performance at the 2011 SCCA National Championship Runoffs, where he won Touring 3.

The award will officially be presented to Fandozzi during the 2012 SCCA National Convention on March 1-3, 2012, at the South Point Hotel, Casino & Spa in Las Vegas, Nev.

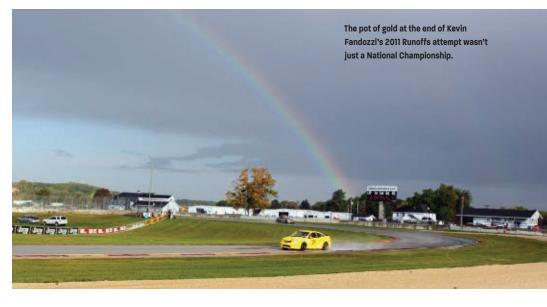
Fandozzi was selected to receive the Mark Donohue Award by the RRDC members attending or competing in the Runoffs. He was chosen not only because of his performance in winning his first National Championship in a close race under adverse conditions, but also because of his determination, sportsmanship, competitiveness and humility, the traits which best exemplify the spirit of the multitalented champion and road-racing legend for whom the award is named.

"Winning my first National

Championship is wonderful, of course," says Fandozzi. "But earning the Mark Donohue Award is beyond that."

Every year, the RRDC Mark Donohue Award trophy is an engraved glass top mounted on a special, racingexperienced wheel, provided through the efforts of an RRDC member. This year's wheel was donated by Chip Ganassi. It was mounted on the Target Chip Ganassi with Felix Sabates Lexus Riley that won both the 2007 and 2008 Rolex 24 Hours of Daytona races. In 2007, the car was driven by Scott Pruett, Salvador Duran and Juan Pablo Montoya. In 2008, RRDC members Pruett and Dario Franchitti co-drove to the win with Montoya and Memo Rojas.

EFF LOEW



#### \_\_\_\_\_



Joe Koenig's eye-catching BMW claimed a win in the Black Magic Shine Awards.

# **Racers Shine at the Runoffs**

A panel of judges had the daunting task of picking the best-looking cars within seven categories for the Black Magic Shine Award at the 2011 National Championship Runoffs.

This voluntary contingency program required little more than a sticker, and the ability to keep your racecar looking good during

the weeklong event. Each winner was awarded \$400, with second receiving \$250 and \$100 going to third.

The prize-winning cars can be see on the SCCA Facebook page at www.facebook.com/sccaofficial. The top finishers in each

category are:

## B-Spec goes pro in 2012

A new class, featuring a unique format, will enter the SCCA Pro Racing Pirelli World Challenge Championship in 2012. Touring Car B-Spec will run alongside the current GT, GTS and Touring Car classes at select events throughout the season. The B-Spec class will feature cars including the Chevrolet Sonic, Fiat 500, Ford Fiesta, Honda Fit, Kia Rio, Mazda2, Nissan Versa and Toyota Yaris. The cars will compete in the same trim as they compete in SCCA Club Racing, but in World Challenge the cars will be sporting Pirelli racing slicks.

The B-Spec class will run at three of the planned eight 2012 Pirelli World Challenge weekends, and teams and drivers will compete in a total of nine races contending for Drivers' and Team Championships. Touring Car B-Spec races are currently scheduled for Miller Motorsports Park on April 27-29, the

Chevrolet Detroit Belle Isle Grand Prix on June 1-3 and Mosport Int'l Raceway on June 22-24.

Touring Car and Touring Car B-Spec cars will run separate of the GT and GTS classes at Detroit, Miller and Mosport weekends. On the Saturday of each of the B-Spec race weekends, a 30-minute race will be held. After the race, a five-minute staging on pit road, followed by another 30-minute race. On Sunday, a 40-minute Touring Car/Touring Car B-Spec race will take place.



B-Spec cars like the one Brian Bogert ran at the Runoffs can now race in World Challenge.

- Production: 1. Jason Isley, Toyota Yaris, HP; 2. Jon Brakke, Mazda Miata, EP; 3. Charlie Campbell, Mazda Miata. FP
- Super Touring: 1. Joe Koenig, BMW M3, STO; 2. Eric Heinrich, BMW M3, STU; 3. David Pintaric, Dodge Viper ACRX. STO
- GT: 1. Mark Boden. Porsche GT3 Cup, GT-2; 2. Jeff Dernehl, Mazda RX-7, GT-3; 3. Kent Prather, Mazda Miata. GT-L
- Touring/American Sedan: 1. Andy Wolverton, Pontiac Solstice GXP, T2; 2. Andy McDermid, Ford Mustang, AS; 3. Chris Puskar, Honda S2000, T3
- Showroom Stock/Spec Miata: 1. Toby Grahovec, BMW Z4, SSB; 2. Luke Wilwert, Honda Civic Si, SSB: 3. Tom Brown, Mazda Miata, SM
- Formula: 1. Glen Cooper, RFR F1000, FB; 2. Charlie Schlismann, KBS MK VII, F5; 3. Dennis Marklein, Formula Enterprises, FE
- Sports Racing: 1. Corey Fergus, Carbir CS2, S2; 2. Steve Forrer, Ralt RT-41, CSR; 3. Brian Schofield, Spec Racer Ford, SRF

## Solo Roval Tour

The 2011 Tire Rack Solo National Tour season came to a close with a unique twist - the Oct. 29-30 event utilized the oval and road course at Nashville Superspeedway. "This was the first time in the 20-year history of the National Tour program that we have run a Tour on a road course," says Howard Duncan, Vice President of Rally, Solo and Special Projects. "The closest we have come to this previously has been airport taxiways, otherwise they have been run on traditional sites."

Even though a non-traditional event site was used, the event still featured the traditional elements found at tupical autocross events. This new event was well received by the 189 competitors in attendance, and more events of this type are being considered for the future, including the possibility of creating a Solo program based around the use of these locations.

#### ANNIVERSARIES

#### SCCA members celebrating 25-60 years

#### **60-YEAR MEMBERS** Charles Hassan 12/1/1951

55-YEAR	MEMBERS	
Edwin Kitow Jr.		12/1/1956
50-YEAR	MEMBERS	•

Bud Bossart	12 / 1 / 1961
Jerry Pacheco	12 / 1 / 1961
Tom White	12 / 1 / 1961

#### **45-YEAR MEMBERS**

inda Dent	12 / 1 / 1966
Albert Horn	12 / 1 / 1966
lean Morris	12 / 1 / 1966

#### **40-YEAR MEMBERS**

Ted Atkins 12 / 1 / 19	71
Jerry Bergman 12 / 1 / 19	71
Eddie Cadena 12 / 1 / 19	71
Ron Glaub 12 / 1 / 19	71
John Lennes 12 / 1 / 19	71
Tom Mankin 12 / 1 / 19	71
Ann McHugh 12 / 1 / 19	71
Greg Scharnberg 12 / 1 / 19	71

#### **30-YEAR MEMBERS**

Joe Camilleri	12 / 1 / 1981
Gloria Carr	12 / 1 / 1981
Susan Spragg	12 / 1 / 1981

#### **25-YEAR MEMBERS**

23-YEAK MEMBER	3
Brad Baer	12 / 2 / 1986
Patricia Baer	12 / 2 / 1986
Brian Blain	12 / 11 / 1986
Richard Butler	12 / 2 / 1986
Linda Cunniff	12 / 23 / 1986
William Cunniff	12 / 23 / 1986
Diane Davis	12 / 8 / 1986
Robert DeLoatch	12 / 16 / 1986
D. Dickinson Jr	12 / 19 / 1986
Richard Freshman	12 / 11 / 1986
Daniel Grace	12 / 16 / 1986
Julianne Grace	12/29/1986
Susan Green	12 / 30 / 1986
Andrea Griffith	12 / 23 / 1986
Gregory Grucella	12/29/1986
Stanley Hinds	12 / 8 / 1986
David Isselhard	12 / 11 / 1986
Eric Krueger	12 / 2 / 1986
Paul LeCain	12/22/1986
Robert Lentz	12 / 9 / 1986
Jim Linn	12 / 30 / 1986
Soren Loree	12 / 19 / 1986
James Marinangel	12/29/1986
Ann Massa	12 / 19 / 1986
John Massa	12 / 19 / 1986
Milton Mcpeek	12 / 12 / 1986
Bruce Miller	12 / 11 / 1986
Richard Murphy	12 / 10 / 1986
Lisa Noble	12 / 24 / 1986
Debbie Schmidt	12/30/1986
F. Schnoerr	12 / 24 / 1986
Erik Skirmants	12 / 24 / 1986
Jay Smith	12/30/1986
Douglas Snyder	12 / 2 / 1986
Lans Stout	12 / 15 / 1986
Gregory Subtelny	12 / 9 / 1986
David Trzeciak	12 / 24 / 1986
Thomas Wills	12 / 19 / 1986
David Zeckhausen	12 / 2 / 1986
Susan Zerlin	12 / 4 / 1986
Adam Zerlin	12 / 4 / 1986

## SCCA

#### Member benefits

The number and variety of special offers available under the SCCA Member Benefits program continues to grow. These partners continue to offer advantages to members under the program:

#### SPORTS CAR SCAN Making historical archives new for the digital world

Members receive a \$50 discount on digitally archived SportsCar magazines from Sports Car Scan.

is offering SCCA members a



promotional rate of up to 25 percent off a rental.

#### LINCOLN WELDERS

Lincoln Electric is offering a 20- to 30-percent discount on a variety of welding machines and plasma cutters.

SCCA members receive a 15-percent discount on Nissan Motorsports Parts from Nissan North America



Simpson Performance Products is offering SCCA members a 10-percent discount.

T-Mobile offering waived activation fees, savings on the latest devices,

free accessories and access to a trade-in program



For a full description of all the special offers included in the Member Benefits program, plus links to the participating companies, go to the "Members" area at **www.scca.com**.





# **VANTAGE**

ERIC PRILL SCCA Inc., Vice President, Marketing & Communications

## Take, but Give

I was having lunch with SCCA's Vice President of Marketing &Communications Eric Prill, and we were discussing a number of topics related to SCCA. He was telling me about growing up in a family that was very involved with the Club. As he spoke, I realized he had a great story and perspective that I thought should be shared. Therefore, I am turning over my monthly column to Eric to tell his story...

Jeff Dahnert

SCCA Inc., President and CEO

I HAVE A SOMEWHAT UNIQUE perspective in the SCCA National Office. Like many, I have a background with the Club, actually growing up at SCCA events with an active racing family. So, in addition to SCCA being

my occupation, it also continues to be my passionate hobby. During the week and on many weekends, I work with the dedicated office staff to provide the tools for racers across the country to enjoy motorsports. When I'm not working, I am a paying consumer of the very events that SCCA puts on.

Yep, I said it. I'm a consumer. I pay a fee for a service. OK, this may be an oversimplification of the typical racer-to-Club

relationship now, but we've migrated a long way from where we once were.

When I was growing up, my dad raced and my mom worked registration. Both volunteered to help the region in a variety of fashions, whether it was in an elected position or volunteer board. They'd put their time in at a given position and then take a few years off, knowing that they'd be back in the volunteer leadership force again at some point. This is a Club, and it's a Club run by its members. For my dad to have a place to race, my family recognized their responsibility to give as well as take.

Back then, there were regular monthly membership meetings to which my parents would go. I never really attended these. I often wondered what transpired. I assumed it was some pretty high-level stuff. But now, thinking back, I bet it was a little bit of region business and then a whole lot of storytelling, eating and drinking. Sounds like what I do with all my racing buddies on a regular basis. Good times, right?

I don't think my parents were out of the ordinary back then in the 1980s and 1990s. There was more of a sense of responsibility to the Club. There was more of a sense of community.

I see a growing number of "consumers" out there, taking advantage of the events offered by the SCCA, but not necessarily helping to ensure that

#### Race ready 370Z

Nissan Motorsports is making the road to SCCA Pro Racing easier by offering a race-ready Nissan 370Z for SCCA Pro Racing's World Challenge GTS. The 370Z Nismo RC is based on the popular street going version of the Z car, but includes an FIA-compliant roll cage and all the required parts to get you up to speed.

Weighing in at 2,954lbs, the Nissan 370Z Nismo RC features a Nismo race exhaust, tuned ECM, high-capacity clutch, flywheel, engine oil, transmission and differential coolers and a Recaro racing seat with six-point racing harness. A Sparco racing steering wheel and a revamped and race-ready carbon fiber switch panel finish the interior.

there will be an event to attend the next time. I'll admit it, outside of my day job, which doesn't focus on the events locally, I'm in that group. I just scratch a check and show up.

I was recently at a Kansas Region meeting. It was the year-end meeting where the officers for the following season are nominated. The "meeting" lasted about 15 minutes and then it was a social occasion. I talked to our Regional Executive and he was noting that he needed to find his successor for the year after next. After three years as RE, there were other things in his life that needed more attention. I stood among some fellow racers and he gave a sales pitch to get involved to our small group.

He's right. Whether it's giving a lot of time to serve in a region position such as RE, Treasurer or Solo Chair, or something with less of a time commitment like helping plan an individual event, helping with event setup or even manning the grill at a social function. We race in SCCA and this is "our" Club. We have a lot of control over the enjoyment we get out of it. So I will vow to take a more active role in my region locally. I invite my fellow participants to do the same.

I can already hear people saying why they can't. "I'm too busy." Have a friend or family member that isn't? Ask them to help out with your contribution. "I don't like the other people running the show." Invite your friends to join you. "I don't know/have nothing in common with the current leadership." Do uou like cars? I bet they do, too.

SCCA is one of a kind. From top to bottom, where policy is made, to the people putting on events locally, everyone is a member. I think we racers sometimes miss that. Sometimes we forget that we have not only the opportunity, but also the responsibility to be a part of the overall program.



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> The new pads are made by a process called Liquid Metal Forging<sup>IM</sup> - LMF<sup>IM</sup> - with elaborate reinforcing webs for the most rigidity in a single cell pad. They have a new Satin Finish and are flat to within just .010"





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#72594 w. LMF\*\* Satin Finished pads.



#### MEMBERSHIP DRIVE CONTEST

While membership always gets a spring boost, many of our Regions are currently experiencing solid growth! Congrats to the leaders and keep up the momentum! For complete details on the SCCA Membership Drive Contest, login to ams.scca. com and look under "Forms."

#### Referral Leaders for October 2011

NAME	REGION	RFRRLS
Warren Leach	San Diego	58
Julia Aebersold	Kentucky	37
Brian Ghidinelli	San Franciso	00 36
Gayle Jardine	Cal Club	31
Michael Adams	Tennessee	17
Allan Coy	Cal Club	15
Andres Rodriguez	Florida	15
Sydney Davis	Houston	14
Carol Deborde	Reno	13
Meg Meyer	South Jerse	J 11
Shari McCoy	Cincinnati	11
There are 1,823 additional members with at least one referral.		

#### **Region Leaders**

(Category based on 2010 year end membership)

REGION NAME	GROWTH		
RETENTION			
Jumbo Regions (1000+):			
Florida	6.5%	81%	
Detroit	1.4%	84%	
Atlanta	0.2%	78%	
Large Regions (40	01-999):		
Philadelphia	3.9%	79%	
Ohio Valley	1.3%	82%	
Medium Regions (200-400):			
Cincinnati	17.1%	85%	
Alabama	16.7%	75%	
Blackhawk Valley	8.8%	95%	
Small Regions (<	200):		
River Cities	63.2%	89%	
Red River	28.6%	82%	
lowa	16.3%	85%	



The SCCA National Board of Directors met in Topeka, Kan., Friday, Oct. 21 and Saturday, Oct. 22, 2011. The following members participated: Jerry Wannarka, Lisa Noble, RJ Gordy, Michael Lewis, Dick Patullo, John Walsh, Bill Kephart, Todd Butler, Bob Lybarger, Phil Creighton, R. David Jones, Robin Langlotz and Marcus Merideth.

The following SCCA, Inc. staff participated in the meeting: Jeff Dahnert, President/ CEO; Richard Ehret, Vice President Finance; Howard Duncan, Vice President Rally/Solo & Special Projects; Terry Ozment, Vice President Club Racing; Eric Prill, Vice President Marketing and Communications; Colan Arnold, Vice President Member & Region Services; Doug Gill, General Manager, Technical



FROM THE CHAIR

Chairman, SCCA Board of Directors

## Learning the Club

**THANK YOU!** Thank you for being a member of the Sports Car Club of America. Many of us get so tangled up in Club activities that we frequently forget to say thanks to our members for their interest and

support. In spite of economic uncertainties and competition from other motorsport sanctioning bodies, 2011 has been a pretty decent year. All of us can certainly point to something that could have been better, but such is life. This year there has been a lot of effort made in planning for the future by the Board of Directors, various Program Boards and the National Staff. Hopefully, many of these efforts will mature in 2012.

In addition to supporting some of these program changes, I have a personal objective in encouraging my fellow Board members to come up with some ideas that will increase the interest in our Club by the under 40 set.

We had two young people attend the Club Racing Forum at the recent NEDiv Mini-Con, which got a lot of us thinking. An interesting discussion resulted when one of our stalwart members asked both gentlemen the question of what brought them there. They both were quite candid in their responses to the question, but even more revealing were other comments they made. Basically, their comments can be boiled down into two categories: We are not very welcoming to new people (especially younger folks) and our programs are too complicated.

All of this got me thinking about my experiences as an active driver and steward. Let's face it, someone who is 25 has different interests and thinks differently than those of us receiving Social

Services; Aimee Thoennes, Executive

Erik Skirmants, President of SCCA

meeting on Saturday, Oct. 22, 2011.

The secretary acknowledges that these

minutes may not appear in chronological

order and that all participants were not

These minutes for SportsCar are a truncated

only motions. Full minutes are available in the

MOTION (Kephart/Walsh) that the Board of

Directors endorse the presented plan for

Club Racing including the pilot series to be

run in 2012 in Rocky Mountain, Southwest

waivers from the GCR and Ops Manual

and MiDiv and to instruct the staff to identify

version of the complete minutes, including

PLANNING COMMITTEE

present for the entire meeting.

December FasTrack.

Assistant; Peter Lyon, Risk Management.

Enterprises, and Tom Campbell, President of SCCA Pro Racing, participated in the

meeting. Bob Dowie, CRB Chairman; Jim

Wheeler, Member of the CRB; and Steve

Hudson, SEB Chairman participated in the

#### HOPEFULLY, MANY OF THESE EFFORTS WILL MATURE IN 2012

required to implement this pilot. Plan will be presented for approval to the Board of Directors at the December 2011 meeting. PASSED unanimously.

#### **MEMBER SERVICES**

MOTION (Merideth/Noble) to approve implementation of multi-year membership and multi-year licensing as presented. PASSED Unanimously.

#### **SOLO AND SPECIAL PROJECTS**

MOTION (Walsh/Jones) to approve Solo rules package as presented Appendix A. PASSED unanimously.

#### **CLUB RACING**

The following items have full detail in Appendix B of the minutes available in December 2011 FasTrack News.

**MOTION** (Patullo/Merideth) to approve the following rule changes to the GCR *listed with full detail in FasTrack*. PASSED unanimously.

**MOTION** (Merideth/Patullo) to accept the rule changes for Formula classes listed with full detail in FasTrack. PASSED unanimously.

Security. They couldn't care less about stories – especially those repeated every race weekend – regarding incidents that took place 20 years ago.

How many times do we walk up to a younger member, thanking them for being there and asking if we can help them with anything? Younger drivers tend to have some sort of network that gets them to the track, but not so with our volunteer workers. I think that it is important that we take the initiative to interact with them, not them having the responsibility to interact with us.

And we have to have the most complicated system of functional management of any organization on earth. Our programs sort of make the Federal Government look like a beginner. Topics like the GCRs, CRB, SEB, RXB, Operations Manuals, Bylaws and the road racing steward organization with its Chief Steward, ACS operating, SOM, Safety Steward, etc., make our programs quite confusing to a new member.

A forthcoming issue of *SportsCar* will be dedicated to "What is the SCCA," and is intended to be an encyclopedia of what the SCCA and its programs are. While this is a good first step, it should be considered a guide and a tool to explain who we are to new and perspective members. But, in the end, there is no substitute for a smile and a welcoming attitude displayed to a new member.

**MOTION** (Kephart/Creighton) to not accept the motion #3101 for FB *listed with full detail in FasTrack*. PASSED Unanimously.

MOTION (Merideth/Patullo) to accept the rule change #3577 for F500 *listed with full detail in FasTrack*. PASSED Unanimously.

MOTION (Merideth/Patulio) to accept the rule changes #5444 and 5499 for Grand Touring *listed with full detail in FasTrack.* PASSED Unanimously.

**MOTION** (Patullo/Merideth) to accept the rule changes for Improved Touring *listed with full detail in FasTrack*. PASSED Unanimously.

**MOTION** (Patullo/Merideth) to approve the rule changes to Super Touring *listed with full detail in FasTrack*. PASSED Unanimously.

**MOTION** (Patullo/Merideth) to approve the rule changes to Production *listed with full detail in FasTrack*. PASSED Unanimously.

MOTION (Patullo/Merideth) to approve the rule change #3808 to American Sedan *listed with full detail in FasTrack.* PASSED Unanimously.

MOTION (Patullo/Merideth) to approve the rules changes to Showroom Stock and SSC listed with full detail in FasTrack. PASSED Unanimously.

MOTION (Patullo/Merideth) to approve the rule changes to Spec Miata *listed with full detail in FasTrack*. PASSED Unanimously.

MOTION (Patullo/Merideth) to approve the rule changes in Sports Racing, CSR, Touring and Spec MX-5 *listed with full detail in FasTrack*. PASSED Unanimously.

MOTION (Patullo/Merideth) to approve the car reclassifications in Improved Touring and Production as *listed with full detail in FasTrack*. PASSED Unanimously.

**MOTION** (Patullo/Walsh) to approve the rule change #4350 to the GCR *listed with full detail in FasTrack*. PASSED 10-3. Opposed Gordy, Merideth and Jones.

**MOTION** (Walsh/Creighton) to approve the following rule change #2673 to the GCR *listed with full detail in FasTrack.* PASSED. 12-1. Opposed Langlotz.

MOTION (Patullo/Merideth) to approve the following rule change #4668 to the GCR /isted with full detail in FosTrack. DEFEATED 3-10. Opposed: Lybarger, Jones, Langlotz, Wannarka, Walsh, Lewis, Kephart, Butler, Oreighton.

**MOTION** (Kephart/Noble) to approve the following rule change #5204 to the GCR *listed with full detail in FasTrack.* PASSED unanimously.

MOTION (Langlotz/Creighton) to waive GCR section 1.2 Section D in Appendix B to allow the Atlanta Region to sanction three national events in 2012 as presented in the Briefing Book. PASSED. Opposed Merideth, Gordy and Lewis. Abstained Wannarka.

MOTION (Langlotz/Creighton) to waive GCR section 1.2 Section E in Appendix B to allow the Atlanta Region to hold three national events at Road Atlanta in 2012 as presented in the Briefing Book. PASSED. Opposed: Merideth, Gordy and Lewis. Abstained Wannarka.

MOTION (Kephart/Butler) to accept the GCR changes needed to support the Super Tour, specifically item 3.1.2 and 3.9.3. PASSED unanimously.

MOTION (Patullo/Lybarger) to delete the language in GCR Section 3.1.7 requiring Board approval for Rationals. PASSED unanimously.

MOTION (Gordy/Lybarger) To suspend the 2.5 rule for two years (2012 and 2013 seasons) and allow the CRB, with Board approval, to manage the National classes. PASSED 9-3-1. Opposed: Langlotz, Patullo, Lewis. Abstained: Wannarka.

MOTION (Jones/Langlotz) to approve exceptions to GCR scheduling requirement in order that Houston Region, Lone Star Region and Texas Region each be allowed to hold four Nationals during the 2012 season. PASSED 11-0-2 Opposed none; abstained Wannarka and Noble.

MOTION (Kephart/Creighton) to approve exceptions to GCR scheduling requirement in order for Colorado Region and Continental Divide Region be allowed to hold four Nationals during the 2012 season. PASSED 9-0-4 Opposed none; abstained: Lybarger, Wannarka, Noble, Butler.

## Runoffs Champ Heads to Baja

After winning Super Touring Under at the National Championship Runoffs in September, the next step for Joel Weinberger was a trip south of the border for the 44th Annual Tecate SCORE Baja 1000.

Winning the STU Championship on BFGoodrich tires gave Weinberger a seat in the storied race, where he will join five other drivers as part of the BFGoodrich Tires/Wide Open Excursions Baja Challenge team. Joining Weinberger are Andrew Comrie-Picard, Brad Lovell, Bud Brutsman, Kule Tucker and Roger Lovell.

"Winning my class at the Runoffs was a special moment for me," says Weinberger. "I was able to celebrate the win with my father, a 50-year SCCA member. He is responsible for getting me into racing. Joining BFGoodrich's Baja Challenge team was the icing on the cake. I can't wait to get to Baja and pre-run with my teammates and see if we can pull out a victory."

This is the second year BFGoodrich has offered this contingency program. Last year, T3 National Champion Chad Gilsinger was the recipient of the trip.

#### ERRATA

■ Last month, we listed the winners of the Super Sweep award, but we accidentally left one winner off the list. 2011 Showroom Stock C Runoffs Champion Mark McCaughey also managed the difficult feat by winning the key VIRginia Int'l Raceway, claiming his divisional championship, winning the SSC National Point Standings and wrapping that up with the Runoffs title – all in SSC. We apologize for the error.



2011 Super Sweep winner Mark McCaughey.

■ In the December issue *Roots* page, we accidentally swapped "10 years ago in *SportsCar*" and the "25 years ago in *SportsCar*" text. While Scott Sharp isn't old, we're pretty sure he's not 28.

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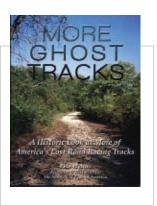
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# Pobst Position

#### Randy Pobst

2003, 2007, 2008 and 2010 World Challenge GT Champion

#### YOU MACHO TYPES WILL NEVER BE ABLE TO PULL THIS OFF 99

#### **Judo Passing**

ust as in the martial art of judo, we can use an opponent's momentum against him. Passiveaggressive passes. Strategic passes, as opposed to barging, banging and swapping paint. Smart passes. Judo passes are accomplished without contact and, properly done, are smooth and easy. The passer drives right by, while the one being passed watches helplessly, without the anger and revenge generated by aggressive assaults. Judo passing is one way old pros reduce crashing, long term. Team owners like reduced crashing (well, the smart, business types do). You know how some drivers just seem to get hit a lot? They need more judo.

Judo pass at the end of a straight: The guy or gal behind has a draft, and maybe a little more power. He's got a pretty good run on you, and you know he's about to pull out to pass as you approach the braking zone. It looks hopeless, but it is not over yet. As he gets close, keeping your position is all about timing. Before he gets his nose inside, begin to ease over (you get one move), just a car width or two. *Ease* over, I said. No jerking, Jerk. We're sucking him in. You macho types will never be able to pull this off. We're talking finesse here.

It will be impossible for him to resist continuing the attempt, and he will move, too. He has momentum. We are using it to pass him. You are appearing to defend the corner, appearing to be trying to hold him off, while the fact is you have no intention of preventing his pass. The plan is to take him on the exit, and make it stick.

Getting him a little inside makes a *big* difference, friends. If you see someone miss an apex by 10 feet, how fast are they? Also, the pavement is dirty inside, tires do not stop as well, there's not much traffic in there. Also, and this is the kicker, the passer had a draft, so he's got a couple miles an hour more than normal. These three factors combine to great effect; line, traction and entry speed. Make that four. He has that *momentum*: the momentum of a direct frontal attack.

The result? The other guy gets in hot. You take him almost as deep as

you can, but you must time your move exactly to make it work. Do not go all the way deep, but as deep as you can to suck him in. At exactly the right moment, brake 90 percent of capacity and move all the way back out to the regular wide line. You are not going quite straight, and the car inside will be in the way at your track out, so brake a little longer, turn a little later, apex a little later; this is why you must brake a little early.

While the attacker is still slowing, you are going back to power, and the passer now becomes the "passee," as you drive right by on the exit, smiling. If he's new, he's probably cursing you for cheating up your power – but that isn't why you're passing him. It's judo. And it's even more effective if the next corner is the same direction, because you are inside and can finish him off there.

Unlike in the movies, kids, a good pass on a strong opponent takes a long time. A strong opponent will counter this move by staying close beside you and braking early, over slowing the apex to stay in your way. That's when you take 'em around the outside, especially if the next corner is the opposite direction. Consider also that this will slow you both down. This strategy works best for a one-position or last-lap fight. The cars around you will gain on you. Consider also how far ahead you must think to create this pass. Shoot, it took me an entire column just to scratch the surface!



Just because someone gets the inside line

when going for a pass

doesn't mean you can't use judo to get

the spot back.



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#### Cincinnati Region's Todd Cholmondeley – Great Lakes Division Worker of the Year

odd Cholmondeley is a hardcore flagger and a great salesman for the Club. His is an elevator mechanic by trade – and I'm not going to say it. He doesn't know the source of his love of racing. He just knows it is there. "My parents had no interest in it. I'd watch it on the *Wide World of Sports.* And I'd nag my dad to let me watch the same day tape delay of the Indy 500."

Born and raised in Cincinnati, it wasn't until 1990 that a co-worker urged him to go along to watch a race at Mid-Ohio. In 1997, he went to the National Championship Runoffs and stopped by the SCCA booth. A really good corner worker was recruited that day.

His first day was at a Driver's School at Indianapolis Raceway Park and the weather was frightful. He had a ball. "I had Joe Hennies as my Corner Captain one day and Tom Phillips the next. They set a high bar in how to relate to new recruits. They were great with me. I felt they really cared about me as a person."

When Joe asked him to come out to Mid-Ohio to meet some of the F&C people there, he jumped at the chance. And he never forgot the way they treated him. "It really is a thrill to play in traffic. I get in free and I'm close to the action. But you come back because of the relationships you created. I've made a lot of great friends over the years."

One of his corner buddies is his son Matt. Todd says Matt connected to the role very early on. By age 12 he had his own set of flags to play with and insisted on his own sets of whites. Now 17, this year Matt flagged at Laguna Seca when the family was out that way on vacation. And he also flagged the Indy Moto GP. "He is very detail oriented on the corners and he stays very much in focus. Sometimes when he was younger he'd be near enough that I'd hand him the phones and tell him to call in an incident. I'd tell him to tell them what he saw. He was good at it."

(left) to move from the grandstands to the corner stations. but now that he has, the Club is better off for it - and now he even flags with his son, Matt (right). In recognition for his hard work, Todd was presented with the **BFGoodrich** Tires Worker of the Year for the Great Lakes Division at the 2011 National Championship

It took awhile for

Todd Cholmondeleu



Runoffs.

Todd says the key to working with "newbies" is to keep them relaxed. He reminds them that it is going to take some time to get into the swing of things. "It is a serious thing we do but we have fun as well. I go over the yellow and blue flags and I get them to track the first five cars and the last five. After a while they pick up the rhythm." He says he looks them up at the end of the day and chats with them about other stuff. "I want to get to know them as people. I want to make a friend."

Cincinnati Region grew by 15 percent in the last year, and it's no a surprise that Todd is involved with that as well. They do car shows and look for interested folks. "It is all about the personal connections," he says. He mentions a gentleman he met during a PDX session during the course of a regional event. "He was sitting by himself at lunch so I sat down and we talked. He was going to go home after the performance driving session was over but I told him he could hang out and work corners with us. He is now a nationally licensed F&C worker and he got into racing karts." When Todd ran into him recently, his new friend disclosed that he was considering buying a Spec Miata. "This is all your fault," he said.

Todd gravitates toward regional events rather than the proverbial big weekends. "At these events you meet the core group that is the heart and soul of the F&C group that supports the region. Sometimes I work pro events, too. But I like to go where I'm most needed."

He got a call to work a race at a Gingerman race that was being put on by Indiana Northwest Region, a small region putting on its first road race in years. They were going head to head with the ALMS race at Mid-Ohio. "Matt and I went up and, although the workers were stretched tight, we made it work. It was a nice quiet weekend rather than a circus."

When he heard that he had been selected as the BFGoodrich Tires Worker of the Year for the Great Lakes Division, he was shocked. "This is so cool. It is a tremendous honor, but I'm just doing what's fun." <sup>()</sup>



#### **66** IT IS A TREMENDOUS HONOR, BUT I'M JUST DOING WHAT'S FUN **99** Todd Cholmondeley

\_\_\_\_\_

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# FIST GOOL BY R.A. MCCORMACK PHOTO DENNIS VALET

#### Sam Beasley has big plans, and he's well on his way

am Beasley had just turned 17 when he ran his very first SCCA race in March of 2011. It was a Double National at Mid-Ohio in a Formula Enterprise car prepped by Jay Motorsports, his first time in a winged car with slicks. He qualified on the pole both days and finished second in the race each day. The only man who could beat him? Scott Rettich, the 2010-'11 FE Runoffs National Champion.

A fluke for this youngster, you say? Well, no. At the BeaveRun National he took the pole, the win and broke the FE track record. At the Nelson Ledges National, he did the double again: pole and win. Alas, what looked to be a storybook rematch with Rettich at the Runoffs was not to be, as his car was never right. He qualified ninth and finished sixth in his first go at Road America.

Beasley has also dabbled in the SCCA Pro Racing F1600 Formula F Championship Series, driving the double race weekends at VIR and Mid-Ohio. He took a pole and a second in qualifying at VIR, then was third and sixth on the grid at Mid-Ohio, but finished well back in the field at both events, candidly citing his lack of experience in the car.

The reason for this limited formula car exposure is because Beasley is currently splitting time between the SCCA and WKA national kart racing under the care of Eric Jones of Kartsport North America. His WKA results are nothing short of astonishing, with triple crowns (winning three different national class championships in one year) for three years in a row (2009-'11), a feat never before accomplished in the WKA. In both 2010 and 2011, he was runner-up at the U.S. Rotax Max Challenge Grand Nationals in the Senior class, and was invited to represent the U.S. as one of the 72 drivers from more than 30 countries who compete in the year-end Rotax Max Challenge Grand Finals, held last year in Italy and this past November in Dubai, the glittering capital of the United Arab Emirates.



#### **CERTAINLY HAVE A PASSION FOR MOTORSPORTS 99** Sam Beasley



Sam Beasley is a thirdgeneration SCCA racer, and he has no plans on letting down his family name. For being selected as this month's First Gear member of the month, Sam will receive a \$200 gift certificate to SafeRacer.



But you will be hard pressed in conversation to get any of this dazzling results information from Sam Beasley. He is laid-back and soft spoken. His record comes out quietly, in response to specific questions. Part of this is because, as the third generation of his family to successfully compete in motorsports, winning is what you do, isn't it? What's the big deal?

Actually, it's a pretty impressive deal. Sam provides a quick family thumbnail of SCCA accomplishments: "My grandpa, Al Beasley, who is now 83, was the first to start racing in SCCA," recounts Sam. "He won championships in 1986 and 1988, both in C Sports and D Sports Racing. After that, my father, Ben, won championships in C Sports Racing in 1998, 1999, 2001 and 2002, at which point he retired from competition to concentrate on his business, Beasley Composites. My uncle, Al Jr., also won two championships in C and D Sports Racing in 2000."

"Like them," Sam continues, "I certainly have a passion for motorsport and I like being involved in it. My family was definitely responsible for introducing me to the sport."

Kart competition began when Sam was about 12, so he was not out there in diapers. In fact, Sam's motorsports interest was preceded by his interest in classical piano, which began when he was about 7 and continues to this day. One of the hidden ingredients in Sam's success has been home schooling since the second grade by his mother, Claudia, who holds a teaching credential and keeps Sam's nose to the textbook. Scheduling flexibility here has allowed Sam to compete in 20 to 30 karting events in a year and travel to kart tracks all over the world.

Sam currently works part time for his father, who in addition to manufacturing fiberglass bodies for drag bikes and motorcycles, is also an Arrow kart dealer. But his future plans are unequivocal: "My main goal is to become a championship-winning IndyCar driver. My other goal is to have a successful family life. I believe it is important to have a good work [and] life balance."

The loss of one of Sam's mentors, Indy 500 champion Dan Wheldon, in the final IndyCar race of 2011, was a shock, but Sam's thoughts here are a reflection of his character. "I had the privilege of racing with Dan for two seasons in karts and was able to be on the same team as him for one of those years," says Sam. "It may take a lot of skill and talent to win races, but it takes twice the amount of both to win the respect and admiration of fans and fellow drivers, which he certainly managed to do. It was truly an honor to have known him."

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#### PRO RACING

One of SCCA Pro Racing's most visible series is the Pirelli World Challenge, which kicks off its 23rd year of competition in 2012.



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From World Challenge to MX-5 Cup to Pro SRF and beyond, we take a look at what it took to taste victory in SCCA Pro Racing's top series in 2011



t's possible for some members to forget there is a self sufficient, professional racing division of the SCCA. But in 2011, SCCA Pro Racing sanctioned more than seven separate, professional racing series at tracks from St. Petersburg to Mosport to Mazda Raceway Laguna Seca, and a ton of circuits in between. Some of the series you'll be familiar with, while others you might not know existed. On the next 20-some pages, you'll find an insider's look at those series, with interviews of the drivers who battled all season to take home the coveted SCCA Pro Racing Drivers' Championship.

First up in our coverage of the 2011 season is the Pirelli World Challenge. This production-car-based series is comprised of three classes: GT, GTS and Touring Car. All three classes are very distinct, but what most people will notice is that GT cars are insanely fast, highly modified cars with up to 525hp, GTS cars are sports cars that are a little slower with around 400hp and Touring Cars are mostly compact cars with up to 260hp. This series has been around for more than 20 years, draws in some of the best names is racing and offers wheel-to-wheel sprint racing action that kicks off with a heart-pounding standing start.

Next up is the historic Trans-Am Series. This is SCCA Pro Racing's oldest series, with its roots coming from the 1960s. Some of the biggest names in racing have competed here, like Parnelli Jones, Dan Gurney, Sam Posey, Mark Donohue, Tommy Kendall, Scott Pruett and Boris Said – and the drivers competing today are proving that you still need some serious guts if you want to spray champagne at the end of the race.

Originally, Trans-Am featured multi-class racing, but in the 1980s, the series dropped to a single class. In 2011, Trans-Am returned to its roots, and come September, champions were crowned in Trans-Am, Trans-Am 2 and Global GT.

The Playboy Mazda MX-5 Cup just wrapped its sixth season of intense racing. This series not only sees competitors battle in spec MX-5 racecars for the overall championship, but Mazda also rewards the Driver's Champion with a ride in another professional series as part of the Mazda Ladder System. This year, MX-5 Cup Champ Mike Cooper was piloting an MX-5, but thanks to this series, he's on his way to racing a Mazdaspeed3 in the 2012 Continental Tire Sports Car Challenge.

2010 saw the return of the classic Pro SRF series, and the introduction of Pro FE. These series are based around spec racecars produced by SCCA Enterprises, and have had notable success over the last two years. This season, however, saw something spectacular: one driver swept both series. In fact, that same driver nearly had a perfect season in Pro FE. To find out who it was, flip to p. 44.

The final series wrap-ups in this issue are the F2000 Championship Series and the F1600 Formula F Championship Series. F2000 utilizes similar rules to the Formula Continental Club Racing rules, while F1600 sees Formula F Club Racing cars, both Ford and Honda powered, with minimal modifications competing. The F2000 series has proven itself to be one of the premier open-wheel series that drivers around the world want to win, and the new-for-2011 F1600 series is quickly doing the same.

If you're reading all of this and getting inspired to go pro racing, you might be pleasantly surprised to find out that it's easier than you think. If you're Club Racing in Formula Enterprises, Spec Racer Ford, Formula Continental, Formula F, GT-1, GT-2, GT-3, Improved Touring, Touring or Spec MX-5, your car possibly slots right into one of these series with minimal modifications. But don't be fooled – while turning a wheel in a professional racing series may be attainable, winning is another story.

For 10 of those stories, flip the page and start reading...  $\bigcirc$ 

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he 2011 racing season was the 22nd consecutive year for SCCA Pro Racing's flagship Pirelli World Challenge Championships. Unlike most competitions with "World" in their name, the World Challenge series has a fair claim to the term. Production automobiles from every major auto-making nation in Europe, Asia and North America compete head to head in this series – with the playing field kept scrupulously level through the efforts of Pro Racing's technical staff and adjusted in advance of each event to promote close racing.

The result is a series where the championship is not a foregone conclusion by the third event. In each World Challenge class this year, the season champion won no more than 5 of the 12 races in the series, and each class had several close contenders. The different attributes of each racing circuit favor different drivers and cars and the

World Challenge scoring system awards points not only for finishing position, but also for laps led in the races and for qualifying positions. This requires drivers to take a long view of the season. Along with the wide range of competitive manufacturers, the nature of the competition makes World Challenge arguably the most interesting professional production car racing series in North America.

World Challenge is divided into three competition classes. The GT class allows the most modification from stock and the most power on track – up to 525hp. The GTS class was created for the 2010 season, and provides a mid-level option for teams that may not want to enter the wild GT class. Many GTS cars closely resemble Touring cars from the 2008-'09 seasons, when more performance enhancement was allowed.

World Challenge's Touring Car (TC) is very close to a professional Showroom Stock series. Allowed power output ranges from 180hp to 260hp, placing most modern sport compact cars squarely in the sweet spot for TC competition.

The core of the World Challenge

#### 66 I KNEW THE CAR WAS PUT TOGETHER WELL AND IT WAS JUST A MATTER OF GOING TO WORK 99

Patrick Long



competition adjustment program is the REWARDS System, which stands for Rewarding of Equalizing Weight Assigned to Reduce Driver Sensitivity. REWARDS works by adding or subtracting ballast weight in each car based on the finishing position of that driver in prior races. In short, if you finish well, you can expect to be heavier next time up to a season maximum of 7 percent in the GT and GTS classes, and up to 5 percent in the Touring class. Conversely, if you finish at the back of the pack, you'll be lighter (and presumably more competitive) next time.

From a driver's perspective, the big change for the 2011 World Challenge series was the shift to a true racing slick tire – the Pirelli P Zero. Reaction among drivers was generally positive, in the belief that a true racing tire offered better racing action. In preseason testing, the new tires improved lap times from three to four seconds across the board.

For 2011, several exciting new cars also entered the series, including the Cadillac CTS-V Coupe, which made its debut with Cadillac's return to the GT class. Also new in GT was the newly redesigned all-wheel-drive Volvo S60, which debuted in April at Miller Motorsports Park. The Ford Boss 302 Mustang was new – and the car to beat – in GTS. The turbocharged Volvo C30 was new in Touring Car as the latest effort from last year's GT champions K-PAX Racing.

The 2011 World Challenge season included 12 races spread across eight events, from the Streets of St. Petersburg in March through the Petit Le Mans weekend at Road Atlanta at the end of September. Between those two events, the series visited the Long Beach Grand Prix, Miller Motorsports Park in Utah, Mosport in Canada, Mid-Ohio, Infineon Raceway and Mazda Raceway Laguna Seca, most often running with IndyCar or ALMS.

#### GT

After a three-year hiatus, the Cadillac factory team returned to World Challenge in 2011 with a raceprepared version of its CTS-V Coupe prepared by Pratt & Miller. Pratt & Miller also operate the Corvette Racing team in ALMS. Three-time ALMS Champion Johnny O'Connell and 2005 World Challenge GT Champion Andy Pilgrim were tapped for driving duties.

In addition, last year's GT champions at K-PAX Racing returned with a pair of new all-wheel-drive Volvo S60 sedans. The new cars were

# SPORTS EV JEFF ZURSCHMEIDE CAR VAARS



The 2011 SCCA Pro Racing World Challenge Championships

Patrick Long can now add a World Challenge GT Drivers' Championship to his impressive professional racing résumé.

introduced at the fourth round of the year's series, held with the NASCAR K&N races at Miller Motorsports Park in Tooele, Utah. Last year's GT Champion Randy Pobst was back behind the wheel, along with Alex Figge, who brought a long sports car racing résumé to the series.

But it was Patrick Long, racing the TruSpeed/Privacy Star/Entrust Porsche 911 GT3 for TruSpeed Motorsports who brought home this year's GT Drivers' Championship. Long is a Porsche factory driver who also competes in the ALMS series. With only one prior World Challenge

#### PRO RACING

start in 2006 to his credit, Long placed his Porsche on the pole for the first race and outside front row for the second, winning both events after pitched battles with Pobst in the Volvo, Mike Skeen in a Corvette and James Sofronas in a Porsche. The victories are all the more impressive because Long had no testing time in the car before the actual event.

Morgan that morning," said Long. "I had flown in straight from the Nurburgring, and I didn't know what to expect. Showing up sight unseen and jumping into the car made it a wild weekend. I knew the car was put together well and it was just a matter of going to work."

St. Petersburg largely set the stage for GT throughout the year. Pobst, Sofronas and Skeen shared the front end of the race with Long, battling hard and trading places as the fast GT cars worked through the traffic created by the slower GTS and Touring cars.

"The multiple class structure adds an endurance element to the track and to the race series," explains Long. "I think it's a lot of fun, but it's certainly challenging, especially on a street course. It's unbelievably busy, but I have a lot of respect for the GTS and Touring Cars who have their own battle going on."

Across the continent a few weeks later, the Long Beach Grand Prix showed Long that the championship wasn't going to come easily. After qualifying on the pole, Long was

assessed a stop and go penalty he earned during the standing start, which dropped him from third place to 12th in the early laps of the race. Long made it back to fifth before the checker fell

"Long Beach was our best event from a pace standpoint, but what happened was that I had neutral displayed on my dash even though I was in gear. As a precaution to make sure I didn't stall or not move at the start and potentially create a huge pileup, I crept forward to make sure I was in gear. I didn't know that the rule was that there's no movement allowed. The penalty was what I should have been given based on the rules of the series, but I think the rules are totally backward. I came back to a complete stop and I never passed the line," Long said.

Brandon Davis took the Long Beach win in the ACS Express/Sun Micro Ford Mustang Cobra after a great race with Jason Daskalos in the Dalsin Developments Dodge Viper and Sofronas in his GMG Porsche.

From Long Beach, the series moved on to Miller Motorsports Park, but Long had commitments with Porsche in Europe that forced him to miss the event. Daskalos claimed the GT class and overall win in his Viper, followed by Sofronas, who took over the points lead for the GT championship in Long's absence, and Tony Gaples in the No. 11 Kleinschmidt/Blackdog Speed Shop Chevrolet Corvette.

Illustrating that the standing start used in World Challenge can

Jason Carter's performance was good enough for him to take home the GT Rookie of the Year title.



be a make or break moment, both Pobst in his new Volvo S60 and Andy Pilgrim in the Cadillac Racing CTS-V Coupe stalled on the front straight at the start, and Pobst was hit from behind by Chris DeSalvo in the GTS class Rehagen Racing Ford Mustang GT and taken out of the race. Pilgrim was shuffled to the back of the pack and worked hard to claim a fifth-place finish.

From Miller, the series headed north to Mosport in Canada where World Challenge was the headline race of the weekend. Long's hard luck streak continued with another fifth-place finish in the first race, but he fought back for a second-place spot in the second race of the weekend.

Mike Skeen drove his Corvette Z06 to the GT win in both races. In the first race, Johnny O'Connell put the Cadillac CTS-V Coupe in second place, with Daskalos in the Viper in third. At the end of the second event, Skeen and Long shared the podium with O'Connell. Points leader Sofronas finished fourth in the first race and seventh with alternator troubles in the second, maintaining a slim points lead on Long.

"The Corvettes were in a league of their own this weekend and, quite honestly, I think the Cadillacs were pretty darn good as well," Long said. "It was about getting a start and putting the pressure on Skeen as much as I could in traffic, but I knew it was inevitable, once there was a bit of a break, that we were going to have to maintain second and try to put points

# **66** YOU CAN'T JUST GO OUT THERE AND BANZAI THE LAST LAP **99** Patrick Long

#### between James [Sofronas] and I."

As the summer really got going, rounds seven and eight came up at Mid-Ohio raceway. Alex Figge brought home the first win for Volvo, starting third against Long's pole position, but grabbing the lead at the standing start. Long and Sofronas completed the podium for the first race.

"It's been a thrash for the guys, and if everybody saw the state these cars were in not too long ago I think they'd be surprised that we even made the weekend," said Figge.

The pole position and second-place finish in the first race of the Ohio

# "I only met Rob and Charles



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doubleheader were worth enough to put Long ahead of Sofronas in the season points chase, but only barely.

For the second race of the Mid-Ohio weekend, Johnny O'Connell, claimed the win for Cadillac after last lap contact between Figge in his Volvo and the Corvette of Mike Skeen took both drivers out of podium contention. At the flag, it was Patrick Lindsey's CRP/Hawk Chevrolet Corvette in second place and Pobst bringing up third in the Volvo. Long finished fourth, extending his points lead in the series.

Back out west at Infineon Raceway, Long finally broke his streak of bridesmaid finishes and found the top step of the podium in both races of the doubleheader in Sonoma. But the result in the first race was far from certain, as Pobst led the race until his Volvo was sidelined with electrical problems. Pobst ran right between polesitter O'Connell and Long on the outside pole at the start, and gave up the lead four laps later when he was forced to pit. O'Connell and Skeen rounded out the podium for the first race.

Long placed his Porsche on the pole for the second race at Infineon, where the qualifying grid was based on the fast lap times from the first race. He translated that pole into a weekend sweep for Porsche. The podium for the second race included Andy Pilgrim in second place with the Cadillac and Sofronas in third in his Porsche.

"World Challenge rewards you for laps led and qualifying as well [as finishing position], so you really have to put a complete weekend together," said Long. "You can't just go out there and banzai the last lap. It's all about consistency."

One of the final events of the season took the series to Monterey for a run at Mazda Raceway Laguna Seca, where Long finished fifth but earned enough points to place a mathematical lock on the GT Drivers' Championship, as well as the team championship for TruSpeed and the Manufacturers' Championship for Porsche. Skeen took the win in his Corvette at the historic horsepower course, with Pobst in the Volvo taking second position and Patrick Lindsey bringing up third in his Corvette.

At Road Atlanta, World Challenge shared space with the Petit Le Mans season ender for the ALMS series, and the final win of the season was claimed by O'Connell in the Cadillac, followed by Skeen in the Corvette and Pilgrim in his Cadillac. Long finished fifth and celebrated his successful season.

"With all the uphills, I knew that Laguna and Atlanta would be tough for the Porsches, especially carrying the max REWARDS weight of over 200lbs," said Long. "It was pretty rough going, but we're elated that we made it to the end. We had to put points on the board and finish every single lap."

#### GTS

2011 was the sophomore year for the GTS class, made up of midperformance cars and some of the more highly developed Touring Cars of 2008 and 2009.

"In GTS, our goal is to limit the cost of the class to somewhere in the \$100,000 range," series Technical Manager T.C. Kline explained prior to the start of the season.

#### **BEAT THE BOSS**

THE FORD BOSS 302 Mustang replaced the previous FR500S Mustang (also used in the Mustang Challenge pro series) for 2011 in World Challenge GTS. According to SCCA Pro Racing in preseason announcements, Ford worked with the series technical staff to make the Boss the benchmark for the GTS class, going so far as to produce 25 special edition Boss 302 cars as part of the Ford Racing Performance Parts program. The cars sold for \$79,000 apiece.

Each of the specially produced Mustangs was delivered with an identical 5.0-liter Boss 302R engine and 6-speed transmission. The special edition came with a vented fiberglass hood, splitter and adjustable wing. The cars were also delivered with a six-point roll cage, adjustable suspension and a purpose-built interior featuring racing seats and quick-release steering wheel. Buyers had a choice of white or orange paint.

"The target performance level for GTS is the Ford Boss 302, but we want to see the Porsche Cayman, Nissan 3702, BMW M3 and Z4," said series Technical Manager T.C. Kline at the 2010 PRI show. "We want to see them be able to compete on a level playing field. We are working with Ford to develop a restrictor program to make sure we don't have an over-dog car in the Boss 302."

The Boss 302 may not be an over dog when compared to other Mustangs in the class, but in hindsight, Mustangs won 10 of the 12 GTS races in 2011, and finished second in the other two. Several events saw Mustang sweeps of the podium, so competition adjustments going into 2012 should not be a surprise.



Where the Touring Car class is very close to SCCA Club Racing's Showroom Stock or Touring category, and the GT class allows a wide range of modifications, the GTS class keeps performance enhancement in a middle ground. Aftermarket wings are open, but dog-box transmissions and dry sump oiling systems are not permitted. Reduced diameter racing clutches are prohibited, but heim-jointed steering and suspension is allowed. The result is a tight, rough-and-tumble class with strong racing and the challenge of racing among the faster GT class cars and the slower Touring Cars.

Paul Brown of Tiger Racing earned the Drivers' Championship this year, piloting one of the new Ford Boss 302 Mustangs prepared by the factory for the series. At the first event weekend in St. Petersburg, Fla., in March,



Brown and other drivers proved the Mustang was the car to beat.

Jason von Kluge drove his Varsity Ford Ann Arbor/Steeda Ford Mustang Boss 302S for the win in his very first World Challenge race, followed by Brown's Lucas Oil/K&N Filters Ford Mustang Boss 302S in second place. The Mustangs were followed onto the podium by last year's GTS class champion Peter Cunningham in his Acura/RealTime Racing/HPD Acura TSX. Veteran Club and Pro driver Eric Foss in the Traxxas/St. Jude Hospital/SPX Ford Mustang FR500S and George Winkler in the Winkler Automotive Service Ford Mustang FR500S picked up the fourth and fifth spots.

In the second race of the doubleheader, Brown picked up the pole position, but damaged a tire due to racing contact with a Touring Car, and ended up 12th at the end. Foss, a past Club Racing and MX-5 Cup champion, picked up his first World Challenge win, beating Cunningham to the checkered flag by just over two seconds. Chris DeSalvo picked up third in the Rehagen Racing Ford Mustang GT.

Brown's big break came at the Long Beach Grand Prix, the closest event to the racer's home in Covina, Calif. After earning the pole position, Brown led the first 28 of the 29 laps of the race, only to suffer transmission troubles that left him with only first and fourth gears operational. Jason von Kluge passed Brown in the last corner of the last lap of the race. However, von Kluge's car was found non-compliant in the post-race inspection, and the win for the



weekend was awarded back to Brown.

"This last week has been hell, between pulling all-nighters to get here and moved in, to have a car able to run up front consistently. If it wasn't for the support of my wife, my good friends, my crew chief Adam Cox and the dedication of the guys on the team, we'd have never been able to do this," Brown said that weekend.

At the Miller Motorsports Park race, held in Utah at the end of April, a late snowstorm canceled qualifying, so drivers started in order of their Paul Brown proved the Ford Mustang has a place to play in GTS by claiming the Drivers' Championship.

#### PRO RACING 🤇

points, putting Brown on the pole. Jordon Musser of Texas started 13th in the Momentum/Race Fuel Energy Drink Chevrolet Camaro, but made an impressive drive through the field to take the lead on lap 18. Foss finished second with Cunningham taking the final podium step. Brown finished seventh.

"It may have looked easy, but believe me it wasn't. I've probably only turned a couple hundred laps in a racecar in my life – probably five laps this year," Musser said.

Musser drove only at Miller and again at Road Atlanta at the end of the season, where he finished in 13th place.

At the Mosport double race, the first GTS contest was a battle of the teenagers as 18-year-old Ben Crosland drove his Interbank FX/RacewithRP. com Ford Mustang FR500S to his first World Challenge win in eight career starts. Crosland started on the outside pole next to Brown, but fell to fourth at the start. Brown led the first five laps until a catastrophic engine failure took him out of the race while Crosland and 15-yearold Alec Udell in the Momentum Autosport Chevrolet Camaro worked their way through traffic.

At Brown's retirement, Udell took over the lead before running off track on lap nine. After that, the race was Crosland's to hold against an attempt by Eric Foss, and the young pro held on for the win, with Foss following closely. Chris DeSalvo took third in his Rehagen Racing/Hawk/ BBS Ford Mustang GT. The results put Foss slightly ahead of Brown in the season points.

With a new engine in the car, Brown claimed the pole position and led the second race at Mosport from flag to flag, gaining over seven seconds at the checker over runner-up Crosland. Foss completed the podium for a Mustang sweep, but the strong showing by Brown put the Californian back in the lead for the season championship by 23 points.

"This one is official," said Brown, referring back to the Long Beach Grand Prix weekend.

Brown carried his momentum from Mosport back across the border to Mid-Ohio, where he won both races of the doubleheader held there in early August. In the first race, Brown was second on grid against Peter Cunningham's Acura, but led from the start to take a commanding victory.



#### **66** A BIT OF TRAFFIC AND IT PLAYED INTO MY HANDS 22 Ben Crosland

Eric Foss and Jason von Kluge rounded out the podium, while polesitter Cunningham lost a wheel and took a hard hit into the wall in Thunder Valley. Fortunately, Cunningham was not badly injured and was treated and released by race medical services. He was back to racing the next day.

In the second Mid-Ohio race, Brown earned a second row grid position behind first-time polesitter Alec Udell, and survived a rough and physical race with Eric Foss and Ben Crosland to take the victory and solidify his lead in the season points. Recovering from his wreck, Cunningham drove his Acura to a second-place finish, followed by Crosland in third. The race marked the fourth podium finish in five races for the talented young driver.

"My goal was just to put pressure on the guys and run as consistently as possible," said Brown. "Every time we'd have a bobble, then someone else would go by. It seemed like I kept making passes, but none of them were for the lead."

After Mid-Ohio, Brown's focus was on maintaining his points lead, and to do that he had to turn in a solid performance at the late August doubleheader at Infineon Raceway. Brown led the first race for 16 laps, after taking polesitter Cunningham at the start, and finding himself in the familiar position of chasing Eric Foss for the lead. Brown took the lead in the second lap, but Cunningham used the race craft that has made him a six-time champion to hunt down Foss on lap 8, and then to pass Brown for the lead on lap 18 at Infineon's tricky Turn 7. Foss had contact with Udell later in the race, taking both out of contention.

Local driver Greg Liefooghe claimed the third-place spot in the Red Line Oil Ford Mustang Boss 302S. The race was the Sonoma resident's first World Challenge start.

"It feels great," Cunnigham said. "World Challenge is more competitive than ever this year. The Acura has been good all year, just not quite as good as the higher horsepower, bigger displacement cars."

In the second race of the weekend, Ben Crosland earned the pole position, but Brown got the jump on the youngster at the start, leading the first 22 laps of the race. Crosland stayed planted in second, with 15-year-old Alec Udell keeping the pressure on from the third spot.

But with just two laps to go, Crosland found a way to get around Brown and hold the lead to the checker. Brown finished second, and Udell third.

"We ran into a bit of traffic and it played into my hands. I knew if I got past him I could keep the lead, but he made me work for it," Crosland said afterwards.

From Sonoma, the series moved south just a few miles to Mazda Raceway Laguna Seca. Mazda Raceway is known for rewarding horsepower on its long uphill stretches, and Brown put his Boss 302 on the pole and then led flag to flag for a commanding win.

"I just put my head down and worked my butt off," Brown said.

SCCA Club Racing veteran Pratt Cole finished second on track in a Mustang FR500S, but was disqualified in post-race inspection, leaving Cunningham's Acura TSX and Nick Series rookie Ben Crossland finished fourth overall in GTS, clinching the Rookie of the Year title.

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Esayian's Acura/RealTime Racing Acura TSX to fill out the podium.

The win at Mazda Raceway secured the Drivers' Championship for Brown, along with the team championship for Tiger Racing and the Manufacturers' Title for Ford. As a privateer team without factory support, putting together the money to run World Challenge is often the biggest challenge of the series.

"The season started off fairly rough for us, financially," said Brown. "We didn't know how we were going to get to Florida. I don't have deep pockets. The prize money and contingency money really went to fund our season. We had product help from sponsors and some monetary support. Lucas Oil was the first one to step in, and that allowed us to do the Florida trip. Really, the whole season was the big picture and the dream."

Foss finished the season second

place in the points, with 2010 Champ Cunningham picking up the third spot.

Even with the championship in his pocket, Brown made another cross-country tow to finish out the season at Petit Le Mans in Atlanta at the end of September. Eric Foss finally got his win, working from the pole position, and Jason von Kluge nipped second place from Brown on lap 20 of the race. Brown took the last spot on the podium to finish out his Cinderella year in World Challenge with a Mustang sweep.

#### **TOURING CAR**

World Challenge Touring Car is perhaps the perfect entry-level class for headline-class, professional sports car racing. With its extremely limited preparation rules and close competition adjustments, a privateer team with an up-and-coming driver can be competitive without spending a small fortune.

"One of the fundamental missions of our program is to keep the cost of Touring to where you can compete for under \$60,000," said TC Kline, series technical manager, at the World Challenge presentation in advance of the season. "That doesn't mean some people aren't going to spend more, but our point is that you can buy a car and be competitive for that kind of money."

When the dust settled, it was 2010 Grand-Am and 2006 World Challenge GT Champ Lawson Aschenbach who took the Touring Car title for the year in the Compass360 Racing Honda Civic Si, backed by Honda Performance Development (HPD).

Right out of the gate at the series opener in St. Petersburg, Aschenbach showed what he and the Hondas could do, taking the first race of the series in style. Aschenbach started third, Lawson Aschenbach returned to World Challenge, this time to lay claim to the Touring Car Drivers' Championship.





#### **66** ANY TIME YOU CAN GO TWO FOR TWO IT'S JUST AMAZING **99** Lawson Aschenbach



behind rookie polesitter Tristan Herbert in the Brimtek Motorsports GermanAutoParts.com/Techtonics Volkswagen GTI and Chip Herr in the Grid 1 Motorsports Mazda RX-8. But the two leaders took each other out with contact in the early laps of the race, and Aschenbach drove through to the win, followed by rookie drivers Ronald Zitza in the Zotz Racing Volkswagen Jetta and Ray Mason in the TLMUSA.com/Columbus Truck Honda Civic Si.

"Sometimes you just have to cool down a little bit and take what the car will give you at that point and time and stay clean," Aschenbach said after the race. "It was a bit hectic, but we just tried to stay smart and keep at it."

But the next day, Herbert proved that the contest for the championship would go all year, starting third behind Herr and Aschenbach and driving his GTI to a strong win despite a rules infraction that resulted in a stop-and-go penalty.

In World Challenge, all the classes run together on track, and in the event of a full-course caution, the safety car picks up the overall leader – virtually always a GT car. This could result in an advantage for some GTS and Touring cars if the GT leader is coming up behind them, and they could then drive around the track and come up on the rear of the field. So, the safety car will wave around trailing GTS and Touring cars to remove that advantage. But, in this race, none of the Touring Cars were given the order to move past the safety car. However, Herbert received bad instructions and he passed the safety car. On the restart, he was flagged to pit lane and held until the correct order could be restored.

"One of the officials had told our crew chief to wave us by. I didn't see anybody following, and the next thing I know I'm totally in the wrong spot," Herbert said. "I get pulled into the penalty box, and as they're letting me go I see Chip Herr go by, and all of a sudden I have to get my head back in the game and get right back up there. It was a tough one."

Herbert re-entered the race in second position behind Herr, but again passed for the lead on lap 22 when Herr suffered a mechanical problem. Aschenbach finished second, followed by Patrick Seguin in the Theberge Homes/capsparts.com Honda Civic Si.

Aschenbach came out of the opening weekend with the points lead and he claimed the pole position at Long Beach, but suffered contact at the start with outside polesitter Ron Zitza in his Jetta and Aaron Povoledo in the K-PAX Racing Volvo C30. The crash dropped Aschenbach to eighth place, and while Rafael Navarro was first across the finish line in his Revo Technik/Carbotech Volkswagen GTI, he was found non-compliant in post-race technical inspection and the win was awarded to Shea Holbrook in the Lucas Oil/MyPluggz.com/K&N Filters Honda Civic Si. The win makes Holbrook the second female winner in the history of World Challenge, and the first since 1996.

"To be top dog at the Grand Prix of Long Beach is just amazing," Holbrook said. "I went into the 2011 season thinking there were certain accomplishments I wanted to make, and I literally just made all of them within this one race weekend. I have to thank Branden Peterson Racing for taking a chance and helping us with this car."

After Long Beach, Touring Car had yet another winner in the chilly April race at Miller Motorsports Park in Utah. This time it was Aaron Povoledo's turn to stand on the top rung of the podium. Povoledo drove his Volvo C30 to his first World Challenge win from a fifth-place start, based on points after qualifying was snowed out. Ron Zitza finished second and Tristan Herbert finished third, both in Volkswagens. Season points leader Aschenbach finished fourth, maintaining a small advantage, but the Miller win launched Povoledo into second place in the series.

"I was crying in my helmet," Povoledo said. "I could cry right now. It does mean that much."

The heart of the World Challenge season is the set of three consecutive doubleheaders at Mosport, Mid-Ohio and Infineon Raceway. These events offer half the races in the series and carry the teams from the late spring through the summer. These races are where championships are forged, and Aschenbach called on his extensive experience to finish strongly.

At the first Mosport race, Aschenbach qualified second behind Povoledo, and fell to fifth on the first lap but fought his way back through the field to take the lead for the win on lap 19, leading the final nine laps of the race. He was followed onto the podium by 2010 Canadian Touring Car overall winner Anthony Rapone in his Durabond Honda Civic Si, with Povoledo in third. Aschenbach's victory in the fifth round of the Touring Car series was the first repeat win of the season, showcasing the strength of the Touring Car field.

Aschenbach repeated his magic in the second Mosport round, extending his season points lead after starting second and falling to third behind Tristan Herbert and polesitter Povoledo at the green flag. However, Povoledo was assessed a stop-and-go penalty for jumping the start, which took him out of podium contention in the race. Aschenbach took the lead on lap five and never looked back. He was joined on the podium by Rapone in second and Compass360 teammate Brett Sandberg for a Honda Civic Si sweep.

"Any time you can go two for two it's just amazing. Hats off to Compass360 Racing and Honda Racing," Aschenbach said.

The next two races in the series happened at Mid-Ohio Raceway, where Rob Holland took the first win of the weekend in his K-PAX Racing Volvo C30. Starting third on grid, Holland rocketed past polesitter Povoledo and chased down Aschenbach in the middle laps of the race and held on to secure his first World Challenge win in 36 career starts. He was joined on the podium by Aschenbach in second place and Sandberg in third.

"Lawson's obviously a great driver

#### PRO RACING 🤇

and we've raced together before," Holland said. "I knew what to expect with him, and I knew that getting around him wasn't the end of everything. It was all about trying to put him in a position where he had to overdrive his car."

In the second half of the Mid-Ohio round of the series, Povoledo confidently drove his Volvo C30 to the win from the pole position, narrowing Aschenbach's season points lead. Volvo teammate Holland earned the number two spot on the podium, followed by Aschenbach in third.

"It was by no means a cruise up there," Povoledo said. "I was probably driving one of my most focused races ever. I wanted to push as hard as I could to get a little bit of a gap but still trying to keep my tires and my brakes beneath me."

As the series headed to Sonoma for the doubleheader at Infineon Raceway, Aschenbach still held a points lead of 146 over Povoledo with four races left on the calendar, so the season was far from decided. But Aschenbach's flag-to-flag win from pole in the first round showed that he was still the man to beat. Povoledo started second, but suffered a massive mechanical failure on lap three, taking him out of the race and dimming his championship hopes. In a quixotic effort, privateer Tristan Herbert hauled his Volkswagen GTI on an open trailer all the way from Virginia to California, surviving to finish second. Patrick Seguin finished his Honda Civic Si in third place.

#### **RACING FOR A REASON**

GTS CLASS CHAMPIONS Paul Brown and Tiger Racing use their World Challenge effort to raise money to benefit Methodist Hospital of Southern California. The hospital is raising funds to upgrade their trauma center. Brown is an ardent supporter of the cause because his wife was once seriously injured in a motorcycle accident and her life was saved at the hospital.

In addition to claiming the championship with a tremendous driving performance by Aschenbach, the Compass360 racing team used the 2011 World Challenge season to continue its support of the Children's Tumor Foundation's Racing4Research program. The team used the World Challenge race weekends as fundraising opportunities for the charity, which helps kids and families living with neurofibromatosis (NF).

"More races mean more chances to meet our NF Heroes and to do some fundraising," CTF Program Director Jill Beck remarked. "We're aiming to raise a million dollars through Racing4Research this year!"

Anyone may donate to the cause by visiting the website at http://racing4research.org.

Tristan Herbert

in the Touring Car

finished fourth overall

points, picking up the

Rookie of the Year title.

pressure was on Povoledo to win at Mazda Raceway Laguna Seca if he was to have any chance of taking the championship from Aschenbach. Povoledo put his Volvo on the pole in Monterey, but when the checkered flag flew it was Aschenbach in the lead again, securing the Drivers' Championship with an amazing drive from last on grid after missing the qualifying session due to an automaker commitment in Ohio.

Povoledo and Rob Holland in their Volvos and Tristan Herbert in his Volkswagen led the race until Povoledo retired with mechanical problems on lap 19, leaving Herbert in the lead. Aschenbach moved past Holland on lap 17 and nipped Herbert for the lead with just two laps to go in the race. Herbert finished second and Holland third.

"Winning two championships in consecutive years with Compass360 Racing, Honda Racing and HPD, is a really good feeling," Aschenbach said. "I also have to thank Piloti shoes, OMP, Corsa Car Care and Hartmann Luggage. They all helped me earn this championship."

At the season-closing Petit Le Mans race in Atlanta, Povoledo made the final event of the season his aria with a pole position qualifying performance. But a yellow flag restart put former SCCA Pro Racing VW Jetta TDI Cup Champion and first time World Challenge driver Josh Hurley into the lead on lap 6 with his APR Motorsport Volkswagen GTI. Povoledo passed Hurley for the lead several laps later and held on to the end. Hurley pulled out a second-place finish, with Aschenbach rounding out the final podium of the season.

"The highest note is that we won the most competitive race of World Challenge this year," Povoledo said. "Josh Hurley is one of the best drivers in Touring Car racing. It was a real clash of titans! You had Aschenbach, Hurley and myself all going at it and trading the lead back and forth with Josh was a lot of fun. It's what sports car wars are all about."

## **GG IT WAS BY CRUISE UP THERE 39** Aaron Provoledo

The second race at Infineon showed that Povoledo would not go quietly, as the Volvo driver led every lap after starting second to Aschenbach in the Honda. Aschenbach ended up in second position, maintaining his points lead in his eighth appearance on the podium in 10 races, while Herbert picked up another podium finish for Volkswagen.

"When you have such a strong competitor as Lawson on your tail, it makes it really intense at the start. I just put my head down, hit my marks and was really smart in traffic," Povoledo said.

As the season wound down, the



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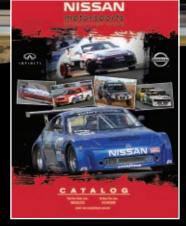
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# PRO RACING 🤇

# BY ROB KRIDER

ony Ave returned to the SCCA Pro Racing Trans-Am Series in 2011 as the reigning champion. Ave, racing his personally designed Lamers Motor Racing/Beebe Racing/ Optech/PME Engines GT-1 chassis adorned with a C6 Corvette body, wanted to keep the momentum going for the 2011 season and show the Trans-Am field that 2010 wasn't a fluke. But as any racer can tell you, even the smallest mechanical part can stand between you and the checkered flag.

At the first race of the year, at Sebring on March 17-19, it was a rocker arm that robbed Ave of his chance to win. "During the second lap of qualifying the car slowed, and I thought it was an electrical problem," says Ave. "I was working on a few of my customer cars at that event and didn't have time to chase down the electrical issue before the race. During the race, I dropped a cylinder and had to settle for third place. Luckily, when the rocker broke it closed the valve and the rocker just stayed out of the way of the rest of the upper valve gear. I ran 100 miles with the motor like that and the engine was fine."

Back at his shop, Tony Ave Racing Products, Ave, along with his mechanic Greg Smyre and crew chief Jeff Pope, fixed the rocker arm issue. Once the problem was solved, they set their sights on the next event: Miller Motorsports Park on April 30-May 1.

In Utah, Tony came back with a vengeance. He scored the pole position and then won the race with a flag-to-flag victory. But just because Ave won a race, he didn't rest on his laurels, he continued to fine-tune the setup on his car. "We were always working on finding the best shock adjustments," he says.

For the next event at Virginia Int'l

Raceway in May, Tony ran away with the race. He earned the pole and won handily. The story was the same later in May at Mosport, where Tony took the pole and was victorious once more. Then, at the early August Trois-Rivieres race, Ave ran into trouble. The narrow track was physically demanding on both the drivers and the cars, and Ave bounced over a curb, breaking a header. The damage to the header sent carbon monoxide through the transmission tunnel and into the cab of the car. Somehow Ave won the race, but he was very ill from carbon monoxide poisoning, requiring him to miss a NASCAR driving opportunity at Watkins Glen.

More bad luck followed. At the late August Road America race, while leading with five laps to go, he got a flat tire. The car was repaired and he finished the race, but he had to settle for fourth place. At Brainerd Int'l Raceway on Sept. 2-4, a doubleheader weekend, Ave and his car were back in the groove, winning the first race from the pole. But on the second day during qualifying, Ave began to feel the clutch slipping.

"It was strange," Ave says. "Once the clutch got hot, it seemed to hook up." There wasn't enough time to change the clutch before the race, and he was worried he may not finish. At the start, he kept the lead but on the last corner of the first lap he spun. He crossed his fingers that the clutch was still working, and as he let off the left pedal, the clutch grabbed, the rear tires spun and he was on his way again. But Ave was now in the back of the pack and rain began to fall. "It was the hardest I have driven in two years," he said.

Because of the rain he was able to go easy on the clutch and fight his way back through the field, ultimately winning the race. It was a huge achievement for Ave – he grew up watching races at Brainerd. "When I was driving on the track, after I got the checker, I saw this little boy standing by the fence watching the cars drive by. It was the same place I used to stand when I was a young boy and watched Can-Am and Trans-Am races at Brainerd in 1979. For me to be at that track and win after having to come from behind in the rain, it really made me realize what I had accomplished. I love to drive these Trans-Am cars."

By the season finale at Road Atlanta on Sept. 28-30, Ave had enough points to be the 2011 SCCA Pro Racing Trans-Am Series Champion. And that was a good thing because during the race, while passing lapped traffic, Tony went off and broke a steering tie rod. "I felt the car had an issue. I was hoping it was a tire, but once I came into pit lane and we realized it was a tie rod, I just parked the car and stayed out of everyone else's way."

It was an appropriate ending to Ave's second championship season, which was filled with dominating wins versus small but critical mechanical problems.

For the 2012 season, Ave plans on coming back to run again and possibly bringing a two- or three-car team.

Simon Gregg finished second in the championship points. In third place for the championship was Amy Ruman, who became the first female to win a Trans-Am race when she claimed victory at Road Atlanta. Finishing fourth in points was David "DJ" Jans, one of Ave's teammates, who also earned the coveted Rookie of the Year honors.

### **TRANS-AM 2**

Bob Stretch missed the first two races of the 2011 Trans-Am Championship season. But that didn't stop him from becoming the 2011 TA2 Champion.



With the 2011 Trans-Am title, Tony Ave has started a championshipwinning streak in the series.



With three series comprising Trans-am in 2011, we talk to the winners of Trans-Am, TA2 and GGT to find out what it took to win it all





Stretch had a good reason for missing the first two races: His car wasn't built vet. For the third race of the season he showed up at VIRginia Int'l Raceway with a Howe chassis (the second ever built for this class) displaying a beautiful 2010 Chevrolet Camaro body. The only glitch was the car had never been fired up, driven on a track or tested anywhere. Stretch and his crew rolled it off the trailer not knowing how it would run, so they put the car through a couple of sessions to get the handling right. Even then, the team didn't know how the car would do during the race. But when the checkered flag dropped on the first race, Stretch, a rookie in Trans-Am, won!

"I really have to thank Chris Boyer, who built my car and Tom Sheehan's car," says Stretch. "He got these cars together in a very short amount of time and was instrumental in making this season happen."

Stretch is no stranger to winning races. He has won a Spec Miata championship, as well as taking first at the American Road Race of Champions in ITA a number of years ago while piloting a Nissan 240SX. He has also spent a number of years as a SCCA Pro Racing World Challenge competitor racing BMWs in the Touring class.

After earning his first Trans-Am 2 win in his Wheels America Racing/ Guardian Angels Motorsports Camaro, Stretch embraced the season and continued fine-tuning the setup on his Camaro. His racing season was an all or nothing year. At every race he entered, he either won or broke trying, having a transmission failure at Road America and an engine failure at Road Atlanta. "Atlanta was a great indicator of how we were running," he says. "We out-qualified Mike Skeen. When the race started we had a great battle with Mike until our engine failed. Unfortunately, it was a DNF finish."

Even with two DNFs and missing the first two races of the season, Stretch continued to improve his championship points lead by setting the pole at every race and winning every race he was able to finish – and in doing so, captured the 2011 Trans-Am 2 Championship by earning 893 points, 198 points more than second-place championship finisher Bill Prietzel. Ricky Sanders finished the season third.



"SCCA did a great job of introducing these cars to the series this year and making the cars competitive," Stretch says. "You can't beat the speed for the price of Trans-Am 2 cars. Our weekend budget was around \$10,000 and these cars go over 160mph. You're getting GT-3 speed for MX-5 costs. To put it in perspective, our entire car probably cost less than a Porsche GT3 race transmission."

The field of Camaros in the TA2 series looked sharp with the lines of

David Jans finished fourth overall in Trans-Am, becoming the Rookie of the Year.



# **66 YOU CAN'T BEAT THE SPEED FOR THE PRICE OF TRANS-AM 2 CARS 99** Bob Stretch

the cars nearly exact with a showroom Chevrolet Camaro. "Howe did a great job with the bodies on these cars," says Stretch. "We use the stock grille, stock tail lights – they all bolt right into the body. These cars really look cool."

For 2012, Stretch will be back in Trans-Am 2 with a four-car team coming out of his stable – and his goals are undoubtedly set on backing up his title.

### **GLOBAL GT**

The original plan for the 2011 Trans-Am Series was to run a three class series, Trans-Am, Trans-Am 2 and Trans-Am 3. Trans-Am 3 cars were to be based on SCCA's GT-3 Club Racing rules. However, during the season there wasn't enough interest in the class, so a change was made and Global GT was born, allowing for Porsches and Ferraris to compete. Cars from ALMS, Porsche GT Cup and Ferrari Challenge could enter Global GT with very minor adjustments and tire changes to fit the Global GT rules. This made the class easy for competitors to join the Trans-Am series.

Tim Gray took advantage of the new class and entered his 2004 Porsche 996. Gray's Ryan Companies Porsche was originally run in the GT Cup series (the car was the highest finishing non-factory car in that series), and thanks to companies like Illinois-based Lindell Motorsports and Write Motorsports in Cincinnati with car prep and delivery services, Gray was able to make the most of this year's Trans-Am season.

Like a lot of people, Gray started racing with go-karts. He later jumped into SCCA Spec Racer Fords about 12 years ago. He ran his SRF at the 2011 SCCA National Championship Runoffs along with his son, who also races in SRF. But while he enjoyed the Spec Racers, five years ago he began playing with Porsches. In Trans-Am 2, Bob Stretch (ABOVE) took home the overall championship. Meanwhile, Tim Gray (BELOW) claimed top honors in the new Global GT class.

During the 2011 Trans-Am season, Gray won two Global GT races at Brainerd and was looking good for clinching the championship, but he still had his work cut out for him at the season finale at Road Atlanta, which was run during the ALMS Petit Le Mans race weekend. Huge crowds were in attendance, and Gray qualified third, behind a Ferrari in second and a Porsche on the pole – but as racing sometimes goes, the polesitter crashed on the last lap of qualifying and was unable to start of the race. That left Gray in his 996 against the Ferrari on the front row. Gray did everything he could to chase down the Ferrari, and when his moment came to try to make a pass, the double yellows came out for an incident on course and the race finished under caution. Gray would have to settle for second place, but that finish was enough to give him the points needed to win the 2011 Global GT championship. Scott Tucker finished second in points with Gary Stewart in third.

"The Trans-Am cars are about 30mph faster than the Global GT cars," says Gray. "We respect them, and they respect us. I think the classes are a good marriage out on the track."

For 2012, Gray plans to continue to run the SCCA Pro Racing series as well as his SCCA Spec Racer Ford. •

**CONTINUE THE CLASSES ARE A GOOD MARRIAGE OUT ON THE TRACK 99** Tim Gray



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PLAYBOY

# BY ERIN CECHAL

he SCCA Pro Racing Playboy Mazda MX-5 Cup has developed a reputation for providing close

competition, thrilling races and a sweet championship prize. It's this reputation that keeps established drivers coming back for more while attracting the best young talent looking to break into the professional ranks. The 2011 entry list reflected that mix. There were the veterans: Jason Saini, Ara Malkhassian, Jeff Mosing. And also the rising stars: Michael Cooper, Justin Hall and Dean Copeland, to name a few. Not to mention the powerhouse teams that have kept a steady stream of talent coming through the spec series, including ALARA Racing, AMG and now CJ Wilson Racing (co-owned by MLB pitcher CJ Wilson), plus the little privateer that could in Copeland Motorsports. You'd have been hard pressed to find anyone at the Homestead Miami Speedway season opener willing to put money down on which driver and team would take home the 2011 titles.

Cooper, who recorded one victory in his rookie 2010 campaign, kicked things off at Homestead with his second career win. The 1.212sec victory margin over Mosing masked a classic drafting battle that included Copeland, but showed that Cooper's driving had matured in the last year.

"In 2010, I struggled with the

momentum driving style," Cooper says. "The [BFGoodrich] tires have so much grip and the car has a relatively low amount of horsepower – it was foreign to me. But that's what makes the series so great, the racing's so close and the car's a great tool for learning."

Round two at Road Atlanta for the Walter Mitty Challenge was another non-stop draft fest that did nothing to indicate a clear championship contender. Though Cooper started on the pole and led for the first third of the race, he could not fend off a pack that included Saini, Malkhassian and Justin Hall. While Cooper slipped back to fourth, a bit of déjà vu at the front led to Malkhassian's second career win – both of the ALARA Racing owner's MX-5 Cup wins have come at Road Atlanta with last lap passes.

The season's first doubleheader at Lime Rock Park could not have provided two more contrasting results. Part one ended in a runaway victory for Cooper, who started from the pole. The No. 6 Atlanta Motorsports Group MX-5 pilot appeared poised



(ABOVE) Michael Cooper returned to the Playboy Mazda MX-5 Cup, this time taking the overall championship.

(RIGHT) Thanks to the Mazda Ladder System, Scott Shelton had a seat in the 2011 MX-5 Cup. He made the opportunity count by clinching the Rookie of the Year honors. for a repeat performance in the second race of the weekend before a flat tire derailed his dominating run. This opened the door for a dogfight between Copeland and Saini. As the white flag waved, Copeland slid wide in Turn 1 allowing Saini through for the lead, but Copeland spent the rest of the lap on Saini's bumper, pulling alongside the 2007 champion as the two approached the finish. Flashing by the timing line, the monitors showed Copeland scoring his first MX-5 Cup win by only 0.069sec! Copeland's maiden win marked the first victory for a single car team in MX-5 Cup competition.

Round five at Road America during the Chicago Region June Sprints offered up a near identical scene at the finish line, as Copeland took his second victory in a row, with Saini just barely trailing at the finish line. Saini's back-to-back second-place finishes put pressure on Cooper in the championship standings, as what was once a 36-point lead for Cooper, was now only a 16-point gap to Saini.

Cooper responded remarkably well to the pressure. The AMG driver scored maximum points in round six at Mazda Raceway Laguna Seca by winning the pole, leading every lap and winning by more than 11 seconds. Saini kept CJ Wilson Racing in the game, however, by finishing second ahead of Mosing.

Brainerd would prove to be the pivotal event of the 2011 Championship - a doubleheader at a track the series had never visited before. Cooper had the opportunity to clinch the championship then and there, or let the fight continue to the finale. Topping each practice session en route to winning the pole for race one, Cooper was obviously playing for keeps. The points leader made that even clearer during race one, choosing a scrappy race with rival Saini, rather than playing it safe. Cooper could not be denied and took the race one win by 0.748sec over Saini, extending his points lead to 38.

Race two put the leaders to the test on who was willing to gamble most for the championship. Cooper's domination of the weekend finally hit a snag when he qualified fourth while Saini lined up in third. In the opening laps, the lead trio of Copeland, Saini and Todd Lamb (returning to MX-5 Cup for the first time since his 2009 championship season) pulled away from Cooper and the rest of the field, but a light rain began to fall on the Minnesota road course. By lap six, the majority of the field, Cooper included, decided conditions were severe enough to pit for rain tires, while Copeland, Saini and Lamb elected to stay out. Saini's bid for a win ended with a spin on lap eight, with Copeland spinning a lap later and handing the lead to Lamb. By the time Saini and Copeland finally gave in and pitted for rain tires. Cooper had cut Lamb's lead in half. On lap 14, the championship leader cruised past his AMG teammate and went on to score the series' largest victory margin ever: 49.728sec.

The title was his; a remarkable feat considering Cooper's non-existent Spec Miata experience (a first for an MX-5 Cup Champion) and that he came into his first MX-5 Cup season in 2010 with just a handful of Skip Barber Mazdaspeed Challenge races on his resume. At 22, Cooper is the youngest-ever MX-5 Cup Champion.

It could have been a bittersweet moment for Saini, when he finally collected CJ Wilson Racing's first MX-5 Cup victory during the season finale at Road Atlanta. But instead, the elation of winning an intense 27-lap drafting war with Cooper, Marc Miller and Mosing, elicited a wild display of donuts from the pilot of the No. 28 Autobarn Mazda of Countryside/New Balance/Phiten/SunTrust/CJ Wilson's Children's Charities MX-5.

Saini would ultimately finish third in the 2011 Championship behind Mosing, once each driver dropped their lowest scoring race of the season, per MX-5 Cup rules. While Mosing could drop the donut earned for not entering his No. 10 Frank's International/Race Now For Autism/ ALARA Racing MX-5 in the first Road Atlanta round, Saini dropped 49 points from the Homestead season opener. It was a career-high point finish for Mosing, who's raced in MX-5 Cup since 2009 and ended 2011 with four podium finishes.

In addition to the more than \$42,000 in prize money Cooper collected in 2011, his championship prize includes a ride in a Mazdaspeed3 for the 2012 Continental Tire Sports Car Challenge. Though he admits he will miss MX-5 Cup's focus on driver ability, Cooper is looking forward to carrying the Mazda flag in the professional ranks.

"The most exciting part of my championship prize is being given the opportunity to represent Mazda in another racing venue where I can display everything I have learned in the MX-5 series," Cooper says.

Cooper's 2011 performance helped AMG claim its third MX-5 Cup team championship. According to the newly crowned champion, the team's level of professionalism was what convinced him to stick with MX-5 Cup for another season.

"Jason Hoover, the team owner, always pays incredible attention to detail," says Cooper. "Every race is an experience to learn from, and Jason is always careful to make sure every possible improvement is made from race to race. AMG has won the last three championships because of this great attention to detail."

Also recognized at the seasonending awards banquet was 2011 Rookie of the Year Scott Shelton, Master's Award winner Tim Probert and Spirit of Mazda winner Copeland.

As the seventh season of MX-5 Cup competition nears, Series regulars should take a lesson from season six and be wary of the new kids on the block. The 2012 season will no doubt attract a stellar class of championship candidates. •



# BY ROB KRIDER

he 2011 SCCA Pro Racing Formula Enterprise Series (otherwise known as Pro FE) ran a 10-race series this year with nine of those races going to Scott Rettich. It would be impossible to deny that Rettich, driving his PDI Communication Systems/ Springboro Car Wash/Red Line Oil/ Hoosier Racing Tires No. 17 Alliance Autosport Mazda, completely and utterly dominated the Pro FE season.

The Pro FE season began at VIRginia Int'l Raceway for a doubleheader where Rettich earned both poles, set the fastest laps, led the entire event and won both races. The story was similar for the doubleheader at Mosport, with two more wins for Rettich. The only real difference at Mosport was instead of leading flag to flag, during the second race of the weekend Rettich had to drive from ninth on the grid to the front to earn his fourth win of the season.

Following Mosport, the series stopped at Brainerd Int'l Raceway where, once again, Rettich won a doubleheader. And, for the field that showed up at the following race at Mid-Ohio, it was more of the same – Rettich took both races that weekend, too.

The only person who ever had a statistical chance of catching Rettich on the track and in the points was 19-year-old Patrick Gallagher, who had earned two poles during the season. And, at the finale at Road Atlanta, while Rettich was looking to put the finishing touches on what can only be described as a perfect season, Gallagher was hoping for a mathematical miracle. But that miracle didn't come, and during Round 9, Rettich found himself one race closer to an undefeated season by winning the first of the two races and clinching the championship before the season wrapped.

But this is racing, and perfect

seasons are all but impossible to come by – something Rettich was about to discover. In Round 10, it was neither Rettich nor Gallagher who would claim the checker – instead, both drivers found their cars tangled together on track. Instead, it was Matt Schneider's moment to shine, as he was able to capitalize on their bad luck to drive from dead last at the start to win the final race of the season.

But ultimately the on-track incident didn't matter – Rettich was already the series champ, Gallagher was destined to finished the season second overall and Jason Wolfe rounded out the top three.

"Winning the championship in Round 9 was a great feeling," said Rettich. "I had come so close last year – that makes this championship so much sweeter."

But winning nine FE races and the FE championship wasn't all that Rettich did this year in SCCA Pro Racing – he also competed in the SCCA Pro Racing Spec Racer Ford Series (Pro SRF).

Rettich was the defending champ in the Pro SRF series, clinching the championship in its first year back, and he was looking to make it two in a row. But Rettich's Pro SRF season would not go as smoothly as his domination of Pro FE for two specific reasons: Brian Schofield and Richard Spicer.

At the doubleheader season opener at VIRginia Int'l Raceway, Spicer, a three-time SRF Runoffs National Champion, won the first race of the weekend by 0.251sec over Rettich, with Schofield a distant fourth. Schofield, however, also knows what it takes to win – he put his Club Racing and 2010 Runoffs National Championship knowledge to the test, changed his setup for race two and managed a last lap pass to take the win by 0.437sec over Rettich.

# **66 I HAD COME SO CLOSE LAST YEAR – THAT MAKES THIS CHAMPIONSHIP SO MUCH SWEETER 99** Scott Rettich

# The 2011 SCCA Pro Racing Pro FE and Pro SRF series saw one name rise to the top





For Round 3 at Mosport, Spicer ended up on top once more – again, just ahead of Rettich. Once again, Rettich missed the win by less than a tick of the clock – 0.27sec to be precise. But Rettich fired back for the second race of the weekend, earning the pole, leading every lap and taking the checker with 4.8sec to spare over Spicer. Rettich, who had been close in every race so far during the season, finally got his Pro SRF victory.

The series then headed to Canada for another doubleheader, this time on the street course of Trois-Rivieres. Round 5 was held on Schofield's birthday, and he towed his car some 30 hours from Florida to make the race – a trip that turned out to be well worth it, because he won the first race of the weekend.

"I love this track," said Schofield.

"The Canadians go crazy for racing up here. The crowd was really into it."

During the second race of the doubleheader, Spicer claimed the win and moved into the points lead, thanks in part to winning a race at each doubleheader. Rettich opted not to make the tow to Canada, relying on the ability to drop one weekend's worth of points come the final race weekend. Scott Rettich came into the final weekend of the Pro FE series flying high. At that point, he was undefeated in this series and he'd just taken the FE win at the National Championship Runoffs.

# PRO RACING 🤇

While he didn't attend Trois-Rivieres, Rettich did make the trip to Brainerd, where he reminded the field that he was not showing up to finish second. Rettich swept the doubleheader weekend, leading both races flag to flag and finishing five seconds ahead of Schofield in Round 7 and a blistering 15.7sec ahead of Schofield in Round 8. The secondplace finishes for Schofield meant he maintained the points lead, but the margin between he and Rettich was shrinking - before the points adjustment going into the final weekend, both Rettich and Spicer were within striking distance for the overall championship.

The Pro SRF series allows drivers to drop one of the doubleheader weekend's points from their score, which adjusted the lead going into the finale. When the math was done, Rettich arrived at Road Atlanta in the lead with 43 points over Schofield, while Spicer still had a shot at making waves in either Rettich's or Schofield's plans.

Scott Rettich backed up his 2010 Pro SRF title with another overall win. What this meant was that the entire season came down to the races at Road Atlanta. For Round 9, Spicer put it all on the line and took the win, with Rettich finishing a distant fourth. Schofield suffered mechanical problems and retired from the race seven laps early. This finishing order shook up the season points, making the final round of the season even more dramatic – the final race would decide the championship.

The finale, which everyone anticipated to be a fender rubbing, on-track dogfight, ended prematurely when both Schofield and Spicer had broken suspensions around lap four. Their misfortune opened the door for Rettich to win the championship unopposed – but that doesn't mean he stopped racing. While Rettich finished second, he was only 0.241sec behind race winner Tray Ayres.

And while Spicer finished 21st in the final race, he earned enough points to claim second in the points championship, with Schofield third. For his successful year, Rettich thanked his "family and crew, Suren, Joe, Al, Ray and Ned as well as Alliance Autosport, PDI Communications Systems, Springboro Car Wash, Red Line Oil and Goodyear," for making the championship – championships – possible.

2011 was a stellar year for the Camden, Ohio racer. Rettich not only backed up his Pro SRF title and took the 2011 Pro FE championship in dominating fashion, but he also won his second Formula Enterprises National Championship and Super Sweep at the National Championship Runoffs at Road America in September.

So what's next for the 27-year-old hot-shoe driver? Rettich says for 2012 he'll be concentrating more on a series he started to run in 2011 – so in 2012, expect to see Rettich behind the wheel of a Porsche GT-3 Cup car for Alliance Autosport in Grand-Am Rolex GT. Undoubtedly, you'll also see him on the podium.







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# FIERCE RACING, FRIENDLY PADDOCK The 2011 SCCA Pro Racing F2000 and F1600 Formula F Championship Series

# BY JAMES KEARNEY PHOTOS DENNIS VALET

hen Mike Rand, Bob Wright and Al Guibord Jr. gathered in 2006, they wanted to create an affordable F2000 series, which they did with the SCCA Pro Racing F2000 Championship Series. With that done, in 2011 they added an affordable F1600 series to the roster, the SCCA Pro Racing F1600 Formula F Championship Series. To keep things simple, they even overlapped the two series, with five of the seven F2000 race weekends also featuring F1600 races - and each weekend features two races for the class.

The affordable series concept works, too. In October at Watkins Glen, in the face of a brutal economic climate, the series attracted 38 F2000 cars and 25 F1600 cars. "We firmly believe we are the best bang for the buck," says Rand. "We give drivers lots of track time and no mixed class races. They get two races each weekend, of extraordinary intensity. It is fierce racing in a friendly paddock."

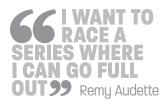
It doesn't hurt that last year's F2000 Champ, Brazilian Victor Carbone, finished out his 2011 Indy Lights season with a pole and a win at Las Vegas. In addition to a deep field of U.S. talent, the series attracted a dozen drivers from other countries including Venezuela, Brazil, Australia and Canada.

## THE MONTREAL **STEAMROLLER TAKES F2000**

Winning a championship takes a talented driver and a team with extraordinary commitment. Remy Audette and his team were anything but ordinary. In 14 races, Audette had an astounding 13 top-five finishes, including five wins, five poles and 10 podium finishes. Amazingly, they did not have a single DNF all season. At Watkins Glen in October (the final race weekend of the season), despite only having to start one of the races to clinch the title, they did what they did all year - they ran full tilt.

"Remy is flying," was a common comment in the F2000 paddock in

(ABOVE) With five wins and 10 podium finishes, Remy Audette had an amazing year on his way to claiming the F2000 Championship Series title.



2011. The fluorescent orange and blue Van Diemen was the class of a talented field. Audette was invariably first in line for each session, surrounded by three or four team members who were ready for anything. The 26-year-old Quebecois had contested the series in 2008, 2009 and selected events in 2010, but this year he and his team were all in. "The challenge for us was to be good in all the races, not just a few. We were always there. That is what a championship is all about," says Audette.

Audette was attracted to the U.S. series because it is well run and competitive. "There is no BS, it is fair and there is a light mood in the paddock. We felt very accepted in the U.S." Engaging in battle far from home did require some unique planning and execution. After a very successful weekend at VIR, for example, the team remained at VIR to prep the car for the next venue, Road Atlanta. They parked the rig at Quicksilver in Maryland and returned to Quebec.

Audette works with his parents at their family-owned business. Both his dad, Francois, and his brother, Mathieu are racers and they have their priorities in place. "My father told me that there are a lot of guys who get in over their heads in racing and then you don't see them again. I want to have a long career in racing. I want to race a series where I can go full out but one that I can afford. This was a great series for us."

For his success, Audette is also quick to credit his tight team. "Sebastien Durand is our engineer and he is like a brother to me, I've known him for 23 years. Andrew Wojteczko is our technical advisor. He has experience both as a race driver and a team manager. And Jean-Denis Bernier has been with us since 2004. (BELOW) In the inaugural F1600 Formula F Championship Series season, the championship came down to the final race weekend, where Bill Valet scored enough points to take home the overall title. We were focused on one thing – to win the championship."

They came, they executed and they conquered – big time. It was always a battle; they were usually at the front. And over the long haul, nobody was close.

# DOWN TO THE WIRE FOR F1600

Coming into the last weekend at Watkins Glen, Bill Valet was 13 points behind Tim Kautz. But Valet and his crew simply did not give up. Never was this more apparent than when he wrecked hard in qualifying at the June Glen event and had only 90 minutes to replace both right corners and attend to other damage. Luckily, in addition to his regular crew, his dad Tom, Mike Stroud and interim engineer Eric





# PRO RACING 🤇

Langbein, Valet had a bunch of his Lehigh University buds up for the race to attend a bachelor party. It was all hands on deck. And thanks to a five-minute clean up delay from the prior race, they made it by the skin of their teeth. They not only made the race, they almost won it.

The 27-year-old Valet is a former karting champ from Long Island who began racing at age 9. He has now raced Formula F for five years and competed in both the inaugural F1600 Formula F Championship Series as well as National Club races in 2011. Do they have the racing fever? After a late Saturday F1600 race at Lime Rock, he and his crew set off for Road America to run the first National Championship Runoffs qualifying session on Monday. Crew members Jim Little and Harry Martin of Drivers Services drove the rig straight through to Wisconsin. Later in the week, Valet took home the silver medal.

Valet reveled in the pro series. "My car seemed to come alive with the slightly harder spec Hoosier tires," he says.

# F2000 MASTERS CLASS WINNER

TIM MINOR MAY BE 50, but he is a major threat to whip the young guns in the F2000 Championship Series. "I like winning the Masters, but honestly, I think I can win it outright," Minor says. "I feel like I'm on top of my game."

Minor finished fourth in points despite getting caught up in first-turn melees on two occasions and crashing out at the last Glen race. "That's 100 points right there," he says. "Everywhere else I was on the podium."

His Ski Motorsports team of long time crew chief Tim Reedy and engineer Eric Langbein have a professional approach in a relaxed paddock. "Most of the drivers come from the Club side. They race hard but they also hang out with one another. We are guaranteed three full hours of track time every weekend. Everybody knows everybody and we really have fun together."

Minor feels that rules consistency is a big plus. "I like the six tire per weekend rule. It controls costs and forces you to strategize. The one move rule makes for cleaner racing."

His favorite weekend was Road Atlanta. "I was on the podium both times and I just couldn't believe how fast we were in Turn 1. It was just fast, man. It was super fast," he says grinning from ear to ear.



"The chassis could now do its work. You had a bigger window to correct and slide the car on entry. I thought it was more fun than the stickier tires, which are more of a point-and-shoot affair. It is a great series with top-notch drivers who race hard but leave the fight on the track. The friendly sprit of Club Racing has carried over to this pro series. And they got the Ford/Honda power balance pretty darn close."

Valet lauded his Loyning Ford prepared by Drivers Services, but Hondas won an equal amount of races as the Ford motors.

His epic battle with Tim Kautz went down to the wire in the last race, with Valet emerging with 322 points to Kautz's 317. Kautz led most of the year. "Tim and I learned a lot about one another this year. We talked frequently and had dinner together when we could. When I finally prevailed at the Glen he ran up from his paddock to congratulate me in victory circle. That shows you what kind of a guy Tim is."

As for how the inaugural season of the F1600 Formula F Championship Series went, Valet has nothing but good words for both the racing and the series as a whole. "[Mike] Rand's team is a class act. They listen to the racers and get us in with some big shows like ALMS and Rolex. And they race at great racetracks."



# **BEST OF THE UNDER 21S**

THE FASTEST KID IN Penn Ridge High School is on a vertical learning curve, but F1600 Formula F **Championship Series competitor Colin** Thompson has great people around him to keep him in line. His dad, John, is a former National Champ in Formula Atlantic, and his crew chief, Todd Hankinson, worked with Emmo on InduCars while at Penske. Colin also credits his driver coach, Phil Lombardi, with great information and advice. Colin finished fifth in points despite missing a key event and, as the best scoring driver under 21 years of age, he won a test in the Alegra F2000 car.

Thompson's life is a series of tests, and he's OK with that. When he stepped into his Swift DB6/Honda at VIR in April, it was the first time he'd ever sat in the car. By the second race of that weekend he was contesting for the lead when he spun. "I was too rough with the downshift," he says. "Lesson learned."

The 17-year-old Pennsylvanian is irrepressible, and by season's end was a contender despite breaking his leg midseason in a quad runner roll over. "That was another lesson," he groans.

At Lime Rock he had two podium finishes. "It was a life-changing experience for me. We started last due to electrical problems and I made it all the way to fight for the lead and took third. It was a real turning point."

Thompson is looking to move up to an F2000 car next year, but he is going to repeat in F1600 as well, if possible. "It is such good racing and a great place to learn race craft."





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2011 United States RoadRally Challenge Valencia, Calif. Oct. 21-23, 2011



## WORDS AND PHOTOS BY RICK BEATTIE

he clear blue skies in California's Antelope Valley revealed the beautiful locations chosen for the 17th annual United States RoadRally Challenge, but the darkness of the early morning starts and the fog that greeted competitors on the morning of the first day were more indicative of the false expectations the dozen or so competitors may have had on the effort that this Challenge would require.

The differences were like night and day. The USRRC, held Oct. 21-23, 2011, presented three thoroughly planned and very difficult events to one of the smallest, if not the smallest, turnouts ever at what SCCA RoadRally hopes is always its premier weekend.

In the warm but fading sunshine of Sunday afternoon, Ron Ferris and John Sears finished first in Equipped Class, Jessica and J Toney did the same in Limited Class and Stu Helfer and Jack von Kaenel won Stock Class. From the beginning, it wasn't going to be obvious or straightforward as to who would win their classes overall, as six different teams found first place in their respective classes in the three different events that make up the USRRC.

The location was the common theme that held the three events together. Chairman Sam Weissen headquartered the weekend at the La Quinta Inn & Suites in Valencia, Calif. "Friday's 'A Course with No Name' GTA definitely started the weekend off with some real challenges, making the US RoadRally Challenge live up to it name," noted Brandon Harer, who navigated for Kevin Poirier. Rallymaster Larry Scholnick's route stayed within 20 miles of headquarters. This was a GTA rally where just three pages of information were needed to follow the correct course and to answer questions confirming whether or not that had been accomplished, and proved to be the most difficult of the weekend.



The 2011 USRRC took competitors through scenic Southern California.

# EVENT REPORT 🤇

On Saturday, Jeanne English took over rallymaster duties for "Highway Robbery," a tough Course rally. The route started in an industrial park, a setting for which West Coast rallies are famous. This one was a bit upscale with lush foliage and landscaping. The cool early morning gave way to a hot afternoon in the Antelope Valley as the course headed from Santa Clarita to Palmdale. Those working controls found their cold morning fingertips more than thawed in the 85-degree afternoon heat near one of the aqueducts.

Poirier and Harer both remarked about the trip on the "musical road." If you drive down the left lane of Avenue G between 30th and 40th Streets in Lancaster, Calif., your tires rolling over the grooves in the pavement will play part of Rossini's *William Tell Overture*.

In a contest for best rally name, Joanna Weissen's fifth presentation of the final rally of the weekend, "Not My Fault" has to be the odds-on favorite. Following the San Andreas Fault through Antelope Valley, Weissen mixed a thorough geology lesson in with the route instructions for this tour event. A studied reading of the route instructions could easily prepare an aspiring geologist for a pop quiz on strike-slip faults, formation of granites and gneisses, displaced features, scarping, sag ponds and folding. Harer pointed out that "Weissen sent teams through the twisty Lake Hughes area on the way to Gorman, where stage rallies have been held in the past. Poirier mentioned a couple of times, 'I've been down this road before, but in a caged car.'"

# A COURSE WITH NO NAME

A prepared car wasn't needed this time, but the Course with No Name did punish those unprepared. The first irony was that contestants weren't looking for the typical RoadRally zero on their score sheet. A zero here meant that you had no clue as to the correct answer. Judging by the scores, that was the favored response.

Scholnick gave contestants just two pages of general instructions and a set of questions from the pre-checkers whose answers may have helped clarify things. As noted in the event flyer, Scholnick designed the rally (BELOW) Ron Ferris, driver, and John Sears, navigator, claimed the overall Equipped Class win. (BOTTOM RIGHT) In Stock Class, it was Stu Helfer, driver, and Jack von Kaenel, navigator, with the event win. (BOTTOM) The USRRC introduced rally competitors to the Antelope Valley.



based on the classic Southern California gimmick rally style that reigned throughout the 1960s, '70s and '80s.

"A keen eye was needed to spot differences between what an intersection was and what an 'INT' type of intersection was, as well as the difference between roadway and 'RDWY," explained Harer. This explanation from Scholnick of a trap that was discarded gives an idea of what was going on.

"Rather than stating that 'Everything' in parentheses on the Course Pages did not exist, the Rally Rules stated that 'Words' in parentheses on the Course Pages did not exist. One NRI had a second part: (R @ 1st OPP.)

"There was additional clarification within the Rally Rules that numbers, including ordinal numbers, were not words, and that most of the defined terms were symbols or abbreviations, and thus were not words. The trap was that, unlike the NRI, which read: L on Sagecrest (after passing it once).

"Here you had to turn left on the first Sagecrest rather than the second Sagecrest, ignoring the parenthesized part; you did have to obey the '(R @ 1st OPP)' part because there were no [non-existent] words in the parentheses."

During the club checkout process, Scholnick did not consider any of the traps sacred and "five of the original





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# EVENT REPORT 🤇

50 questions did not make the cut."

"I actually like the GTA," offered Steve Gaddy, who with Bruce Gezon driving finished that event in third place. "I was frustrated by the lack of our ability to execute it, but I thought the traps were well written and in the spirit of the event."

"Let's just say we had a lot of notes taped to the dash and the GIs next to each of our seats," Harer said.

Von Kaenel thought that Scholnick's "Course with No Name was very well constructed and a thoroughly challenging gimmick rally which did not require more than very basic timekeeping to assure arrival at controls within the assigned windows."

Because there was no equipment on the event, all of the teams were scored as a single group. Bob Morseburg and Chuck Larouere finished first overall earning 255 points, Ron Ferris and John Sears came in second with 223 points, and Gezon and Gaddy finished third with 215 points.

"The GTA was tough but the mistakes I made were probably preventable," confided Sears. The difficulty of the event masked the effect of the contestants' experience. At the dinner hosted by the committee that Friday evening, there was no clear indication of who had the weekend figured out.

# **HIGHWAY ROBBERY**

As the weekend progressed, the start times kept getting earlier. Friday's 10 a.m. start led to Saturday's 8 a.m. start. The East Coasters should have been happy but it appeared that it just added to the muddle.

This rally was promoted as a Course rally of average difficulty. Von Kaenel thought "English's Highway Robbery was, as is the norm for her, a terrific trap rally." Everyone ran at least one leg incorrectly, but some contestants thought the speeds were high and the need for filing time allowances numerous.

"I thought the Course rally was easier than the GTA, but had too much traffic and not enough pause time," confirmed Sears. Most people agree that Course rallies should be decided by whether or not the contestant finds the trap and doesn't receive the maximum score, a "max." "Slop" is the term that is applied to what should be low-digit leg scores on the legs where the contestant followed the correct route. "Running clean" means all you have is slop; you didn't "max" any legs. Gaddy commented that, "A challenging rally should be hard to run clean and there should not be a bunch of people tied for first with slop determining the result. The spread of results was good."

Gaddy also expressed his frustration at his team's "inability to do traps we knew how to do properly."

Poirier praised English for "once again providing a very clean and challenging Course event, with some fun "driver" sections thrown in to allow us to clear our heads before tackling the next gauntlet of traps. We particularly enjoyed the musical road during the lunch transit, as well as the FLR concept. We'd been carefully following that all morning, and finally in the afternoon our diligence paid off."

The FLR concept was to "Follow (a white or yellow) Lined Road." Poirier and Harer were looking for a trap based on the concept all day. After English tempted them with a number of feints, Harer explained, "We finally came across a roadway without a centerline that Jeanne labeled FLR. That forced us to continue on the road until it became lined; then we could execute the next route instruction."

Ferris and Sears finished first in Equipped Class and first overall with a score of 226. There was only one "max" of 100 points in that total score. The rest was "slop." Dave Jameson and Karl Broberg finished first in Limited Class with 492 points while Richard Wetzel and Chuck Hanson took first in Stock Class with a score of 550. Von Kaenel, a fellow Stock Class competitor, offered his "kudos to Wetzel and Hanson for solving this rally's challenges for Stock Class teams much more effectively than we did."

### **NOT MY FAULT**

The Not My Fault Tour rally gave rallyists a chance to revisit the Antelope Valley. The 7 a.m. start, requiring an alarm set somewhere near 5 a.m., was hard to take, but did permit the event to end mid afternoon.

As Harer explained, the Tour rally on Sunday, "Included fun tidbits about the fault lines crossing the Antelope Valley, thus the name 'Not My Fault."

Had you not run the Course event the day before, you could enjoy the trip and the geology notes in the route instructions, and the lack of speed changes or mileages left navigators sitting in the right-hand seat with not as much to do.

"I enjoyed the commentary in the

# **TEAM AFRICA!**

### **KEVIN POIRIER AND BRANDON**

HARER along with the team of Marinus and Renee Damm, carried the "Team AFRICA!" logo on their rally cars. They aren't the only Team members. Team AFRICA! fielded six cars at a recent Thunderbird Rally. According to Satch Carlson, The Alaska Rally Team was created in the '70s "to promote the adventures of a small group of ne'er do wells from the 49th state."

Carlson added that, "AFRICA was coined by some Australians whom I encountered at Targa Tasmania. It stands for 'Another Foolish Rally I Can't



(BELOW) Jessica,

driver, and J Toneu.

navigator, won

in a small but

very competitive

Afford!" The logo includes a polar bear, "An obvious motif, and the sourdough was based loosely on me [the height and the mukluks] and on John W. Ray, my early navigator who wore – and filled – a size 52 wolf-skin parka," said Carlson. "The Squiddly

Dred addition comes from years of Squid-oriented nonsense by Russ [Kraushaar].

"The bugeye Sprite is a reference to some of his earliest memories of rally; that was in a full-sized Austin Healey, but they are evidently more difficult to draw.

"Go forth and multiply...by the appropriate correction factor," signed by "Satch Carlson, Spiritual Advisor, Team AFRICA."







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# EVENT REPORT 🤇

routes and the first and last parts of the day in the mountains were scenic, but the whole section on the flatlands was just no challenge for the navigator," offered Gaddy. "Mileages were frustrating and there was nothing we could seem to do about them."

Many contestants noticed the mileage variation from fixed points compared to the official mileages in the instructions. Rally computers can now measure easily to 5.28ft; the fact that some variations were more than 10 times that, while still small, was disconcerting to every navigator. Although disappointed, some were intrigued as to why such variation happens - somewhere in tire pressure, time of day, temperature, route through the corners and not pushing the split at the right time is an exact reason (to three decimal places). Finding out why is still fascinating.

Weissen had contestants driving to a "Calculation Point" where they could pause and update their time to that point and then drive less than two miles at rally speeds to try and zero the control. That control was typically about a mile away. Poirier was disappointed, and Harer agreed with him, that the "one aspect we missed, however, was the quick control to catch the competitors who are used to running early."

Helfer and von Kaenel in Stock Class used that format to great advantage. "At the end of the first third of the rally, we were tied for first place with three Equipped Class teams and one Limited Class team," noted von Kaenel. "Then we came to leg 16 where my twominute addition error turned what would be a perfect zero into a 'perfect' (sic) 200-point penalty." They finished the rally with just 21 points on the 16 other scored legs.

Ferris and Sears didn't seem to mind the mileage variation at all. If anything they thrived on it. Their total score of six points was almost half that of the second- and third-place Equipped Class finishers. It guaranteed them what looked like an easy win in Equipped Class and first overall on this event. Limited Class was won by Jessica and J Toney with 32 points while Stu Helfer and Jack von Kaenel took Stock Class honors with 221 points.

# EPILOGUE

All RoadRally committees deserve a thanks and some admiration for what they accomplished. This committee

### 2011 UNITED STATES ROADRALLY CHALLENGE CAL CLUB REGION /VALENCIA, CALIF. / OCT. 21-23, 2011

A COURSE WITH NO NAME (Friday, Oct. 21) RESUITS: pos, driver/navigator (car) total. 1. Chuck Larouere/RbO Morseburg (Chevrolet) 255; 2. Ron Ferris/John Sears (Mini) 223; 3. Bruce Gezon/Steve Gaddy (Toyota) 215; 4. Stu Helfer/Jack von Kaenel (Mazda) 205; 5. Jessica Tone/J/ Toney (Chevrolet) 199; 6. Dave Jameson/Karl Broberg (Subaru) 192; 7. Kevin Polifer/Brandon Harer (Nissan) 178; 8. Wendy Harrison/Craig Beidelman (Dodge) 159; 9. Mike Thompson/Fred Rosevear (Chevrolet) 158; 10. Marinus Damm/Renee Damm (BMW) 156; 11. Richard Wetzel/ Chuck Hanson (Porsche) 128; 12. John Emmons/Lois Van Vleet (Chevrolet) 121.

HIGHWAY ROBBERY (Saturday, Oct. 22) RESUITS: pos/class, driver/navigator (car) total. I/IE. Ron Ferris/John Sears (Min) 226; 2/2E. Bruce Gezon/Steve Gaddy (Toyota) 369; 3/5E. Chuok Larouere/Bob Morseburg(Chevrolet) 440; 4/IL. Dave Jameson/Karl Broberg (Subaru) 492; 5/IS. Richard Wetzel/Chuck Hanson (Porsche) 550; 6/4E. Kevin Polrier/Brandon Harer (Nissan) 659; 7/2L. Jessica Toney/J Toney (Chevrolet) 773; 8/5E. John Emmons/ Lois Van Vleet (Chevrolet) 772; 9/6E. Mike Thompson/ Fred Rosevear (Chevrolet) 778; 10/2F. Marinus Damm/ Renee Damm (BMW) 861; TI/2S. Stu Helfer/Jack von Kaenel (Mazda) 883; 12/3S Wendy Harrison/Craig Beidelman (Dodge) 1616.

NOT MY FAULT (Sunday, Oct. 23) RESULTS: pos/class, driver/navigator (car) total. I/IE. Ron Ferris/John Sears (Mini) 6; 2/2E. Revere Jones/Rick Beattie 11; 3/3E. Kevin Polirier/Brandon Harer (Nissan) 12; 4/4E. Chuck Larouere/Bob Morseburg (Chevrolet) 13; 5/5E. Bruce Gezon/Steve Gaddy (Toyota) 14; 6/6E. John Emmons/Lois Van Vleet (Chevrolet) 15; 7/1L. Jessica Toney/J Toney (Chevrolet) 32; 8/7E. Marinus Damm/Renee Damm (BMW) 38; 9/2L. Dave Jameson/Karl Broberg (Subaru) 57; 10/1S. Stu Helfer/Jack von Kaenel (Mazda) 221; 11/2S. Richard Wetzel/Chuck Hanson (Porsche) 485.

took on three very difficult events. Writing the Saturday and Sunday events with routes that stretched out some 65 miles from Santa Clarita to Saddle Back Butte takes an incredible amount of time to run, write, check and mileage, especially when the work has to be done a few legs at a time. There were no protest claims for the weekend, proving that the committee got it mostly right.

"All three events at this USRRC were well done and offered unique challenges and memories," said Von Kaenel. "Running the Miata with the top down all three days offered its own memories of clear skies, ample sun and a bit too little sunscreen."

"The biggest positive was the committee's emphatic support of the GTA concept, and I'm hoping they will decide to do more events in the future in the classic SoCal GTA style," commented Gaddy regarding Scholnick's Course with No Name. Harer enjoyed the Musical Road on English's Highway Robbery. "Being in a free zone allowed us to loop around quickly and experience the tune an additional time at a different speed and rhythm – that was cool."

### **2011 EVENT POINTS STANDINGS**

DRIVER	NAVIGATOR	COURSE WITH NO NAME	NOT HIGHWAY ROBBERY	MY FAULT	TOTAL
EQUIPPED CLASS					
Ron Ferris	John Sears	8	10	10	28
Chuck Larouere	Bob Morseburg	10	6	5	21
Bruce Gezon	Steve Gaddy	6	8	4	18
Kevin Poirier	Brandon Harer	5	5	6	16
Jon Emmons	Lois Van Vleet	2	4	3	9
Revere Jones	Rick Beattie	0	0	8	8
Marinus Damm	Renee Damm	3	2	2	7
Mike Thompson	Fred Rosevear	4	3	0	7
LIMITED CLASS					
Jessica Toney	J Toney	10	8	10	28
Dave Jameson	Karl Broberg	8	10	8	26
STOCK CLASS					
Stu Helfer	Jack von Kaenel	10	8	10	28
Richard Wetzel	Chuck Hanson	6	10	8	24
Wendy Harrison	Craig Beidelman	8	6	0	14



The USRRC committee was comprised of (left to right) Jeanne English, Larry Scholnick, Sam Weissen, Eddie Weissen and Joanna Weissen.

Competitors were treated to a number of Southern California views during the three-day competition.

Poirier, who also admitted to enjoying the singing road, offered this advice. "Highlight the things that make your area unique, have the dinner and lunch breaks at a local favorite that showcases the foods of vour area...I hadn't had a Tommy's Shack Burger before, and always enjoy In-n-Out when in California, so those were great spots. Provide the option to go somewhere new. Likewise, find unique landmarks [fault lines, musical road] to take the rally past. Basically, show how your region of SCCA is different from the other 114 regions."







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# Series Reports ar club of America January 2012 REPORTS FROM SCCA'S NATIONAL COMPETITION SERIES

# RACING ROOM CLUB RACING

# **TEN YEARS ON THE CRB**

s I step away from the job of serving on the Club Racing Board for the last 10 years, I thought I would try to share some insight on what the job is like and how it can be both rewarding and frustrating. I was asked to serve on the CRB based on my experience on the GT Ad Hoc committee as well as my knowledge of automobiles with more than 40 years of experience as an import car technician and shop owner, and 20 years of activity as a racecar owner or driver in the Club.

One of the first things you have to come to grips with when serving on any committee is the dynamic involved in a committee atmosphere. You hear folks make the statement that serving on one of these committees is a sure way to get what you need or want for your car. In reality, the opposite is true. There is such a concern of an appearance of impropriety that requests for their own cars don't get made. You have to keep in mind that in order for someone to get something done it has to pass through the category committee as well as the CRB and, in the case of rule changes, the Board of Directors. It would take a widespread conspiracy to pull it off. You may not agree with every decision, but I can assure you there are no backroom deals.

For me, working on a committee was a new experience. Up until that time I had worked in small business and had run a successful repair shop. But my idea of a committee decision was sitting down with my wife and figuring out if we could afford that new tire machine. You learn quickly that things are very different working within a group of strong-minded individuals.

One of the most important things to keep in mind is that every person who accepts a position on a committee is making an effort to make the Club work better. Their vision may not be the same as yours or mine but they usually have valid thinking behind it and they deserve to be considered. It can be trying as well as tiring working through these various ideas, but you never know when an idea that you are sure won't work turns out to be what the membership was looking for.

As I step away from this position, one thing I'm most pleased with is how well we have gotten the Ad Hoc system working. I came to the CRB after serving as what I felt was an underutilized committee chairman. In all fairness, it was a different time. We received the member requests on paper, in the mail. We would try to communicate with one-on-one phone calls between the committee chairs and members. The chairman would then convey the various opinions to the CRB liaison, who would then bring them to the conference calls. Things got much better as e-mail became the norm. And with the support of the staff at the then-new SCCA National Office in Topeka, Kan., conference calls were put together for the Ad Hoc committees.

We now have the committees of participants in the category making the decisions for that group of classes.

This is a huge improvement over the previous system, where most of the decision-making was done by the category specialist on the CRB. There is an obvious improvement in the quality of the responses. The workload is also spread over a wider group of people. This prevents the backlog of letters that we would see in the past. It was normal to skip a category during the CRB call, as we worked on another project or dealt with a contentious issue in one class. With the committees making recommendations on all of the letters, the CRB reviews them and they usually move forward as recommended, or return to the committee for further work. I also have to mention that working with these committees has shown me that we have some really smart folks in this Club who will freely share their expertise to make the Club Racing program better.

Then there is the Board of Directors. This elected body has the responsibility for appointing all of the program boards, and all of the boards report to them. They also have the decision-making power when it comes to major changes to any program. Over the years, I've had the privilege and pleasure of working with many different directors, as they are term limited to six years of service. Every one of these people had nothing but the best interest of the Club Racing program in mind as they made their decisions. But, you are dealing with 13 folks from different parts of the country and different experiences and backgrounds.

You often hear that the BoD "micro manages" the CRB. While I agree with that statement. I found it best to look at it as the CRB and BoD were in this together. When it comes right down to it, the CRB and other program boards serve as Ad Hoc committees. When there is a contentious issue that comes forward, you would expect the members to reach out to the person they elected to represent them. Of course, I may be biased, but I do believe that by the time the CRB has reached a consensus opinion on an issue, we are well aware of both sides of arguments and are making the recommendation that best serves the racing program. But under the Club

system of governance, the final decision on virtually all changes is the responsibility of the BoD.

I would be lying if I said I was never frustrated, but those tough issues are few and far between and, for the most part the BoD lets the CRB do the job the CRB members were appointed to do. As I said, we're in this together, and while we don't always agree, this would be a very difficult job if you didn't accept how the system works.

One of my real disappointments as I step away is that we never were able to get the BoD to make a committed plan for what we see as the future of Club Racing. Future planning has been on the CRB agenda since the first meeting I attended 10 years ago. While planning for the future should never stop, a good argument can be made that you should decide on a direction and work toward the intended goal. I'm not sure we ever got to that point – although

**C** THE CRB AND OTHER PROGRAM BOARDS SERVE AS AD HOC COMMITTEES **9** 





it was not for lack of trying, as the CRB has recommended various plans, none of which stood the test of time or were given the time to work. It's easy to point the finger and say the BoD has never stuck to a plan, but the more important question is why they haven't.

It's because of you, the racing member, who lobbies your area director to step away from a plan that affects your class. But I'm not saying this is the worst thing. After all, we are a Club that should be serving our members. On the other hand, it can be said that we are at the point where some hard decisions will have to be made. We are up against more competition than ever for racers, and the economy continues to struggle while expenses increase. I'm sure there will be much discussion going forward, and I won't venture to guess what the future will hold.

I do have confidence in the people

who are on the BoD as well as the CRB. By all means, share your thoughts on how these changes may affect your class, but try to put yourself in your director's position and consider the program as a whole.

And, with that, I want to say that I truly appreciate the opportunity to serve. I've enjoyed it and have gained many good friends through the experience. I like to think I was able to increase the level of cooperation between the CRB the BoD and the Steward community, and can honestly say the only time I've been angry is when someone would imply that there was some kind of backroom dealings or that committee members get special treatment, since it just doesn't happen. I guess with more than 40,000 members you'll have all kinds, but that doesn't make it any less infuriating. Disagree with the decision, make the argument that it's the wrong decision, but it's a small person who resorts to

insulting the decision maker.

Last but certainly not least I'd like to give thumbs up to the staff at the SCCA National Office. Again, I've had the pleasure of working with a variety of folks over the course of a decade, and I don't have the room to thank them all. But I can honestly say I feel we are in great shape in the National Office - the tech department is strong and getting stronger, and we are very lucky to have Terry Ozment, Vice President of Club Racing, in that spot. This is certainly an interesting business. With lots of different interests to be served, it is not an easy job, and Terry rarely weakens under the load, and you will never know when she does. As the CRB chairman I appreciate the support the National Staff has always shown me, and as a member and racer, I appreciate the work they do.

I'll see you at track. Bob Dowie Bob Dowie (LEFT) has served on the Club Racing Board for the last 10 years, spending a significant number of those as chairman. Part of that role involves answering membership questions at various Town Halls each year (ABOVE).

# **LEAVING THE LINE** NATIONAL SOLO by Paul Brown

# **RULES CHANGES**

f you haven't read through the November 2011 *Fastrack*, you may experience some interesting surprises when you show up at a 2012 Solo event. There are rules changes in just about every category, plus a bunch of operational changes. Even if you did read *Fastrack*, read on, because here are a few highlights you may have missed.

There is no longer going to be a qualification requirement to enter the Tire Rack Solo National Championships. There was a time when regional programs tended to be very different around the country, to the point that it made sense to require some familiarity with how things were done at the Solo National Championships. That time is long gone - we share a rulebook, and even the smallest of regions knows how to run an efficient event that is also very similar to how things are done at the Solo National Tours and the National Championship event. There just aren't that many people, even Nationals rookies, who don't make it a point to

One of the rules

changes for 2012

involves the Stock

Stock competitors

choose from using

or rear swaybar.

an aftermarket front

will be able to

class. Starting Jan. 1,

# **66** MOST OF WHAT USED TO BE ASP WILL NOW BE MOVED TO SSP **99**

run at least one Divisional or National Tour in any given year.

There is a rewrite of the passenger allowance. One major change is the allowance for a student driver to have a passenger at a championship event if the driver is required to have a passenger in order to compete (think "learner's permit"). There is no reference to rule 6.7 ("Visual or Oral Instruction"), but it wouldn't be surprising if we see some clarification about that in the future.

In order for a National Championship to be awarded, there must be at least three competitors in a class. This will no doubt result in a bit of class shuffling at the last minute, and will eliminate unopposed championships from occurring.

There is now a rule that specifies a competitor is responsible for making sure there is a jack stand in place if someone is underneath a car that is jacked up. Many consider that to be an IQ test, and it is a bit surprising that there wasn't already a rule about this, but now it's official.

There's a big change in Stock. The old rule that allowed any change to a front swaybar now allows any change to either the front or the rear, but not both. This may not be all that big of a deal except for the all-wheel-drive cars, but we have those in just about every class these days.

Street Touring gets a makeover. There are some engine management rules changes, but the big changes are new classes (STF and STC), and there are specific vehicle listings in Appendix A instead of just some general guidelines. The result is that cars not specifically classed are not eligible for National events, much like we see in other categories. So, if your car isn't classed, you better write a letter to the SEB now! Probably most notable is that the 1989 Civics will now attempt to dominate a class called STC, and those cars won't have the option of playing in STX any longer.

Street Prepared gets some major upgrades, too. Most of what used to be ASP will now be moved to SSP. The old BSP gets split between ASP (which should continue the Evo vs. Solstice wars) and BSP (where the Honda S2000s should be tough to beat).

Street Modified gets some additional allowances as far as alternate subframes to help in engine swaps. Solid Axle rear-wheel-drive cars get a weight break, which might actually get some pony cars back into the fray.

Prepared will also see some tweaks. DP and EP have some wheel width allowance changes. There are turbo inlet restrictor changes along with some minimum weight changes.

Modified isn't left out, as Legends and Dwarf cars can now run in FM (with a long list of restrictions and allowances). FA cars running in BM get some aerodynamic allowances.

Last but not least come the karts. F125 is a thing of the past, and will now be called KM. There are some new rules on engines and ignitions.

All in all, quite a lot of changes for 2012. One more thing – volunteers are needed for all of the advisory committees, so if you'd like to be a part of rule changes for 2013 and beyond, SCCA needs you – head to **www.sebscca.com** and toss your name in the hat.

CONTACT PAUL BROWN L8apexrs@q.com



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# DIVISIONAL REPORTS SPORTS CAR CLUB OF AMERICA JANUARY 2012 UPDATES, STORIES AND NEWS FROM SCCA'S NINE COMPETITION DIVISIONS

# **KNEE DEEP IN NEDIV**

NORTHEAST DIVISION

# NEW YEAR, NEW ATTITUDE

o, are you (to paraphrase that old TV commercial of the 1960s) participating more and enjoying it less? I'm talking about your membership in the Northeast Division of the SCCA. I don't think it's any secret that we here in NEDiv enjoy one of the most intense competition calendars in the country, so it's little wonder that things like repairing the roof, trimming the shrubs and mowing the lawn all go wanting while we attend to the pressing issues of getting new tires mounted, cleaning the dirt and grass out of the radiator, buffing out orange cone scuff marks on the CP car and rotating the tires on the trailer. And, I don't know about you, but not being the spring chicken that I "usta" be means it takes both a concerted effort and considerably more time to accomplish these turnovers. Like the Toby Keith song goes, "I'm not as good as I once was, but I'm as good once as I ever was." But I also look at the old calendar a lot longer and harder than I use to. More like the old bull in the meadow watching the herd with the young bull – I'm thinking that a slow walk down the hill might yield a more fruitful experience than a headlong rush would.

Robert (left) and

brought their toys

out to race at an

NJMP Regional.

Their toys were an

impressive Dodge

Dart and Plymouth

Baracuda, which

they raced in SPO.

James (right) Benson

It was just such a decision that led me to southern New Jersey to play at New Jersey Motorsports Park (NJMP). And among the gathered were the brothers Benson - Robert and James. These two sadomasochists (and I mean that in the most complimentary of terms - you'll understand as you read on) seem to have figured it out. For there, deep in the realm of super-powered, fire-breathing, big-bore SPO, Robert and James play with their toys of passion: a 1966 Dodge Dart and a 1966 Plymouth Barracuda (you see the sado-maso link now, right?). It was the Dart of Robert Benson that first caught my eye, sitting in impound looking to all the world like an original Group 44 1960s Trans-Am car, complete with "Group" stickers and what appeared

to be bias ply racing tires! Almost too good to be a replica. Only then did I notice the James Benson 'Cuda also in impound resplendent in its Chrysler factory blue paint and racing stripes. There was something going on here that I had to get to the bottom of.

"What's up with these," I asked – I don't mince words when investigating. Robert answered, "I wanted to build a tribute car to the early days of Trans-Am racing, so my brother and I did just that. I chose the Group 44 car and he built the Barracuda like the ones campaigned by **Scott Harvey** and others."

He invited me back to the trailer where they had hung pictures, reports and results from 1966's Trans-Am season from places like Riverside and VIR with drivers like Tullius, Charlie Rainville and Harvey. It was as if the cars sprang from the pictures to existence. I can only think of two reasons to embark on a project such as this, and winning your class is not either one of them. Especially when you are playing in a field with 1:40 lap times going up against your "competition" in the 1:20s. Tullius and Harvey themselves couldn't pull that rabbit out of the hat. So why?

"We just love these old cars. It's a ball to race them...it was a challenge to build them and build them correctly. We built this Dodge up from a wreck. I mean, look at it," said Robert.

Robert's enthusiasm for their work is infectious as both of these cars would look right at home on a vintage Trans-Am grid. I dare say any of the "Group" would find driving these a blast, as is evident by the way the Bensons hurl these around. And *that* is a prime example of enjoying your membership to the fullest – doing what you love with what you love. And that's an attitude worth carrying into the New Year.

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# REVVIN' IN SEDIV

# **SEBRING MEMORIES**

tlanta Region's Jan Coleman-Mitchell was determined to get to Sebring! "In the mid '50s, my dad, Jesse Coleman, was the Chief Starter. I always wanted to go with him to the 12 hour [race], but he said I was too young. When I was about 5 or 6,







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I decided to take matters into my own hands. As my dad and his traveling companions were eating breakfast before starting their drive to Sebring, I packed my little red suitcase and hid in the back of his car. I heard my dad calling me so he could say goodbye. But they had to get started, so as he got into the car he saw me. I did not get to go that year, but he told me he would take me when I was older.

"Fast forward to 1967 – I was 15, [and] finally old enough! He took me to the 12 hour. I spent the first part of the week working driver registration with **Sunny Young**. Later that week, I was invited to crew for the all girl team. I do not remember who the sponsor was, but think it was a spark plug company. One of the four female drivers was [a family friend] **Smokey Drolet**.

"My dad passed away in August that year, so we never got to go to the 12 hour together again. But, I went to the next six or seven [and] spent them working driver registration with Sunny, meeting all the drivers and had an absolute ball! Some of the best times of my life."

In 2012, the infamous 12 Hours of Sebring turns 60. Over the years, how many times have you been to Sebring in person, as a fan or working? How many times have you stayed at the Kenilworth Lodge or Inn on the Lakes or camped in the Green Park? Some Central Florida region members can remember when the Kenilworth was only \$10 a night. Or how about eating at the (now gone) Cathouse Restaurant on the Circle?

We can only imagine how many SCCA members began dreaming about building and driving racecars while watching a Sebring race! Not to mention how many have taken worker's schools, participated in so many SCCA events or having driven in the Panoz Performance Drivering School. Grandparents are now taking their grandchildren to Sebring, pointing out where they stood and what has changed over the years. Turn 17 still jars your teeth out, though, the drivers tell me.

SCCA workers help keep the Sebring events on track, literally. Their skills, dedication and experience are indispensable. The cars, track, communications and equipment have evolved, but you still need *people* to be the eyes and ears of safety.

# PANIC WRAPS UP A SUCCESSFUL SEASON

Steve Bertok, the owner and president of Panic Motorsports, claimed his third Carolina Cup Pro Series (CCPS) Spec Miata Championship in four years, in October at VIRginia Int'l Raceway. Also, Panic driver Stephan Tisseront finished second in the CCPS Spec Miata championship points race. Overall, it was Tisseront, 16-year-old Dillon Machavern and Bertok taking the top three spots in class. What a great weekend for Panic!

During North Carolina Region's annual Bob Garmon Memorial (Left to right) Willie Church, Charlie Putman, Charles Espenlaub, James Gue and Dane Cameron visit the Nationwide Children's Hospital in Columbus, Ohio. Goblin's Go weekend at VIR in October, three Panic Motorsports drivers claimed seven podium spots among ECR, SARRC and CCPS events, in Sunday's final race.

"We couldn't have been happier with the work put forth by our crew, employees and team drivers this year," says Bertok. "We each also claimed a fast lap, Stephan in the SARRC, Dillon in the second ECR and myself in the CCPS race."

Panic Motorsports is owned and operated by Bertok and his wife, **Becca**. They specialize in aftermarket and salvage parts, service, racecar builds and track support for Mazda Miatas and Spec Miatas. For more information, visit **www.panicmotorsports.com** or call (803) 261-7629.

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### NOR'TH COAS'T NEWS GREAT LAKES DIVISION BY NANCY SCHILLAGE

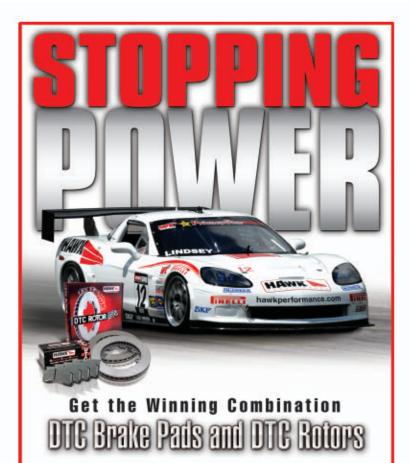
# SEE YOU IN SEPTEMBER

ee you in September – that's what a lot of people said during the summer as they geared up for the National Championship Runoffs at Road America. Drivers, crews and volunteers alike put a lot of effort each year into preparing cars and gear to spend a week in whatever Mother Nature or the competition was going to throw at them.

Verne Wandell shared his experience from a flagger's point of view. "The coverage was very good in F&C," he says. "I believe that every station was open all week long with plenty of folks for the race days. The weather was challenging at times but everybody maintained a good spirit and the cooperation between [emergency services] and F&C was quite good.

"Overall, the Runoffs was great, mostly because [the event] always provides a time to get together again with workers you haven't been able to maintain contact with throughout the normal season. It is rewarding to see so many people do such good work. A nice addition was the time taken by the flag chiefs, the communication chiefs and the chief steward to point out some excellent work or excellent calls every day in the morning meetings. Another highlight was the fact that the race monitor application





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was made available for everyone who had an iPhone or Android phone, and the server was fed every day so that, almost anywhere on the track, you could stay updated on qualifying times or race positions."

For Verne, the most memorable part of the Runoffs was the "formal" lunch that the folks gave to **Dick Coburn** at corner five to commemorate his farewell tour.

Part of the fun of the event is the Worker of the Year Awards, presented on Thursday evening before the racing begins. Wandell summed up the Great Lakes Worker of the Year, **Todd Cholmondeley,** very accurately when he said he seems to be everywhere, doing anything he can to help out.

"Season after season I see one worker and his family at every track I go to and hear of his exploits at others out of the division," Wandell says. "Quick with a yellow flag, precise with a blue and clear on the radio, he has all the skills required of our specialty in aces. Always willing to step into a corner management role if needed but satisfied with whatever role is handed him on the corner, he is a confident and dependable worker.

Land O' Lakes Region

drove from eighth to a

fourth-place finish in

SSC at the National

Runoffs, earning him

Championship

the Sunoco Hard

Charger Award.

member Tom Daly

"He has been chairing a race for his region for the last several years, a time-consuming job that can take months of planning, yet he finds time to make those important trips, helping everybody else out and promoting his own region.

"His volunteering doesn't start and end at the corner station, however. If registration has an issue and he isn't on a corner, he's there to help find a solution. If a driver needs a hand in the paddock and he is available, his hand is offered. Got personnel issues in your specialty? He has the knowledge and finesse to help you through it."

If you talk to Todd, he won't mention the award, being a humble kind of guy who exemplifies the team player role. Congratulations, Todd, on an award very well deserved.

### **ON TRACK**

The Runoffs provided plenty of challenges for drivers and crews. Coming right from the Grand-Am weekend at Mid-Ohio was FE racer **Scott Rettich.** "This year's Formula Enterprises field was extremely strong," says Rettich. "We had to push very hard to come away with the National Championship this year. Our success at this year's National Championship gave us strong momentum and confidence as we continue to build our racing team and take on new challenges."

Reflecting back, Rettich remarks, "Our September race schedule presented some major challenges for the Alliance Autosport team and myself this year. Within 20 days we had two SCCA Pro Racing Spec Racer Ford races, four SCCA Pro Racing Formula Enterprises races, a Grand-Am Rolex GT race and the Runoffs in both Spec Racer Ford and Formula Enterprises. Less than 24 hours after the SCCA Pro Racing Formula Enterprises races at Mid-Ohio we had to be at Road America qualifying both our Spec Racer Ford and our Formula Enterprises car. Just finishing all of those races was an accomplishment, but to come away with seven wins was an incredible accomplishment that says a lot about the team and all of their hard work."

Seeing many familiar SCCA members crewing for Rettich at the Grand-Am event added to the fun along with the Club drivers participating in the races during the weekend. Hopefully some spectators will sign up for memberships inspired by Club members racing so well.

Speaking of professional racers, in spite of their busy schedules for Grand-Am weekends, **James Gue** and Dane Cameron from Dempsey Motorsports, along with Charles Espeniaub and Charlie Putman of Forgeline, went on a visit to the Nationwide Children's Hospital in Columbus, Ohio. The weather held out for Ohio Valley Region member Willie Church to display his racecar and interact with patients, family and hospital staff. Assistance in photography from Ohio Valley Region members Kathu Gall. Special Event Coordinator Frank Vessell and Monique Guerser of Vessell Motorsports captured lots of smiles from the kids. Thanks for the ongoing support and dedication for making a difference to those youngsters.

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## THE FISH WRAP

CENTRAL DIVISION

# AS PROMISED

could not start this month's column without giving a big shout out to **Tracey Gauper**. As this issue's deadline approached, her fantastic National Championship Runoffs recap for CENDiv members found its way into my e-mail inbox. What normally takes hours for me to complete (and decipher!) she had accomplished in minutes!





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# Be Safe. Keep Winning.



This year's Runoffs results saw a lot of dominating results by CENDiv members yet again. The division crowned eight National Champions, 13 other podium finishers, 10 Sunoco Hard Chargers and five drivers recorded Runoffs lap records.

Chicago Region's Mark Jurczyk accomplished all of that. He drove to a win in GT-2 and came from fourth on the grid to do so. But the region's accomplishments did not stop there, as Joel Weinberger took the win in STU. He qualified on the pole, so taking the Sunoco Hard Charger honors was out of the question, but he did set a lap record. Other Chicago accomplishments include Dick Gagliardi taking second in HP, Alan Andrea taking second in S2000, and then there were third-place podiums for Brian Tomasi (FC), Tim Kautz (FF), Michael Varacins (FV), Mark Boden (GT-2) and Gary Kachadurian (STO). Tomasi set a lap record while Kautz and Kachadurian took the Sunoco Hard Charger award. Fabio Castellani took another Hard Charger award for the region, moving from 12th on the grid to fourth at the checker in FA. Jeff Beck improved five spots in FF for another Hard Charger. Rounding out the Chicago Sunoco Hard Chargers was Don Bunt in EP with an 18-spot improvement! Reid Hazelton had a tough race, but managed to set the Runoffs lap record in FF.

Not to be outdone, their friends to the south, Milwaukee Region drivers, were rewarded with five National Championships! Andy McDermid (AS), Steve Forrer (CSR), Michael Mueller (F500) and Revere Greist (FC) all took home wins while starting from the pole. Greg Gauper had to work for his win overtaking two drivers from the grid to take the HP class. Brewtown did not stop there – Jeff Kowalik drove to a second-place finish in FA, David Venhaus third in AS and Jonathan Start third in SSC. J.R. Smart took the Sunoco Hard Charger in FC.

Blackhawk Valley Region also had some strong accomplishments. **Steve Sargis** took the pole and win in FP and **Voytek Burdzy** took third in my favorite class: Spec Miata. Land O' Lakes driver **Gerald D Szykulski** improved one spot from the grid to take second in FC while fellow region member **Tyler Walsh** took third in FE. Land O' Lakes also took home one Sunoco Hard Charger (**Tom Daly**, SSC) and one Runoffs lap record (**Scott Goolsbey**, SRF). Iowa Region driver **Herb Noble** also took a Hard



Ralph Tremaine looks over the Boulter Kelsey Sprite while in mid restoration – this is the exact same car he helped build in the late 1960s.

Charger award in F500 with a nice 10 spot improvement over his grid space.

I'm sure there were a lot of personal accomplishments among the other 96 CENDiv drivers not mentioned, but there simply is not space! Awesome showing by the region yet again!

### CHECKERED FLAG: BILL DALTON

With the joy that the Runoffs wake gave everyone, we saw the very sad and untimely passing of Milwaukee Region member and longtime tech volunteer **Bill Dalton**. Dalton passed on Oct. 8 at Rockford Memorial Hospital. He had been transported from Blackhawk Farms Raceway during Chicago Region's Fall Sprints after he collapsed in tech and was treated onsite for an apparent heart attack. He was transported by helicopter to the hospital where he stabilized, but sadly passed away in surgery. The region offers thanks to everyone who responded magnificently at the track to this extremely difficult and personally challenging situation. Bill is survived by his children, John Dalton and Andrea Kilkenny. The SCCA community offers them our sincere condolences.

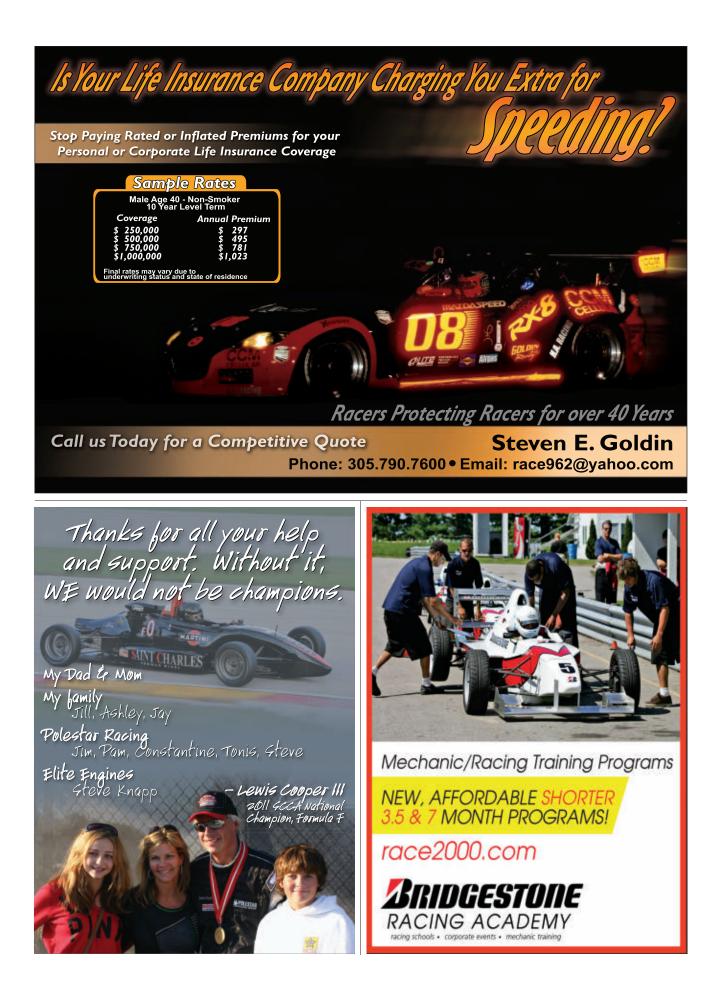
**CONTACT** SAM KARP (414) 975-0846 karpsam@hotmail.com

# GATEWAY TO MIDIV MIDWEST DIVISION

# A DIFFERENT KIND OF FAMILY TREE

**teve Tonellato** is on a journey to trace a different type of family tree; that of the "Boulter Kelsey Sprite." He bought the 1959 Bugeye five years ago, stripped and primed, with no VIN plate, but knew it had raced in St. Louis in the mid 1980s. Tonellato sent an e-mail to the St. Louis Region board, which was forwarded to **Bryan Cohn**. His family has deep roots in the SCCA and St. Louis, and is often the first resource on whatever research journey you're embarking on.

Tonellato's plan was to restore the Sprite and prove its racing history, but with no logbook and only a single photo in its racing colors, this was not going to be an easy task. But, as it turns out, the Sprite had lived in the Cohn family's garage for a period of time and was the very first car Cohn ever drove at Mid-America Raceway in 1982, when he was 15. Cohn located more photos, provided information on a few other owners and helped Tonellato connect with a host of others who knew various pieces of the history of the car.



Tonellato tracked down Kelsey's sister, Caroline. She remembers, "It was amazing - so low to the ground and [Boulter] was such a great driver."

She also thought Ralph Tremaine, who helped originally build the car, was still alive.

"If memory serves, that took place in late '68 to early 69," Tremaine recalls of the racecar build. "That followed the demise of my first Bugeye when 'monkey see, monkey do' design and installation of a pan-hard rod proved to be a poor substitute for accurate knowledge of automotive suspension design and function. I salvaged the engine, transmission, dashboard, the left front suspension and the four wheels - and deposited everything else in the landfill. It was a sad ending to a sad experience. Boulter was at the track at the time of my learning experience and helped me load the remains of my once exquisite car on the trailer. He had just recently bought a Bugeye from Jimmy Malen, known as the 'Red Rat I.' My parting comment to Boulter was "Maybe we should build one good one out of two bad ones."

About a week later, Boulter agreed. The partnership lasted less than a year.

Tremaine's first car was a 1958 and the structure between the front suspension and main tub was a single panel. After not very long, it showed

signs of flexing. "Boulter [with a master's degree in mechanical engineering] suggested reinforcing that area by sandwiching it with sheet titanium - bonded and riveted in place. So I did. The rivets and titanium came from an inexhaustible supply through a back door at McDonnell Douglas Aircraft Corporation, who also furnished the labor and materials for wiring the car. The 'super glue' came from the adhesive lab at Emerson Electric, which furnished 12 different mixtures for testing, that was done at Washington University's Engineering Student Services Lab." Tremaine adds, "It takes a village."

The car won its first race out of the box, which is a story all of its own. So you'll have to tune in next time for part two of this tale.

What started as an eBay purchase that got sidetracked by a marriage and a couple of kids is now more than a little restoration project. Over its lifetime it has taken a village of St. Louis institutions, racers and SCCA family members to build and nurture the Boulter Kelsey Sprite. Tonellato is well on his way to creating the family tree he was after. If you can join that village and share a story or photos for a scrapbook, contact Tonellato at tonellato@gmail.com.

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# SOWDIV SUNSET

OUTHWEST DIVISION

# THE PROCESS

hen Michael Mills started racing a Porsche 997 GT3 Cup car in the IMSA Challenge, he and his fellow racers also wanted to participate in local SCCA races. The car was previously classified in GT-1, although it wasn't competitive with the tubeframe cars. Several members had requested the 997 be classified into GT-2, but not in such a way that the Club Racing Board could approve.

Mills, a driving coach at MSR Houston as well as a Houston Region member, decided to spearhead the proposal to the CRB.

"Here at MSR Houston, we have several members with 997s and no place to run them besides the IMSA Challenge," Mills says. "I wanted to give them the opportunity to get more seat time to improve their driving skills and run for a divisional title here locally."

Mills began speaking with fellow MSR Houston member, James Goughary. Goughary, a multi-time National Champion in GT-2, also sits on the advisory committee for GT cars.

"Michael had a valid request, but



**Houston Region's** 

**Michael Mills pilots** 

a Porsche 997 GT3

Cup car, which is

now legal to run in



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needed it to be asked in such a way that made the Board see it was a way of equalizing the 997 and 996 GT3 Cup cars by weight and restriction," Goughary says. "The CRB and GT committee liked the idea, but we needed more details and specifics to see how it would compare in a race situation."

Mills had the benefit of being at a track with a dyno, lots of on-track data from multiple drivers, and the experience of competing in GT-2 in several cars.

"I've raced GT-2 in a Panoz and a BMW, and ran the 997 against other 996s in a race situation," Mills says. "We had a pretty good idea of what we wanted to propose. We just needed to show the Board and committee the data that backed up the proposal."

The paperwork, including dyno sheets, race data and IMSA Challenge manuals and rules, was submitted in May of 2011 and, after much discussion, the Board approved the 997 in the November *Fastrack*.

"I think it's great," Mills says. "The 997 being allowed to run in GT2 will be a win-win for both the SCCA and Cup car owners. We have another outlet to race our cars, and the GT-2 numbers will continue to grow here in the Southwest Division and hopefully, across the country."

"It's been my experience," Goughary adds, "that the CRB and advisory committees have the racers' best interest in mind when they make these decisions. They are doing their best to keep everything competitive. It's good to see the class expand."

If you have an interest in the rule-making process, you can find out more by visiting www.scca.com/clubracing. Links can be found on the "Cars and Rules" page.

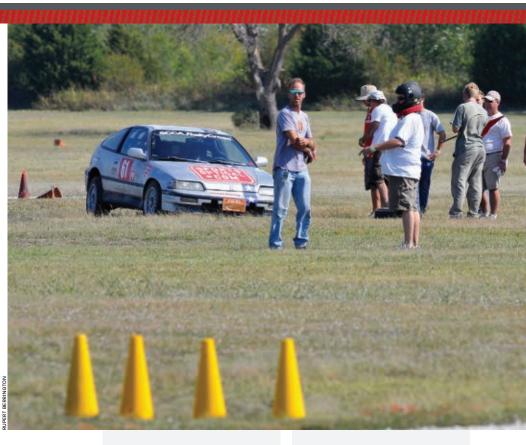
**CONTACT** SYDNEY DAVIS (713) 628-8337 davis.sydney@gmail.com

# **PONY EXPRESS**

ROCKY MOUNTAIN DIVISION

# THE DIRTY NEWS

ith the 2011 RallyCross National Championships now in the record books, RMDiv has a lot to be proud of. In a year with another record-setting National Championship entry, 29 of the 100 entries came from RMDiv. Colorado, Continental Divide, Utah and even Wyoming were represented



A number of Rocky **Mountain Division** members made the trek to the **RalluCross National** Championship in Tulsa, Okla., in October. PF competitor Bret Hunter (left) experienced slight mechanical difficulties when the left front wheel parted ways with the CRX he brought to the competition.

from within the division. Sojourning to Tulsa Raceway Park in Oklahoma, the RMDiv contingent found a challenging course for the National Championship event. Sunny days and warm fall temperatures meant weather wouldn't be a significant factor this year. But long straights and some very bumpy sections, particularly on Saturday's runs, led to some equipment breakdowns and courses being reset.

According to ace photographer Rupert Berrington, who not only shot the event for *SportsCar* but also raced in the PR class, consistency was the key. With three courses being set one on Saturday morning, another for the afternoon and a third for Sunday morning - setting down clean, fast runs without any mistakes made the difference. Then, like many championships, there was the wild card. When there was an issue with the water truck, which was trying to keep the dust down, officials made the decision to disallow the last of Saturday's runs for the Prepared classes. This put a premium on each of the Sunday runs.

One contender who got it just right was the Ford Focus SVT of **Keith Lightfoot** from Fort Collins, Colo. Lightfoot's red Focus dominated the PF class. Leading from the first run and extending it each run thereafter, Lightfoot never made any significant mistakes or lost his focus on the way to first place. Finishing third in class was Utah Region's veteran RallyCross Champion **Karl Sealander**, who stuck with it to the end.

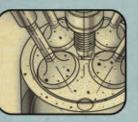
Things were quite a bit closer in the SA class, and **Gary Marascola's** Subaru Outback Sport traded fast times with the competition on both days. After reversing Sunday's run order depending on how fast (or slow) you were on Saturday, Marascola (who is also from Fort Collins) ended up having to settle for second place after a spirited battle. Another Colorado driver, **Jason Miller** ended up in third place when the dust had settled.

Rules interpretation had another Colorado Region member, Kubo Kordisch, scratching his head. Initially registered in a Stock class, Kordisch ended up moving to a Prepared class. Why? Despite having a mostly stock Subaru Impreza, the addition of a race seat put Kordisch into the next level of preparation. Despite this, the driver from Brighton, Colo., ended up winning half of the scored runs in PA and he took the title on the final day by a razor slim 0.197sec margin. His perseverance is part of what makes RMDiv such a strong RallyCross division. Congratulations is due to each of the



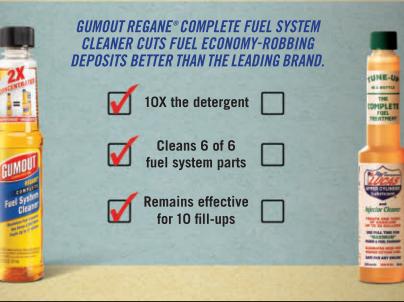
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RMDiv contenders who made the trip to Oklahoma!

# AND THAT'S NOT ALL, FOLKS!

As this is being written in late October, the 2011 Colorado RallyCross schedule is not yet concluded. RallyCross events at Pikes Peak International Raceway (PPIR) on Oct. 29 and Colorado Off-Road Extreme (CORE) on Nov. 5 have vet to be held. They will cap off a successful 12-event schedule for the year. And that doesn't even include the non-SCCA spectaculars like the Global RallyCross Last Chance event held last summer at PPIR, or the traditional Pikes Peak International Hill Climb that invite RallyCrossers and racers everywhere to participate or watch. And while nobody knows what the 2012 RallyCross schedules in Utah, Rio Grande or Colorado will look like as of yet, it doesn't appear that rain, snow, heat or any other climactic change will deter them from having even more fun into the New Year.

CONTACT DAVID MURAMOTO (303) 752-9777 nissan7gt3@comcast.net

# **SKID MARKS**

SOUTHERN PACIFIC DIVISION

# USRRC HEADS TO TOWN

n late October, the United States RoadRally Challenge made a stop in the SPDiv, with Cal Club Region hosting the 17th running of the storied event. A dozen teams descended on the Antelope Valley area of Southern California, and were challenged by three very trying stages. On one of the rallies, drivers were even treated to a run down the "Musical Road" in Lancaster, a few even opted to turn around and run that section again, just to hear the tune at a different speed.

In the end, the team of **Ron Ferris** and **John Sears** won the Equipped Class, **Jessica** and **J Toney** took the Limited Class, and **Stu Helfer** and **Jack von Kaenel** ruled the Stock Class.

For a complete run down of the event see the USRRC coverage elsewhere in this issue of *SportsCar*.

# SPDIV'S WORLD CHAMPS

The 2011 Pirelli World Challenge Championships are in the books, and drivers from SPDiv captured two of the three Drivers' Championships. Jeanne English (right) was the rallymaster for Saturday's Highway Robbery rally at this year's USRRC, which was won by John Sears (left), navigator, and Ron Ferris (center), driver.

Cal Club Region's

Driving the No. 45 Privacy Star/ TruSpeed Porsche 911, **Patrick Long**, of Las Vegas Region, won the GT title. Winning the GT Drivers' Championship is a monumental effort, particularly when you consider Long missed one round of the series due to commitments elsewhere. Thanks in part to Long's effort behind the wheel, Costa Mesa-based TruSpeed Motorsports picked up the GT Team Championship.

Cal Club Region's **Paul Brown** claimed the GTS Driver's Championship in his Ford Mustang. Brown had a great season in the GTS class, winning five races along the way, also securing the Team Championship for Tiger Racing.

James Sofronas, Cal Club Region, also contested the GT class in 2011, putting in a solid performance and taking fourth in the Drivers' Championship standings. Brandon Davis showed up for his home

race, the Toyota Grand Prix of Long Beach, and claimed the GT class win.

Complete coverage of the Pirelli World Challenge Championship can be found a few pages back in this issue of *SportsCar*, as well as on www.world-challenge.com

# START PLANNING FOR 2012

The SPDiv winter break is a short one, and next year's Club Racing schedule is already finalized. The 2012 SPDiv National Club Racing season kicks off in January at Auto Club Speedway with a Double Regional/Single National. In February, we move to Willow Springs for a Double Rational – this combines Regional and National racers into a single group. The traditional April date at Buttonwillow will once again return. New for the season is the addition of Double Rationals at Auto Club Speedway in June and Buttonwillow in September. These additional dates bring the division total to nine National races, two more than in 2011.

At this point, we have not seen Club Racing dates from Arizona Region, which is still feeling the loss of the Phoenix Int'l Raceway road course, and things are currently on hold at Firebird Raceway as the track's lease is reportedly under renegotiation. Hopefully things will get on track quickly for them, and we will see additional National race dates added to our division's schedule.

So far, the Tire Rack Solo National Tour and ProSolo Championship schedule have not been released, but knowing Cal Club and San Diego Region's host two of the most successful stops every year, we can certainly count on both series making a stop in the area.

To keep up to date with your favorite local Region's events, check the calendar at **www.scca-sopac.org**.

**CONTACT** JASON ISLEY (949) 417-6725 jisley@haymarketworldwide.com



# SPORTS CAR CLUB OF AMERICA JANUARY 2012 RESULTS FROM SCCA CLUB RACING, ALLY AND SOLO EVENTS

# **SOLO NATIONAL TOUR** ROAD TOUR NASHVILLE, TENN / OCTOBER 29-30, 2011

SS: 1. Pat Salerno (Lotus) 143.193: 2. Brian Conners (Lotus): 3. Mark Wortham (Chevrolet): SSL: 1. Crissu Weaver (Chevrolet) 152.382; 2. Holly Schwedler (Chevrolet); 3. Donna Marx (Chevrolet); AS: 1. Anthony Savini (Chevrolet) 148.573; 2. Han Henze (Porsche); 3. Lawrence Pulliam (Chevrolet); BS: 1. Jeff Wetzel (Honda) 153.434; 2. Gary Mitchell (Honda); 3. Seanen Burke (Honda): DS: 1 Mark Canekeratne (Chevrolet) 156 888: 2. Romesh Canekeratne (Chevrolet); 3. Nick Amick (Acura): FS: 1 Shawn Gebbia (Mazda) 153 805; 2 Tara Johns (Mazda); 3. Kyle Mertens (Mazda); FS: 1. Edward Fisher (Cadillac) 156.629; 2. Linda Ruschak (Ford) 183.053; HS: 1. Tom OGorman (Mini) 154.736; 2. James Feinberg (Mini); 3. Joseph Austin (Mini); HSL: 1. Gwen Baake (Mini) 162.270; 2. Linda Duncan (Mini); 3. Jacqueline Lawson (Mini):

ST: 1. Chris Haydu (Honda) 155.320; 2. Chris Janusz (Honda); 3. Justin Ford (Chevrolet); STS: 1. Justin Harbour (Mazda) 154.957; 2. Brian Darby (Mazda); 3. Warren Grobbelaar (Mazda); STX: 1. Kristo Kukk (Honda) 153.517; 2. Mark Sipe (Mazda); 3. Dennis Sparks (Mazda); STXL: 1. Megan Biddle (Mazda) 162.770; STR: 1. Geoff Walker (Honda) 149.087; 2. Nelson Ireson (Mazda); 3. Chris Edens (Honda); STRL: 1. Laura Campbell (Honda) 169.350; STU: 1. Andrew Pallotta (Subaru) 154.558; 2. Johnny Rose (Subaru); 3. Greg Pressley (Subaru); SMF: 1. Taylor Carr (Honda) 148.075; 2. Michael Kuhn (Honda); 3. Chad Matthews (Mini); SSM: 1. Carter Thompson (Mazda) 138.558; 2. Brian Johns (Mazda); 3. Dan Chadwick (Mazda);

ASP: 1 Michael Johnson (Chevrolet) 139 924: 2 Alex Tziortzis (Chevrolet); 3. Robert Carpenter (Chevrolet); ASPL: 1. Michelle Comte (Chevrolet) 161.092; 2. Kandu Johnson (Chevrolet); 3. Rose Bartl (Lotus); BSP: 1. Rich Hammond (Pontiac) 147.312; 2. Steven Ruschak (Pontiac); 3. Brian Flanagan (Nissan): CSP: 1. Charles Koulik (Mazda) 144.743; 2. Joe Brennan (Mazda); 3. Tom Shuman (Mazda); DSP: 1. Chris Dressler (BMW) 149.887; 2. Andrew Buck (Nissan) 152.879; 3. Don Morgan (Nissan); ESP: 1. Korry

**CLUB RACING** GT1-3 = GT-1, GT-2, GT-3 GTL = GT-Lite AS = American Sedan **FP-HP** = F-H Production STO = Super Touring Over STU = Super Touring Under **T1-T3** = Touring 1-3 SSB = Showroom Stock B SSC = Showroom Stock C SM = Spec Miata CSR = C Sports Racing DSR = D Sports Racing \$2000 = Sports 2000 SRF = Spec Racer Ford FA = Formula Atlantic FC = Formula Continental FM = Formula Mazda FE = Formula Enterprises FB = Formula 1000 FF = Formula Ford FV = Formula Vee F500 = Formula 500

### SOLO (L=LADIES)

SS = Super Stock A-HS = A-H Stock A-FSP = A-F Street Prepared XP = X Prepared C-GP = C-G Prepared A-FM = A-F Modified ST = Street Touring STS = Street Touring S STX = Street Touring X STU = Street Touring Ultra SM = Street Modified SSM = Super Street Modified SMF = Street Modified FWD F125 = Formula 125 FJA = Formula Junior A FJB = Formula Junior B RALLYCROSS SA = Stock All-wheel driv SE = Stock Front-wheel drive SR = Stock Rear-wheel drive

PA = Prepared, All-wheel drive PF = Prepared, Front-wheel drive PR = Prepared, Rear-wheel drive M4 = Modified, All-wheel drive M2 = Modified, Two-wheel drive

#### ROADRALLY S = Stock

L = Limited E = Equipped Pat Salerno bested 16 other Super Stock drivers to take the win at the Nashville Road Tour in his Lotus Elise.

Berger (Chevorlet) 150.497; 2. Phil Fitzmaurice (Chevrolet); 3 Will Smith (Chevrolet):

XP: 1, Jason Collett (Honda) 134,768; 2, Dave Newman (Porsche); 3. John McIver (Factory Five); CP: 1. Brian Hoover (Ford) 153.589; 2. Sean Ittner (Ford); 3. Ron Ittner (Ford): EP: 1. Tim Smith (Honda) 138,563; 2. Bryan Rawlins (Honda); 3. Amy Smith (Honda); GP: 1. Scott Giles (Honda) 151.740; 2. Renee Hines (Honda); 3. Richard Miller (Austin Healeu):

CM: 1. Mark Lamm (Van Diemen) 138.809; 2. Nick Myers (Van Diemen); 3. Donald Elzinga (Dulon); EM: 1. Andu Hohl (Ford) 143,846; 2, Dave Whitworth (Ford); 3, Martin Valent (Toyota); EML: 1. Tara Valent (Toyota) 164.494; 2. Elizabeth Whitworth (Ford); 3. Jessica Rekart (Ford); FM: 1. Lynn Wilson (Volkswagen) 159.070; F125: 1. James Newman (CRG) 131.858; 2. Kevin Burch (Arrow); 3. Jason Vehige (Vanspeed); F125L: 1. Neva Hoover (AMV); FJA: 1. Corrie Smith (Birel) no time;

Index Class 1: 1. Mark Strong (Mazda) 132.043; 2. Chris Harp (Subaru); 3. Terry Judd (Ford).

# **ROADRALLY TRIPLE NAT'L** LAND O'LAKES REGION LA CROSSE, WI / SEPTEMBER 17-18, 2011

#### SATURDAY - COURSE

E: (5 starters) 1. Clarence Westberg/Dave Fuss (MINI) 347: 2. Stu Helfer/Jack von Kaenel (Chevrolet) 690: 3. Chuck Larouere/Robert Morseburg (Chevrolet) 707; L: (1 starter) 1. Ron Ferris/John Sears (MINI) 1034;

### SATURDAY – GTA

OA: (2 starters) 1. R. Bruce Gezon/Steve Gaddy (Chevrolet) 6; 2. Wendy Harrison/Craig Beidelman (Volkswagen) 33;

#### SUNDAY - TOUR

E: (5 starters) 1. Stu Helfer/Jack von Kaenel (Chevrolet) 10: 2. Clarence Westberg/Dave Fuss (MINI) 13: 3. Chuck Larouere/Robert Morseburg (Chevrolet) 14; L: (2 starters) 1. R. Bruce Gezon/Steve Gaddy (Chevrolet) 18; 2. Ron Ferris/ John Sears (MINI) 105.

Channeling his inner NASCAR driver, Mike "Junior" Johnson took well to Nashville Superspeedway, demolishing the ASP class.



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Bob Bondurant School of High Performance Driving (3) Bondurant Road Course, Ariz. www.bondurant.com

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Situated on Firebird Raceway's 450 acres of excitement located on the Gila River Indian Community in Phoenix, Ariz., the purpose-built facility has access to three additional racetracks, a watersports lake and three skid pads. Bob Bondurant, an internationally recognized leader in advanced driving training, opened the school in 1968.

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Bridgestone Racing Academy Mosport Driver Development Track, Ont. www.race2000.com (905) 983-1114

# EVOLUTION Performance Driving School

Evolution Performance Driving School (a) Locations nationwide www.evoschool.com

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In 2012, Evolution Performance Driving Schools will be celebrating 20 years of developing better drivers. From 16-year-old novices all the way up to seasoned motorsport veterans, our National Champion team of instructors will provide useful feedback in the areas that need it the most. We focus on your mental skills and especially visual recognition skills that are shared in all forms of driving, whether in your daily driver or a fully prepped racing car.

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**MULTIPLE VENUES** 



# MSR Houston Road Racing School (8) MSR Houston, Texas

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11



7

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#### **ProFormance Racing School**

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focusing on safety, preparation and protoco of any racetrack. 2. "On-Track." two full days of learning car

2. On mark, two hun days of rean ing car control, competitive driving and the line. Practice starts, side by side, and even a 10-lap practice race are included.

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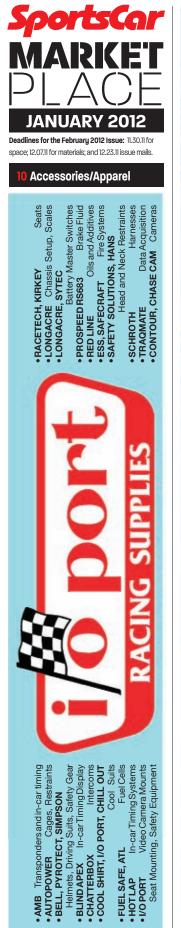
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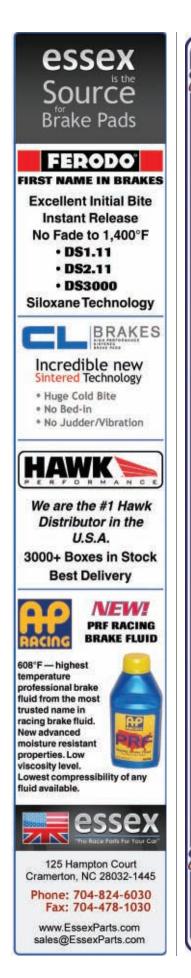








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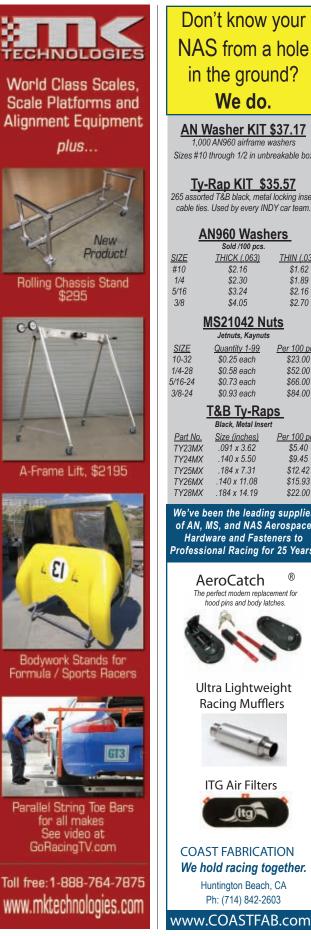
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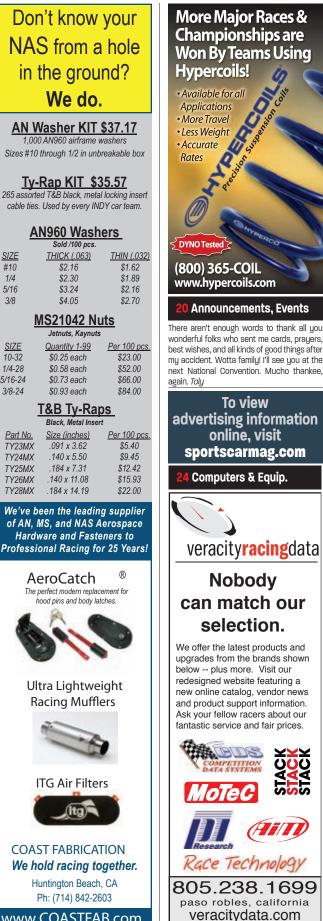
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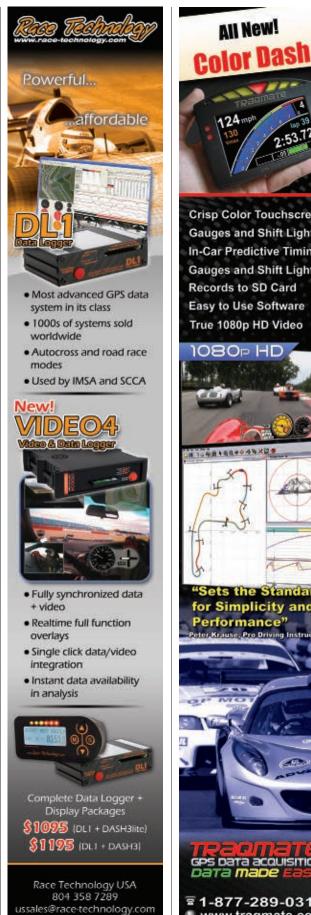
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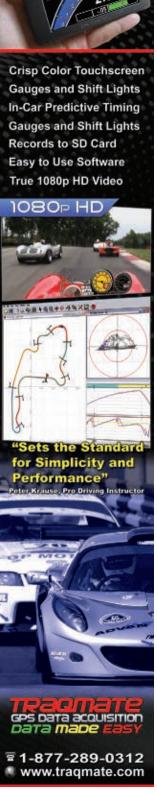














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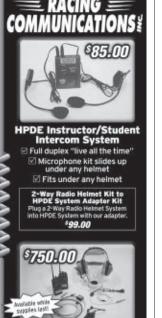
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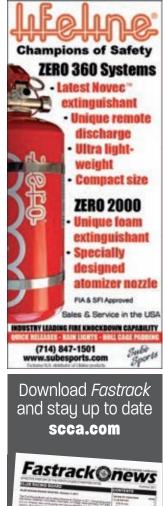


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SPORTS CAR CLUB OF AMERICA **JANUARY 2012** A LOOK BACK WITH SCCA CLUB HISTORIAN PETER HYLTON PHOTOS **SPORTSCAR ARCHIVES** 



With SCCA Pro Racing's Trans-Am Series returning to its roots with multi-class racing, we found this a great opportunity to look at photos from Trans-Am's first year of competition. Back in 1966 there were two classes, the Over 2 Liter class (TOP), seen here being led by Bob Tillius in a Dodge Dart, and the Under 2 Liter class (LEFT), with Horst Kwech in an Alfa GTA leading the pack.

# 10 years ago in SportsCar...



Something that recreates itself within SCCA every few years is *SportsCar* magazine. In 2002, one of the more recent changes was announced. Remaining in the magazine format (although a newspaper format had been briefly tried a few years earlier), the SCCA publication was

modified to produce a more readable product with more usable space. This new format was adopted to permit more feature articles on technical aspects of SCCA competition, and the initial issue began that trend with a

feature on vehicle aerodynamic testing on a restricted budget. From the earliest days, when the Club newsletter was a mimeographed product named *SportWagen*, this publication has endeavored to serve the needs of the membership and communicate the important aspects of SCCA involvement to the public.

In a reader survey 10 years ago, the membership told *SportsCar* they wanted to see the season wrap ups for Solo, Club Racing and Pro Racing in three consecutive issues. The idea was a popular one, and we continue the tradition to this day.



# 25 years ago in SportsCar...



he reincarnation of a long-lost racing series was announced: the second coming of the original 2.5 Trans-Am Challenge Series. The series was reinvented by some West Coast visionaries as the National Sports Sedan Championship, or NASPORT. The series was originally open to Club Racing GT-3 and GT-4 cars. These

were the classes that the old B and C Sedan classes had morphed into over time – BS and CS having been the classes of cars that made up the original 2.5 Trans-Am

category. An initial five race series was announced for West Coast venues. NASPORT eventually expanded eastward across the country, usually serving as a feature race at selected National events. While not part of Trans-Am, NASPORT has continued into the newest decade, although once again it is based only on the left coast, where it provides additional racing opportunities for drivers in the GT-3 and GT-Lite classes.







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